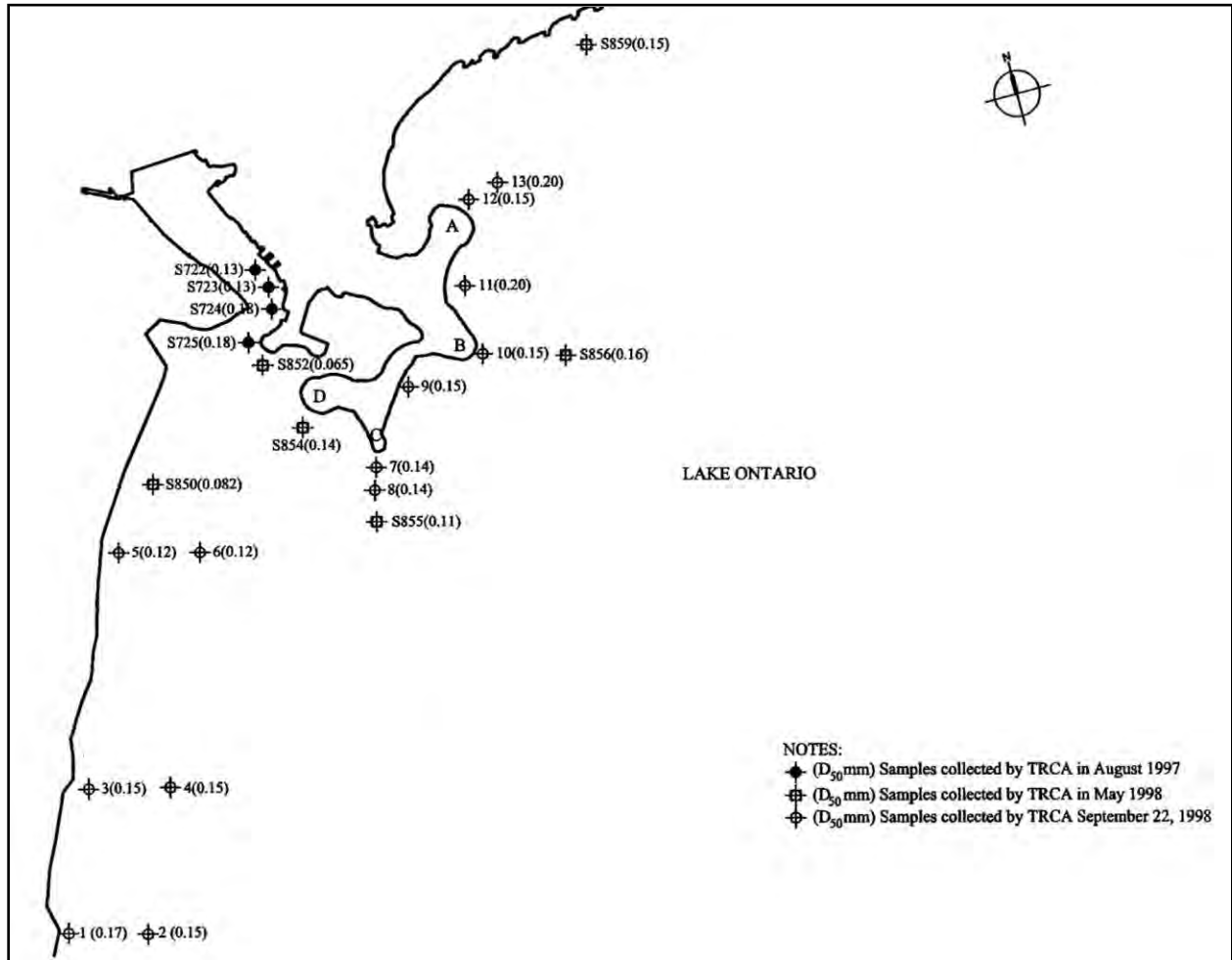


Appendix A

TRCA Sediment Size Data

TRCA Median Grain Size Data. Source: Baird (2001).



Appendix B

Water Quality: Biomonitoring Study Results – Polycyclic Aromatic Hydrocarbons (PAHs) and Metals

Water quality: biomonitoring study results – Polycyclic Aromatic Hydrocarbons (PAHs) and metals

Metals

Parameter	Unit	Reported Detection Limit	2008			2009			2010			2012		
			Control Sample	ABYC Marina	Coatsworth Cut	Control Sample	ABYC Marina	Coatsworth Cut	Control Sample	ABYC Marina	Coatsworth Cut	Control Sample	ABYC Marina	Coatsworth Cut*
Arsenic	µg/g	0.1	0.30	0.50	0.60	0.40	0.70	0.50	0.40	0.70	0.60	0.4	0.9	N/A
Cadmium	µg/g	0.02	0.14	0.30	0.24	0.25	0.25	0.25	0.20	0.30	0.16	0.35	0.27	N/A
Copper	µg/g	0.1	0.70	1.10	1.50	1.10	1.20	1.40	0.90	1.40	1.30	1.0	1.6	N/A
Lead	µg/g	0.1	0.10	0.30	0.30	<0.1	0.20	0.20	<0.1	0.30	0.20	<0.1	0.4	N/A
Mercury	µg/g	0.010	0.01	0.01	0.01	0.01	0.01	0.01	<0.010	0.01	<0.010	<0.010	<0.010	N/A
Zinc	µg/g	0.1	30.60	30.20	31.10	23.20	25.10	31.60	20.50	22.20	21.10	36.7	53.2	N/A

*2012 Coatsworth Cut sample not recovered

PAHs

Parameter	Unit	Reported Detection Limit	2008			2009			2010			2012		
			Control Sample	ABYC Marina	Coatsworth Cut	Control Sample	ABYC Marina	Coatsworth Cut	Control Sample	ABYC Marina	Coatsworth Cut	Control Sample	ABYC Marina	Coatsworth Cut*
2-and 1-methyl Naphthalene	µg/g	0.05	-	-	-	-	-	-	<0.05	<0.05	<0.05	-	-	-
Acenaphthene	µg/g	0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.05	<0.05	N/A
Acenaphthylene	µg/g	0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	-	-	-
Anthracene	µg/g	0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.05	<0.05	N/A
Benzo(a)anthracene	µg/g	0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.05	<0.05	N/A
Benzo(a)pyrene	µg/g	0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.05	<0.05	N/A
Benzo(b)fluoranthene	µg/g	0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.05	<0.05	N/A
Benzo(g,h,i)perylene	µg/g	0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.05	<0.05	N/A
Benzo(k)fluoranthene	µg/g	0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.05	<0.05	N/A
Chrysene	µg/g	0.02	<0.02	0.02	0.02	<0.02	0.03	<0.02	<0.02	<0.02	0.04	<0.05	<0.05	N/A
Chrysene-d12	%		-	-	-	-	-	-	86.00	86.00	79.00	82.00	117.00	N/A
Dibenzo(a,h)anthracene	µg/g	0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.05	<0.05	N/A
Fluoranthene	µg/g	0.02	<0.02	0.02	0.04	<0.02	0.06	<0.02	<0.02	<0.02	0.07	<0.05	<0.05	N/A
Fluorene	µg/g	0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.05	<0.05	N/A
Indeno(1,2,3-cd)pyrene	µg/g	0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.02	<0.05	<0.05	N/A
Naphthalene	µg/g	0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.03	<0.05	<0.05	N/A
Phenanthrene	µg/g	0.02	<0.02	0.02	0.02	<0.02	0.02	<0.02	<0.02	<0.02	<0.02	<0.05	<0.05	N/A
Pyrene	µg/g	0.02	<0.02	0.02	0.04	<0.02	0.06	<0.02	<0.02	<0.02	0.06	<0.05	<0.05	N/A

*2012 Coatsworth Cut sample not recovered

Dashes (-) indicate that a given parameter was not included in the analysis

Appendix C

**Sediment Quality Guidelines,
Ontario Ministry of the Environment and Climate Change**

Metals			
Parameter	Minimum Detection Limit	Lowest Effect Level	Severe Effect Level
Antimony	1	-	-
Arsenic	1	6	33
Barium	1	-	-
Beryllium	0.5	-	-
Cadmium	0.5	0.6	10
Chromium	1	26	110
Cobalt	1	-	-
Copper	2	16	110
Iron (%)	1%	2%	4%
Lead	2	31	250
Manganese	2	460	1100
Mercury	0.01	0.2	2
Molybdenum	2	-	-
Nickel	2	16	75
Selenium	1	-	-
Silver	0.3	-	-
Vanadium	1	-	-
Zinc	2	120	820
Chromium (VI)	1	-	-

All values are in µg/g unless otherwise indicated.

Polycyclic Aromatic Hydrocarbons			
Parameter	Minimum Detection Limit	Lowest Effect Level	Severe Effect Level
Naphthalene	0.05	-	-
Acenaphthene	0.04	-	-
Fluorene	0.05	0.19	160
Phenanthrene	0.12	0.56	950
Anthracene	0.05	0.22	370
Fluoranthene	0.2	0.75	1020
Pyrene	0.15	0.049	850
Benzo (a) anthracene	0.1	0.32	1480
Chrysene	0.12	0.34	460
Benzo (b) Fluoranthene	0.15	-	-
Benzo (k) fluoranthene	0.05	0.24	1340
Benzo (a) pyrene	0.1	0.37	1440
Indeno (1,2,3-cd) pyrene	0.1	0.2	320
Dibenzo (a,h) anthracene	0.04	0.06	130
Benzo (g,h,i) perylene	0.1	0.17	320
Total PAH	-	4	10000

All values are in µg/g unless otherwise indicated.

