



**Authority Meeting  
Agenda**

#6/17

July 28, 2017

9:30 A.M.

HEAD OFFICE, 101 EXCHANGE AVENUE, VAUGHAN

**Pages**

1. **MINUTES OF MEETING #5/17, HELD ON JUNE 23, 2017**  
Link to Minutes
2. **BUSINESS ARISING FROM THE MINUTES**
3. **DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF**
4. **APPOINTMENT TO TORONTO AND REGION CONSERVATION AUTHORITY**  
Regional Municipality of York 6
5. **ELECTION OF OFFICERS**  
The Clerk will appoint the scrutineers and conduct the following election, as required by the Rules of Conduct for the Authority:
  - 5.1 **EXECUTIVE COMMITTEE - YORK REGION POSITION**
6. **PRESENTATIONS**
  - 6.1 A presentation by Nancy Gaffney, Head of Watershed Programs, TRCA, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.
7. **DELEGATIONS**
  - 7.1 A delegation by Roy Wright, resident, Scarborough, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.

- 7.2 A delegation by Sherri Lange, CEO, North American Platform Against Wind Power, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.
- 7.3 A delegation by Jennifer Falvy, resident, Scarborough, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.
- 7.4 A delegation by Jane Fairburn, resident, Scarborough, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.
- 7.5 A delegation by Barbara Woloszczuk, Resident, Scarborough, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.
- 7.6 A delegation by Steve Smith, resident, Scarborough, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.
- 7.7 A delegation by William Sheehan, resident, Toronto, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.
- 7.8 A delegation by Nicole Conboy, resident, Scarborough, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.
- 7.9 A delegation by Janet Duckworth, resident, Toronto, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.
- 7.10 A delegation by Nadia Baer, Director, Save Lighthouse Surfbreak, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.
- 7.11 A delegation by Kimberly Fawcett Smith, resident, Scarborough, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.
- 7.12 A delegation by Jeff Green, resident, Toronto, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.
- 7.13 A delegation by Gerard T. Arbour, resident, Scarborough, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.
- 7.14 A delegation by Penn Penev, resident, Toronto, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.

## 8. CORRESPONDENCE

- |     |  |    |
|-----|--|----|
| 8.1 | A submission dated July 12, 2017 from M. Jane Fairburn and Kathleen Gillis, residents, Scarborough, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.   | 7  |
| 8.2 | A submissions dated July 13, 2017 from Mr. Roy Wright, resident, Scarborough, in regard to 9.2 - Scarborough Waterfront Project Environmental Assessment.                              | 11 |
| 8.3 | An email dated July 11, 2017 from Karen and Bob Yukich, residents, Toronto, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.                           | 16 |
| 8.4 | A submission dated July 12, 2017 from Sherri Lange, CEO, North American Platform Against Wind Power, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.  | 17 |
| 8.5 | A letter dated July 10, 2017 from Marlane Koehler, Executive Director, Waterfront Regeneration Trust, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment. | 30 |

8.6	A letter dated July 13, 2017 from Jeff Forsyth, Past President, Centennial Community and Recreation Association, in regard to item 9.2 - Scarborough Waterfront Project Environmental Assessment.	34
8.7	An email dated July 19, 2017 from Gerard Arbour, resident, Toronto, in regard to 9.2 - Scarborough Waterfront Project Environmental Assessment.	35
9.	<b>SECTION I - ITEMS FOR AUTHORITY ACTION</b>	
9.1	<b>CONFIDENTIAL AS IT PERTAINS TO PERSONNEL MATTERS</b> APPOINTMENT OF CHIEF EXECUTIVE OFFICER <u>Verbal Report at the Meeting</u>	
9.2	<b>SCARBOROUGH WATERFRONT PROJECT ENVIRONMENTAL ASSESSMENT</b> Refined Preferred Alternative	37
9.3	<b>SEWAGE BYPASS REPORTING ACT, 2017</b> Bill 141: An Act to Amend the Ontario Water Resources Act with Respect to the Public Reporting of Sewage Bypassing	45
9.4	<b>DROPBIKE BIKE-SHARE SERVICES</b> Pilot Program at TRCA Facilities	47
9.5	<b>EROSION AND SEDIMENT CONTROL MATERIALS</b> Contract #10004654 – Vendor of Record	51
9.6	<b>I-365 SANITARY PROTECTION PROJECT NEAR 196 BRADWICK DRIVE</b> Award of Contract #10004141	53
9.7	<b>COATSWORTH CUT PROJECT</b> Channel Dredging Works	58
9.8	<b>BLUFFERS PARK CHANNEL DREDGING</b> Award of Contract #10005202 for Maintenance Dredging of the Bluffers Park Entrance Channel, City of Toronto	61
9.9	<b>CHORLEY PARK SWITCHBACK TRAIL PROJECT</b> Contract #10005339 - Construction of Trail	65
9.10	<b>CLAREMONT PHASE II RENOVATION PROJECT</b> Contract #10005103 Claremont Field Centre Project – Construction of a Wood Deck and Pathway	68
9.11	<b>VERIFYGLOBAL ALLIANCE</b> Proposed Membership	71
9.12	<b>CONSERVATION AUTHORITIES ACT PROPOSED AMENDMENTS</b> Final Draft TRCA Comments <u>Report to Follow</u>	

**10. SECTION III - ITEMS FOR THE INFORMATION OF THE BOARD**

**10.1 GOOD NEWS STORIES**

**11. MATERIAL FROM BUDGET/AUDIT ADVISORY BOARD MEETING**

No Meeting This Month

**12. MATERIAL FROM EXECUTIVE COMMITTEE MEETING #5/17, HELD ON JULY 14, 2017**

Link to Executive Minutes

**12.1 SECTION I - ITEMS FOR AUTHORITY ACTION**

**12.1.1 GREENLANDS ACQUISITION PROJECT FOR 2016-2020**

Flood Plain and Conservation Component, Don River Watershed  
Quadrant Holdings Inc.  
CFN 57972  
Page 280

**12.1.2 CITY OF TORONTO**

Request for Permanent Easements Required for the Coxwell  
Sanitary Trunk Sewer Bypass Tunnel  
City of Toronto, Don River Watershed  
CFN 42948  
Page 283

**12.1.3 CLAREMONT FIELD CENTRE PROJECT**

Contract #10005225 Claremont Field Centre Project - Interior  
Renovations and Fire Suppression Upgrade  
Page 289

**12.2 SECTION II - ITEMS FOR EXECUTIVE COMMITTEE ACTION**

**12.2.1 CARRUTHERS CREEK WATERSHED OAK RIDGES MORaine  
GROUNDWATER PROGRAM MONITORING WELL**

Contract #10005143 - Carruthers ORMGP Monitoring  
Page 292

**12.2.2 IBM NOTES SOFTWARE DEVELOPMENT AND  
ADMINISTRATION**

Award of Preferred Source Contract #10005142  
Page 294

**12.2.3 OFFICE AND PAPER SUPPLIES**

Contract #10005413 - Vendor of Record  
Page 296

**12.3 SECTION IV - ONTARIO REGULATION 166/06, AS AMENDED**

Receipt of Ontario Regulation 166/06, as amended, applications 10.1 - 10.??,  
which were approved at Executive Committee meeting #5/17, held on July 14,  
2017  
Page 298



**13. NEW BUSINESS**

NEXT MEETING OF THE AUTHORITY #7/17, TO BE HELD ON SEPTEMBER 22, 2017 AT 9:30 A.M. AT HEAD OFFICE, 101 EXCHANGE AVENUE, VAUGHAN

Brian Denney, Chief Executive Officer

/jr

**TO:** Chair and Members of the Authority  
Meeting #6/17, Friday, July 28, 2017

**FROM:** Brian Denney, Chief Executive Officer

**RE:** **APPOINTMENT TO TORONTO AND REGION CONSERVATION AUTHORITY**  
Regional Municipality of York

---

### **KEY ISSUE**

The Secretary-Treasurer advises that one new appointee to TRCA, representing the Regional Municipality of York, has been duly appointed and is entitled to sit as a member of this Authority until the 2018 annual meeting when all appointments for the period of the Annual Authority Meeting for 2018 to the Annual Authority Meeting for 2019 will be confirmed, unless a successor is appointed.

### **RECOMMENDATION**

**THAT Regional Councillor Brenda Hogg be recognized as a Regional Municipality of York member of Toronto and Region Conservation Authority (TRCA) until November 30, 2018 and until the first meeting of TRCA afterwards, and as such is duly appointed and entitled to sit as a member of this Authority until Annual Authority Meeting #1/18, scheduled to be held on February 23, 2018, or until her successor is appointed.**

### **BACKGROUND**

At York Region Council on December 18, 2014, Council approved the appointment of five Council appointees to TRCA for the term of Council. One of these positions became vacant due to the resignation of Deputy Mayor Michael Di Biase, and as a result of this vacancy, at York Region Council on June 29, 2017, Council approved appointment of Regional Councillor Brenda Hogg to TRCA until November 30, 2018.

Each year at the annual meeting the Secretary-Treasurer advises who is entitled to sit as members of the Authority for the upcoming year. Due to the change in membership, such advisement needs to be provided at the July 28, 2017 meeting, to be effective until Annual Meeting #1/18, scheduled to be held on February 23, 2018, or until her successor is appointed. As a result, the Secretary-Treasurer is advising that Brenda Hogg is duly appointed to sit as a member of the Authority, effective July 28, 2017.

**Report Prepared by: Kathy Stranks, extension 5264**

**Emails: [kstranks@trca.on.ca](mailto:kstranks@trca.on.ca)**

**For Information contact: Kathy Stranks, extension 5264**

**Emails: [kstranks@trca.on.ca](mailto:kstranks@trca.on.ca)**

**Date: July 4, 2017**

TRCA Objective	Response
Background	The preferred alternative of the TRCA is to harden the shore of Grey Abbey Beach, in the vicinity of East Point Park, by building a raised road and headlands, comprised of construction debris (otherwise known as “clean fill”). This landfill project will obliterate approximately a third of the 3 kilometre natural beach in the Scarborough Waterfront Project’s (SWP’s) East Segment. The 3 km area is bounded by the western most portion of the Segment to the access point to the beach at Beechgrove Drive. Environmental degradation is also anticipated in the sensitive Grey Abbey Ravine, where a virtually unstudied “tableland trail transition” area has been recently proposed. The Grey Abbey Ravine is home to the Bank Swallow, a listed, threatened species in Ontario. See: <a href="https://youtu.be/3Jl2EyYSViI">https://youtu.be/3Jl2EyYSViI</a>
1. Protect and enhance terrestrial and aquatic natural features and linkages	<p>Shoreline hardening is well recognized as one of the worst threats to the stability and health of the Great Lakes system. Shoreline hardening obliterates the connections between terrestrial and water species and destroys near-shore animal, bird, plant and fish habitat. See: <a href="http://www.greatlakesmapping.org/lake-stressors">http://www.greatlakesmapping.org/lake-stressors</a> and <a href="https://media.wix.com/ugd/7335b9_28acee24aa7540409ab0b2f9f305ef0c.pdf">https://media.wix.com/ugd/7335b9_28acee24aa7540409ab0b2f9f305ef0c.pdf</a></p> <p>The TRCA acknowledges in its 2012 <i>Scarborough Shoreline: Terrestrial Biological Inventory and Assessment</i> that East Point Park and vicinity is at risk due to shoreline hardening. It recommends that natural shoreline conditions and beach habitats should be maintained at East Point Park and vicinity, see: 5.2(1)(c), Site Recommendations, pp. 28 and 29. In its 2012 report, the TRCA notes the significance of rare species at East Point Park, including prairie and coastal vegetation, p. 27. ESA (City of Toronto) and ANSI (Province of Ontario) designations apply to the East Segment. The entire coastal area is home to the Bank Swallow, which is now listed as a threatened species in Ontario, see: <a href="https://www.ontario.ca/page/bank-swallow">https://www.ontario.ca/page/bank-swallow</a>.</p>
2. Achieve value for cost	Saving Grey Abbey Beach costs the taxpayer nothing. The TRCA has not provided costing to date for the destruction of the shore at Grey Abbey Beach, though requested to do so. The TRCA estimates the entire project to be \$170 million with a 50% contingency, and acknowledges that 12 years of construction disturbance will be endured by affected residential communities if the project goes ahead. The TRCA indicates that costs for the destruction of the beach may be offset by tipping fees, paid to construction companies, which will dump construction garbage (“clean fill”) on the beach and in the lake, to fill the shore. See: “ <a href="#">Scarborough Waterfront Project: Finding a Balance</a> ”.
3. Manage public safety and property risk	<p>The TRCA’s preferred alternative to manage public safety and property risk is to build an “access” road over the beach and thereby also control erosion.</p> <p>It is illogical for the TRCA to claim that safety in nature may be achieved by obliterating the very thing they are attempting to protect.</p> <p>It is also illogical for the TRCA to assert that a third of the 3 km beach is unsafe (requiring an “access” road) while the other portion of the beach is safe (not requiring an “access” road). It is also significant that the portion of the beach the TRCA proposes to preserve is more negatively affected by erosion than the portion of the beach they propose to destroy.</p> <p>It goes without saying that the least intrusive measure must be taken to control erosion, especially in environmentally sensitive areas such as the Grey Abbey Ravine. The TRCA has proposed and implemented innovative approaches to erosion control that do not involve extensive shoreline hardening in other areas of the Toronto waterfront, including at Toronto Island and previously building Bluffers Beach. The TRCA has not made a logical or valid case for the destruction of the shore at Grey Abbey, given other innovative measures available to control erosion. See: <a href="https://trca.ca/conservation/green-infrastructure/gibraltar-point-erosion-control-project/">https://trca.ca/conservation/green-infrastructure/gibraltar-point-erosion-control-project/</a></p> <p>The TRCA has asserted in stakeholder meetings that City of Toronto policy directs them to deploy shoreline hardening when developing the waterfront at Grey Abbey Beach. A detailed examination of the <i>Toronto Official Plan</i> and other documents and policy papers upon which the TRCA relies reveals just the opposite: that the TRCA is mandated to preserve and protect Grey Abbey Beach and prevent further shoreline hardening from occurring. (Refer to bibliography on page 2 for many of the pertinent documents and policy papers). If a policy or document exists that directs the TRCA to destroy the shore and near-shore areas at Grey Abbey Beach, they should produce it for review, as previously requested. The TRCA should not slavishly rely on outdated, destructive policy, if such policy exists.</p>
4. Consistency and coordination with other initiatives	The Great Lakes Waterfront Trail already exists on the headland, above Grey Abbey Beach. The Waterfront Trail’s location on the headland is appropriate, given the ecological and cultural sensitivity of Grey Abbey Beach and vicinity. See: <i>Regeneration, Toronto’s Waterfront and the Sustainable City: Final Report</i> , <i>The Waterfront Trail: First Steps from Concept to Reality</i> , and <i>Integrated Shoreline Management Plan (ISMP)</i> . (For further information, see page 2.)

5. Provide an enjoyable waterfront experience	<p>The current preferred alternative deeply denigrates the rich social, environmental and cultural significance of Grey Abbey Beach and vicinity. The connection to the lake, the ability to walk on the shore and swim in the water, and the legacy that offers to future generations will be lost forever. And what is gained in its stead? What the TRCA now correctly calls a “service road” (also referred to as a waterfront “trail”).</p> <p>Water recreation for the well-established community of paddleboarders, surfers and kayakers at Grey Abbey, who require gradual, sandy access to the lake, will effectively be denied.</p>
---	---

## Supporting Documents for the Scarborough Waterfront Project, East Segment, Grey Abbey Beach

Lockhart, R., Peterson, B., Reid, R., and Woodburn, B.. *The Waterfront Trail: First Steps from Concept to Reality*. Toronto: 1991.

Link: <http://virtualreferencelibrary.ca/detail.jsp?Entt=RDM552772&R=552772>

Royal Commission of the Future of the Toronto Waterfront. *Regeneration, Toronto's Waterfront and the Sustainable City: Final Report*. Toronto: 1992.

Link: [http://publications.gc.ca/collections/collection\\_2014/bcp-pco/Z1-1988-1-1992-1-eng.pdf](http://publications.gc.ca/collections/collection_2014/bcp-pco/Z1-1988-1-1992-1-eng.pdf)

The Metropolitan Toronto and Region Conservation Authority. *Integrated Shoreline Management Plan (ISMP)*. 1996.

Link: <http://trca.on.ca/trca-user-uploads/IntegratedShorelineManagementPlan.pdf>

The Metropolitan Toronto and Region Conservation Authority. *Watershed Plan*. 1980.

Link: <http://trca.on.ca/trca-user-uploads/WatershedPlan.pdf>

Toronto City Planning. *Toronto Official Plan*. Toronto: June, 2015.

Link: <http://www1.toronto.ca/planning/chapters1-5.pdf>

Toronto Transportation Services, Parks, Forestry and Recreation. *Toronto Multi-Use Trail Design Guidelines*. Toronto: 2014.

Link: [http://www1.toronto.ca/City%20Of%20Toronto/Transportation%20Services/Cycling/Files/pdf/TORONTO%20MULTI-USE%20TRAIL%20DESIGN%20GUIDELINES-December%202014\\_Fina\\_4.pdf](http://www1.toronto.ca/City%20Of%20Toronto/Transportation%20Services/Cycling/Files/pdf/TORONTO%20MULTI-USE%20TRAIL%20DESIGN%20GUIDELINES-December%202014_Fina_4.pdf)

Waterfront Regeneration Trust. *Lake Ontario Greenway Strategy*. Toronto: 1995.

Link: <http://www.torontopubliclibrary.ca/detail.jsp?Entt=RDM670781&R=670781>

Waterfront Technical Committee. *The Waterfront Plan for the Metropolitan Toronto Planning Area*. 1967. Link: <http://trca.on.ca/trca-user-uploads/TheWaterfrontPlanfortheMetropolitanTorontoPlanningArea-Dec1967.pdf>



"M.Jane Fairburn"

07/19/2017 01:10 PM

To Kathy Stranks <kstranks@trca.on.ca>,

cc

bcc

Subject Fwd: Comments, Scarborough Waterfront Development Project, PIC#3

Hello Ms. Stranks,

I would appreciate it if you would forward the email below to all the members of the TRCA board, in advance of the meeting on July 28, 2017.

Many thanks,

Jane Fairburn

<http://janefairburn.com/>

<https://soundcloud.com/jf2/jane-fairburn-and-tasha-kheiriddin-discusses-the-trcas-plans-to-pave-grey-abbey-beach>

<https://www.youtube.com/watch?v=EZQMBKbthLA>

<https://www.youtube.com/watch?v=HJ8jjbeNaEg><https://www.youtube.com/watch?v=EZQMBKbthLA>

Begin forwarded message:

**From:** M.Jane Fairburn

**Subject:** Comments, Scarborough Waterfront Development Project , PIC#3

**Date:** July 12, 2017 at 11:40:12 PM EDT

**To:** Toronto and Region Conservation Waterfront <[waterfront@trca.on.ca](mailto:waterfront@trca.on.ca)>

**Cc:** Councillor Crawford <[councillor\\_crawford@toronto.ca](mailto:councillor_crawford@toronto.ca)>, Councillor Ainslie <[councillor\\_ainslie@toronto.ca](mailto:councillor_ainslie@toronto.ca)>, "Arthur Potts, MPP" <[apotts.mpp@liberal.ola.org](mailto:apotts.mpp@liberal.ola.org)>, [councillor\\_hart@toronto.ca](mailto:councillor_hart@toronto.ca), [raymond.cho@pc.ola.org](mailto:raymond.cho@pc.ola.org), [mhunter.mpp.co@liberal.ola.org](mailto:mhunter.mpp.co@liberal.ola.org), "Arthur Potts, MPP" <[apotts.mpp@liberal.ola.org](mailto:apotts.mpp@liberal.ola.org)>, [gmurray.mpp@liberal.ola.org](mailto:gmurray.mpp@liberal.ola.org), [kmcgarry.mpp.co@liberal.ola.org](mailto:kmcgarry.mpp.co@liberal.ola.org), "Lorenzo Berardinetti, MPP (Constituency Office)" <[lberardinetti.mpp.co@liberal.ola.org](mailto:lberardinetti.mpp.co@liberal.ola.org)>, [Bill.Blair@parl.gc.ca](mailto:Bill.Blair@parl.gc.ca)

Dear Mr. Worrell,

Torontonians are very lucky. In the east end of the city, beyond the towers of the downtown and the commotion of the Beach district, lies a fringe of gentle, sandy shore, uninhibited by concrete and construction refuse.