Nutrients			
Parameter	Minimum Detection Limit	Lowest Effect Level	Severe Effect Level
Total Kjeldahl Nitrogen (µg/g)	5	550	4800
Total Phosphorus (µg/g)	5	600	2000
Total Organic Carbon (%)	0.05	1	10

Polychlorinated Biphenyls and Pesticides				
Parameter	Minimum Detection Limit	No Effect Level	Lowest Effect Level	Severe Effect Level
Hexachlorobenzene	0.006	0.01	0.02	24
Alpha-BHC	0.004	-	0.006	10
Gamma-BHC	0.003	0.0002	0.003	1
Beta-BHC	0.005	-	0.005	21
Heptachlor	0.002	0.0003	-	-
Delta-BHC	0.001	-	-	-
Aldrin	0.002	-	0.002	8
Heptachlor Epoxide	0.005	-	0.005	5
Gamma Chlordane	0.004	-	-	-
Endosulfan I	0.002	-	-	-
Dieldrin	0.002	0.0006	0.002	91
Endosulfan II	0.002	-	-	-
Endrin	0.002	0.0005	0.003	130
p,p'-DDE	0.002	-	0.005	19
o,p'-DDT	0.002	-	-	-
p,p'-DDD	0.002	-	0.008	6
p,p'-DDT	0.002	-	-	-
Endrin Aldehyde	0.002	-	-	-
Endosulfan Sulphate	0.013	-	-	-
Mirex	0.001	-	0.007	130
p,p' Methoxychlor	0.008	-	-	-
PCB Ar1016	0.005	-	0.007	53
PCB Ar1248	0.005	-	0.03	150
PCB Ar1254	0.005	-	0.06	34
PCB Ar1260	0.005	-	0.005	24

All values are in µg/g unless otherwise indicated.

Appendix D

Surficial Sediment Analysis Results – Ashbriges Bay Yacht Club Marina

Metals

Parameter	Unit	2008	2010	2011	2012
Antimony	µg/g	<1.6	<0.8	<0.8	<0.8
Arsenic	µg/g	3.3	4	5	5
Barium	µg/g	73.4	79	95	88
Beryllium	µg/g	<0.4	<0.5	0.5	<0.5
Cadmium	µg/g	0.6	0.6	0.8	0.6
Chromium VI	µg/g	<0.40	<0.2	<0.2	<0.2
Chromium, Total	µg/g	31	35	44	37
Cobalt	µg/g	6.9	7.1	8.7	7.3
Copper	µg/g	69.8	75	93	99
Iron	%	1.7	1.89	2.03	2.13
Lead	µg/g	60	42	53	58
Manganese	µg/g	344	348	411	390
Mercury	µg/g	0.115	0.15	0.19	0.23
Molybdenum	µg/g	0.6	0.9	1.2	1
Nickel	µg/g	17.9	17	24	19
Selenium	µg/g	<0.8	0.4	0.9	<0.4
Silver	µg/g	2.6	3	3.2	2.7
Vanadium	µg/g	20.8	24	30	24
Zinc	µg/g	109	115	139	137

Nutrients

Parameter	Unit	2008	2010	2011	2012
Phosphorus	µg/g	1,460.00	1,720.00	1,580.00	1,930.00
Total Kjeldahl Nitrogen	%	0.14	0.18	0.28	0.26
Total Organic Carbon	%	1.74	1.64	1.81	2.11

Other

Parameter	Unit	2008	2010	2011	2012
pH (2:1)		7.66	6.92	6.61	6.93
Electrical Conductivity (2:1)	mS/cm	0.602	0.532	0.794	0.515
Sodium Adsorption Ratio		0.281	0.362	0.487	0.541
Total Volatile Solids	%	5.45	5.15	5.51	5.31
Total Kjeldahl Nitrogen	%	0.14	0.18	0.28	0.26
Total Organic Carbon	%	1.74	1.64	1.81	2.11
Total Oil and Grease in soil	µg/g	4200		910	
Oil and Grease (a/v) in soil	µg/g	-	<250	-	740
Oil and Grease (Mineral) in soil	µg/g	-	<250	-	470
Cation Exchange Capacity - CEC	meq/100g	17.8	20.3	16.3	16.3
Exchangeable Calcium (CEC)	mg/kg	3170	3580	2800	2730
Exchangeable Magnesium (CEC)	mg/kg	168	220	204	225
Exchangeable Potassium (CEC)	mg/kg	72	82	103	99
Exchangeable Sodium (CEC)	mg/kg	42	34	51	65
pH, Buffer		7.4	7.39	7.48	7.25

Sediment texture

Parameter	Unit	2008	2010	2011	2012
Particle Size Distribution: Gravel	%	0	40.5	0.01	0
Particle Size Distribution: Sand	%	49	22	93	96
Particle Size Distribution: Silt	%	42	31	1	<2
Particle Size Distribution: Clay	%	9	7	6	4
Soil Texture		Loam	Loam	Sand	Sand

Polycyclic Aromatic Hydrocarbons

Parameter	Unit	2008	2010	2011	2012
Acenaphthene	µg/g	0.03	<0.06	<0.06	N/A
Acenaphthylene	µg/g	<0.02	<0.04	<0.04	<0.05
Anthracene	µg/g	0.06	0.13	0.14	<0.05
Benzo(a)anthracene	µg/g	0.09	0.31	0.31	0.08
Benzo(a)pyrene	µg/g	0.08	0.26	0.32	0.09
Benzo(b)fluoranthene	µg/g	0.11	0.24	0.4	0.1
Benzo(g,h,i)perylene	µg/g	0.04	0.12	0.16	0.05
Benzo(k)fluoranthene	µg/g	0.04	0.1	0.18	0.06
Chrysene	µg/g	0.09	0.35	0.31	0.1
Dibenzo(a,h)anthracene	µg/g	<0.02	<0.04	<0.04	<0.05
Fluoranthene	µg/g	0.28	0.78	0.68	0.25
Fluorene	µg/g	0.02	0.06	0.07	<0.05
Indeno(1,2,3-cd)pyrene	µg/g	0.04	0.1	0.14	<0.05
Naphthalene	µg/g	<0.03	0.06	<0.06	<0.05
Phenanthrene	µg/g	0.23	0.57	0.44	0.15
Pyrene	µg/g	0.24	0.66	0.57	0.22
Total PAHs	µg/g	1.4	N/A	N/A	1.2

Appendix E

Bird Species Recorded in the Ashbridges Bay Area from 2003 to 2012

Source: eBird.org, 2012

Species Common Name	10-Year Period (2003-2012, Jan-Dec)	5-Year Period (2008-2012, Jan-Dec)	1-Year Period (2011-2012, Jan-Dec)
American Black Duck	√	√	√
American Black Duck x Mallard	√	√	√
American Coot	√		
American Crow	√	√	√
American Goldfinch	√	√	√
American Kestrel	√	√	
American Pipit	√		
American Robin	√	√	√
American Tree Sparrow	√	√	√
Bald Eagle	√		
Baltimore Oriole	√	√	√
Bank Swallow	√	√	√
Barn Swallow	√	√	√
Belted Kingfisher	√	√	√
Black-and-white Warbler	√	√	√
Black-capped Chickadee	√	√	√
Black-crowned Night-Heron	√	√	√
Blue Jay	√	√	
Blue-gray Gnatcatcher	√	√	
Blue-winged Teal	√	√	√
Blue-winged Warbler	√		
Brant	√	√	√
Brown Creeper	√	√	√
Brown-headed Cowbird	√	√	√
Bufflehead	√	√	√
Canada Goose	√	√	√
Canvasback	√	√	√
Caspian Tern	√	√	√
Cedar Waxwing	√	√	√
Chipping Sparrow	√	√	
Common Goldeneye	√	√	√
Common Grackle	√	√	√
Common Loon	√	√	√
Common Merganser	√	√	√
Common Raven	√		
Common Redpoll	√	√	√
Common Tern	√	√	√
Common Yellowthroat	√	√	√
Cooper's Hawk	√	√	√

Species Common Name	10-Year Period (2003-2012, Jan-Dec)	5-Year Period (2008-2012, Jan-Dec)	1-Year Period (2011-2012, Jan-Dec)
Dark-eyed Junco	√	√	√
Double-crested Cormorant	√	√	√
Downy Woodpecker	√	√	√
Eastern Kingbird	√	√	√
Eastern Phoebe	√	√	√
European Starling	√	√	√
Field Sparrow	√	√	
Fox Sparrow	√	√	
Gadwall	√	√	√
Glaucous Gull	√	√	√
Golden-crowned Kinglet	√	√	√
Gray Catbird	√	√	√
Great Black-backed Gull	√	√	√
Great Blue Heron	√	√	√
Great Egret	√	√	√
Greater Scaup	√	√	√
Greater Yellowlegs	√	√	√
Green-winged Teal	√	√	√
Hairy Woodpecker	√	√	
Hermit Thrush	√	√	√
Herring Gull	√	√	√
Hooded Merganser	√	√	√
Horned Grebe	√	√	√
House Finch	√	√	√
House Sparrow	√	√	√
Iceland Gull	√	√	√
Killdeer	√	√	
Least Sandpiper	√	√	√
Lesser Scaup	√	√	√
Lesser Yellowlegs	√	√	
Long-tailed Duck	√	√	√
Mallard	√	√	√
Merlin	√		
Mourning Dove	√	√	√
Mute Swan	√	√	√
Northern Cardinal	√	√	√
Northern Flicker	√	√	√
Northern Mockingbird	√	√	
Northern Parula	√	√	√

Species Common Name	10-Year Period (2003-2012, Jan-Dec)	5-Year Period (2008-2012, Jan-Dec)	1-Year Period (2011-2012, Jan-Dec)
Northern Shoveler	√	√	√
Ovenbird	√	√	√
Palm Warbler	√	√	√
Peregrine Falcon	√	√	
Pine Siskin	√	√	
Red-breasted Merganser	√	√	√
Red-breasted Nuthatch	√	√	
Redhead	√	√	√
Red-necked Grebe	√		
Red-tailed Hawk	√	√	√
Red-winged Blackbird	√	√	√
Ring-billed Gull	√	√	√
Ring-necked Duck	√	√	√
Rock Pigeon	√	√	√
Ruby-crowned Kinglet	√	√	
Ruddy Duck	√	√	√
Sharp-shinned Hawk	√	√	
Song Sparrow	√	√	√
Spotted Sandpiper	√	√	√
Tree Swallow	√	√	√
Trumpeter Swan	√	√	√
Warbling Vireo	√	√	√
Western Grebe	√	√	
White-breasted Nuthatch	√	√	
White-crowned Sparrow	√	√	√
White-throated Sparrow	√	√	√
White-winged Crossbill	√	√	
White-winged Scoter	√	√	√
Wilson's Warbler	√	√	√
Wood Duck	√	√	
Yellow Warbler	√	√	√
Yellow-bellied Sapsucker	√	√	
Yellow-breasted Chat	√		
Yellow-rumped Warbler	√	√	√
Total No. of Species	112	104	84

Appendix F

Sunnyside Beach and Ashbridge's Bay Park Public User Survey 2013



September 10, 2013

MEMORANDUM FOR DISCUSSION PURPOSES ONLY

To: Parks, Forestry & Recreation, Special Projects, City of Toronto

From: Project Management Office, Toronto and Region Conservation Authority

Subject: Sunnyside Beach and Ashbridge's Bay Park Public User Survey 2013

Overview

Toronto and Region Conservation Authority (TRCA) has prepared this memorandum to provide an overview of the results of the following surveys completed in 2013:

A. Five (5) user surveys completed in the Western Beaches area, where three (3) City of Toronto parks surveyed were the Sir Casimir Gzowski Park, Sunnyside Park and the Budapest Park, hereafter collectively referred to as the Sunnyside Beach.

B. Four (4) user surveys completed for the Ashbridge's Bay Park, Toronto.

The surveys were undertaken to help inform work being undertaken in association with the Humber Bay Environmental Assessment Scoping Study and the Ashbridges Bay Erosion and Sediment Control Class Environmental Assessment.

1.0 SURVEY METHODOLOGY

The surveys were intended to be informal and used to provide a general, high level overview of users in the area. The surveys were intended for information purposes only. The user or recipient of this memo must understand that: (a) the data may be inaccurate or contain errors or omissions; (b) and the user or recipient assumes full responsibility for any risks or damages resulting from, arising from or in connection with any use of, or reliance upon data displayed herein. TRCA does not warrant the accuracy or reliability of the data presented in this memo and disclaims all warranties with regard to data displayed herein.

1.1 Data Collection Process

The surveys were conducted by TRCA staff teams of two (2) persons. To account for all user types and travel directions, the surveyors were stationed on opposite sides of a boardwalk/pathway. The data collected consists of a questionnaire completed by users on a voluntary basis and a tally of user types observed by the surveyors.

TRCA staff approached public space users or persons commuting through the park areas with a request to complete a user survey questionnaire (Appendix A). The survey captured mostly walkers, dog walkers and beach users as it was impractical to approach joggers or cyclists. While some cyclists and joggers did participate, they stopped voluntarily to inquire about the survey.

A general tally of users type (i.e. walkers, cyclists, dog walkers, runners, others) was taken during all of the survey periods and is based on the visual observations of the TRCA surveyors. The tally results are estimates only, and may not correspond to the surveyed areas actual user numbers. A copy of the user tally template is provided in Appendix B.

Because the Martin Goodman Trail in the Humber Bay area is known to be used as an access route into/out of the downtown core of the City of Toronto, at Sunnyside Beach the surveyors approximated the number of users believed to be commuters for two of the five survey days. These estimates were based on assumptions built upon user attire and/or accessories (e.g., business attire and briefcase/backpack present). As a result, the commuter tallies are highly subjective and are presented for information purposes only.

1.2 Dates and Location

The user surveys were completed at various times, on different days of the week, with the aim of collecting a broad representation of uses.

1.2.1. Sunnyside Beach

The Sunnyside Beach surveys were completed during the following days and times:

- Thursday July 18, 2013 – 1:45pm to 3:15pm
- Sunday July 21, 2013 – 10:30am to 12:00pm
- Sunday July 28, 2013 – 2:00pm to 3:30pm
- Monday July 29, 2013 - 7:30am to 12:00pm
- Tuesday August 6, 2013 – 3:30pm to 6:45pm

Approximately half of the survey time was spent at the Pavillion, located in the eastern portion of the Sunnyside Beach area, and the other half was spent further west on the trail, closer to the playground and the splash pad (Figure 1).



Figure 1. Sunnyside Beach user survey location.

1.2.2 Ashbridge's Bay Park

The Ashbridge's Bay Park user surveys were conducted during the following days and times:

- Thursday July 18, 2013 – 10:30am to 12:00pm
- Saturday July 21, 2013 – 2:00pm to 3:30pm
- Saturday July 28, 2013 – 10:45am to 12:15pm
- Tuesday August 6, 2013 – 1:30pm to 3:00pm

The staff members conducting the surveys were stationed in proximity to the Park's public restrooms (Figure 2), with one surveyor facing Woodbine Beach and the Boardwalk and another facing the paved pathway leading toward Coatsworth Cut.

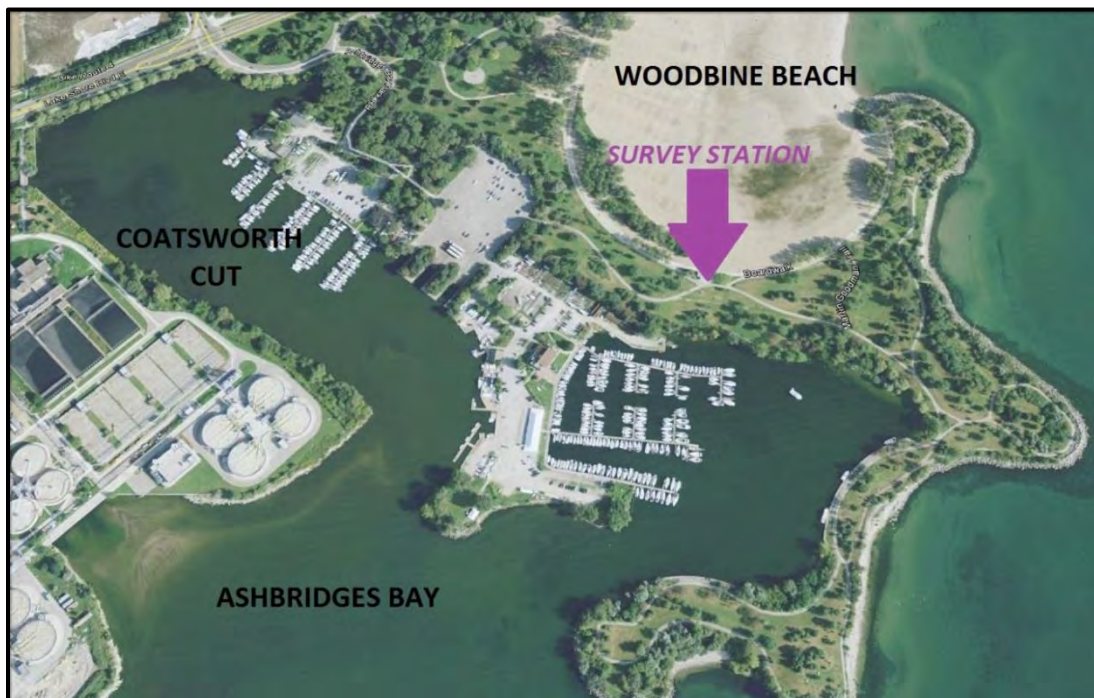


Figure 2. Ashbridge's Bay Park user survey station location.

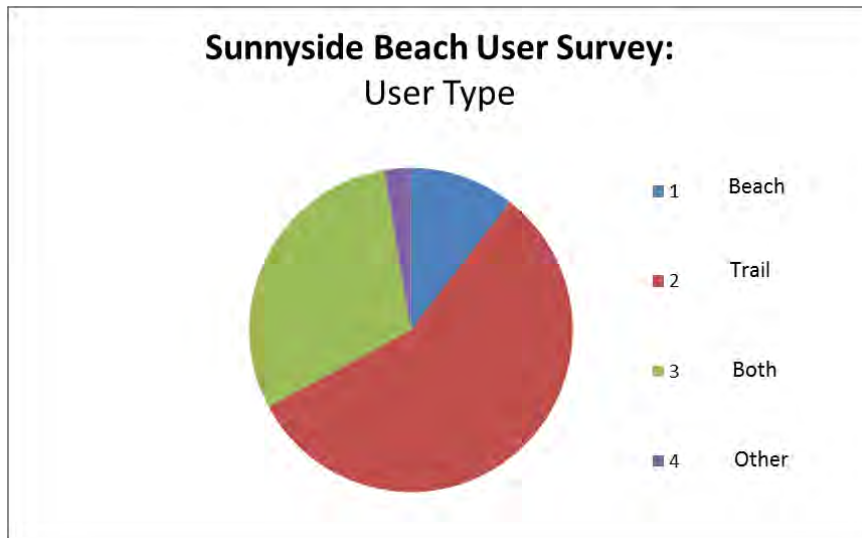
2.0 RESULTS

2.1 Sunnyside Beach

A total of 76 users consented to complete a user survey form. The completed user survey forms are available upon request.