South of the Kingston Road, at the bottom of Brimley Avenue, lies the largely manmade Bluffer's Beach, while to the east, Grey Abbey Beach, wilder and teeming with rare flora and fauna, is part of the last remaining natural sand beach on the mainland of Toronto.

Aside from the unique opportunities these areas present for humans to be in nature, these shores are quite special from another perspective: *Torontonians actually swim, surf, paddle and play in the water.*

The TRCA has developed a proposal that would negatively impact Torontonians' ability to use Bluffer's Beach. Farther to the east, at Grey Abbey, the TRCA delivers the knock-out punch, with the proposal for the complete obliteration of the shore from the western edge of the East Segment, all the way over to the Grey Abbey Ravine. But perhaps actually floating, splashing and playing in the water doesn't matter much to the



TRCA. At the PIC#2 meeting, a TRCA official indicated that what Torontonians really wanted was to, “dip their toe in the water.” How outrageous. How insulting to the intelligence of Torontonians. How deeply lacking in insight. Despite over 1,000 signatures on a petition that decries shoreline hardening and supports sensible increased access to the beach, despite the virtual mutiny of the TRCA stakeholder’s group subsequent to the PIC#2 meeting, despite the disgust of several University of Toronto environmental students, and despite the vehement resistance voiced at the PIC#3 meeting, the TRCA is marching ahead with its pre-ordained plan and attempting to ram this malevolent, \$170 million, 12 year disruptive boondoggle down the throats of taxpayers.

Instead of delivering answers to multiple unanswered requests by the public for further information about their developing proposal, the TRCA boldly hired another consultant on the taxpayer’s dime — a person who deals with, in her own words, “difficult EA projects”.

To add insult to injury, a thinly veiled suggestion was made by Waterfront Specialist Nancy Gaffney at the PIC#3 meeting that Scarborough Bluffs residents to not want to share the beaches with other Torontonians. I, for one, am on the record as supporting increased access *to the beach*. With the effects of global warming all around us, Toronto’s beaches are a precious resource. I do not, however, support access to a concrete highway to nowhere that obliterates the beach and destroys habitat for threatened species. It is my position that the TRCA has not satisfied any of the objectives previously outlined in the SWP. My comments on the failure of the TRCA to meet those objectives will form the basis of my deposition to the TRCA at the July 28, 2017 meeting.

Suffice it to say for now that the proposal in its current form lacks imagination — there is a paucity of thought and disinclination to consider the many ways of increasing access to the beach, while curbing erosion and ensuring safety that does not involve the destruction of the very reason for going down to the water in the first place. Toronto's past is littered with mistakes that deprived us of much of our waterfront. The fact that we are poised to wreck more of what precious little we have left is nothing short of outrageous in the twenty-first century.

The SWP presents a unique opportunity to get the eastern shore right for generations to come. Please go back to the drawing board, *respect and hear* the public, and bring us back a vision for the shore of which we can all be proud.

Jane Fairburn

Author, *Along the Shore: Rediscovering Toronto’s Waterfront Heritage*

<http://janefairburn.com/>

<https://www.youtube.com/watch?v=HJ8jjbeNaEg><https://www.youtube.com/watch?v=EZQMBKbthLA>

<http://janefairburn.com/blog/>

<http://janefairburn.com/the-trcas-scarborough-waterfront-development-project-june-28-2016-meeting-my-comments/>

---

## **CORRESPONDENCE 8.2**

TRCA Board Members - Re: TRCA Scarborough Waterfront Project

### **PRICELESS SANDY BEACHES OF THE BLUFFS**

The SWP could be a golden opportunity to showcase eastern Toronto's spectacular Scarborough bluffs with all the opportunities that this fresh water lake has to offer i.e. access to the water for the enjoyment of recreational activities, for the surfers, swimmers, boaters and all sandy beach uses. Unfortunately, the corporate plan to continue their coastal roadway agenda will cancel all potential water activities by hardscaping the shoreline.

To achieve a fully considered waterfront development, the SWP could accommodate

- a) In the eastern sector ...the environmentally healthy and water accessible sandy shoreline could be preserved as is in perpetuity.
- b) In the central sector...re-establish water access with a sandy beachhead to accommodate swimming, boating and all water activities. Also, provide a safe public accessible switch back path at the Guild Park waterfront. Note: an alternate SWP plan that reflects what the public wants was presented to TRCA's coastal engineer. He verified that the public's alternate plan to create a sandy beach with visitor docking facilities was feasible and it would not decrease the size of the current beach at Bluffers.
- c) In the western sector...keep Bluffers Park Beach as is, i.e. do not add a waterfront roadway between Doris McCarthy Trail and Bluffers beach that will destroy much of the current size of the blue flag sandy beach that has taken decades to establish. Also, the current ideal surfing conditions at Bluffers will forever be destroyed.

To Whom It May Concern....in planning for an excellent long term permanent eastern Toronto waterfront development, the plan would

1. comply with the 2012 environmental recommendations
2. would reclaim a beach for water access and
3. would provide the public with an access path to the Guild Park waterfront.

The current corporate SWP waterfront road plan irrevocably fails on all accounts.

Our comments reflect over 1,000 informed and concerned residents of the Scarborough Bluffs community. Our mandate, as should be with the TRCA, is to preserve Toronto's last priceless natural shoreline. In its natural state, the shoreline along Grey Abbey beach is a spectacular geological treasure. Over 12,000 years old, this shoreline is a tremendous asset for education, recreation, heritage, and is an established habitat to hundreds of local and migrating species. The value of this area will be devastated and irrevocably impaired if the current plan to "hardscape" the shoreline is realized.

Please visit [www.torontonaturalshorlines.com](http://www.torontonaturalshorlines.com) for researched information specific to our precious waterfront now under threat from the TRCA's proposed irreversible roadway project.

Roy and Denise Wright

"Friends of the Bluffs" and 50 year Scarborough Bluff residents

Re: June 28 PIC 3 Meeting Comments

Comments

1. All public speaker comments had a negative response to the corporate “preferred plan”, no one was in favour of destroying the sandy shoreline with a roadway. The PIC 1,2,3 and a stakeholder meeting I attended had the same public response of disapproving the hardening of the shoreline.
2. Misleading erosion information was displayed on the picture panels. A photo of a major land slide slump west of Morningside had a caption “Grey Abbey Park land slide”. Grey Abbey Park is east of Morningside where no landslides have occurred along the natural shoreline. All major and minor slumps have occurred west of Morningside where TRCA erosion works have been completed. Erosion rates along the Grey Abbey bluffs is estimated at one foot per year where private backyards back onto the park with approximately 280 feet of parkland, the erosion could theoretically be a problem in 280 years.
3. The surfers association gave strong arguments against the western sector development that would destroy their water recreation activities. There are over 1,000 surfer members in Toronto some with Olympic aspirations that TRCA had not considered in the shoreline design process.

Note: Arthur Potts, the junior minister of MOECC, told me that the surfers concerns (safety issues and destroying a unique naturalized surfing location) will need to be addressed by TRCA.

4. Saving Grey Abbey Park shoreline was of major public concern. TRCA proudly announced the SWP revision will save over half a kilometer of natural shoreline by ending their waterfront roadway at the Roma Hass ravine location.  
Note: Shame on TRCA for not saving all of the last remaining eastern sandy shoreline. The public has trust that TRCA will respect their Conservation mandate, would preserve a healthy natural environment, would comply with ESA/ANSI policy and comply with environmental recommendations not to harden the shoreline.
5. Since PIC 1 & 2, the estimated \$80 million project has more than doubled to \$170 million.  
Note: Based on records of tendered projects with the city, the preliminary estimate of \$170 million would likely double by the end of the 10-15 year construction period, with



the results of a misguided development where tax revenue could have otherwise been invested in positive City improvements.

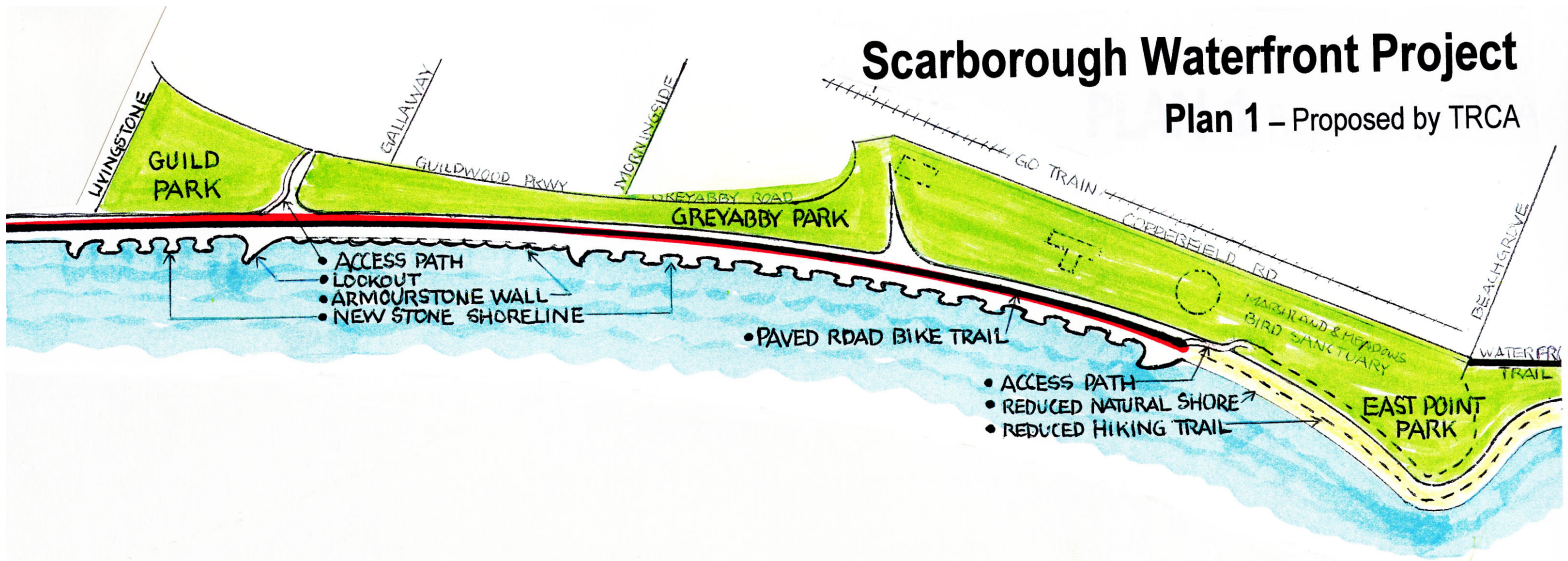
6. Jane Fairburn, the critically acclaimed author of “Along the Shore – discovering Toronto’s waterfront heritage”, whose passion and expert in depth knowledge of this coastline, disputes the whole shoreline hardening concept. She questioned the expertise of TRCA’s paid consultant who is a leading spokesperson for the SWP team who admitted that she has never been along the historical shoreline that she is promoting to destroy in favour of a waterfront roadway extension.

Request to Board Members – As informed members of the TRCA Executive Board, your considered response and action in this matter could have a profound effect toward a fully considered SWP plan. Please defer approving the corporate “preferred option” that will destroy a priceless beachfront. Your direction to TRCA staff addressing the above concerns is critical at this stage of E.A. development.

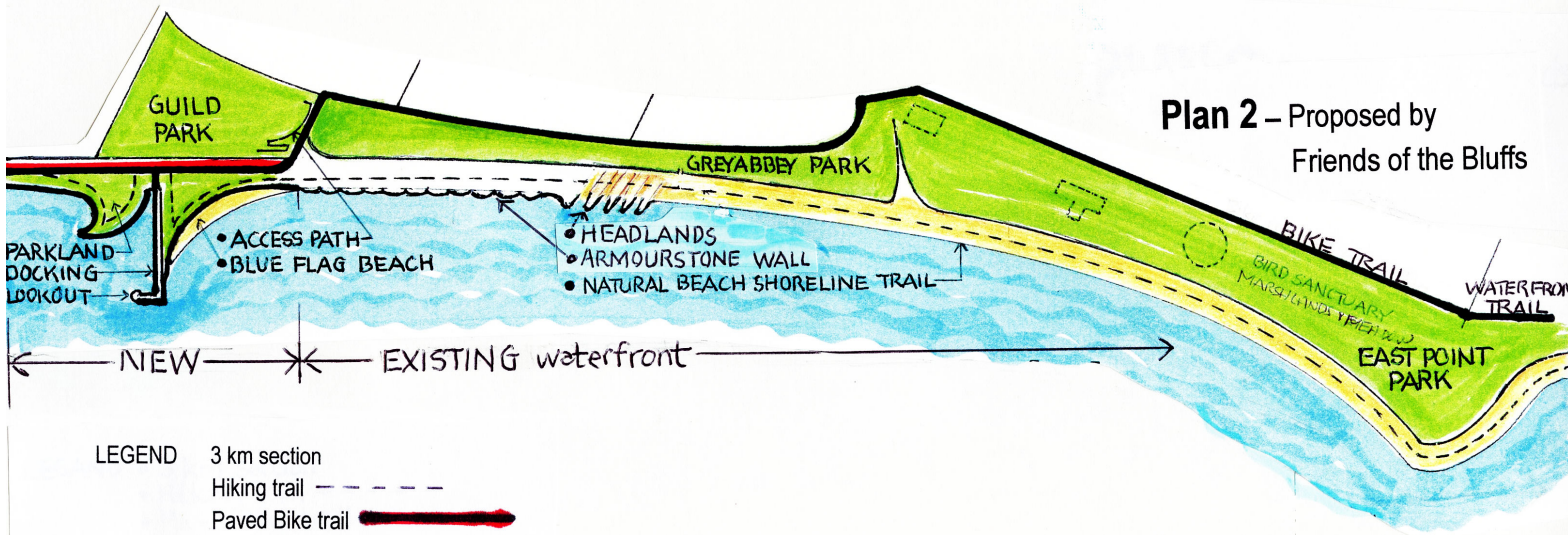
Roy Wright  
Stakeholder Resident

# Scarborough Waterfront Project

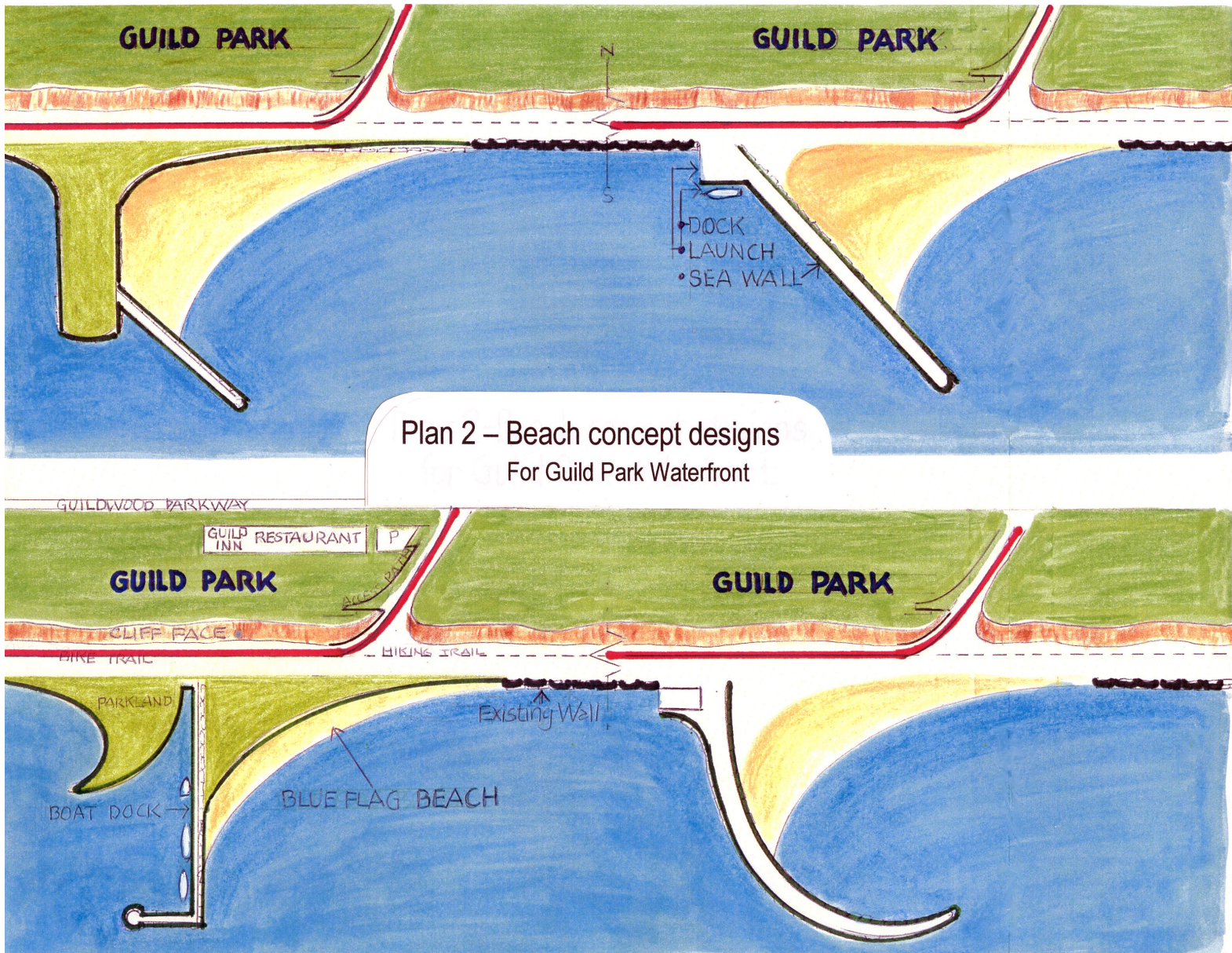
Plan 1 – Proposed by TRCA



Plan 2 – Proposed by Friends of the Bluffs







## CORRESPONDENCE 8.3



Karen Yukich

11/07/2017 07:24 PM

To Kathy Stranks <kstranks@trca.on.ca>, wfront@trca.on.ca,

cc

bcc

Subject Scarborough Waterfront Project, TRCA meeting July 28, 2017

To TRCA:

We are opposed to the Preliminary Preferred East Segment Alternative. This alternative proposes to destroy the natural sand beach from the Grey Abbey shore, eastward to the western boundary of East Point Park. Destruction of the majority of the last remaining natural sand beach on the mainland of Toronto will produce profound and irreversible environmental damage. Such action is contrary to the mandate of the Toronto and Region Conservation Authority and is a betrayal of the public trust.

The TRCA exists to protect our natural heritage, not to disfigure it with ill-conceived engineering solutions. We urge you to have the foresight to manage this area responsibly for future generations. There are other ways to connect a trail across this area without taking such a drastic and damaging approach. If there are not sufficient funds available at this time to do it in a better way, than doing nothing at all would be preferable.

Erosion is a fact of life on a lakeside shoreline and no amount of engineering will stop it, especially as we move into a time of more extreme weather conditions. Parts of the trail that were built just recently have already fallen away. It's a reminder to be humble in the face of nature's powers.