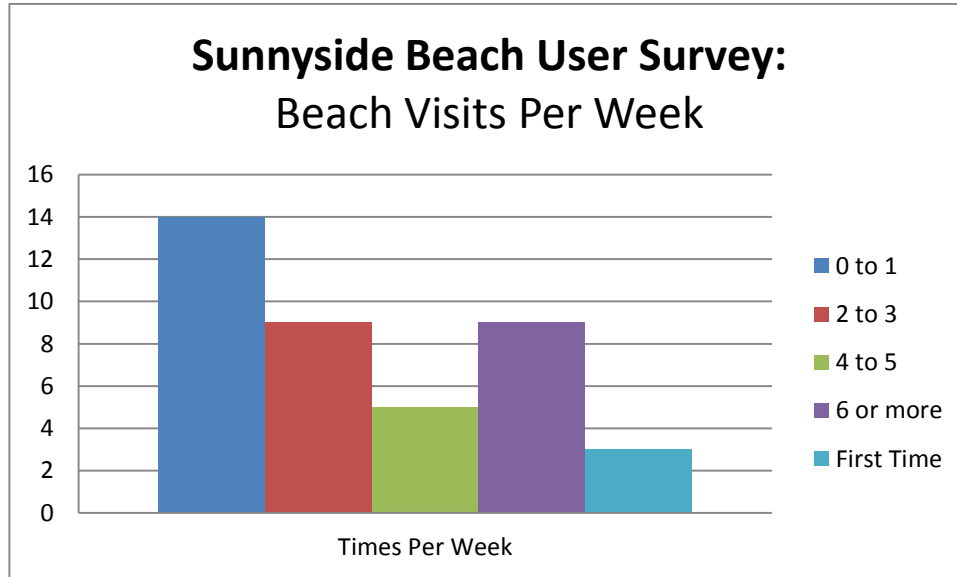
2.1.1 User Type

Survey respondents were asked to characterize their use of Sunnyside Beach (i.e. beach, trail, both or other). Of the 76 respondents: eight (8) or 11% identified themselves solely as beach users; 43 or 57% identified themselves solely as trail users; 23 or 30% identify themselves as beach and trail users; and 2 or 3% identify themselves as another type of user (i.e. park or playground user). User types are presented below.



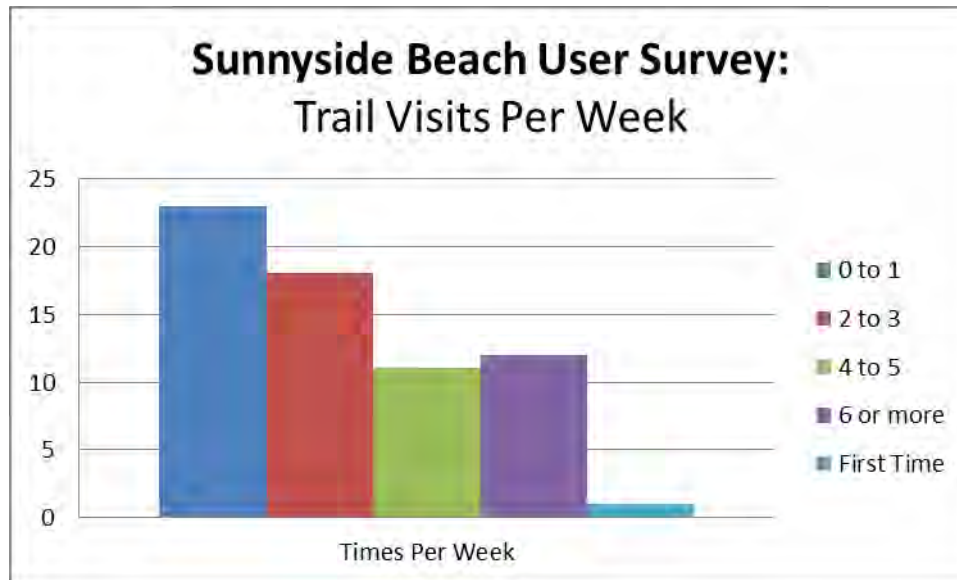
2.1.2 Beach Visits Per Week

Beach user respondents were asked to identify how often they visit Sunnyside Beach. The most common response was none to one (1) time per week, followed by two (2) to three (3) and six (6) or more times per week.



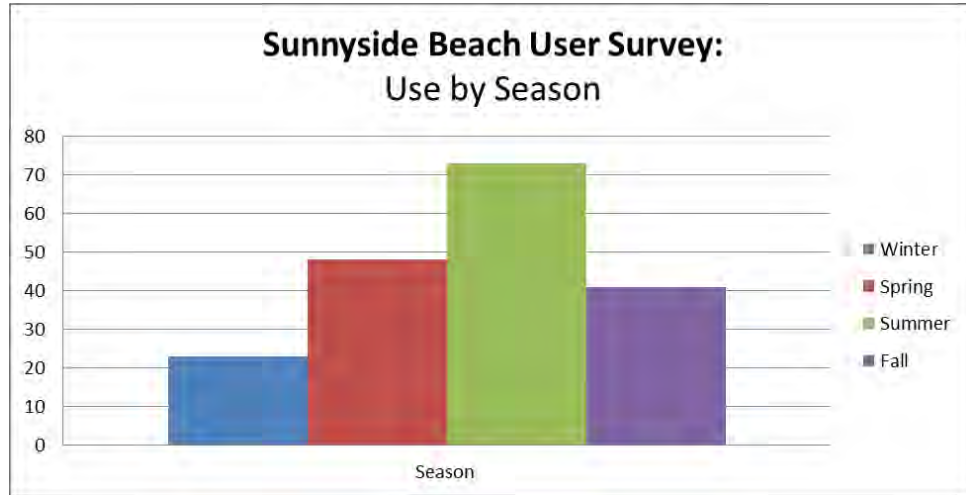
2.1.3 Trail Visits Per Week

A similar trend was noted for the trail use respondents. The most common response was none to one (1) time per week, followed by two (2) to three (3) and six (6) or more times per week.



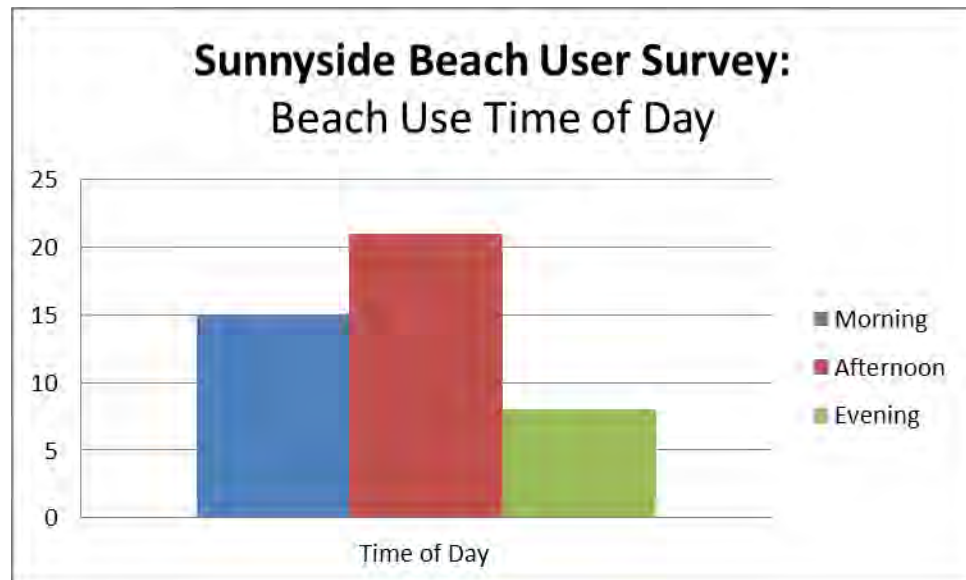
2.1.4 Seasonal Use

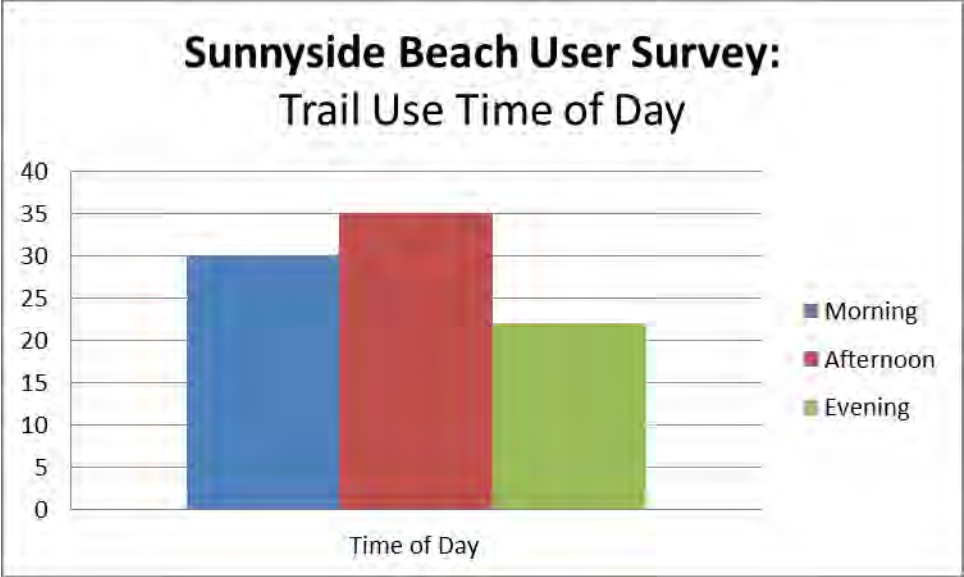
Respondents noted that summer was the most common season, followed by spring and fall. Winter was the least used season. This is for all Sunnyside Beach use types.



2.1.5 Time of Day Use

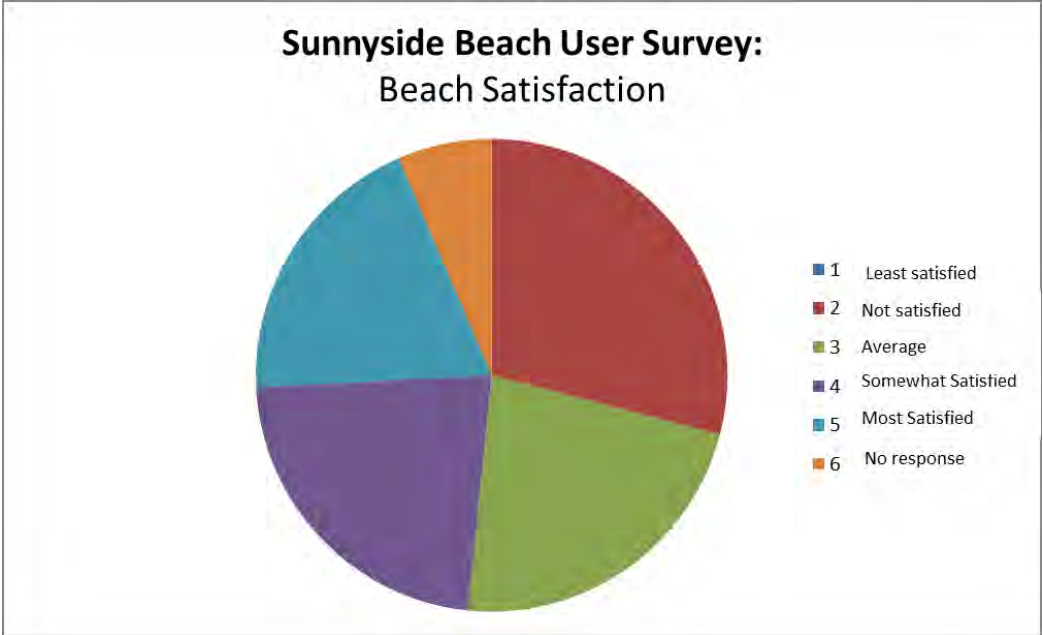
Respondents noted that the afternoon was the most common time to use the beach area, followed by the morning and evening. Respondents noted a similar trend for the trail, with the afternoon as the most common time use period, followed by the morning and evening.





2.1.6 Beach Satisfaction

Users were asked to rate – on a scale of 1 to 5 - their satisfaction with the beach area. Of the respondents that identified themselves solely as beach users or both (i.e. trail and beach): none responded least satisfied; nine (9) or 29% responded not satisfied; seven (7) or 23% responded average; seven (7) or 23% responded somewhat satisfied; six (6) or 19% responded most satisfied; and two (2) responses were not included in the analysis as the answer was not clear from a review of the user form.



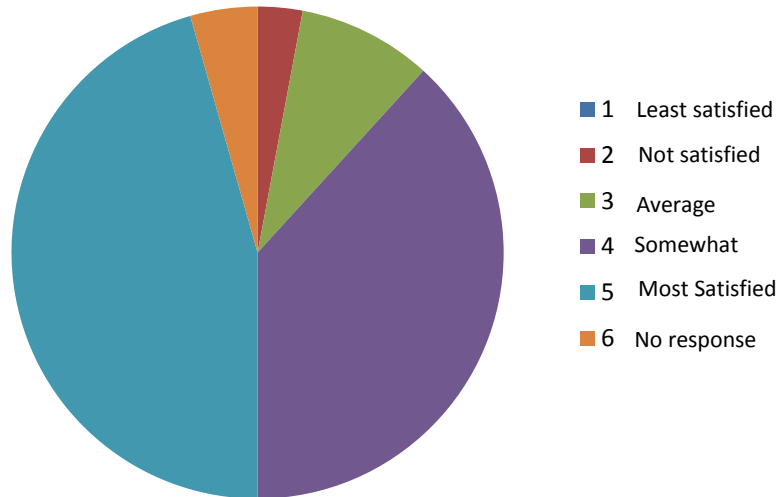
- Common Beach Concerns - Respondents noted the following:
 - Cleanliness of sand and water quality - (*most common)
 - Animal feces (i.e. dog and bird)
 - Sand quantity
 - Area too narrow

- Common Beach Suggestions - Respondents noted the following:
 - Additional toilets and allow year round access
 - Rental facilities (i.e. beach umbrellas and bikes)
 - Additional benches
 - Beach cabanas
 - Yankee beach requires more sand
 - Improve water quality communication
 - More events
 - Avoid raking sand/ and other maintenance activities during busy hours
 - Add water fountains
 - Add cafes and restaurants
 - More trees
 - Add information board

2.1.7 Trail Satisfaction

Users were asked to rate – on a scale of 1 to 5 - their satisfaction with the trail. Of the respondents that identified themselves solely as trail users, both or answered ‘other’ and it was related to the non-beach areas (i.e. park): none responded least satisfied; two (2) or 3% responded not satisfied; six (6) or 9% responded average; 26 or 38% responded somewhat satisfied; 31 or 46% responded most satisfied; and three (3) responses were not included in the analysis as the answer was not clear from a review of the user form.

Sunnyside Beach User Survey: Trail Satisfaction



- Common Trail and Park Area Concerns - Respondents noted the following:
 - Cyclist speeds
 - No safe separation of cyclists and walkers
 - Area too narrow
 - Plastic boardwalks slippery in bad weather – use wood
 - Not a large enough off-leash area
 - Not enough toilets

- Common Trail and Park Area Suggestions - Respondents noted the following:
 - Year round facilities (i.e. toilets and water fountains)
 - Segregate and enforce trails, for walkers and cyclists
 - Widen trails
 - Add cafes
 - Signage to show cyclist speed limits and designated trails
 - Add splash pad times to City of Toronto website
 - Add parking signage
 - Larger playgrounds

2.1.8 Recreational Activities

Users were asked to select which recreational activities they participated in at Sunnyside Beach. Walking, biking and swimming were the most common responses. A summary of responses is provided below.

No.	Type of Recreational Activity	Quantity of Responses *	Frequency of Response (%)
1	Walking	62	82%
2	Biking	29	38%
3	Swimming	18	24%
4	Dog Walking	14	18%
5	Picnicking	14	18%
6	Rollerblading	10	13%
7	Running/Jogging	10	13%
8	Bird Watching	8	11%
9	Photography	6	8%
10	Dragon boat	2	3%
11	Boating	2	3%
12	Kayaking	2	3%
Other - written in by survey users			
13	Playground	3	4%
14	Commuting	1	1%
15	Volleyball	1	1%
16	Dog park	1	1%
17	Beaching	1	1%
18	Tanning	1	1%
19	Ice Skate	1	1%
20	Eating	1	1%
21	Pool	1	1%
22	Nature	1	1%
23	Exersice Machines	1	1%
24	Park	1	1%

***Note:** 76 user surveys were completed, respondents were asked to select as many that apply, from a list of recreational activities. 'Other' include recreational activities that were written in by user survey respondents.

2.1.9 User Tally Counts

Estimates of the Sunnyside Beach user numbers observed at the time of the surveys are presented in the table below. Daily estimates, noted that cyclists, walkers, joggers, boaters and rollerbladers were generally the most common users. On average, beach users accounted for 1% to 3% of the total users surveyed. On Sunday July 28, picnickers, volleyball players and pool users were exceptionally high; which may have been the result of nice weather and/or a tournament.

Tally totals (for all five (5) survey dates) support the daily observation estimates, that cyclist (47%), walkers (26%), joggers (7%), boaters (4%) and rollerbladders (3%) were the most common user groups of the area surveyed. All other observed user groups (i.e. dog walkers, beach users, pool, picnickers, playground, park, photographers and riders) combined accounted for 13% of all users tallied. Beach use accounted for 1%.

As part of the user tally counts, TRCA staff estimated the percent of users who may be using the trails that traverse through Sunnyside Beach, for commuting purposes on two of the five days surveyed. On Monday, July 29, approximately 18% of walkers, 36% of cyclists and 66% of rollerblades observed in the Sunnyside Beach area, were estimated to be commuters. On Tuesday August 6, approximately 50% of cyclists observed in the Sunnyside Beach area were estimated to be commuters. TRCA surveyors estimated that commuter users increased during morning and evening rush hour periods (i.e. 7:30am to 9:00am and 5:00pm to 6:30pm).

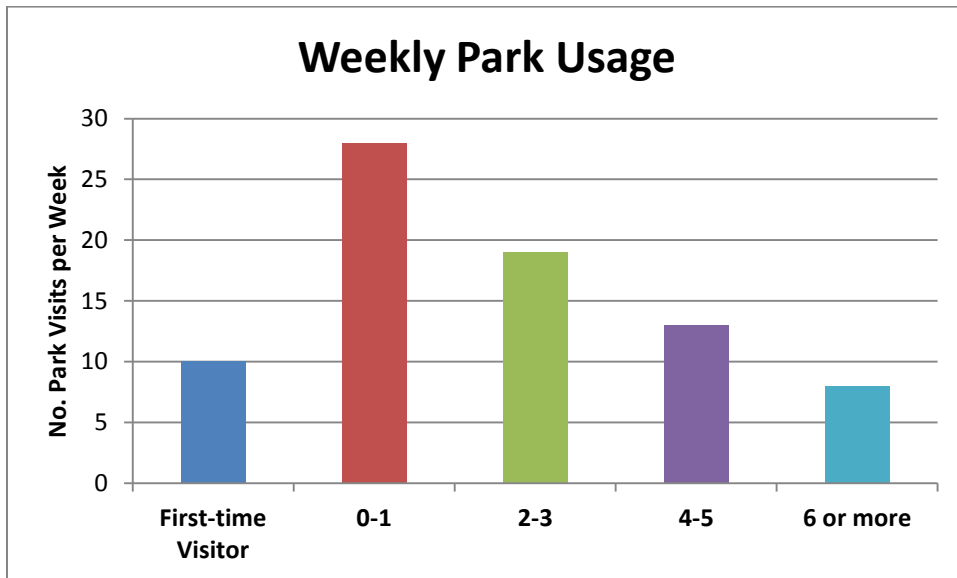
Sunnyside Beach User Tally Results Summary (Estimates Only)												
User Type	Survey Date										Total Estimated No. of Users Per Type	% Total Estimated No. of Users Per Type
	Thursday, July 18 2013 1:45pm - 3:15pm		Sunday, July 21 2013 10:30am - 12:00pm		Sunday, July 28 2013 2:00pm - 3:30pm		Monday, July 29 2013 7:30am - 12:00pm		Tuesday, August 6 2013 3:30pm - 6:45pm			
	Estimated No. of Users	% Estimated No. of Users	Estimated No. of Users	% Estimated No. of Users	Estimated No. of Users	% Estimated No. of Users	Estimated No. of Users	% Estimated No. of Users	Estimated No. of Users	% Estimated No. of Users		
Walkers	113	38.70	177	27.92	470	24.49	360	28.57	488	23.60	1608	26.05
Cyclists	67	22.95	290	45.74	845	44.03	600	47.62	1124	54.35	2926	47.40
Dog Walkers	13	4.45	14	2.21	33	1.72	27	2.14	50	2.42	137	2.22
Joggers/Runners	7	2.40	75	11.83	75	3.91	124	9.84	171	8.27	452	7.32
Beach Users	10	3.42	7	1.10	24	1.25	9	0.71	12	0.58	62	1.00
Boats *	5	1.71	35	5.52	55	2.87	72	5.71	127	6.14	294	4.76
Rollerbladers	3	1.03	36	5.68	80	4.17	24	1.90	78	3.77	221	3.58
Pool	0	0	0	0	150	7.82	0	0	0	0	150	2.43
Volleyball Players	0	0	0	0	50	2.61	0	0	0	0	50	0.81
Picnickers	6	2.05	0	0	110	5.73	23	1.83	14	0.68	153	2.48
Playground*	23	7.88	0	0	0	0	20	1.59	0	0	43	0.70
Park Users	45	15.41	0	0	27	1.41	0	0	0	0	72	1.17
Photographers	0	0	0	0	0	0	1	0.08	2	0.10	3	0.05
Riders (scooter)	0	0	0	0	0	0	0	0.00	2	0.10	2	0.03
TOTAL Estimated No. of Users	292	100	634	100	1919	100	1260	100	2068	100	6173	100
*Notes: Playground includes wading pool users												
Boats includes all types of uses (i.e. canoe, kayak, paddle, motor and dragonboats)												