We are cyclists who use park trails and we are also naturalists who treasure our city's outstanding natural heritage. Please do not sacrifice this heritage for the sake of active recreation. Some areas are simply not appropriate for active recreation trails. There are other low-impact ways to appreciate nature and this area's remarkable geological formations.

Most Torontonians are amazed when they discover the natural beauty of this area. Please keep it intact for future generations to discover and appreciate.

Thank you!

Karen & Bob Yukich  
39 Lincoln Ave  
Toronto ON  
M6P 1M7

<https://trca.ca/conservation/green-infrastructure/scarborough-waterfront-project/public-information-centres/#pic2>

---



## **CORRESPONDENCE 8.4**

### SUBMISSION TO THE TRCA WATERFRONT PROJECT LEADERS AS FOLLOW UP FOR PIC 3 June 28<sup>th</sup> 2017 MEETING AT CARDINAL NEWMAN HIGH SCHOOL

*Sherri Lange*

*Michael Spencley*

*109 Toynbee Trail, Scarborough, Ontario M1E 1G4*

---

Dear Mr. Worrell and Ms. Gaffney,

Delivered by Email:

[lworrell@trca.on.ca](mailto:lworrell@trca.on.ca)

[ngaffney@trca.on.ca](mailto:ngaffney@trca.on.ca)

*(This is a revised version, with thanks, to replace commentary on July 12.)*

Thank you for receiving our comments, on behalf of Michael and myself, to the PIC 3 meeting June 28<sup>th</sup>, 2017 at Cardinal Newman High School.

Time allotted for comments ran out before about four of us at the microphone could speak and ask our questions. We felt that the time given twice to one person, who was given about 10 minutes over two times at the mike, was perhaps unfair to those of us not granted the courtesy of a few comments and questions at the end of the hour. One of the last commenters, Mr. Michael Spencley, was cut off, but reminded the TRCA officers, technical team, and EA developers, that our elected representatives were in attendance, and that it was important that they know our perspectives on the East Segment of this TRCA proposal, namely, that we strongly object to paving or hardening the Grey Abbey and East Point beach, measuring more than 2 kilometres, the longest natural shoreline in the GTA.

At this meeting, we could not discern a single person at the PIC 3 meeting, who was in favor of the hardening and engineering of this ancient beach. Despite the TRCA offering a revised lesser hardening, by about 650 meters, questions arose as to how that section was now deemed to be preserved, and the rest not, and by which rationale this new solution to the public's concerns arose. The record will show that this "solution" was not well received and was seriously questioned for several reasons by citizens in the Q and A.

Additionally, at other meetings, we could not discern other than at one time, miniscule support for the paving of the beach, with the clear majority of attendees, stakeholders, providing numerous objections and articulating, in our view, excellent suggestions and solutions.

## Comments:

This is a hardening that must not take place. Nowhere in the world would such an historic beach be considered for ruination, hardening, and loss of direct access to the beach, for all living creatures.

Perhaps one of the least appreciated proposals that is parceled with the project's enhanced trails agenda is the intent to dump rubble and stones, and rocks and construction debris down the Guild Access road for TWELVE YEARS with the purpose of hardscaping the beach and building jetties or groins, barring water entry for people and animals. This will have severe impacts to the pristine centuries old beach and its living environment will be demolished irreversibly. We have met with the TRCA at various times, and have expressed with the team that the inevitable impacts of this aggressive treatment of a rare beach are not in line with "conservation," and that the public now has little appetite for this additional destruction having witnessed the removal of 2600 ash trees, and other collateral

damages, in the wetlands and Guild forests, in preparation for the Dynamic Inn Banquet Hall, now in operation. These trees, most of which were removed from the interior forest, had some, many, according to an independent Arborist from the Thousand Islands, a chance of recovery and should never have been removed, even if needing intervention. Bio mass of a substantial order necessary for healthy forest recovery, has now been removed. Collateral damage occurred with Butternut trees gouged, and other smaller saplings, cherry, maple, simply mowed down as they were “in the way.” Nowhere in the forests of the area, Colonel Danforth Park and Forest, Rouge Forest, etc. are they, the City of Toronto Forestry Department, taking down dying or recovering ash trees. Nowhere. This has been a large shock to wildlife, numbering in the tens of thousands, and those who habituate and travel this tip of the Carolinian Forest for many years. The excuse of Public Safety has been used in this instance, and is being used again with the idea of paving a natural beach.

[The cash for ash program](#) appears to be only a small part now of more devastation to the area, possibly trucking C and D (Construction and Demolition rubble, which includes lead paint, asbestos, solvents, etc.) from the GTA, taking tipping fees, for the TRCA for 12 years. *The Waterfront team estimates the cost to be about \$170 million.*

## DIRECT HIT IMPACTS TO WILDLIFE

We have now witnessed increased and different wildlife in our yards as various species try to find new habitat, or recover from weather shocks, or general displacement. This includes rare sightings of the at-risk door mouse in back yards. Habitat loss is of high concern world wide. While the City of Toronto expands and builds, we feel it must balance the ecological treasures it holds, and safeguard these for future generations. Once these are damaged or “engineered beyond balance,” there will be no chance to recover.

The forest area at the Guild is part of the Carolinian Chain, and examples with little question, the best area of Carolinian habitat in the GTA: home to over 200 species of birds, either migrating or nesting.

[One author writes in his birdathon](#) at this Guild area:

*As sunlight began to filter into the woods, many other birds began to sing. In one particular productive patch of Guildwood Park, I had six warbler species at once—Black-and-White, Pine, Bay-breasted, Magnolia, Black Throated Blue and Ovenbird.....plus Great Crested Flycatcher to add to the Flycatcher count. As I passed by the old Guild Inn, I had the day's first Chimney Swifts flying overhead, and by the time I followed the path down to the lakeshore, I was an hour into my day, with a count of 41 species.*



Looking west along the Lake Ontario shoreline between Guildwood and East Point parks.

The area along the shore, up to the forest, and on the cliffs, is a unique and ancient habitat, that must be protected and provided natural integrity, not an engineered



approach to managing tourism, providing safety, and so-called erosion protection. It is now well known that shorelines have a dynamic of their own, and hardening simply and generally, moves the erosion down line. World wide, coastal experts are rebuilding natural shores, and removing hardening. (In some instances, stabilizing may be an economic necessity. This is not the case with the shore in question.)



Protection is being called for all-natural beaches world wide. A beach is a NATURAL erosion and storm protection. There are about 38,000 beaches in the world, and awareness of the struggle to protect these is rising. A beach or shoreline provides habitat and food for multiple living creatures, and once gone, it cannot be recovered.

No paving, is becoming a mantra. Beaches are a [natural "regulation."](#)



**Hard and soft  
engineering**



*Beaches help protect us from storms. The wider the beach is, the more it reduces storm damage. It does this by dissolving energy across the surf zone. It also protects us from storms surges, tsunamis, and high tides. Nourishment is typically a repetitive process, it does not remove the physical forces that cause erosion, but it helps ease their effects.*

## SHORELINE IMPACTS

In a cautionary writing, [North Carolina coastal protectors opine](#). It is worth including the entire segment called, Truths of the Shoreline. The limitations of groins and jetties are also explained in this piece.

### “TRUTHS OF THE SHORELINE”

*Cape May is the country’s oldest shoreline resort. Built on a shoreline that migrates much like North Carolina’s, it is a classic example of the poorly developed American shoreline, and one from which North Carolina can learn.*

*From examples of Cape May and other shoreline areas, certain generalizations or “universal truths” about the shoreline emerge quite clearly. These truths are equally evident to scientists who have studied the shoreline and old-timers who have lived there all their lives. As aids to safe and aesthetically pleasing shoreline development, they should be the fundamental basis of planning on any barrier island.*



**Figure 22** Carolina Beach, N.C. 1977



**Figure 23** Miami Beachless, 1972

1. *There is no erosion problem until a structure is built on a shoreline. Beach erosion is a common, expected event, not a natural disaster. Shoreline erosion in its natural state is not a threat to barrier islands. It is, in fact, an integral part of island evolution and the dynamic system of the entire barrier island. When a beach retreats it does not mean that the island is disappearing; the island is migrating. Many developed islands are migrating at surprisingly rapid rates, though only the few investigators who pore over aerial photographs are aware of it. Whether the beach is growing or shrinking does not concern the visiting swimmer, surfer, hiker, or fisherman. It is when man builds a “permanent” structure in this zone of change that a problem develops.*
2. *Construction by man on the shoreline causes shoreline changes. The sandy beach exists in a delicate balance with sand supply, beach shape, wave energy, and sea-level rise. This is called the dynamic equilibrium. Most construction on or near the shoreline changes this balance and reduces the natural flexibility of the beach (Figure 22). The result is change which often threatens man-made structures. Dune-removal, which often*

*precedes construction, reduces the sand supply used by the beach to adjust its profile during storms. Beach cottages-even those on stilts-may obstruct the normal sand exchange between the beach and the shelf during storms. Similarly, engineering devices interrupt or modify the natural cycle. (Our emphasis)*

3. *Shoreline engineering protects the interests of a very few, often at a very high cost in federal and state dollars. Shoreline engineering is carried out to save beach property, not the beach itself. Beach-stabilization projects are in the interest of the minority of beach property owners rather than the public. If the shoreline were allowed to migrate naturally over and past the cottages and hot dog stands, the fisherman and swimmer would not suffer. Yet beach property owners apply pressure for the spending of tax money public funds-to protect the beach. Since these property owners do not constitute the general public, their personal interests do not warrant the large expenditures of public money required for shoreline stabilization. Exceptions to this rule are the beaches near large metropolitan areas. The combination of extensive high rise development and heavy beach use (100,000 or more people per day) affords ample economic justification for extensive and continuous shoreline stabilization projects. The cost of replenishing Wrightsville Beach, for example, is equal to that of replenishing Coney Island, New York, which accommodates tens of thousands more people daily during the summer months. It is more justifiable to spend tax money to replenish the latter beach, since protection of this beach is virtually in the interest of the public that pays for it.*
4. *Shoreline engineering destroys the beach it was intended to save. If this sounds incredible to you, drive to New Jersey or Miami Beach and examine their shores. See the miles of "well protected" shoreline-without beaches! (Figure 23).*
5. *The cost of saving beach property through shoreline engineering is usually greater than the value of the property to be saved. Price estimates are often unrealistically low in the long run for a variety of reasons. Maintenance, repairs, and replacement costs are typically underestimated, because it is erroneously assumed that the big storm, capable of removing an entire beach-replenishment project overnight, will somehow bypass the area. The inevitable hurricane, moreover, is viewed as a catastrophic act of God or a sudden stroke of bad luck for*

*which one cannot plan. The increased potential for damage resulting from shoreline engineering is also ignored in most cost evaluations. In fact, very few shoreline engineering projects would be funded at all if those controlling the purse strings realized that such “lines of defense” must be perpetual.*

6. *Once you begin shoreline engineering, you can’t stop it! This statement, made by a city manager of a Long Island Sound community, is confirmed by shoreline history throughout the world. Because of the long-range damage caused to the beach it “protects,” this engineering must be maintained indefinitely. Its failure to allow the sandy shoreline to migrate naturally results in a steepening of the beach profile, reduced sand supply, and therefore, accelerated erosion. Thus, once man has installed a shoreline structure, “better” -larger and more expensive-structures must subsequently be installed, only to suffer the same fate as their predecessors. History shows us that there are two situations that may terminate shoreline engineering. First, a civilization may fail and no longer build and repair its structures. This was the case with the Romans, who built mighty seawalls. Second, a large storm may destroy a shoreline-stabilization system so thoroughly that people decide to “throw in the towel.” In America, however, such a storm is usually regarded as an engineering challenge and thus results in continued shoreline-stabilization projects. Rubble from two or more generations of seawalls remains off some New Jersey beaches!*



**Figure 24** Monmouth Beach, N.J., Seawall, 1976

## THE SOLUTIONS

1. *Design to live with the flexible island environment. Don't fight nature with a "line of defense."*
2. *Consider all man-made structures near the shoreline temporary.*
3. *Accept as a last resort any engineering scheme for beach restoration or preservation, and then, only for metropolitan areas.*
4. *Base decisions affecting island development on the welfare of the public rather than the minority of shorefront property owners.*
5. *Let the lighthouse, beach cottage, motel, or hot dog stand fall when its time comes.*

From a one-page document from various local researchers about hardening:

A CASE AGAINST COASTAL BEACH ENGINEERING WITH REFERENCE TO THE TRCA PROPOSED HARDENING OF THE SCARBOROUGH SHORELINE AT EAST POINT, GREY ABBEY, GUILDWOOD. PLEASE PRESERVE THIS HISTORIC AND ESA (Environmentally Significant Area), 13,000 YEAR-OLD BEACH, FOR THE FUTURE OF TORONTO.

What is hardening? Hardening "stressors" are structures built usually parallel to shore, such as seawalls, or jetties, groins or bulkheads. They were thought to prevent erosion, and to protect "human" investments along coastal areas, but are now recognized to be harmful and adverse to nearshore and offshore ecosystems, as well as increasing erosion and impacts of natural events.

What does the world community of study of coastal processes say? Here are 7 points that make hardening this unique and historic beach area unacceptable.

**Hardening should be avoided. It is expensive, not ecologically sensitive, and increases erosion.**

1. A growing body of literature "suggests that natural alternatives, such as living or nature-based shore protection or biogenic habitat restoration, can reduce erosion while also enhancing other ecosystem services."



2. “The first 10-15 metres of land that surround lakes and rivers is responsible for 90% of lake life which are born, raised and fed in these areas. In addition, these areas are up to 500% more diverse than other areas upland from lakes and rivers.”  
[http://www.natureindeed.com/PDFs/Healthy\\_Shorelines.pdf](http://www.natureindeed.com/PDFs/Healthy_Shorelines.pdf)
3. *“Healthy shorelines are vital to maintaining the overall health of lakes and other bodies of water. Shorelines help filter pollutants, protect against erosion and provide habitat for fish and other forms of wildlife. Shorelines are some of the most ecologically productive places on Earth. They support plants, microorganisms, insects, amphibians, birds, mammals and fish.” (Link as above)*
4. Biodiversity is generally 23% lower along shorelines with seawalls when compared with that of natural shorelines. Overall organism abundance has been reported to be 45% lower in sea walled areas. Similar reductions in abundance are seen and expected with other hardening processes.
5. There are unexpected consequences with hardening: loss of connectivity species to species, land to water, feeding, procreation, and the risk of better habitat for invasive species.
6. There is a growing body of conservationists who are calling for immediate cessation of hardening processes, and a healthy long look at a return to nature based approaches. Erosion is not contained by hardening, and in many if not most cases, moves the erosion downside, and increases it.
7. *“[Softer alternatives such as beach nourishment](#), living shorelines, and strategic retreat respond to rising seas while maintaining the beaches and marshes that are essential to both our coastal ecosystems and coastal economy.”*

## WHAT DOES CONSTRUCTION AND DEMOLITION RUBBLE LOOK LIKE AND CONTAIN?

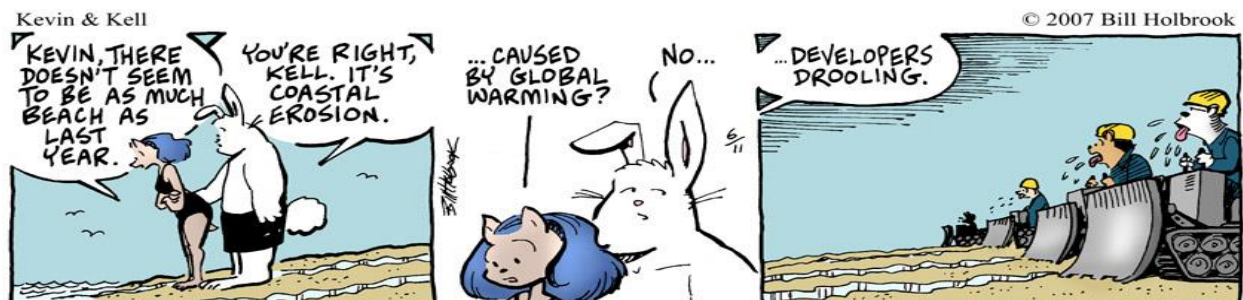
Imagine 12 years of this down a local road to a natural beach.





**Cement contains:** asbestos fibres, often hard to discern as they were mixed in very well; clay; silica; calcium carbonate, alumina and iron ore; adhesives; moulds.

**Construction Debris contains:** lead paint; other wastes generated during new building construction include treated wood, paint and solvent wastes, glues and roofing tars.





## CONCLUSION

No amount of justification on behalf of “accessibility” or “erosion control,” or purported increased public safety, is going to convince the public that this natural beach should be and could be sacrificed.

1. There is zero justification for this ignoble idea of hardening a natural beach which is the envy of many jurisdictions.
2. Anticipated higher tourism needs to be mitigated in other ways: signage, education on natural beach ecology, and perhaps fines for those who endanger themselves causing taxpayer expense.
3. Advertise zero tolerance for abuse of the environment, littering, etc.
4. Recommend signage explaining the history of this beach, engendering respect.

*Please see Jen Falvy’s amazing photographic journey of this beach.*

<https://www.torontonaturalshorelines.ca/copy-of-gallery-2>



This image is by permission of local photographer/artist, Pam Erickson.



## Waterfront Regeneration Trust

July 10, 2017

Ms. Maria Augimeri, Chair  
Toronto Region Conservation Authority  
5 Shoreham Drive  
Downsview, Ontario M3N 1S4

Dear Ms Augimeri:

Re: Scarborough Waterfront Project Environmental Assessment

Thank you very much for the opportunity for the Waterfront Regeneration Trust to provide comments on Overall Preferred Alternative dated June 28, 2017 for the Scarborough Waterfront Project Environmental Assessment.

The Waterfront Regeneration Trust is a registered charity that evolved from the Royal Commission on the Future of the Toronto Waterfront (1988 – 1991; report Regeneration) and the subsequent Waterfront Regeneration Trust Provincial Agency (1992 – 1995; report The Lake Ontario Greenway Strategy). Our mandate is rooted in the recommendations and policy documents listed above and our work to create a Great Lakes Waterfront Trail is an expression of the philosophy and approach they promote.

A summary of the history of the Trust and excerpts from the above noted reports that relate the Scarborough Waterfront are attached.

Given this background, the Trust was invited to participate in the Stakeholder Committee that provided input into the proposals that were developed that result in the Overall Preferred Alternative. Vicki Barron, Director of Regeneration Initiatives and retired Credit Valley Conservation General Manager represented the WRT on the Committee.

**The Waterfront Regeneration Trust supports the Overall Preferred Alternative.** The development of the Preferred Alternative has been guided by the nine principles for regenerating the waterfront that were developed after extensive public consultation by the Royal Commission on the Future of the Toronto Waterfront – Clean, Green, Connected, Open, Accessible, Useable, Diverse, Affordable and Attractive.

In addition, the Preferred Alternative has been developed with the Integrated Shoreline Management Plan as the base of information for this important section of the Lake Ontario shoreline. This was a key recommendation coming out of the Royal Commission work.

The Waterfront Regeneration Trust commends the TRCA and the City of Toronto on the development of the Preferred Alternative and the extensive opportunity for public input and the care taken to refine the Alternative to incorporate public and agency comments.

The proposed route for the Great Lakes Waterfront Trail and Greenway as outlined in the Preferred Alternative will be a much desired and used public space and we urge the TRCA, City of Toronto and Minister of the Environment and Climate Change to approve the Preferred Alternative and move on to implementation.

The WRT has worked closely with TRCA since the days of the Royal Commission on the Future of Toronto Waterfront, and we are of the opinion that their expertise along with the expert consultant team, have prepared a well-balanced approach in the Preferred Alternative.