2.2. Ashbridge's Bay Park

A total of 78 surveys were completed. The completed user survey forms are available upon request.

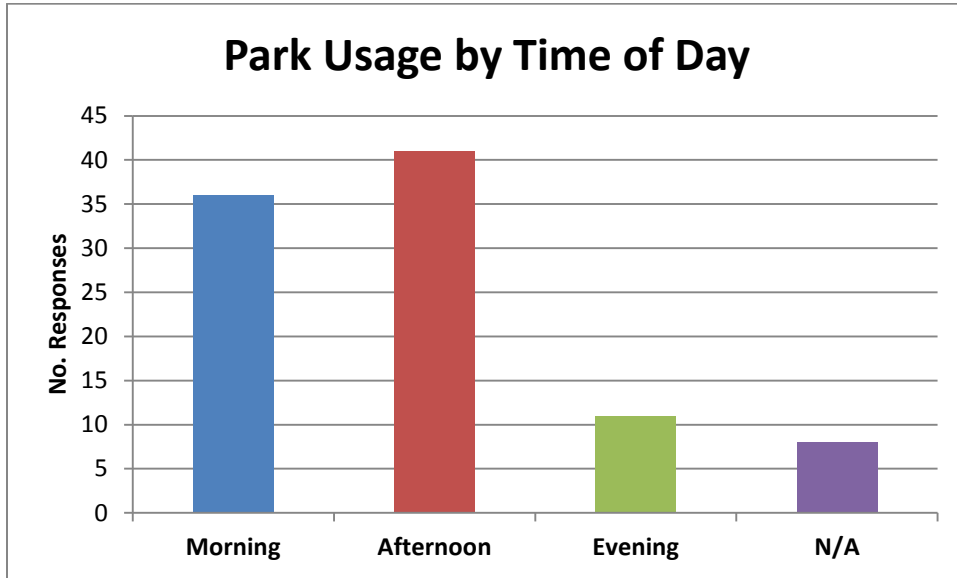
2.2.1 Weekly Park Usage

The category "0-1 Number of Park Visits per Week" was chosen most frequently (28 times in 78 surveys), followed by "2-3" (19 times), "4-5" (13 times), "First-time Visitor" (10 times) and "6 or more" (8 times).



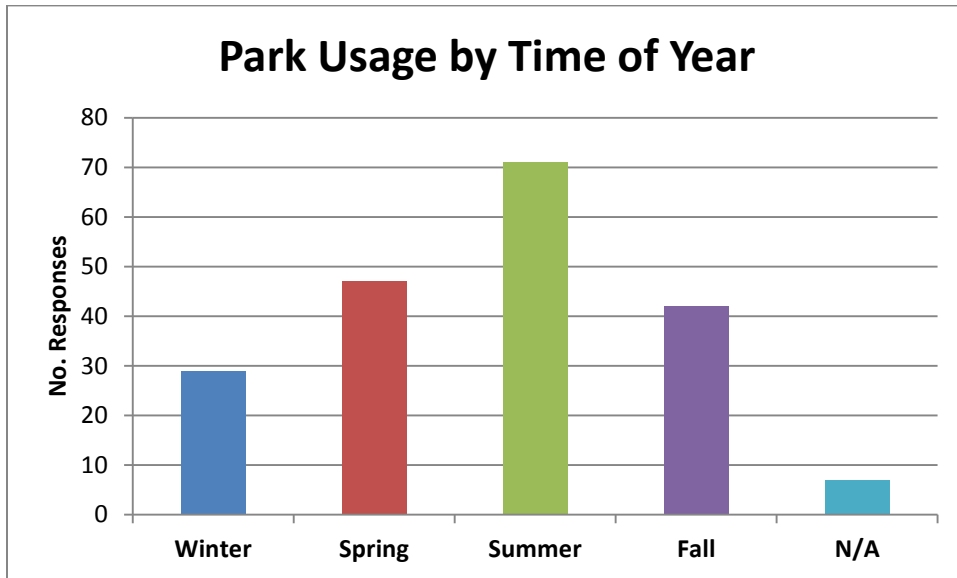
2.2.2 Park Usage by Time of Day

According to the survey results, the most popular park visit times were morning and afternoon.



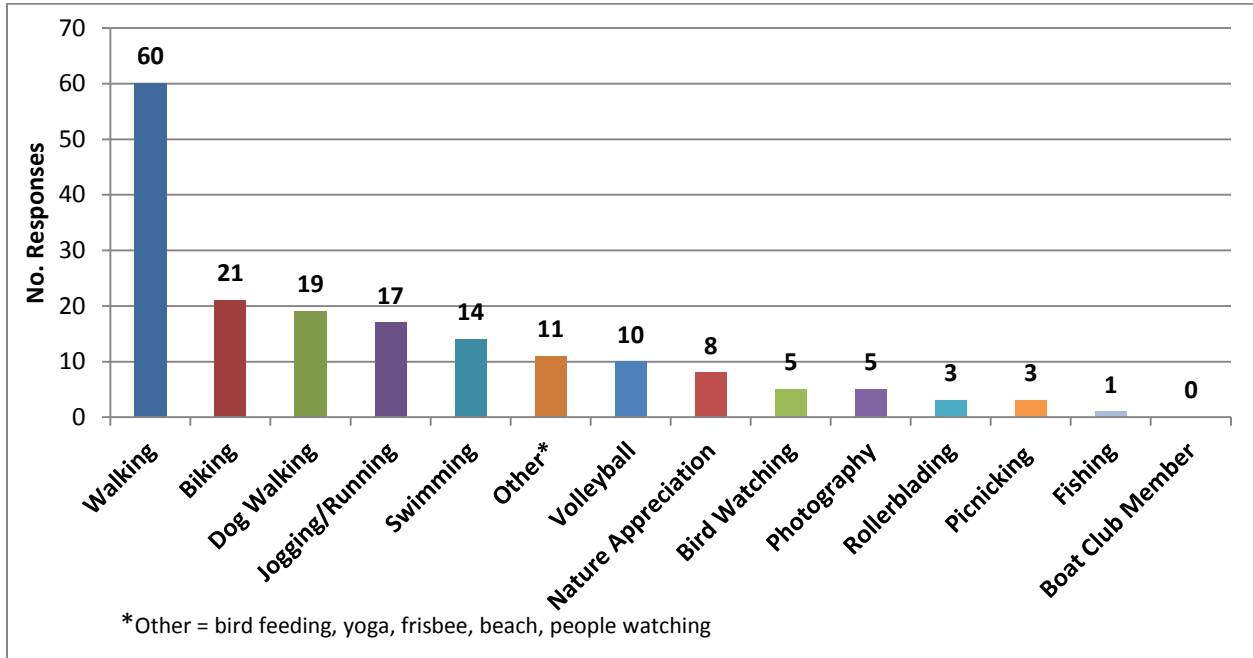
2.2.3 Park Usage by Time of Year

Summer as the park usage by time of year was selected the most, followed by Spring, Fall and Winter.



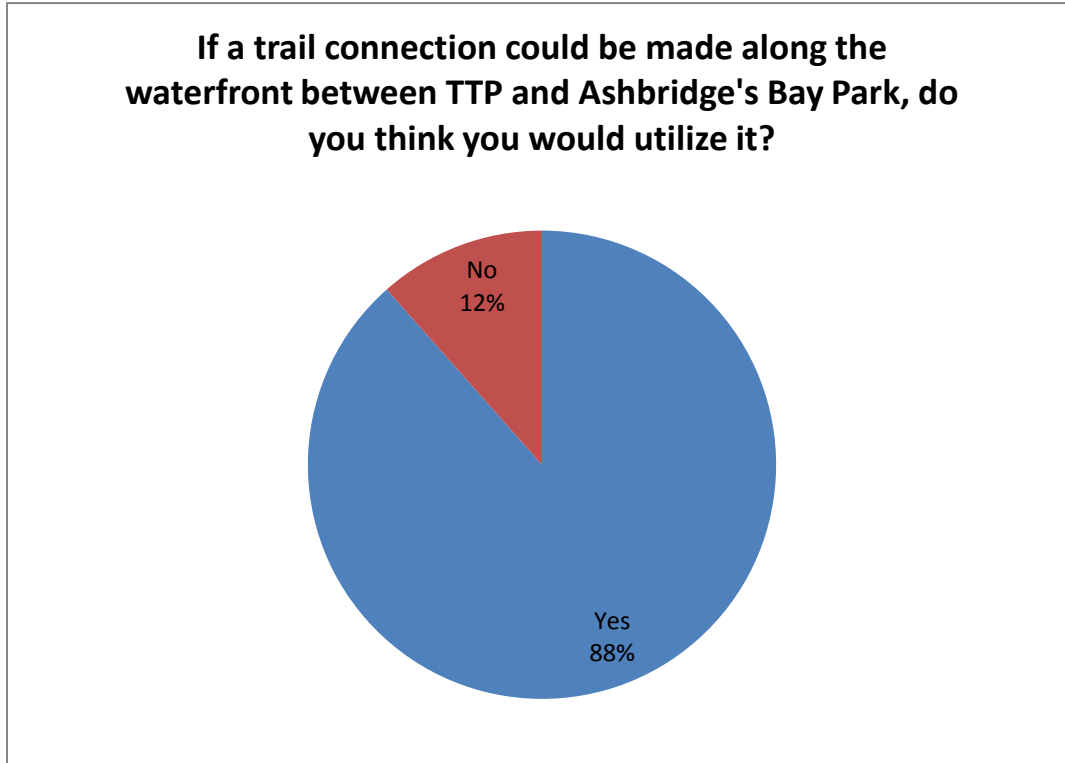
2.2.4 Park User Activities

As per the graph below, the top three park user activities were walking, biking and dog walking.



2.2.5 Tommy Thompson Park – Ashbridge’s Bay Park Waterfront Trail Connection

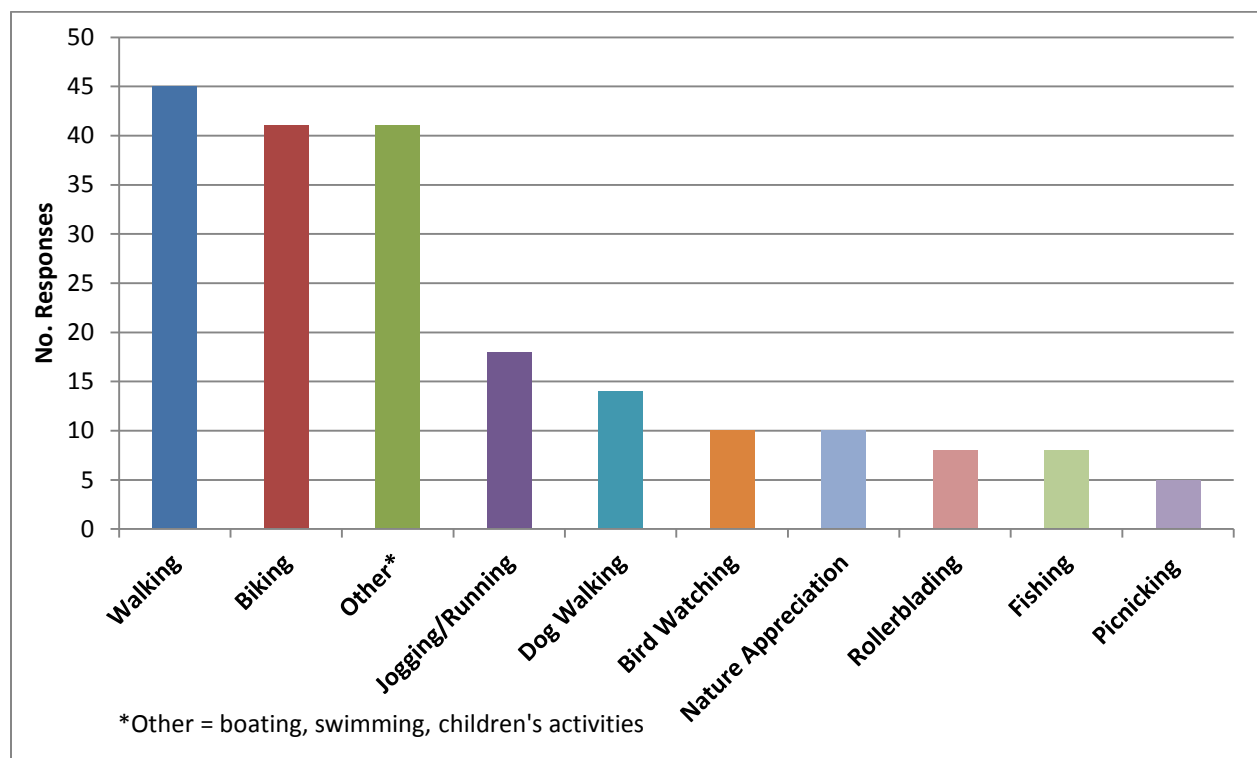
As part of the survey, park users were also asked if they would utilize a trail connection along the waterfront between Tommy Thompson Park and Ashbridge’s Bay Park, if one was created. 88% of respondents stated that they would use such a connection, while 12% answered negatively.



2.2.6 Activities associated with the Tommy Thompson Park – Ashbridge’s Bay Park waterfront connection (if one could be made)

The top two activities listed for the waterfront TTP-Ashbridge’s Bay Park connection, if such could be created, were walking and biking. As well, boating, swimming and children’s activities were selected a number of times in the “other” category.

In addition to the activities shown in the Figure below, a number of survey respondents expressed that they would like to see restrooms, water fountains, parking area, separation of uses along the trail, signage, seating areas, concession stands, a splash pad, improved lighting. Improved accessibility and exercise areas were listed as well. Others indicated that boating, restaurants and other commercial activities as well as truck access should not be allowed.



2.2.7 User Tallies

Estimates of the Ashbridge's Bay Park user numbers observed at the time of the surveys are presented in the table below. Daily estimates showed that walkers, cyclists, volleyball players and beach users were generally the most common users. Volleyball player numbers were particularly high on July 28 and July 21, likely due to the Volleyball tournament taking place on July 28 and the fact that July 21 was a Sunday, a warm weather weekend day when a high number of volleyball players would be expected.

Tally totals (for all four (4) survey dates) support the daily observation estimates indicating that walkers, cyclists, volleyball players and beach goers were the top user groups of the area surveyed. Beach users constituted approximately 53% of all the tallied users, followed by volleyball players (approx. 39%), walkers (3%) and cyclists (2.5%). All other user groups combined accounted for approximately 3% of all users tallied.

Ashbridge's Bay Park User Tally Results Summary (Estimates Only)

User Type	Survey Date								Total Estimated No. of Users Per Type	% Total Estimated No. of Users Per Type
	Thursday, July 18 2013		Sunday, July 21 2013		Sunday, July 28 2013		Tuesday, August 6 2013			
	10:30am - 12:00pm		2:00pm - 3:30pm		10:45am - 12:15pm		1:30pm - 3:00pm			
	Estimated No. of Users	% Estimated No. of Users	Estimated No. of Users	% Estimated No. of Users	Estimated No. of Users	% Estimated No. of Users	Estimated No. of Users	% Estimated No. of Users		
Walkers	81	27.36	80	1.28	100	2.88	85	23.48	346	3.34
Cyclists	40	13.51	93	1.49	61	1.76	69	19.06	263	2.54
Dog Walkers	10	3.38	21	0.34	25	0.72	20	5.52	76	0.73
Joggers/Runners	9	3.04	5	0.08	30	0.86	30	8.29	74	0.71
Beach Users	130	43.92	5000	80.1	200	5.76	150	41.44	5480	52.84
Volleyball Players	15	5.07	1000	16.02	3000	86.46	0	0	4015	38.72
Rollerbladers	2	0.68	3	0.05	15	0.43	0	0	20	0.19
Picnickers	0	0	40	0.64	30	0.86	5	1.38	75	0.72
Anglers	0	0	0	0	0	0	0	0	0	0
Photographers	0	0	0	0	0	0	3	0.83	3	0.03
Riders (scooter)	9	3.04	0	0	1	0.03	0	0	10	0.1
Yoga practitioners	0	0	0	0	7	0.2	0	0	7	0.07
Skateboarders	0	0	0	0	1	0.03	0	0	1	0.01
TOTAL No. of Users (estimated)	296	100	6242	100	3470	100	362	100	10370	100

Appendix A – User Survey Forms



Humber Bay Recreational User Survey

1. Which category would you say you fall under?

Beach User Trail User Both Other: _____

2. How many times per week do you use the following: (Circle one)

Beach: First-time visitor 0-1 2-3 4-5 6 or more

Trail: First-time visitor 0-1 2-3 4-5 6 or more

3. What time of day do you most often use the following: (Circle one)

Beach: Morning Afternoon Evening N/A

Trail: Morning Afternoon Evening N/A

4. Please indicate the time(s) of year you visit the area? (Circle all that apply)

Winter Spring Summer Fall N/A

5. Which recreational activities do you partake in while in the area? (Circle all that apply)

Walking Biking Dog Walking Bird Watching

Commuting Rollerblading Swimming Running/Jogging

Picnicking Photography Boating Kayaking

Other: _____

6. Please rate your satisfaction with the beach/trail on a scale from 1 to 5 (Circle one):

Beach: Least Satisfied 1 2 3 4 5 Most Satisfied

Trail: Least Satisfied 1 2 3 4 5 Most Satisfied

Please explain your answer and state anything you would like to see changed or improved:

Appendix A cont'd



Ashbridge's Bay Park User Survey

1. How many times a week do you use the park? (Circle one)

First-time Visitor 0-1 2-3 4-5 6 or more

2. What time of day do you most often use the park? (Circle one)

Morning Afternoon Evening N/A

3. Please indicate the time(s) of year you visit the park? (Circle all that apply)

Winter Spring Summer Fall N/A

4. Which recreational activities do you engage in when you visit the park? (Circle all that apply)

Walking Biking Dog Walking Jogging/Running
Rollerblading Swimming Volleyball Boat Club Member
Bird Watching Fishing Photography Nature Appreciation
Picnicking Other: _____

5. If a trail connection could be made along the waterfront between Tommy Thompson Park (Leslie Street Spit) and Ashbridge's Bay Park do you think you would utilize it? (Circle one)

Yes No

6. What activities would you like to see accommodated if a connection along the waterfront between Tommy Thompson Park (Leslie Street Spit) and Ashbridge's Bay Park could be achieved? (Circle all that apply)

Walking Biking Dog Walking Jogging/Running
Rollerblading Bird Watching Fishing Nature Appreciation
Picnicking Other: _____

Appendix B – User Tally Template

<u>User Tally</u>	
<u>Walkers:</u>	
<u>Cyclists:</u>	
<u>Dog Walkers:</u>	
<u>Joggers/Runners:</u>	
<u>Other:</u>	
<u>Other:</u>	
<u>Other:</u>	
<u>Other:</u>	

Appendix G

Ashbridges Bay Boat Clubs Survey Questionnaire

Ashbridges Bay Cost Benefit Analysis – Survey Questions

1. Members and Visitors:

- a. Approximately how many members does your club have?
 - i. How many members live within approximately 20km of the study area (see map provided)?
 - ii. How many members live more than 20k from the study area?
- b. How much are annual membership fees for your club?
 - i. Are there other fees/costs your members pay to your organization outside of membership (i.e. winter storage etc.)? If yes, please list the type of fee and approximate dollar figure.
- c. Approximately how many visitors does your club receive each year/season? If you have actual numbers recorded on a yearly basis please provide.