The Great Lakes Waterfront Trail celebrates its 25<sup>th</sup> Anniversary this year. We have added three Great Lakes, close to 1800km and 91 community and First Nation partners since the Trail's launch in 1995. Closing the gap in Scarborough with an initiative that reflects the vision and collective mandate for a regenerated, publicly accessible, connected waterfront has been long awaited. The Preferred Alternative offers an excellent way forward.

Yours truly,

A handwritten signature in black ink that reads "Marlaïne Koehler". The script is fluid and cursive, with the first name being more prominent.

Marlaïne Koehler  
Executive Director



# Waterfront Regeneration Trust

## History of our Charitable Organization

1988

Public dismay over the development of federal waterfront property leads the Government of Canada to establish the Royal Commission on the Future of the Toronto Waterfront with Honourable David Crombie as Commissioner

1991

The Royal Commission held public hearings and carried out extensive public consultation and reported their recommendations to the Federal and Provincial Governments through the document “**Regeneration**”.

<http://www.waterfronttrail.org/partner-resource-center/publications#regeneration-toronto-s-waterfront-and-the-sustainable-city-final-report-1992>

1992

**The Province of Ontario** establishes the Waterfront Regeneration Trust Provincial Agency to implement recommendations of "Regeneration", a Royal Commission report which includes over 80 recommendations based on public consultations. One of these recommendations is to create a continuous waterfront trail along the Lake Ontario shoreline.”

In 1995 the Trust reports to the Province of Ontario through the document **The Lake Ontario Greenway Strategy**

<http://www.waterfronttrail.org/partner-resource-center/publications#lake-ontario-greenway-strategy>

1999

The Waterfront Regeneration Trust evolves from an Ontario government agency into an independent charitable organization. The Trust is the organization leading the movement to create a Waterfront Trail for the Canadian Great Lakes and St. Lawrence River. We do this in partnership with 68 community partners, supporting corporations, foundations and partner organizations.

<http://www.waterfronttrail.org/section/strategic-plan-2014>



## Waterfront Regeneration Trust

### Excerpts from Waterfront Regeneration Trust Documents that Relate to the Establishment of the Waterfront Trail and References to the Scarborough Section of the Trail

1991

“Regeneration”.

<http://www.waterfronttrail.org/partner-resource-center/publications#regeneration-toronto-s-waterfront-and-the-sustainable-city-final-report-1992>

Recommendations in this document relevant to the Waterfront Trail include:

*“Recommendation #35- The Royal Commission recommends that the proposed shoreline regeneration plan for the Greater Toronto bioregion include basic design and policy for a waterfront greenway; and provide ongoing consultation with affected municipalities, conservation authorities, other agencies and citizens’ groups.*

*Recommendation #36- The Royal Commission further recommends that a waterfront greenway be of sufficient scope to incorporate the recommended interim and optimum routes for the Waterfront Trail. Policies for public lands along the waterfront should reflect the Province’s assertion that the Waterfront Trail will be ‘the highest land use for all public lands along the water’s edge’. ....*

*Recommendation #76- The Commission further recommends that the City of Scarborough, Metropolitan Toronto and TRCA participate in preparing the proposed shoreline regeneration plan, including the waterfront greenway and trail and ensure that any other plans for waterfront areas are reviewed and/or developed in this context.*

*Recommendation #77- The Province of Ontario, the Regional Municipality of Metropolitan Toronto, and the City of Scarborough should negotiate a Waterfront Partnership Agreement in conjunction with appropriate authorities and agencies. It should:*

- clearly identify the roles and responsibilities of various agencies and authorities in developing and implementing plans for the Scarborough waterfront;*
- offer comprehensive waterfront and river valley policies, taking into account the environmental vulnerability of the Scarborough Bluffs and the Rouge River Valley area. Such policies should outline ways to acquire, maintain, and provide access to land along the waterfront and up the river valleys. They could take the form of a waterfront plan and should be incorporated into the City’s official and secondary plans;*
- encourage continued development of a waterfront trail, including a two-tiered trail in Scarborough as part of the regional greenway and trail system, one route above the bluffs and one at their base. The system should also enhance access nodes to the waterfront, improve access to Bluffer’s Park, and include facilities to educate the public on the geological processes that contributed to formation of the bluffs;*

*.....”*

1995

The Trust reports to Ontario through the document **The Lake Ontario Greenway Strategy**

<http://www.waterfronttrail.org/partner-resource-center/publications#lake-ontario-greenway-strategy>

“Page 114 – Resolution of an acceptable trail alignment across Scarborough is still required, which depends in part on an evaluation of the feasibility and costs of a below-the-bluffs alternative through the Integrated Shoreline Management Plan.”



July 13, 2017

Toronto Region Conservation Authority  
5 Shoreham Drive  
Downsview Ont.  
M3N 1S4

**Re: Scarborough Waterfront Project**

I have been a stakeholder representing the Centennial Community and Recreation Association on the stakeholder committee. A portion of the existing Port Union Waterfront Park is within our community. It will eventually join with the planned Scarborough Waterfront project at East Point Park.

The Centennial Community and Recreation Association, fully support proceeding with the preparation and submission of the Environmental Assessment for this project. The study undertaken has been fair, thorough and very comprehensive in the evaluation of all aspects of the environmental features of the area. The Centennial Community and Recreation Association fully support the preferred alternative.

We look forward to the construction of the Scarborough Waterfront project to connect with the existing Port Union Waterfront Park in our community, to further enhance the Lake Ontario waterfront for all to enjoy.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read 'Jeff Forsyth', is written over a light blue circular stamp.

Jeff Forsyth  
Past President  
Centennial Community and Recreation Association

Cc: K. Rowe



## CORRESPONDENCE 8.7



"Dr. Gerard T. Arbour"

07/19/2017 03:27 PM

To kstranks@trca.on.ca,

cc

bcc

Subject Scarborough Waterfront Project

July 18, 2017

Good Day Ms. Stranks.

I would like this correspondence to be on the agenda for the upcoming meeting on Friday July 28, for which I would like to present personally.

My name is Gerard T. Arbour, and have lived in the Scarborough Bluffs area for almost 25 years. I lived on top of the bluffs for 12 years on Fishleigh Drive, and was on the erosion control steering committee that designed the end of the project in the 1990's. Having seen the projections of erosion control rates dramatically fail for the project, i am an interested bystander as further erosion control measures are being undertaken to protect local homes and municipal infrastructure that are now in jeopardy. i have seen massive land slides, seen people trapped on the bluffs, had people scale the bluffs and attempt to camp in our yard; I think I have a little bit of credibility in what I have to say below. Although thankful that positive changes have been made to the Preferred Alternative for the Scarborough Waterfront Project, I believe that there is still room for much improvement and still have many concerns.

My foremost concern is having a paved pathway at the base of the bluffs. As unnatural as this juxtaposition is with the bluffs as a backdrop, surely there must be a more environmentally natural and suitable option for a path that could be considered. The cost of future maintenance, repairs, protection from landslides surely could be factored into considering a more preferable natural option.

Although pleased that the natural beach at Bluffers Park and east Point Park will be preserved, I believe more can be done to preserve natural stretches of beach below Grey Abbey Park. The loss of an entire stretch of natural beach is not consistent with the TRCA's mandate of conservation; preserving as much of this stretch of beach as possible should be paramount in the Preferred Alternative to maximize and conserve a natural waterfront experience. Losing this should not be the price for increased public accessibility.

Recent events have highlighted how limitations in municipal planning from decades ago will be magnified by this project. Overflow of traffic from Bluffers Park at capacity is already placing undue strain on under amenitied neighbouring bluff top parks. Dead end streets and lack of parking are truly not being appreciated by the TRCA as limiting factors for overflow crowds from the waterfront. Port-o-potties and Municipal dumper bins for garbage disposal scattered all atop the bluffs are more fitting for a summer weekend carnival than as solutions for accommodating recurring visitors summer long in lakeside parks. There is very little parking available at the access points to the Scarborough Waterfront Project, most notably at Bluffers Park, Doris McCarthy Trail and the Guildwood Access road, especially with the revival of the Guild Estate in the case of the latter. Surely there must be some estimate of projected number of

future visitors that the project will bring, and whether neighbouring communities have the facilities to accommodate. How much thought has been invested in ensuring adequate parking, bathroom amenities, parking control staff, bylaw officers staffing, police staff for trespassing offences, and wildlife control staff for animals displaced from their natural corridors. These are things that must be considered. When it is Built, the people will come, and there must be some investment in local infrastructure, maintenance, orderly conduct and animal safety.

The trend for increasing number of gaudy signs and fences is detracting from the Natural bluffs experience. These seem to be having little deterrent value at the top of the bluffs from preventing individuals from stepping out to the bluffs edge; they are having zero value in deterring some from climbing the bluffs from the base. Will there be more fences and bright multilingual signs all along the base of the bluffs next to the paved pathway to add to the natural experience? I certainly hope not. A comprehensive public education campaign on the inherent danger of the bluffs, and suitable consequences for trespassing and endangering EMS workers is preferable.

The scope of the Scarborough waterfront Project will lead to dramatic increases on those scaling the bluffs along the entire route. With time, increasing slope stabilization will lead to new paths being formed from the base of the bluffs to the top. This is truly inevitable as is local natural animal population habit, and human habit seen in so called unofficial paths that have been made in the past. There will be increasing pressure on EMS services, change in traffic patterns, and residential privacy issues brought more into play with time. What is to stop a new path being formed from the base of the bluffs to Cudia Park for instance, and has this been factored in? I really do not think that enough due diligence has been considered on this issue as well.

As the time approaches for the Preferred Alternative, please remember the TRCA's mandate is conservation. Much of this project will dramatically hasten the transformation of natural bluffs into slopes, especially when measures will need to be taken to protect the paved paths from land slides. Keeping in mind that the Fishleigh Drive Erosion Control Project is being extended up to 150 meters, in next generational thinking the Scarborough Bluffs may well become known as the Scarborough Bluff at Bluffers Park; the remainder will be the Scarborough Slopes. Please be respectful to conserve natural beaches, bluffs, wildlife corridors and ecosystems in any further thought toward this ambitious project. Less project will truly be more for preservation and conservation of the Natural Bluffs. Any project of this massive scope and scale must have some appropriate thought and investment into how the local communities are prepared for such a change in natural corridors and how it can adapt to such an increase in local human traffic. Municipal planning from the 1950's is not appropriate for current traffic and pedestrian numbers, never mind what the unstudied Scarborough Waterfront Project will do to those numbers.

Thank you for your consideration, Dr. Gerard T. Arbour

---

[Spam](#)

[Phish/Fraud](#)

[Not spam](#)

[Forget previous vote](#)



### Section I – Items for Authority Action

**TO:** Chair and Members of the Authority  
Meeting #6/17, Friday, July 28, 2017

**FROM:** Chandra Sharma, Director, Watershed Strategies

**RE:** **SCARBOROUGH WATERFRONT PROJECT ENVIRONMENTAL ASSESSMENT**  
Refined Preferred Alternative

---

#### KEY ISSUE

Endorsement of the Scarborough Waterfront Project's Refined Preferred Alternative, and direction to proceed to City of Toronto Council for approval to submit the final Environmental Assessment report to the Ministry of the Environment and Climate Change.

#### RECOMMENDATION

**THAT the concept design for the Refined Preferred Alternative as identified in the Individual Environmental Assessment for the Scarborough Waterfront Project be endorsed;**

**THAT the Technical Advisory Committee and Stakeholder Committee be thanked for their involvement and contribution throughout the Scarborough Waterfront Project Environmental Assessment process;**

**AND FURTHER THAT direction be given to proceed to City of Toronto Council for approval to submit the final Environmental Assessment Report to the Ministry of the Environment and Climate Change.**

#### BACKGROUND

Toronto City Council on December 16, 2013 adopted, in part, the following resolution (EX.36.17):

*City Council amend the Toronto Water budget by including \$1.5 million for Environmental Assessment work on the Scarborough Waterfront Erosion Control and Access Plan, with funding from the Toronto Water Capital Reserve.*

At Authority Meeting #3/14, held on April 25, 2014, Resolution #A36/14 was approved, in part, as follows:

*... THEREFORE LET IT BE RESOLVED THAT TRCA staff be directed to work with the City of Toronto to initiate the Scarborough Waterfront Access Plan Individual Environmental Assessment.*

Based on this direction, Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, initiated a study in 2014 under the *Environmental Assessment Act* (EA Act) to create a system of public spaces along the Lake Ontario shoreline between Bluffer's Park and East Point Park, which respect and protect the significant natural and cultural features of the Scarborough Bluffs, enhance the terrestrial and aquatic habitat, and provide a safe and enjoyable waterfront experience. This section of the Scarborough waterfront has been the subject of many studies seeking to understand stressors on the ecosystem, public access issues, and the nature

## Item 9.2

of public safety and property risks posed by shoreline erosion. While the Scarborough Bluffs are an iconic feature of the Lake Ontario shoreline, due to limited public access and existing public safety hazards, the water's edge along this section of the waterfront is not formally accessible to the public. Ultimately, the Scarborough Waterfront Project (SWP) has the potential to provide formal public access along a currently inaccessible area of the Scarborough waterfront between Bluffer's Park and East Point Park, while comprehensively addressing the risks to public safety and public property, and enhancing the natural heritage system.

The SWP will fulfill the strategic recommendations of previous planning processes and the City of Toronto Council direction, to address the existing risk to public safety and public infrastructure due to erosion along the shoreline, and providing for increased public space while improving and enhancing the natural heritage system. The Project supports and advances The Living City Policies of TRCA, and the City of Toronto policies laid out in the Official Plan, which recognize the need to balance waterfront revitalization, public access, and an open space "aesthetic" with natural heritage and natural hazard protection and management. Public ownership of waterfront lands is a key means to managing natural hazards, while providing accessible open space integrated with opportunities for public enjoyment and aquatic and terrestrial enhancements. The study was undertaken in accordance with the Provincial *Environmental Assessment Act* (1990), as an objectives-based Individual Environmental Assessment (EA), where the Project Vision and Objectives were established early in the planning process through extensive public and stakeholder consultation, and are used to describe the Project and structure the development and evaluation of Alternatives. Ultimately, a Preferred Alternative was identified which best meets the Vision and Objectives (the 'Preferred Alternative').

The Project Objectives are to:

- Protect and enhance terrestrial and aquatic natural heritage features and linkages;
- Manage public safety and property risk;
- Provide an enjoyable waterfront experience;
- Consistency and coordination with other initiatives; and,
- Achieve value for cost.

### Summary of EA Process

The Environmental Assessment for the SWP was completed in two stages as required by the EA Act. Stage one included the completion and approval of a Terms of Reference. The purpose of the Terms of Reference was to describe how the EA should be carried out and to provide the public, agencies and Aboriginal communities with an opportunity to comment prior to proceeding with the study. TRCA completed the Terms of Reference and it was approved by the Minister of the Environment and Climate Change (MOECC) on December 15, 2015. Stage two of the Project included the completion of the EA and preparation of the EA Report in accordance with the approved Terms of Reference.

### Summary of Consultation

Consultation is an integral component of the EA process, and was a core principle of the SWP. Consultation activities were initiated early in the process, and engaged with a range of interested stakeholders through a variety of forums and avenues.

## Item 9.2

A Stakeholder Committee, representing the various recreational users, interests, community groups, associations and local residents from across the Project Study Area, was established early in the process. The purpose of the Stakeholder Committee was to assist the Project Team in identifying and understanding potential opportunities and concerns, in order to consider them early in the process. A total of 12 Stakeholder Committee meetings were held, with four as part of the Terms of Reference (ToR) phase, and eight as part of the EA phase.

In addition to the Stakeholder Committee, a total of five Public Information Centres (PICs) were held, with two as part of the ToR phase, and three as part of the EA phase. PICs were held at key milestones to present new information, and seek feedback from the broader public.

Further, direct community engagement activities were undertaken, which included individual meetings with landowners, community associations and groups, interested stakeholders, as well as outreach at Bluffer's Park and East Point, organized events (including shoreline tours), and attendance at local community events.

All comments and feedback received was considered and is documented as part of the EA.

### Summary of Comments

The Project has received significant public interest, with over 150 participants at each of the Public Information Centres and over 2,400 public comments received through over 400 submissions and the PICs. Comments received reflect a wide range of viewpoints, including a desire for a formal, continuous trail along the full length of the shoreline, a desire for no additional formal access along the waterfront, and support for the Refined Preferred Alternative as presented at the third PIC on June 28, 2017.

There are proponents advocating for maintaining the existing sandy shoreline east of the Guild Construction Access Route in its current state. The section of shoreline in question is a combination of publicly- and privately-owned lots that can only be accessed by crossing private property or by informal trail down the bluff face. The SWP seeks to manage this inappropriate use such that those who wish to access the shoreline can do so in a way which minimizes damage to the sensitive ecosystem of the bluff face and is respectful of the local communities. In contrast, there are also proponents for continuous, formal, trail along the full base of the Bluffs. Both of these options were considered in the range of Alternatives put forward early in the EA process, and were determined to not achieve the Vision and Objectives as well as the Preferred Alternative.

Recently, concern regarding potential impacts to one of the identified surfing locations at Bluffer's Park has been received. The Project Team has committed to continuing to engage with the surfing community, and other stakeholders, through the detailed design process.

### Overview of the Preferred Alternative

In response to public, agency and stakeholder consultation, refinements were undertaken to the shoreline protection which reduced the overall footprint; further enhanced the aquatic habitat; increased the length of sand shoreline maintained; and minimized the size of cobble required along the proposed cobble beaches. In order to maximize the extent of sandy shoreline left in its existing condition in the East Segment, shoreline protection was shortened by approximately 650m, terminating on the eastern side of Grey Abbey Ravine. The need for new shoreline protection within the East Segment considered a number of factors, including the rate of bluff toe erosion; risk to public safety and public infrastructure; provision of formal public access to the

## Item 9.2

water's edge; and opportunities to address current unmanaged access to and along the shoreline, which is resulting in damage to the sensitive vegetation communities.

If the shoreline below Grey Abbey Park remains unprotected, Grey Abbey Park and the public infrastructure along the western half of Greyabbey Trail (i.e., the road and associated infrastructure) would be at risk from toe erosion and subsequent crest migration within approximately 60 years. If toe erosion is considered over the 100 year horizon specified by the Ministry of Natural Resources and Forestry's (MNRF) guidelines for planning, that infrastructure is at risk now. This risk can be managed with appropriate shoreline protection works. While this section of the shoreline is accessed by some members of the public, it is currently inaccessible due to private property. There is a demand for access to this area of the shoreline, and the SWP not only addresses the risk to public infrastructure, but moves the shoreline into public ownership, while providing access to users of all abilities.

East of Grey Abbey Ravine, while bluff toe erosion will continue, there is no public infrastructure along the tablelands at risk within the planning horizon of the Project. Formal public access is proposed to transition from the shoreline to the tablelands at the east side of Grey Abbey Ravine. This transition will be achieved through the use of a free-standing structure, such as a corkscrew ramp or staircase, to be explored further at detailed design. Moving the formal access from the shoreline in this area necessitates the need for private property tableland acquisition from the adjacent industrial facility.

Access along the tablelands will be sufficiently setback to provide safe public access and ensure that the trail will not be affected by erosion within its lifespan. In general, the setback will be 5 – 15m; however, in some areas where erosion and crest migration is more active, the setback will be greater.

All potentially affected private property owners have been engaged during the EA process; however, property acquisition discussions cannot be commenced until following a positive decision from MOECC.

Overall the Preferred Alternative:

- addresses the existing risk to public safety by providing continuous formal public access outside of the risk line, along the water's edge between Bluffer's Park and East Point;
- formalizes long-term shoreline protection along areas of the shoreline currently protected by interim works (e.g., base of Doris McCarthy Trail / Bellamy Ravine and Guild Park and Gardens shoreline);
- addresses the risk from erosion to Grey Abbey Park and the public infrastructure along Greyabbey Trail;
- provides public access along the shoreline in sections where it is currently restricted by private property and critical infrastructure;
- contributes to minor improvements in water quality by reusing flows from existing stormwater outfalls in the creation of backshore wet features;
- results in 17.6 ha of new naturalized habitat and enhancement of nearshore aquatic habitat along the shoreline;
- results in a net benefit to the sensitive habitats at East Point Park by decommissioning approximately 8 km of informal trails, which are currently fragmenting the ecosystem and resulting in trampling and other impacts from unmanaged use;
- addresses the ongoing need for annual dredging at the Bluffer's Park marina entrance, by reducing the sedimentation through the proposed headland expansion; and,

## Item 9.2

- improved access to and along the shoreline for all abilities.

The total capital investment for the SWP is estimated to be \$170 million, over a 12 year implementation period, and additional post-implementation reporting and monitoring. Given the conceptual level of detail considered in the EA, and annual inflation over the course of the Project, the estimated capital investment includes a healthy contingency of 50%. The total capital investment will continue to be refined during the detailed design process, as concepts are further refined.

### **RATIONALE**

The Refined Preferred Alternative was identified as meeting the Project Vision and Objectives to the best extent. Overall, the SWP results in improvements to aquatic and terrestrial habitat, improved public access to the water's edge which is removed from the hazard risk associated with bluff erosion, a waterfront experience accessible to more people of all abilities, and a project compatible with local, regional and lake wide plans and policies related to the natural and human environment.

A robust consultation program has been undertaken to-date, with all comments considered and documented as part of the EA. The Draft and Final EA submissions will provide further opportunities for public and agency review and comment.

### **FINANCIAL DETAILS**

There are no additional costs anticipated with the completion of the Scarborough Waterfront Project EA process, as remaining costs associated with the submission and review process are anticipated to be accounted for within the existing budget provided by Toronto Water.

### **DETAILS OF WORK TO BE DONE**

The draft Environmental Assessment is anticipated to be submitted to the Ministry of the Environment and Climate Change in mid-August 2017 for a 45-day public and agency review period. Comments received as part of the draft review period will inform the finalization of the EA Report.

It is anticipated that approval to submit the final SWP EA will be sought from the City of Toronto Executive Committee and City of Toronto Council in late 2017, with a final EA submission to MOECC in late-2017.

**Report prepared by: Nancy Gaffney, extension 5313**

**Emails: [ngaffney@trca.on.ca](mailto:ngaffney@trca.on.ca)**

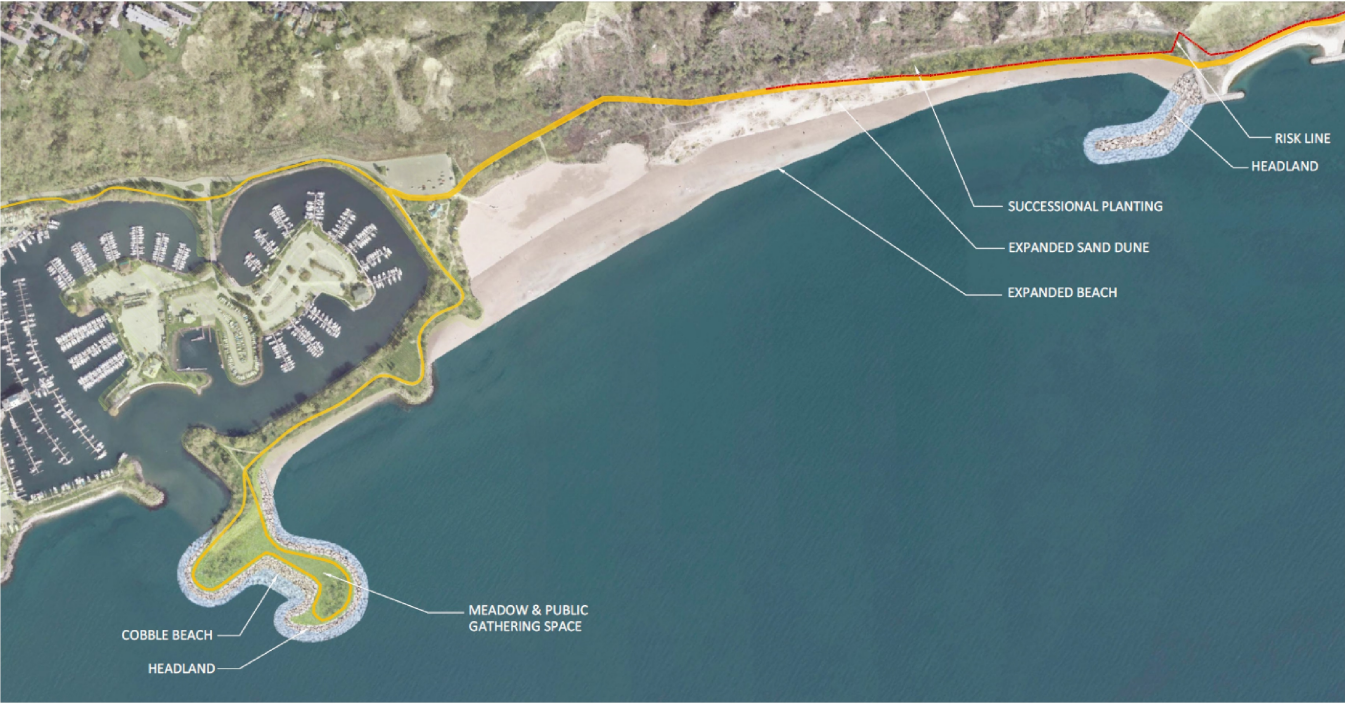
**For Information contact: Nancy Gaffney, extension 5313**

**Emails: [ngaffney@trca.on.ca](mailto:ngaffney@trca.on.ca)**

**Date: July 6, 2017**

**Attachments: 3**





Scarborough  
Waterfront  
Project

Design Drawing  
for the West Segment  
Preferred Alternative



Attachment 2



Scarborough  
Waterfront  
Project

Design Drawing  
for the Central Segment  
Preferred Alternative



## Attachment 3



## Scarborough Waterfront Project

Design Drawing  
for the East Segment  
Preferred Alternative





### Section I – Items for Authority Action

**TO:** Chair and Members of the Authority  
Meeting #6/17, Friday, July 28, 2017

**FROM:** Chandra Sharma, Director, Watershed Strategies

**RE:** **SEWAGE BYPASS REPORTING ACT, 2017**  
Bill 141: An Act to Amend the *Ontario Water Resources Act* with Respect to the Public Reporting of Sewage Bypassing

---

#### KEY ISSUE

Status report on *Sewage Bypass Reporting Act, 2017*, Bill 141: An Act to amend the *Ontario Water Resources Act* with respect to the public reporting of sewage bypassing.

#### RECOMMENDATION

**THAT Toronto and Region Conservation Authority (TRCA) staff track the *Sewage Bypass Reporting Act, 2017*, Bill 141 as it progresses through Committee and is eventually posted to the Environmental Bill of Rights, at which time TRCA can provide recommendations and, if appropriate, a statement of support.**

#### BACKGROUND

At Executive Committee Meeting #4/17, held on June 9, 2017, staff was directed to report to the Authority on the *Sewage Bypass Reporting Act, 2017*. Bill 141 will require the Ministry of the Environment and Climate Change to publish incidents of sewage treatment plant bypasses into waterways, within 24 hours of occurrence. The provincial Environmental Certificate of Approval for sewage plants already requires municipalities to report any spills or bypasses to the Ontario Ministry of the Environment and Climate Change (MOECC). Bill 141 is available at [http://www.ontla.on.ca/bills/bills-files/41\\_Parliament/Session2/b141\\_e.pdf](http://www.ontla.on.ca/bills/bills-files/41_Parliament/Session2/b141_e.pdf).

#### RATIONALE

On May 31, 2017, Sylvia Jones, MPP Dufferin-Caledon, introduced Private Members Bill 141 at Queen's Park which proposes to amend the *Ontario Water Resources Act* to require municipalities that own or operate a water treatment facility, or persons who operate such a facility under an agreement with or with the consent of a municipality, to report certain information to MOECC in cases where sewage has bypassed the plant and been diverted into waters where such diversion may impair water quality. The Bill further requires the Ministry to publish this information.

Staff agrees on the merits of keeping the public informed and are therefore generally supportive of the Bill's intent. Currently, staff is in the process of seeking input from member municipalities who operate sewage plants and, based on their feedback, will prepare review comments for future consideration by the Authority.

TRCA staff will monitor the Bill as it progresses through the Committee process and is posted to the Environmental Bill of Rights. At that time, and with the benefit of input from Ministry and municipal staff, TRCA will be better informed and able to provide more robust comments on the legislation. As this legislation proceeds there will be opportunity for all municipalities in Ontario which operate sewage plants to be engaged.

## Item 9.3

### **DETAILS OF WORK TO BE DONE**

TRCA staff will monitor the progress of the Bill as it is considered by the Committee and is eventually posted to the Environmental Bill of Rights. TRCA staff to participate in any future consultations with MOECC and seek municipal staff input to become better informed in order to submit future recommendations to the Authority.

**Report prepared by: Gary Bowen, 416-271-8944**

**Emails: [gbowen@trca.on.ca](mailto:gbowen@trca.on.ca)**

**For Information contact: Gary Bowen, 416-271-8944**

**Emails: [gbowen@trca.on.ca](mailto:gbowen@trca.on.ca)**

**Date: June 28, 2017**



### Section I – Items for Authority Action

**TO:** Chair and Members of the Authority  
Meeting #6/17, July 28, 2017

**FROM:** Carolyn Woodland, Senior Director, Planning, Greenspace and Communications

**RE:** **DROPBIKE BIKE-SHARE SERVICES**  
Pilot Program at TRCA Facilities

---

#### KEY ISSUE

Partnership with Dropbike to offer bike-share services at TRCA facilities.

#### RECOMMENDATION

**WHEREAS** Toronto and Region Conservation Authority (TRCA) has received a proposal to pilot Dropbike bikes-share services at selected TRCA facilities;

**AND WHEREAS** TRCA's Building The Living City: 10 Year Strategic Plan 2013-2022, identifies well planned neighbourhoods for easy access to employment, school, recreation and amenities as critical components in developing sustainable communities, one of the four pillars of The Living City vision;

**AND WHEREAS** such services support TRCA's strategic objectives to have more people engaging with nature more often, and in activities that help improve their health and well-being;

**THEREFORE LET IT BE RESOLVED THAT** TRCA staff work with Dropbike to determine the necessary details and agreements for Dropbike to provide bike-share services on selected TRCA properties as part of a one year pilot program;

**AND FURTHER THAT** TRCA staff report back on the pilot program after one full year of delivery.

#### BACKGROUND

Dropbike is a private organization that offers smart bike sharing through a smart phone application and using existing bike parking infrastructure. Dropbike operates by users scanning the QR code on the bike with their smartphone to receive a combination to unlock the bike. Following the completion of the trip, users can park the Dropbike at any 'haven', a pre-existing bike parking infrastructure. Riders are charged a set per hour fee and are subject to a \$50 refundable deposit.

In addition to regular bikes, Dropbike provides an option for mountain bikes as well for users searching different types of activities. Dropbike is also able to use adaptive havens through combining temporary bike parking posts for large events such as sporting events, music festivals and parades as the need arises.

Dropbike uses bike warrior teams to perform regular maintenance on their bikes and to quickly respond to issues on the ground. The user is also supported by a customer service team through the mobile application. To date, Dropbike has not experienced any vandalism of their bikes or any unusual maintenance requirements.

## Item 9.4

With the use of an analytics system, Dropbike monitors where users pick up and park the bikes and is able to achieve greater infrastructure construction to support the bike sharing system in centrally located areas.

Dropbike currently operates at the University of Toronto's St. George campus in Toronto and at Queen's university and downtown in Kingston, Ontario.

Dropbike has approached TRCA to determine opportunities to provide bike-share services for TRCA property users for travel between properties and across TRCA's partner municipalities.

### **RATIONALE**

Dropbike's services benefit three groups that are well-aligned with TRCA's The Living City vision:

- Residents – affordable, accessible and healthy active transportation options.
- Environment – year-round lower emissions through encouraging sustainable transit even in winter months.
- Cities – reduced congestion, insights on transportation data, local jobs.

In general, bikes for Dropbike's program are 20 times cheaper than the traditional bike sharing systems, making them a more affordable option for riders. This model has a low barrier to participation for both users and host sites.

Dropbike supports the vision and directions of many of TRCA and affiliated partner's policies including:

- TRCA's Building The Living City: 10 Year Strategic Plan 2013-2022;
- TRCA's climate change mitigation and carbon neutral approach;
- Directions that TRCA is developing as part of its trail strategy;
- Active and sustainable transportation initiatives of the regional municipalities of Durham, Peel and York, and the City of Toronto;
- Ontario Ministry of Transportation's province-wide cycling network;
- Ontario's Five Year Climate Change Action Plan (2016-2020).

The intention of the initial partnership project is to determine appropriate TRCA locations for Dropbike bike-share services and to test these locations as Dropbike havens for one year. After that time, the program will be evaluated to determine if and how the partnership will continue.

TRCA staff has identified the following themes in regards to the logistics of Dropbike operations at TRCA properties through scoping discussions of opportunities:

#### **1. Appropriate Locations**

- TRCA is able to work alongside Dropbike to determine appropriate sites within the pilot locations as havens for bike parking. TRCA staff has recognized that high-visibility locations with staff nearby, surveillance video coverage, and proximity to public transportation stops and programming areas are some of the factors that may influence site selection.

## Item 9.4

### 2. Risk Management and Liability

- TRCA considers the safety of visitors to TRCA facilities and wants to ensure that TRCA acts to reduce the risks to its visitors. There are known risks to cycling and these could be shared by Dropbike and TRCA when Dropbike bikes are being used on TRCA property. TRCA requires all cyclists to wear helmets while cycling on TRCA property as a means to reduce risks. In addition, TRCA trail users are presented with liability waiver signage at main authorized trail entrances on TRCA-managed properties. Both TRCA and Dropbike have insurance coverage. Details about how risks can be minimized, how TRCA liability can be reduced and Dropbike's insurance coverage requirements will be discussed through the development of the pilot project agreement.

### 3. Revenues and Costs

- There are no infrastructure costs involved in having Dropbike on TRCA properties. Additional cost requirements and revenues to cover these costs would be determined through the development of the pilot project agreement. Dropbike is also amendable to make changes to its fee structure for TRCA-sited havens and trips.

### 4. Haven Locations, Programming and Events

- Dropbike bikes will enable users to travel within TRCA properties and participate in various recreational and educational programming offered at TRCA sites.
- TRCA staff will also have the ability to further support various events and festivals by promoting the availability of Dropbike bikes at its properties to attract more attendees.

### 5. User Data

- Dropbike has indicated that it is able to share the data collected with respect to havens at TRCA sites. This will further improve TRCA's quantitative and qualitative knowledge about visitors. The frequency of data delivery will be determined through the development of the pilot program agreement.

### 6. Repairs and Vandalism

- To ensure that repairs are completed in a timely manner, once notified through the app about a bike needing repair, Dropbike dispatches bike warriors and managers who ensure daily repair on the bikes. If the bike is unable to be repaired, it is then sent to a local bike shop. TRCA will not have responsibility for maintenance operations. However, TRCA staff is encouraged to contact Dropbike if TRCA staff notices that a bike is in need of repair.
- To ensure accountability of users, Dropbike has used anti-theft screws in its bikes as well as created a system where users must take a picture of the bike following the end of the trip to ensure the bike is in good condition.

### 7. Effective and Prompt Communication

- Users will be able to easily communicate with Dropbike staff through the app at any given time. Dropbike staff is able to respond by phone call or text to any concerns within a three minute window.

There is great potential for success at many TRCA facilities. Numerous TRCA staff groups involved in initial project scoping have indicated support for the Dropbike pilot program as a means to get people to and around TRCA sites. Based on initial TRCA and Dropbike discussion, initial sites for a one-year pilot project with Dropbike could include Tommy Thompson Park, Oak Ridges Corridor Conservation Reserve and Albion Hills Conservation Area. The potential for Dropbike service to be available at TRCA's Bike the Creek event was also identified. These sites represent TRCA properties with the most opportunity of getting users

## Item 9.4

to TRCA sites through active transportation and enabling them to travel around the properties as part of TRCA programming. The final pilot sites will be determined through the pilot program agreement negotiations.

### **FINANCIAL DETAILS**

TRCA's pilot project expenses are expected to be limited to staff time and are accounted for in existing budgets. Details on revenue generated from the pilot project will be determined through the pilot program agreement that will be developed.

### **DETAILS OF WORK TO BE DONE**

Following the endorsement of this bike sharing pilot program, TRCA staff will work alongside Dropbike to develop the details of the pilot program, including haven locations and the terms of the agreement.

Staff will work with Dropbike to identify central community hubs on TRCA properties that will connect users to facilities through the use of trails.

Dropbike will further encourage local residents to use the bikes located at the above-mentioned community hubs to connect to various amenities and facilities across TRCA properties and partner municipalities.

**Report prepared by: Deanna Cheriton, extension 5204; Zahrah Khan**

**Email: [dcheriton@trca.on.ca](mailto:dcheriton@trca.on.ca); [zkhan@trca.on.ca](mailto:zkhan@trca.on.ca)**

**For more information contact: Deanna Cheriton, extension 5204;**

**Mike Bender, extension 5281**

**Email: [dcheriton@trca.on.ca](mailto:dcheriton@trca.on.ca); [mbender@trca.on.ca](mailto:mbender@trca.on.ca)**

**Date: July 6, 2017**

### Section I – Items for Authority Action

**TO:** Chair and Members of the Authority  
Meeting #6/17, Friday, July 28, 2017

**FROM:** Nick Saccone, Senior Director, Restoration and Infrastructure

**RE:** **EROSION AND SEDIMENT CONTROL MATERIALS**  
Contract #10004654 – Vendor of Record

---

#### KEY ISSUE

Award of Contract #10004654 for the supply and delivery of various erosion and sediment control (ESC) materials to various Toronto and Region Conservation Authority work sites, from August 1, 2017 to July 31, 2018.

#### RECOMMENDATION

**WHEREAS** Toronto and Region Conservation Authority (TRCA) is engaged in a variety of environmental initiatives that require the procurement of a significant volume of erosion and sediment control (ESC) materials;

**AND WHEREAS** TRCA issued a Request for Tender for the supply and delivery of various ESC materials to TRCA project sites that was evaluated based on cost;

**THEREFORE LET IT BE RESOLVED THAT** TRCA staff establish a Vendors of Record (VOR) arrangement with two suppliers for a contract value less than \$20,000 per occurrence, for a one year period, with the option to extend the contract for an additional period of 12 months, upon written notification by TRCA;

**AND FURTHER THAT** authorized TRCA officials be directed to take such action as is necessary to implement the contract, including obtaining any required approvals and the signing and execution of documents.

#### BACKGROUND

TRCA implements numerous environmental projects of varying scale throughout TRCA's jurisdiction. The implementation or construction of these initiatives is governed by environmental legislation and regulations that have been enacted to guide construction activities away from negative environment impacts. The first line of defense against those environmental impacts is the use of erosion and sediment control materials. ESC materials provide physical boundaries within a construction project that prevent soil particles from entering waterways, filter surface water runoff or moderate the erosive power of water traveling through a construction site. In order to comply with construction regulations, erosion and sediment control materials are required for TRCA projects on a regular basis.

These types of projects include the following:

- waterfront development and remedial shoreline protection;
- habitat enhancement and regeneration projects; and
- bank/slope/channel stabilization projects.



## Item 9.5

In previous years, TRCA would undertake multiple procurement processes to source materials for its project requirements. To improve efficiencies and assist staff during the peak construction season, TRCA is establishing a Vendors of Record list for the supply and delivery of various types of ESC materials for up to \$20,000 per occurrence. Any material requests that exceed this threshold are subject to TRCA's Purchasing Policy and procurement procedures. The establishment of this VOR will help to ensure a vendor is available to deliver quality materials when needed at competitive pricing, while reducing procurement costs.

### **RATIONALE**

Request for Tender (RFT) documents were publicly advertised on the electronic procurement website Biddingo ([www.biddingo.com](http://www.biddingo.com)) on Tuesday, May 30, 2017.

The tender provided specifications and estimated quantities for 40 different types of erosion and sediment control materials. Suppliers were requested to provide fixed unit pricing, including a separate cost for delivery.

Request for Tender documents were received by 19 suppliers, three of which submitted a bid. The Procurement Opening Committee opened the tenders on June 21, 2017. Members of the Selection Committee, consisting of TRCA staff (Aaron D'Souza, James Dickie and Natalie Racette) reviewed the submissions and evaluated them based on cost. The results of the evaluation are as follows:

<b>Bidders</b>	<b>Total Cost (excluding delivery and HST)</b>
Terrafix Geosynthetics Inc.	\$338,773.00
Hanes GeoComponents	\$345,138.50
Devron Sales Ltd.	\$732,741.50

Based on the total cost, it was determined that Terrafix Geosynthetics Inc. and Hanes GeoComponents were the most competitively priced overall. Therefore, staff recommends the award of the contract to Terrafix Geosynthetics Inc. and Hanes GeoComponents, they being the two suppliers that best meet TRCA specifications. Staff will determine the most appropriate vendor to supply the materials based on product availability, cost, and delivery fees.

### **FINANCIAL DETAILS**

The total value of this contract is estimated to be \$350,000 based on a review of projects scheduled for implementation during the contract period and a review of previous work orders completed in 2016. An increase or decrease in workload will have an impact on the value of this contract. The suppliers understand the potential cost and resource implications associated with changes in workload. ESC materials will be supplied on an "as required" basis with no minimum quantities guaranteed.

Funds required for the contract are identified in TRCA's 2017 and 2018 capital budgets.

**Report prepared by: Natalie Racette, extension 5603**

**Emails: [nracette@trca.on.ca](mailto:nracette@trca.on.ca)**

**For Information contact: Aaron D'Souza, extension 5775**

**Emails: [ajdsousa@trca.on.ca](mailto:ajdsousa@trca.on.ca)**

**Date: July 6, 2017**

### Section I – Items for Authority Action

**TO:** Chair and Members of the Authority  
Meeting #6/17, Friday, July 28, 2017

**FROM:** Nick Saccone, Senior Director, Restoration and Infrastructure

**RE:** **I-365 SANITARY PROTECTION PROJECT NEAR 196 BRADWICK DRIVE**  
Award of Contract #10004141

---

#### KEY ISSUE

Award of Contract #10004141 for the supply of all labour, equipment and materials for the construction of a rip rap riffle and bank treatment for the I-365 Sanitary Infrastructure Protection Project near 196 Bradwick Drive, in the City of Vaughan, York Region.

#### RECOMMENDATION

**THAT Contract #10004141 for the supply of all labour, equipment, and materials necessary for the construction of a rip rap riffle and bank treatment for the I-365 Sanitary Protection Project near 196 Bradwick Drive, in the City of Vaughan, York Region be awarded to Dynex Construction Inc. at a total cost not to exceed \$208,007.00, plus HST, as they are the lowest bidder that best meets Toronto and Region Conservation Authority (TRCA) specifications;**

**THAT TRCA staff be authorized to approve additional expenditures to a maximum of 15% of the contract cost as a contingency allowance if deemed necessary;**

**AND FURTHER THAT authorized TRCA officials be directed to take such action as is necessary to implement the contract, including obtaining any required approvals and the signing and execution of any documents.**

#### BACKGROUND

In 2011, TRCA and The Regional Municipality of York (York Region) in partnership developed the Infrastructure Hazard Monitoring Program (IHMP). The purpose of the IHMP is to ensure timely identification of risk to Region-owned infrastructure from riverbank erosion and slope instability, as well as establish a comprehensive prioritization method to plan remedial works. This partnership between York Region and TRCA facilitates shared knowledge and expertise, reduces overall costs and duplication of monitoring and erosion control works, supports the Region's asset management program, and promotes habitat restoration throughout the watersheds in York Region.

The IHMP identified a high priority site (I-365) along a section of the West Don River between Langstaff Road and Rivermede Road that is in need of erosion control works to protect two trunk sanitary mains that are at risk of being exposed. The study area is subject to erosion from downcutting, gullyng and bank scouring. These processes have altered the channel form and reduced the depth of cover over the buried sanitary mains to only 0.3 metres at the closest distance.

## Item 9.6

Recognizing this risk, Greck and Associates Ltd (GAL) was obtained by TRCA in 2014 to develop detailed designs for erosion control works at the site. The project was subsequently placed on hold in 2015 and 2016 as other priorities had to be addressed first with the available budget. On May 24, 2017, York Region received grant funding through the Clean Water and Wastewater Fund (CWWF) from Infrastructure Canada and Infrastructure Ontario for TRCA to proceed with implementation of this project.

The scope of work includes the construction of a rip rap riffle, rock vortex weirs and bank protections to formalize a pool-riffle sequence for long-term sanitary infrastructure protection. Site restoration works will include native tree and shrub plantings, granular trail restoration and asphalt repaving.

Implementation for this contract is tentatively scheduled to begin August 28, 2017, and will conform to the warm water fisheries timing window (July 1<sup>st</sup> – March 31<sup>st</sup> annually). Substantial completion of construction and restoration works is anticipated by October 31, 2017.

### RATIONALE

I-365 Sanitary Infrastructure Protection Project is part of a series of seven York Region sanitary infrastructure erosion hazard sites that are to be completed using CWWF grants from Infrastructure Canada and Infrastructure Ontario by March 31, 2018. It is understood that Restoration and Infrastructure personnel and resources are currently operating at full capacity for the foreseeable future, therefore staff recommends contracting the work to ensure the project is completed on time as per the conditions of the CWWF grant.

A Request for Pre-Qualification (RFPQ) for Contract #10004141 was publically advertised on the electronic procurement website Biddingo ([www.biddingo.com](http://www.biddingo.com)) on March 23, 2017 with 14 contractors being registered as full document takers. TRCA received pre-qualification packages from six general contractors by the closing date of April 4, 2017. Following TRCA staff's review of pre-qualification packages and internal/external reference checks, a total of four contractors were pre-qualified. The pre-qualified contractors include:

- Bronte Construction Ltd.
- Dynex Construction Inc.
- Trisan Construction
- Varcon Construction Corp.

The Request for Tender (RFT) documents were issued to the four pre-qualified contractors on June 15, 2017 and each contractor attended the mandatory site information meeting on June 20, 2017. The Tender closed at 11:00 am on June 29, 2017 at TRCA's Head Office. Two tenders were received by the closing time from Dynex Construction Inc. and Varcon Construction Corp. Tenders were opened by the procurement opening committee (Jessica Pietrangelo, Judith Reda and Phil Wolfram) with representatives from each bidder company present. The results of the tender are as follows:

BIDDERS	TOTAL TENDER AMOUNT (Plus HST)	OVERALL RANKING
Dynex Construction Inc.	\$208,007.00	1
Varcon Construction Corp.	\$691,855.00	2

## Item 9.6

Out of the four bidders that attended the mandatory site meeting, two contractors (Bronte Construction Ltd. and Trisan Construction) declined the opportunity to submit a bid due to pre-existing commitments and peak workloads. TRCA staff contacted Varcon Construction Corp. to identify the disparity in tender prices. Varcon Construction Corp. cited that their organization does not currently own a temporary construction bridge crossing and that they would incur a large capital cost to purchase this structure for this project, and no further justification was provided. It is also staff's opinion that Varcon Construction Corp. is the least experienced of all pre-qualified contractors with natural channel erosion control works and that this may account for a more conservative bid.

Restoration and Infrastructure staff reviewed the bid received from Dynex Construction Inc. against its own cost estimate and has determined that the bid is of reasonable value and also meets the requirements as outlined in the contract documents. TRCA staff predicted the tender would quote approximately \$200,000 based on our own internal cost estimate. Further, Dynex Construction Inc.'s experience and ability to undertake similar projects was evaluated by TRCA staff during the pre-qualification process. Reference checks and TRCA's past experience working with the company (Mud Creek Restoration – Reach 6) provided positive indication that Dynex Construction Inc. is capable of undertaking erosion control works in streambank settings to protect municipal infrastructure.

TRCA staff recommends that Contract #10004141 be awarded to Dynex Construction Inc. for a total cost not to exceed \$208,007.00, plus a 15% contingency, plus HST, as they are the lowest bidder meeting TRCA's specifications.

Under TRCA's 10-Year Strategic Plan (2013-2022), this project is aligned with Leadership Strategy #2 "Manage our Regional Water Resources for Current and Future Generations." The proposed works will contribute to maximizing the resilience of our water systems by protecting critical infrastructure in preparation for predicted changes in climate change and assist with reducing the risk of flooding.

### **FINANCIAL DETAILS**

Funding for this project is made available through York Region Capital funding. York Region has received grant funding through the Clean Water and Wastewater Fund (CWWF) from Infrastructure Canada and Infrastructure Ontario to cover costs for this project. Expenditures are to be tracked under Account Code 189-02.

### **DETAILS OF WORK TO BE DONE**

The objective of this project is to provide long-term sanitary infrastructure protection to at-risk York Region sanitary infrastructure. The scope of work for Contract #10004141 includes the construction of a rip rap riffle, rock vortex weirs, and bank protections to formalize a pool-riffle sequence for infrastructure protection. Site restoration works will include native tree and shrub plantings, granular trail restoration and asphalt repaving.

**Report prepared by: Rebecca Salvatore, phone 416-560-1823**

**Emails: [Rebecca.salvatore@trca.on.ca](mailto:Rebecca.salvatore@trca.on.ca)**

**For Information contact: Phil Wolfrain, phone 416-902-3709**







**Emails: [phil.wolfrain@trca.on.ca](mailto:phil.wolfrain@trca.on.ca)**

**Date: July 7, 2017**

**Attachments: 2**

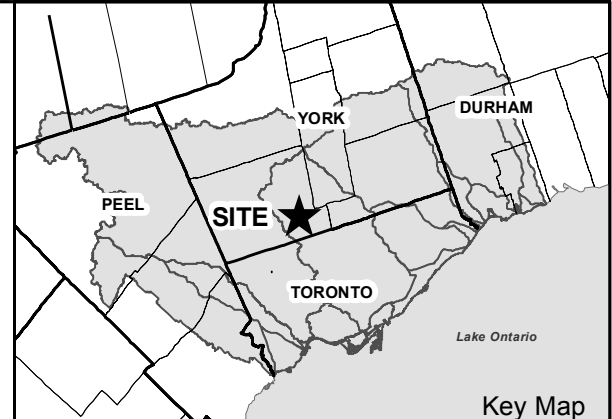


### Legend

-  Project Location
-  Watercourses
-  Floodline
-  Regulation Limit
-  TRCA Property
-  Parcel Assessment

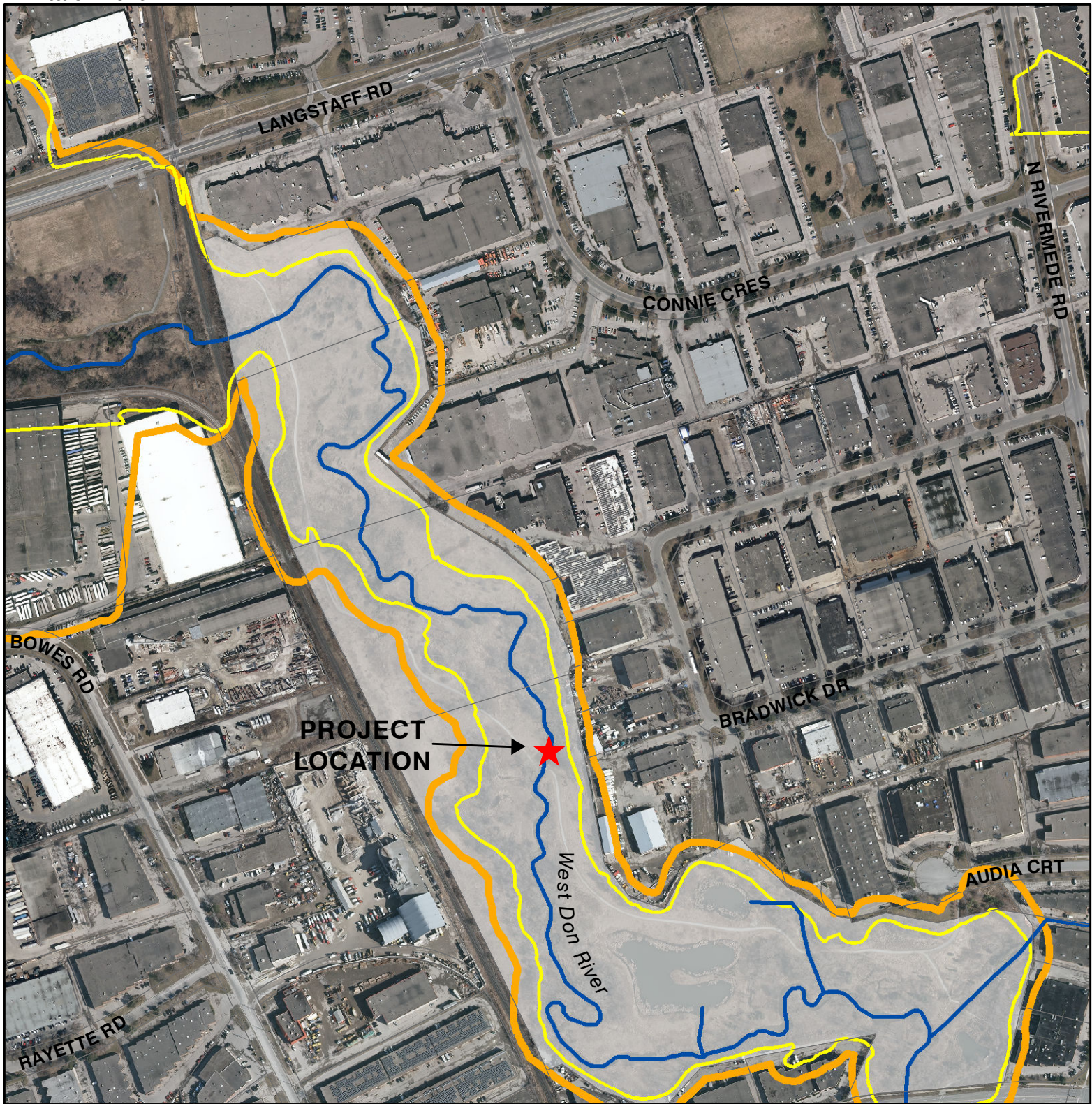


0 100 200 Meters









Key Map





### Legend

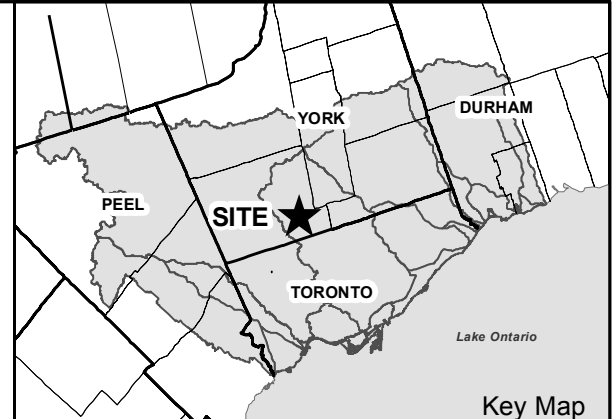
-  Project Location
-  Watercourses
-  Floodline
-  Regulation Limit
-  TRCA Property
-  Parcel Assessment



Toronto and Region  
**Conservation**  
for The Living City



0 100 200  
Meters



Key Map



### Section I – Items for Authority Action

**TO:** Chair and Members of the Authority  
Meeting #6/17, Friday, July 28, 2017

**FROM:** Nick Saccone, Senior Director, Restoration and Infrastructure

**RE:** **COATSWORTH CUT PROJECT**  
Channel Dredging Works

---

#### KEY ISSUE

Award of Contract #10005203 to complete maintenance dredging of the Coatsworth Cut Channel by Ashbridges Bay Park in the City of Toronto.

#### RECOMMENDATION

**THAT Contract #10005203 be awarded to Galcon Marine Ltd. for the channel dredging at Coatsworth Cut in the City of Toronto, at a total cost not to exceed \$201,960.00 plus HST, as they are the lowest bidder that best meets Toronto and Region Conservation Authority (TRCA) specifications;**

**THAT TRCA staff be authorized to approve additional expenditures, as per City of Toronto direction, to a maximum of \$30,294.00 as a contingency allowance, for removal of additional sediment from the channel to reduce the risk of future emergency situations if it is not required to complete the base scope of work;**

**AND FURTHER THAT authorized TRCA officials be directed to take any action necessary to implement the agreement including obtaining any required approvals and the signing and execution of documents.**

#### BACKGROUND

In 1983, TRCA began dredging operations at the mouth of Coatsworth Cut to maintain navigation between Lake Ontario and the boating facilities located at Ashbridge's Bay Park. As a result of increasing dredging volumes and associated expenses over time, in 1999 TRCA began to investigate shoreline modification options that would eliminate the need for annual maintenance dredging.

Currently the long-term solution to the sedimentation problem in Coatsworth Cut is being addressed through a number of planning initiatives; however, TRCA plans to continue with maintenance dredging until such time that the final solution is in place and sedimentation rates are confirmed to be declining in response. As of the date this communication was prepared, implementation of the preferred long-term solution is expected to commence in 2018 pending receipt of the necessary approvals and funding with work anticipating to take 4 - 6 years to complete.

Maintenance dredging at Coatsworth Cut was last completed in the fall of 2016 with the removal of approximately 4,500 cubic metres of material. The dredged material was tested and deemed to meet parkland quality guidelines for disposal at Tommy Thompson Park (TTP) for use in the construction of habitat projects within the park.

## Item 9.7

### RATIONALE

This project is aligned with leadership strategy number two in TRCA's new strategic plan, as ensuring safe navigation of our waterways is an important component of successfully managing our water resources for current and future generations.

Ongoing deposition reduces available water depth in the channel, creating a hazard to boaters and limiting marine-based emergency access if not addressed. To reduce the risk of property damage and personal injury, TRCA proposes to dredge approximately 2,200 cubic metres of material under this project. Dredging is tentatively scheduled to commence in early October 2017, pending authorization to award Contract #10005203 and the receipt of all necessary approvals. This contract is anticipated to take approximately five weeks to complete, weather permitting.

Sediment sampling has been completed and dredged material is to be removed using a combination of water- and land-based equipment and off-site disposal is to take place at TTP for use in the construction of on-site habitat projects as part of the master plan implementation.

Request for Tender (RFT) #10005203 was publically advertised on [www.biddingo.com](http://www.biddingo.com) on June 14, 2017, and a mandatory site information meeting was held on June 22, 2017. The following contractors attended this meeting:

- Galcon Marine Ltd.; and
- Ontario Construction Company.

Bids were opened at the Procurement Opening Committee meeting held on July 6, 2017 by TRCA staff (James Dickie, Judith Reda and Jessica Pietrangelo). The table below summarizes the results of RFT #10005203 assuming removal of 2,200 cubic metres of sediment.

**RFT # 10005203**  
**Coatsworth Cut Project – Channel Dredging Works**

<b>BIDDERS</b>	<b>MOBILIZATION/ DEMOLITION</b>	<b>DREDGING (\$/m<sup>3</sup>)</b>	<b>DISPOSAL To TTP (\$/m<sup>3</sup>)</b>	<b>TOTAL (plus HST)</b>
Galcon Marine Ltd.	\$76,362.00	\$28.68	\$28.41	\$201,960.00
Ontario Construction Company	\$99,060.00	\$34.03	\$23.85	\$226,396.00

Restoration and Infrastructure staff reviewed the bid received from Galcon Marine Ltd. against previous dredging contracts for Coatsworth Cut and has determined that the bid is of reasonable value and also meets the requirements as outlined in the contract documents. Further assessment by TRCA staff of Galcon Marine Ltd.'s experience and ability to undertake similar projects was conducted through reference checks which resulted in positive feedback that Galcon Marine Ltd. is capable of undertaking the scope of work.

Based on the bids received, staff recommend that Galcon Marine Ltd. be awarded Contract #10005203 for dredging works for a total amount not to exceed \$201,960.00, to be expended as authorized by TRCA staff, plus a 15% contingency, plus HST; it being the lowest bid that meets TRCA specifications.

## Item 9.7

As it is standard practice to include a contingency in project estimation in the event of unforeseen events, an additional allowance of \$30,294.00 is recommended. However, as the City has directed TRCA to remove as much material as possible with the available budget, it is recommended that staff monitor project expenditures during the course of the work, and be allowed to utilize the contingency to remove additional material if funds are available.

### **FINANCIAL DETAILS**

Funding for this project, including Contract #10005203, staff time and all associated costs to manage this contract is available under TRCA's City of Toronto Waterfront Capital 2017 budget, within account 211-16.

**Report prepared by: James Dickie, Phone: 416-844-3987**

**Emails: [jdickie@trca.on.ca](mailto:jdickie@trca.on.ca)**

**For Information contact: Matt Johnston, Phone: 647-808-6743**

**Emails: [mjohnston@trca.on.ca](mailto:mjohnston@trca.on.ca)**

**Date: July 7, 2017**

### Section I – Items for Authority Action

**TO:** Chair and Members of the Authority  
Meeting #6/17, Friday, July 28, 2017

**FROM:** Nick Saccone, Senior Director, Restoration and Infrastructure

**RE:** **BLUFFERS PARK CHANNEL DREDGING**  
Award of Contract #10005202 for Maintenance Dredging of the Bluffers Park Entrance Channel, City of Toronto

---

#### KEY ISSUE

Award of Contract #10005202 to complete maintenance dredging of the navigation channel at Bluffers Park.

#### RECOMMENDATION

**THAT Contract #10005202 be awarded to Galcon Marine Ltd. for the maintenance dredging of the navigation channel at Bluffers Park in the City of Toronto at a total cost not to exceed \$188,284.00 plus HST, it being the highest ranked bidder that best meets Toronto and Region Conservation Authority (TRCA) specifications;**

**THAT TRCA staff be authorized to approve additional expenditures to a maximum of \$25,000.00 as a contingency allowance if deemed necessary;**

**THAT should staff be unable to execute an acceptable contract with the awarded contractors, staff be authorized to enter into and conclude contract negotiations with the other contractor that submitted a tender;**

**AND FURTHER THAT authorized TRCA officials be directed to take any action necessary to implement the agreement including obtaining any required approvals and the signing and execution of documents.**

#### BACKGROUND

In 1981 Bluffer's Park opened at the foot of Brimley Road as a waterfront park in the City of Toronto. Included within the Park is a commercial marina as well as four boating clubs which access Lake Ontario by way of the entrance channel.

Due to coastal and sediment transport processes, the navigation channel is susceptible to deposition of sand and other material. This deposition reduces the depth of water in the navigation channel and can severely impact the ability to safely navigate boats through the area and limits marine-based emergency access if left unaddressed. The channel is owned by Fisheries and Oceans Canada, however the City of Toronto is responsible for maintaining safe navigation depths, and TRCA assists the City as requested to maintain these depths given staff's expertise with dredging and marine contract management. Sedimentation rates are expected to decline substantially in the channel over the long-term following the armouring of the Meadowcliffe sector of the Scarborough Bluffs shoreline in 2011, which was identified as the primary source of material depositing in the channel; however periodic maintenance dredging can continue to be expected, albeit at a much reduced cost and frequency. There is a proposed future expansion and reconfiguration of the headland to the east of the entrance channel as part of the Scarborough Waterfront Project that is expected to reduce sedimentation rates in the channel,

## Item 9.8

however routine maintenance dredging will be required until this feature is fully constructed, the date for which has not yet been confirmed.

In early 2008, concerns of insufficient water depths in the entrance channel were brought to TRCA's attention by members of the boating clubs. TRCA notified the City of Toronto (Parks, Forestry & Recreation) of the hazard, who in turn retained TRCA to undertake maintenance dredging later that summer. Upon completion of the 2008 dredging project, approximately 1,700 cubic metres of sediment was removed from the entrance channel; a relatively minor amount compared to the more than 70,000 cubic metres of sediment which is estimated to have accumulated over the more than 30 years since the entrance channel was constructed. Recognizing that the maintenance work restored only the minimum depth required for safe passage through the channel, with no allowance provided for ongoing siltation, it was communicated by TRCA staff to the City of Toronto that future maintenance dredging would likely be required.

In 2010, insufficient water depths in the entrance channel were again brought to TRCA's attention. In response, TRCA completed a hydrographic survey of the entrance channel in April 2010 to provide updated information to the City of Toronto and determine the appropriate course of action. The survey showed that a large sand bar formed laterally across the entrance channel, reducing water depths to approximately 1.5 m and creating a risk to the members of the boating community who require a minimum draft of 1.8 m below chart datum for safe passage. As a result of shallow water in the entrance channel, a member of the Cathedral Bluffs Yacht Club got stranded on the sand bar on the evening of April 26, 2010, requiring rescue. Although no injuries were reported, it is noted that the draft on the stranded boat was 1.4 m.

Emergency dredging was completed within the entrance channel in June 2010, allowing for approximately 3,500 cubic metres of sediment to be removed. Unfortunately, a sounding completed by TRCA on May 9, 2011 revealed that more than 2/3 of the volume removed 11 months earlier had re-accumulated.

In 2014, TRCA removed approximately 9,000 cubic metres of material from the channel based on hydrographic surveys and the City's available budget for 2014.

On May 19, 2016 two near-misses were reported to TRCA from a concerned boater after a vessel ran aground in an unmarked area of the channel. TRCA relayed this information to the City, who in turn requested TRCA's assistance with emergency maintenance dredging. TRCA removed 3,000 cubic metres of sediment to restore safe access within the channel.

In April 2017 TRCA completed a hydrographic survey and determined that it was necessary to remove at least 700 cubic metres of sediment to meet minimum navigation requirements. It was determined that the City's available budget would allow for the removal of approximately 2,000-2,500 cubic metres of sediment and TRCA was retained by the City to remove as much as possible. For several years TRCA has recommended to the City that they consider completing a major sediment removal exercise to restore the channel to as close to its original design condition as possible given that the cost to mobilize annually is significant and the timeframe for the long-term solution through the Scarborough Waterfront Project to be constructed and effective is currently unknown; however, the City has been unable to fund a more significant dredging project due to budget constraints.

## Item 9.8

Sediment samples were collected from the channel and sent for laboratory analysis to determine disposal options for the dredgeate. Based on the results of these analyses, the sediment meets Ministry of the Environment and Climate Change's Table 1 background data meaning that the material meets unconfined disposal guidelines. Given that on-site disposal is the most cost-effective solution and site disturbance is expected to be minimal, permanent disposal of the dredgeate is to be placed along the east beach above the high water mark.

### RATIONALE

Request for Proposals (RFP) #10005202 was publically advertised on [www.biddingo.com](http://www.biddingo.com) on June 7, 2017, and a mandatory site meeting was held on June 15, 2017. The following contractors attended this meeting:

- Galcon Marine Ltd.;
- Ontario Construction;
- Town of Coburg;
- Euro Landscaping;
- McKeil Marine;
- Eco Technologies; and
- Facca Inc.

Bids were opened at the Procurement Opening Committee meeting held on June 26, 2017 by TRCA staff (James Dickie, Judith Reda and Jessica Pietrangelo).

Members of the Selection Committee, consisting of TRCA staff reviewed the proposal submissions and were evaluated on a weighted scoring system consisting of 50% reasonableness of cost, 30% corporate experience and resources and the remaining 20% on the reference check. Along with unit rates for the channel maintenance dredging, bidders were to include company resources, relevant experience, references, and health and safety certificates to ensure TRCA is receiving good value for services. From the evaluation, the highest ranked Bidder will be selected to complete the works. The table below summarizes the results of RFP #10005202 assuming removal of 2,000 cubic metres of sediment.

**RFP # 10005202**  
**Bluffer's Park Project – Channel Dredging Works**

<b>BIDDERS</b>	<b>MOBILIZATION/ DEMOBILIZATION</b>	<b>DREDGING (\$/m<sup>3</sup>)</b>	<b>DISPOSAL (Bluffers East Area \$/m<sup>3</sup>)</b>	<b>TOTAL (plus HST)</b>	<b>Overall Ranking</b>
Galcon Marine Ltd.	\$80,500.00	\$28.40	\$22.75	\$188,284.00	1
Ontario Construction	\$112,530.00	\$37.05	\$11.30	\$215,506.90	2

The main tender item that varied substantially between contractors was the proposed mobilization and demobilization costs. The large range in pricing is based on the location of the contractor's equipment relative to the work area and cost associated with transporting their machinery to the site. Galcon Marine intends to mobilize by water from Keating Channel and has priced their mobilization accordingly. Ontario Construction has to mobilize their equipment by land from Niagara-on-the-Lake and then has to crane their equipment into the water which is more expensive. The deviation on dredging and disposal costs per cubic metre is within the range that Restoration and Infrastructure staff anticipated for this contract.



## Item 9.8

Based on the evaluation of the received proposals, it was determined that Galcon Marine Ltd. was the highest ranking bidder and most competitively priced overall. Therefore, staff recommends the award of the Contract #10005202 to Galcon Marine Ltd., it being the highest ranked bidder that best meet TRCA's requirements as outlined in the RFP contract documents. Galcon Marine Ltd.'s experience and ability to undertake similar projects was confirmed through reference checks which resulted in positive feedback.

As it is standard practice to include a contingency in project estimation in the event of unforeseen events, \$25,000.00 has been set aside for this contract. However, as the City has directed TRCA to remove as much material as possible with the available budget, it is recommended that staff be allowed to utilize the contingency to remove additional material, if required. Staff will monitor the progress of the contractor and the budget before extending the scope of work.

Dredging is tentatively scheduled to commence in early September 2017, pending authorization to award Contract #10005202 and the receipt of all necessary approvals. Work is anticipated to take approximately four weeks to complete, weather permitting.

This project is aligned with leadership strategy number two "Manage our regional water resources for current and future generations." Dredging of the channel will improve shoreline access making the system more navigable for canoes and other boats. In addition, this project aligns with enabling strategy number seven "build partnerships and new business model". TRCA has now completed this work on behalf of the City multiple times allowing us to demonstrate TRCA's expertise and capability in performing this critical maintenance thereby increasing TRCA's financial resilience.

### **FINANCIAL DETAILS**

A budget of \$270,000 has been identified to complete the 2017 maintenance dredging works, including Contract #10005202, the recommended \$25,000 contingency allowance, and staff time to secure approvals and manage the contract. Funding for this project is 100% recoverable from the City of Toronto within account 186-10.

**Report prepared by: James Dickie, Phone: 416-844-3987**

**Emails: [jdickie@trca.on.ca](mailto:jdickie@trca.on.ca)**

**For Information contact: Matt Johnston, Phone: 647-808-6743**

**Emails: [mjohnston@trca.on.ca](mailto:mjohnston@trca.on.ca)**

**Date: July 7, 2017**

### Section I – Items for Authority Action

**TO:** Chair and Members of the Authority  
Meeting #6/17, Friday, July 28, 2017

**FROM:** Nick Saccone, Senior Director, Restoration and Infrastructure

**RE:** **CHORLEY PARK SWITCHBACK TRAIL PROJECT**  
Contract #10005339 - Construction of Trail

---

#### KEY ISSUE

Award of Contract #10005339 for the construction of a trail that will connect Chorley Park to the Beltline Trail, located in the Rosedale neighbourhood, in the City of Toronto.

#### RECOMMENDATION

**THAT Contract #10005339 be awarded to CSL Group Ltd. for construction services of a trail that will connect the Chorley Park Switchback Trail to the Beltline Trail, in the City of Toronto, at a total cost not to exceed \$1,545,328.00, plus HST, as they are the lowest bidder that best meets Toronto and Region Conservation Authority (TRCA) specifications;**

**THAT TRCA staff be authorized to approve additional expenditures to a maximum of 20% of the contract cost as a contingency allowance if deemed necessary;**

**AND FURTHER THAT authorized TRCA officials be directed to take any action necessary to implement the contract including obtaining any required approvals and the signing and execution of documents.**

#### BACKGROUND

The Chorley Park Switchback Trail Project will connect Chorley Park to the Beltline Trail and will provide an accessible trail to the Don Valley Brick Works Park and the Lower Don Trail system, from the west side of the valley. Chorley Park is located at 245 Douglas Drive in the City of Toronto, within the Rosedale district. The park and the surrounding natural areas are owned and managed by the City of Toronto.

Chorley Park is used primarily by local residents for leisure and recreational activities. The existing footpaths, asphalt trail and timber staircase, at Chorley Park, are no longer safe for public use. Many of the existing footpaths are also redundant. The City wishes to consolidate the multiple paths on the slope to reduce the impact on the natural environment.

The area lacks a safe, accessible trail system, as the park is a significant connection point to the Lower Don Trail System. In addition, the sensitive ravine ecology is also being impacted by the proliferation of informal trails and the ever growing park system users. The City identified the need for a more formalized trail that is easily accessible for all users, improves public safety and protects the ecology of the adjacent ravine. Therefor Parks, Forestry and Recreation initiated a trail improvement project in Chorley Park in 2011.

## Item 9.9

In 2012, City of Toronto's Urban Forestry – Natural Environment and Community Programs section requested TRCA Restoration and Infrastructure staff to assist them to undertake the planning, design and construction of the Chorley Park Switchback Trail Project. Since that time, TRCA, in partnership with the City, has undertaken a conceptual design process and extensive public consultation, which has resulted in many modifications from the original design. The final design will create a trail which will balance the needs of all users.

More recently, TRCA has partnered with the City to undertake an extensive geotechnical and engineering review, as well as ecological and forestry assessments of the site, and the design. In 2016, TRCA retained R.V. Anderson Associates Limited to complete the detailed design and engineering, as well as provide additional construction review services.

The final design work for the new trail connection has now been completed and The City has requested the support of TRCA to oversee construction which is scheduled to begin late summer 2017. At this time, staff requires construction services of a qualified contractor to carry out the construction of the Chorley Park Switchback Trail Project.

### RATIONALE

TRCA and the City of Toronto have worked cooperatively on trail infrastructure and trail improvement projects for many years. Many existing trails and trail infrastructure projects on City-owned and managed lands were constructed by TRCA, and there is value to the City in having TRCA provide services that reduce environmental impacts and health and safety concerns in a prompt, cost-effective and environmentally responsible manner. TRCA is able to provide effective management of natural environment projects using their highly specialized expertise and ability to expedite approvals, facilitate community involvement and satisfy sensitive environmental standards.

Tender #10005339 was publicly advertised on the electronic procurement website [www.biddingo.com](http://www.biddingo.com) on Thursday, June 29, 2017, with a mandatory site information meeting held on July 16, 2017. Tender packages were provided to seven contractors as follows:

- CSL Group Ltd.;
- Dynex Construction Inc.;
- Landtar Construction Inc.;
- Loc Pave Construction;
- Eurolandscaping;
- North Gate Farms Ltd.; and
- Hawkins Contracting.

Six contractors declined the opportunity to submit a bid, being unable to meet the timelines and specifications stated in the contract documents. Some bidders indicated that they are already sufficiently busy and were not willing to take on a project of this scale.

The Procurement Opening Committee opened the Tenders on Monday, July 17, 2017, with the following results:

BIDDERS	Total Cost (Plus HST)
CSL Group Ltd.	\$1,545,328.00

## Item 9.9

Each bidder was requested to provide a detailed proposal with their bid submission based on detailed designs and specifications provided within the Tender package. Members of the Selection Committee, consisting of TRCA staff (James Dickie, Michael Tolensky and Ralph Toner) reviewed the bidders' detailed proposals and evaluated them using the following criteria:

- Request for Proposal conformance and proposal completeness;
- Demonstrated understanding of the proposed works;
- Demonstrated experience in comparable projects;
- Expertise and qualifications of key personnel;
- Reasonability of costs.

Restoration and Infrastructure staff reviewed the bid received from CSL Group Ltd. against its own cost estimate and the estimated costing provided by R.V. Anderson Associates Limited. It was determined that the bid is of reasonable value and within 10% of their estimate, and the bid also meets the criteria as outlined in the evaluation process. Further assessment by TRCA staff of CSL Group Ltd.'s experience and ability to undertake similar projects was conducted through reference checks which resulted in positive feedback of CSL Group Ltd. Both TRCA and the City of Toronto have had excellent experiences with CSL Group Ltd., and are both confident that they are capable of undertaking the scope of work.

TRCA staff recommends that Contract #10005339 be awarded to CSL Group Ltd. for a total cost not to exceed \$1,545,328.00, plus a 20% contract contingency, plus HST, as they are the lowest bidder meeting TRCA's specifications.

This project is aligned with leadership strategy number seven "build partnerships and new business models". TRCA has completed this work on behalf of the City multiple times allowing us to demonstrate TRCA's expertise and capability in performing this critical maintenance thereby increasing TRCA's financial resilience.

### **FINANCIAL DETAILS**

Funding for this project is provided by the City of Toronto on a cost recovery basis under account code 117-16.

### **DETAILS OF WORK TO BE DONE**

TRCA will initiate the contract and provide overall project management services. The project includes the key following steps:

- Construction layout, site preparation, and erosion and sediment control (ESC);
- Earthmoving and trail construction;
- Staircase structure and retaining wall construction;
- Fine grading and restoration of all disturbed areas and slopes;
- Parkland path construction.

Prior to commencement of any construction activities, TRCA will seek all necessary permits and approvals in partnership with the City of Toronto.

**Report prepared by: Ralph Toner extension 5366 and Martina Saverino extension 6400**

**Emails: [rtoner@trca.on.ca](mailto:rtoner@trca.on.ca), and [msaverino@trca.on.ca](mailto:msaverino@trca.on.ca)**

**For Information contact: David Hatton ext. 5365**

**Emails: [dhatton@trca.on.ca](mailto:dhatton@trca.on.ca)**

**Date: July 28, 2017**

### Section I – Items for Authority Action

**TO:** Chair and Members of the Executive Committee  
Meeting #6/17, Friday, July 28, 2017

**FROM:** Darryl Gray, Director, Education, Training and Outreach

**RE:** **CLAREMONT PHASE II RENOVATION PROJECT**  
Contract #10005103 Claremont Field Centre Project – Construction of a Wood Deck and Pathway

---

#### KEY ISSUE

Award of Contract #10005103 for the supply of all labour, equipment and materials necessary for the construction of a wood deck and pathway construction at Claremont Field Centre, in the City of Pickering.

#### RECOMMENDATION

**THAT Contract #10005103 for the supply of all labour, equipment and materials necessary for wood deck and pathway construction at Claremont Field Centre (now Claremont Nature Centre), in the City of Pickering be awarded to Compex Construction at a total cost not to exceed \$157,024.00 plus HST, as they are the lowest bidder that best meets Toronto and Region Conservation Authority (TRCA) specifications;**

**THAT TRCA staff be authorized to approve additional expenditures to a maximum of 20% of the contract cost as a contingency allowance if deemed necessary;**

**THAT should staff be unable to execute an acceptable contract with the awarded contractor, staff be authorized to enter into and conclude contract negotiations with the other contractors that submitted tenders, beginning with the next lowest bidder meeting TRCA specifications;**

**AND FURTHER THAT authorized TRCA staff be directed to take any action necessary to implement the contract including obtaining any required approvals and the signing and execution of documents.**

#### BACKGROUND

Claremont Nature Centre (Claremont NC) is a 1,036 square metre panabode cedar log building that opened in 1970 for overnight outdoor education programs.

At Authority Meeting #10/15, held on November 27, 2015, Resolution #A227/15 was approved, in part, as follows:

*...THAT TRCA education centres be redeveloped into community engagement centres with an emphasis on local participation in program development and delivery;...*

Further, at Authority Meeting #5/17, held on June 23, 2017, Resolution #A106/17 was approved, in part, as follows, after the release of Tender #10005225 using the Claremont Field Centre Project name:

## Item 9.10

*THAT the Claremont Field Centre, a Toronto and Region Conservation Authority (TRCA) owned and operated education facility located in the City of Pickering, be officially renamed the “Claremont Nature Centre”;...*

As part of Claremont NC's transition into a community engagement hub, TRCA has identified the need for renovation of the interior facilities and reprogramming of space to support the delivery of new services to meet the changing needs and expectations of the community users.

The proposed exterior renovation project will include the refurbishment of the existing rear deck, an outdoor classroom and accessible pathway connecting the front parking to the valley trails and a ramp onto the new deck.

Once completed, the pathway, deck and outdoor classroom spaces will allow TRCA to provide improved opportunities for community groups to better utilize this multiple use space. It is anticipated that the range of new programs and uses will include private functions, meetings and events, including exercise, meditation, music and art programs, amongst others.

### **RATIONALE**

Tender #10005103 was publicly advertised on the electronic procurement website Biddingo ([www.biddingo.com](http://www.biddingo.com)) on June 16, 2017 with a site information meeting held on June 21, 2017.

Tender packages were received by the following five contractors:

- Compex Construction;
- Euro Construction;
- CSL Group Ltd.;
- Ultimate Construction Inc.; and
- Landtar Construction.

The Procurement Opening Committee opened the Tenders on July 6, 2017 with the following results:

<b>BIDDERS</b>	<b>TOTAL TENDER AMOUNT (Plus HST)</b>
Compex Construction	\$157,024.00
Landtar Construction	\$252,775.00
Ultimate Construction	\$258,860.39
CSL Group Ltd.	\$367,917.00

The bid selection process included conducting reference checks to review the contractor's ability to undertake similar projects and an assessment of previous performance in a number of areas including, but not limited to, similar work experience, quality of work, and health and safety. TRCA staff reviewed the bid received from Compex Construction and determined that the bid meets the requirements as outlined in the contract documents.

Based on the bids received, staff recommends that Compex Construction be awarded Contract #10005103 for supply of all labour, materials and equipment necessary for wood deck and pathway construction at Claremont Field Centre, in the City of Pickering for a total amount not to exceed \$157,024.00, to be expended as authorized by TRCA staff, plus a 20% contingency, plus HST, it being the lowest bid that meets TRCA specifications.



## Item 9.10

### **FINANCIAL DETAILS**

Funding for this project is provided by Canada 150 and Durham Region, account 435-05.

**Report prepared by: Michelle Guy, ext. 5905**

**Emails: [mguy@trca.on.ca](mailto:mguy@trca.on.ca)**

**For Information contact: Joanne Jeffery or Natalie Harder @ 661-6600**

**Emails: [jjeffery@trca.on.ca](mailto:jjeffery@trca.on.ca) or [nharder@trca.on.ca](mailto:nharder@trca.on.ca)**

**Date: July 18, 2017**

### Section I – Items for Authority Action

**TO:** Chair and Members of the Authority  
Meeting #5/17, July 28, 2017

**FROM:** Darryl Gray, Director, Education, Training and Outreach

**RE:** **VERIFYGLOBAL ALLIANCE**  
Proposed Membership

---

#### KEY ISSUE

Approval for Toronto and Region Conservation Authority to become a member of VerifyGlobal Alliance.

#### RECOMMENDATION

**WHEREAS** Toronto and Region Conservation Authority (TRCA) has been a member of the Globe Performance Solutions consortium of Canadian-based Environmental Technology Verification testing and verification organizations for the past five years;

**AND WHEREAS** Globe Performance Solutions is no longer the sole delivery agent for the Environmental Technology Verification process in Canada;

**AND WHEREAS** the Environmental Technology Verification process now requires that all future technology testing and verifications be conducted under the new International Standards Organization (ISO) 14034 standard;

**AND WHEREAS** the VerifyGlobal Alliance has been established to provide a consolidated platform for testing and verification organizations worldwide;

**THEREFORE LET IT BE RESOLVED THAT** Toronto and Region Conservation Authority participate as a member of the VerifyGlobal Alliance for a period of five years ending July 2022;

**AND FURTHER THAT** staff be directed to report back to the Authority on the outcome of participation in the Alliance.

#### BACKGROUND

In July, 2012, TRCA became a member of the Globe Performance Solutions (GPS) consortium of Canadian-based testing and verification organizations to help advance the use of sustainable technologies and enhance TRCA's role as a third party verification and testing agent. At the time GPS was the sole delivery agent for Environment Canada's Environmental Technology Verification (ETV) Program. TRCA's first project under the program involved the development of a scientifically defensible laboratory testing procedure for oil grit separators, in association with a 21 member national advisory committee. Since completion of the procedure in September 2013, several vendors have used the procedure to conduct testing under the ETV program. TRCA's Sustainable Technologies Evaluation Program has provided verification services for six of these technologies, two of which are currently underway.

## Item 9.11

TRCA membership in the GPS consortium over the past five years has been successful in helping to ensure that oil grit separator vendor performance claims accurately reflect the true performance of the technologies, and as such, has supported decisions made by regulatory agencies and permitting authorities relating to the application of these devices to meet their requirements and performance criteria. As of January 2016, the Province of Quebec only issues permits for OGS vendors that have completed testing and verification to the TRCA developed ETV test procedure for oil grit separators. Several other large Canadian municipalities (e.g. City of Toronto, City of Calgary and City of Markham) have signaled their intent to institute similar requirements in their jurisdictions.

Over the past two years, Environment Canada has begun to wind down the Canadian ETV Program, in part due to the expected introduction of a new international standard for ETV, ISO 14034. The new ISO 14034 ETV standard, which was published in November 2016, changes the way that ETV services are offered and delivered in that the revised ETV standard facilitates a distributed approach whereby specific stakeholder groups and communities of interest can collaborate in defining appropriate performance parameters and verification requirements in a manner that more closely reflects their particular needs. Essentially, “top-down” government-owned program approaches (i.e., the former US EPA ETV Program and the Canadian ETV Program) have been replaced by a “bottom-up” open market approach that encourages the involvement of stakeholders in specific sectors and the sharing of verification results across multiple jurisdictions, with the greater possibility of international acceptance. It is expected that this new approach will open up international market opportunities for companies with technologies that have been independently verified following the new ISO 14034 standard. It will also make it easier for technology users, buyers and regulators to work together in defining specific market objectives and performance requirements to meet long-term sustainability goals.

In March 2016, in anticipation of this new international approach to ETV, a new organization, VerifiGlobal, was created with the objective of providing a consolidated platform for performance testing and verification organizations worldwide. The secretariat for this not-for-profit organization is based in Copenhagen Denmark. Organizations working with VerifiGlobal participate as members of the VerifiGlobal Alliance. Current VerifiGlobal Alliance members include Battelle, the Centre for Alternative Wastewater Treatment (based out of Peterborough), ETA-Danmark (Technology evaluation group in Denmark), Good Harbour Labs (Toronto), RESCOLL (Technology services company in France) and VTT (Technical Research Centre in Finland).

### RATIONALE

It is proposed that TRCA join the VerifiGlobal Alliance. This will generate greater profile for TRCA’s Sustainable Technologies Evaluation Program, both locally and internationally, aligning well with the organization’s objectives to promote the development and deployment of innovative environmentally sound technologies. The Alliance also eliminates the need for TRCA to become ISO certified, which is a long and costly process, as the ISO certification is carried by VerifiGlobal on behalf of the consortium members.

The benefits of joining VerifiGlobal Alliance is based on EFFECTIVE™ delivery of performance testing and verification services, including the following:

- **Enhanced capacity** to serve a broad range of clients across different sectors through targeted lead generation and co-marketing with governments and the private sector.
- **Functional** marketing and information platform for the provision of services such as performance benchmarking, protocol development, monitoring plan development, and capacity building.

## Item 9.11

- **Forward-looking** approach to help clients access strategic alliances, technology investment and project financing, thereby accelerating market adoption.
- **Efficient** streamlined process and quality assurance with working arrangements that maximize efficient use of resources.
- **Co-ordinated** communication and branding of the high quality services provided by VerifiGlobal Alliance members through a distinctive logo and verification statement.
- **Transparency**, effective advocacy and collective action based on performance benchmarking and stakeholder engagement to identify relevant performance parameters.
- **Integrated** technical capabilities of performance testing and verification organizations with diverse areas of expertise, and enhanced capacity to conduct performance testing and verification at a global scale.
- **Versatile** in the provision of other performance evaluation and quality assurance services, including training of testing and verification bodies, and follow-up performance monitoring.
- **Enabling** mechanism for reciprocity and acceptance of test methods and performance data across multiple jurisdictions.

### FINANCIAL DETAILS

There is an annual fee of \$2,000 to join the alliance. TRCA will receive \$10,000, plus applicable taxes, for verifications of each proprietary technology conducted under the new ISO standard. The annual fee will be paid from funds collected for undertaking verifications (account code 416-96). The fee will not be paid until the first verification agreement is in place.

### DETAILS OF WORK TO BE DONE

To join the VerifyGlobal alliance, TRCA would sign a Memorandum of Understanding with VerifyGlobal outlining the terms and conditions of the membership. Requests for verifications would be subsequently channeled through VerifyGlobal, who would act as the administrative point of contact with the applicant.

**Report prepared by: Tim Van Seters, extension 5792**

**Emails: [tvanseters@trca.on.ca](mailto:tvanseters@trca.on.ca)**

**For Information contact: Tim Van Seters, extension 5792**

**Emails: [tvanseters@trca.on.ca](mailto:tvanseters@trca.on.ca)**

**Date: July 4, 2017**

### Section III – Items for the Information of the Board

**TO:** Chair and Members of the Authority  
Meeting #3/17, Friday, April 21, 2017

**FROM:** Kathy Stranks, Senior Manager, Corporate Secretariat

**RE:** **GOOD NEWS STORIES**

---

#### KEY ISSUE

Overview of Toronto and Region Conservation Authority activities from April to June 2017.

#### RECOMMENDATION

**IT IS RECOMMENDED THAT the summary of Good News Stories from April through June 2017 be received.**

#### BACKGROUND

As per Authority direction during 2006, a report covering highlights of Toronto and Region Conservation Authority's (TRCA) activities is provided to the Authority. The stories from April through June 2017 are as follows:

#### April

- TRCA completed construction of critical erosion control works to protect Region of York sanitary sewer infrastructure in the Town of Newmarket. TRCA staff worked in partnership with Lake Simcoe Region Conservation Authority (LSRCA) to address two critical erosion hazards that were ranked as the highest priority sites under LSRCA's Infrastructure Hazard Monitoring Program with the Region. Construction involved the installation of three armourstone grade control weirs with roundstone bed and bank protection to stabilize the channel. In addition, the design addressed a perched culvert that acted as fish barrier.
- A river otter was spotted at Tommy Thompson Park (TTP); only the second sighting of one at TTP (previous one was in 2007).
- Bolton Camp selected as the primary beneficiary of the 2017 Caledon Council Community Golf Tournament. The fundraising goal of the event is to make a minimum contribution of \$75,000 from tournament proceeds to go towards "The Hub," a multi-purpose space that can accommodate a variety of community events, indoor sport and educational activities.
- The Small Arms Building was sold to the City of Mississauga in order to expedite the building restoration and the creation of a community space. The newly created space will host community events and promote activities such as farmers markets and local artist festivals.
- The Ontario Climate Consortium hosted the *Climate Data Training Session for Engineers and Planners* on April 26th to a full-capacity crowd of 110 participants. Ministry of the Environment and Climate Change (MOECC) sponsored the event.
- Kortright Centre for Conservation (KCC) currently has over 450 campers registered summer camp.
- The KCC homeschool program continues to grow with the addition of two 4-week theme based half-day programs.
- KCC's Bees school program is fully booked this spring for morning programs. This important program teaches students about protecting our native bees.

## Item 10.1

- The KCC Spring Little Saplings program has 34 families registered, with some families already signing up for our fall sessions.
- KCC introduced an Ancient Technologies course which is fully booked up. TRCA hopes to offer an additional Ancient Technologies Course in the fall to accommodate the growing demand.
- April saw the launch of a brand new adult course at the Kortright Organic farm on Organic Gardening with 14 students registered. The students learned about starting plants from seed, creating soil mixtures to give plants a head start and transplanting seedlings into the garden.
- Black Creek SNAP's (Sustainable Neighbourhood Retrofit Action Plan) 2017 horticulture and fruit tree care skills training programs for San Romanoway tenants were launched, with 26 residents participating and actively engaged in the ongoing maintenance of San Romanoway landscaped areas. Five social enterprise "interns" are offering their fruit tree care services to neighbourhood homes. SNAP's previous skills training have resulted in several graduates obtaining jobs in the horticulture industry.
- Butterfly garden was implemented with a public planting in Driftwood Park as part of Black Creek SNAP.
- Bayview Glen SNAP's 2017 home retrofit program was launched, complemented with a solar homes and sustainable swimming pools workshop.
- For Earth Day 2017, Partners in Project Green (PPG) and the Toronto Zoo released a video profiling a Material Exchange between the Toronto Zoo and Cavaleiro Farm. Using Material Exchange, the Toronto Zoo created a new end-of-life management diversion solution to ensure their bamboo waste was not sent to landfill, resulting in the diversion of 120 tonnes of material since 2014.
- Using PPG's Material Exchange, Grand and Toy donated 3,420 kg of office supplies to the Toronto District School Board's Arts Junktion for further distribution to Toronto District School Board schools. This donation was valued at \$5,130.

### May

- Fabrication of new work boat has commenced. Completion and delivery expected in August.
- The 5<sup>th</sup> Ontario Climate Change Symposium was held on May 11 and 12 at York University. It was the largest to date and very well attended. The new Director of Strategic Policy Branch at MOECC for climate change adaptation, attended and opened the door for further engagement.
- In collaboration with Credit Valley Conservation (CVC), giving away 1,867 memberships as part of the Canada 150 celebrations.
- Driving range at Bruce's Mill opened and is quite busy in its first season of operation. Partnership with the Meadowbrook Golf Course.
- BCPV and The Living City Foundation have launched a corporate membership program which has welcomed its first two members: Precise ParkLink has donated \$25,000 toward the campaign, and Greenwin is sending every student from Shoreham Public School on a field trip to BCPV over the next year.
- Rebranded the BCPV beer which is now in cans, have permanent shelf listings of Canada 150 best bitter, and Rifleman Ration brown ale, and Pumpkin Ale will be a seasonal product. Onsite changes that growlers for sale in the gift shop, and tasting available every day from 12:30 - closing which resulted in double the bookings to date.
- Parks Canada national program of free parks passes for Canada 150 was launched at Bob Hunter Memorial Park with the federal Minister of the Environment and Climate Change. TRCA staff got the Park ready for the launch event very quickly.



## Item 10.1

- The provincial and federal governments approved matching funding for flood mapping and mitigation projects totalling \$900,000 through the National Disaster Mitigation Program.
- Received \$570,000 in matching funding from Ministry of Natural Resources and Forestry's (MNRF) Water and Erosion Control (WECl) program for erosion control and dam safety work in 2017-18.
- Crosslink Transit Solutions has sponsored the (Conservation Youth Corp) CYC program for Toronto students to participate, a \$5,000 donation. Work will be focussed at TTP and BCPV.
- 160 pounds of product donated to North York Harvest Food Bank through TRCA community engagement.
- Staff engagement due to high Lake Ontario water levels was critical in protecting the Toronto Island infrastructure and community, and well appreciated by the City of Toronto.
- Lakeview Cell one work well underway with almost 60,000 cubic metres of fill received already and first wetland habitat establishment works to commence shortly.
- WDL FPL site tour to Brampton Mayor and officials was well received, and advanced planning for establishing an EA co-proponency between City of Brampton and TRCA for downtown Brampton flood protection and River Walk projects.
- TRCA and Credit Valley Conservation hosted another successful Partners in Project Green Community Restoration event. Over 150 volunteers came out to the annual event and planted 530 trees and shrubs at the Claireville Conservation Area in Brampton. The event was sponsored by UPS, Air Canada and Precise Parklink.
- PPG's Material Exchange with Coca-Cola Refreshments Canada and David Suzuki Foundation was featured in a Solid Waste and Recycling Magazine article published by Catherine Leighton. The project upcycled approximately 500 kg of syrup barrels into laneway planters used by Croft Lane. Read the whole article [online](#).
- PPG received a \$58,200 grant from the Independent Electricity System Operator's (IESO) Education and Capacity Building program to convene and run its Municipal Water Efficiency Eco-Cluster, a new group designed to enhance collaboration between five municipalities and their water audit programs, and facilitate the implementation of water/energy nexus projects. The grant will be allocated to support funding for five pilot projects (and case studies) and complete an assessment report that will be published on the IESO website.
- Largest installation of level 2 electric vehicle charging stations launched at Toronto Pearson, in partnership with TRCA's PPG program.
- Over 11,000 elementary and high School students enjoyed the Peel and York water festivals at Heart Lake and Bruce's Mill conservation areas, respectively.

### June

- All three levels of government announced \$1.25 billion for the Don Mouth flood protection project, the largest project in TRCA history.
- SNAP received \$50,000 grant from Environmental Defence to animate communities on climate action.
- Wet 'n Wild had its grand opening; a renewed waterpark on TRCA's landholdings.
- Conservation Authorities Act proposed legislation released, which reconfirmed CAs mandate and the value of the partnership with the Province.
- Four provincial plans released, and incorporated many of TRCA's comments to address stormwater management plans, watershed planning, Master Environmental Servicing Planning.
- Hosted fourth annual Bike the Creek event with City of Brampton, Town of Caledon and Region of Peel, with over 600 participants, including attendance by Minister McGarry.

## Item 10.1

- \$75,000 received from Trillium Foundation through Green Durham Association for planning a gateway trail project in Goodwood Resource Management Tract in the Duffins Creek watershed in Durham. Leveraging this with an additional \$25,000 from Parks Canada.
- Received \$40,000 from MNRF to develop the next generation of flood forecasting and warning tools.
- 24-hour Summer Solstice race ran successfully at Albion Hills Conservation Area.
- Lakeview Waterfront Connection Project construction proceeding well. First wetland being initiated in Cell 1 this week and starting construction of Cell 2 next week.
- In partnership with MNRF, Learn to Fish Program launched at Heart Lake Conservation Area in June; a further expansion of the Ontario Parks system program.

**Report prepared by: Kathy Stranks, extension 5264**

**Emails: [kstranks@trca.on.ca](mailto:kstranks@trca.on.ca)**

**For Information contact: Kathy Stranks, extension 5264**

**Emails: [kstranks@trca.on.ca](mailto:kstranks@trca.on.ca)**

**Date: July 18, 2017**