- i. Of those visitors, how many would you estimate are from out of town (provide either a number or percent. It may be an approximate.)?

- 2. Does your boat club host any special events through-out the year (regattas etc.)? Please describe.
 - a. How many people do you estimate attend these special events in addition to your members?

- 3. Employees/Volunteers:
 - a. How many year-round employees work for the club?
 - i. What is the income bracket of the year-round employees?

 - ii. How many of your employees live within the City of Toronto?

 - iii. How many of your employees live outside the City of Toronto?

b. How many volunteers work for the club?

i. How many hours/week do volunteers typically work?

c. How many seasonal employees do you hire?

i. What is the income bracket of the seasonal employees?

d. Do you contract or rent services from other companies (i.e. cleaners, caterers, security etc.)? Please describe and if possible provide an estimate of yearly costs for each service.

4. Company Expenditures:

a. How much revenue does the club produce in a year?

b. Can you estimate what percentage of company expenditures are spent within the City of Toronto?

i. Within the Province?

ii. Within Canada?

iii. Outside Canada?

5. How much (if any) does your club pay to rent the property, annually?

6. How much (if any) does your club pay to the City in taxes, annually?

7. Please describe any charitable services your club provides to the community, if applicable.

8. Does your club provide training for professional athletes? If so, please describes how.

Appendix H

**1. Ashbridges Bay/Coatsworth Cut Erosion Control Project
Toronto, Ontario
Stage 1 Archaeological Study**

**2. Entry into the Ontario Public Register of Archaeological Reports
(Letter)**

Appendix H

1. Ashbridge's Bay/Coatsworth Cut Erosion Control Project

Toronto, Ontario

Stage 1 Archaeological Study

**Ashbridge's Bay/Coatsworth Cut
Erosion Control Project
Toronto, Ontario**

Stage 1 Archaeological Study

FOR:
Toronto and Region Conservation Authority
5 Shoreham Drive
Downsview, ON M3N 1S4

October 15, 2009

MCL Archaeological File # **P244-007-2009**

CRM Lab Archaeological Services
542 Huron Street Toronto, Ontario M5R 2R7
Ph:416-924-2319/416-937-9003

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Project Personnel

Archaeological Licence Holder Claire Freisenhausen
Project Manager Claire Freisenhausen
Research, Analysis and Report Production..... Claire Freisenhausen
..... Jeremy Burke

Graphics Jeremy Burke

Prepared for:

Toronto and Region Conservation Authority
5 Shoreham Drive
Downsview, ON M3N 1S4

Attention:

Kenneth Dion, Senior Project Manager
Phone: 416-661-6600 ext. 5230 Fax: 416-667-6278
Email: kdion@trca.on.ca

Acknowledgments

Thanks to Rob von Bitter of the Ministry of Culture for providing information on registered archaeological sites near the study area.

EXECUTIVE SUMMARY

A Stage 1 Archaeological Study, in accordance with Part VI of the *Ontario Heritage Act*, of the proposed work areas involved in the Ashbridge's Bay/Coatsworth Cut Erosion Control Project in the City of Toronto was requested by The Toronto and Region Conservation Authority (TRCA) to determine the archaeological potential of the proposed work areas.

The Erosion Control Project is currently part of a Class Environmental Assessment (ABCC Class EA), the objective of which is to identify a preferred solution that will mitigate the risk to navigation due to sediment erosion and deposition at the harbour entrance of Ashbridge's Bay and Coatsworth Cut. The evaluation of potential alternatives will also take into consideration their ability to meet the long-term vision for the waterfront as outlined in Waterfront Toronto's Lake Ontario Park Master Plan, as well as Toronto Water's plans for addressing local combined sewer outfalls and the operations and upgrades to the Ashbridge's Bay Wastewater Treatment Plant.

The entire study area has been determined to be located on filled-in lakeshore and lake bed, having been filled in between the early nineteenth Century and the present, most extensively from the mid to late nineteenth Century onwards. Potential for terrestrial archaeological remains as such is null as the study area is located entirely on the largely twentieth Century fill deposits in Lake Ontario. Furthermore, no known shipwrecks were found to exist within the boundaries of the study area, and any previously unidentified shipwrecks in the study area would in all likelihood have been destroyed as a result of the continuous dredging of the area since at least 1983. These factors combined indicate that there are no further archaeological concerns for this property.

STAGE 1 ARCHAEOLOGICAL STUDY

Ashbridge's Bay/Coatsworth Cut Erosion Control Project City of Toronto

1.0 INTRODUCTION and SUMMARY

In August 2009, CRM Lab was retained by The Toronto and Region Conservation Authority (TRCA) to conduct a Stage 1 Archaeological Study of the proposed work areas involved in the Ashbridge's Bay/Coatsworth Cut Erosion Control Project, City of Toronto. (**Figures 1&2**).

The Erosion Control Project is currently part of a Class Environmental Assessment (ABCC Class EA), the objective of which is to identify a preferred solution that will mitigate the risk to navigation due to sediment erosion and deposition at the harbour entrance of Ashbridge's Bay and Coatsworth Cut. The evaluation of potential alternatives will also take into consideration their ability to meet the long-term vision for the waterfront as outlined in Waterfront Toronto's Lake Ontario Park Master Plan, as well as Toronto Water's plans for addressing local combined sewer outfalls and the operations and upgrades to the Ashbridge's Bay Wastewater Treatment Plant.

The following Stage 1 Archaeological Study report has been prepared by CRM Lab for review by the Ministry of Culture (MCL), the Toronto and Region Conservation Authority (TRCA), and Waterfront Toronto. This report documents the findings and subsequent recommendations based on the Stage 1 background research.

The entire study area has been determined to be located on filled-in lakeshore and lake bed, having been filled in between the early nineteenth Century and the present, most extensively from the mid to late nineteenth Century onwards. Potential for terrestrial archaeological remains as such is null as the study area is located entirely on the largely twentieth Century fill deposits in Lake Ontario. Furthermore, no known shipwrecks exist within the boundaries of the study area, and any previously unidentified shipwrecks in the study area will in all likelihood have been destroyed as a result of the continuous dredging of the area since at least 1983. These factors combined indicate that there are no further archaeological concerns for this property.

This project was carried out under the Ministry of Culture professional archaeological licence project number P244-007-2009, held by Claire Freisenhausen. As the site is located entirely on public lands, no express permission was required to enter the subject property. A site visit was conducted on September 17, 2009.

1.1 Background and Context

Following the construction of Ashbridge's Bay Park in the mid-1970s, sediment eroding from the Scarborough Bluffs was transported westward and deposited in the eastern embayment creating a large beach. In the early to mid 1980s, additional sand was added to the eastern embayment from the west side of Ashbridge's Bay via hydraulic dredges to accelerate the rates of accretion to the beach. This work was undertaken by TRCA.

As the embayment filled in, a sandbar began to form offshore, causing the sediment to bypass the park. Sediments are transported around the Ashbridge's headlands and most of this sediment is deposited south of the headland and in front of the Ashbridge's Bay Wastewater Treatment Plant, with some making its way into the entrance of Coatsworth Cut (approximately 4,000 m³).

The Toronto and Region Conservation Authority (TRCA) currently maintains navigation and recreational opportunities in Coatsworth Cut. In 1983, the TRCA began dredging operations within the Cut in order to maintain the navigation channel. Annually increasing dredging volumes and associated expenses prompted the TRCA to investigate a more permanent solution. In 2002, the TRCA initiated a Class Environmental Assessment (EA) to remediate navigation hazards resulting from the deposition of the sediments in Ashbridge's Bay/Coatsworth Cut. The EA explored all reasonable and feasible alternative solutions to address the problems associated with the Coatsworth Cut navigation channel (**Figures 3A-3M**). The alternative solutions were evaluated, considering the positive and negative impacts on the existing physical, biological, socio-economic, and cultural environments, as well as technical concerns, costs and feasibility.

Towards the end of 2002, TRCA learned of other proposed projects within the Ashbridge's Bay area, which could potentially affect TRCA's plans. These projects included the construction of a new outfall for the City of Toronto's Ashbridge's Bay Treatment Plant (ABTP), a planning initiative just underway to address discharges from the sewer outfalls in Coatsworth Cut, and the initial development stages of a Master Plan for Lake Ontario Park led by the Toronto Waterfront Revitalization Corporation (TWRC), now known publicly as Waterfront Toronto.

Based on these issues, the TRCA decided to suspend the Class EA in October of 2004 until the parallel planning initiatives by the City of Toronto and Waterfront Toronto were completed. Since the Class EA process was suspended in 2004, TRCA has continued ongoing dredging of Coatsworth Cut to ensure safe navigation.

In November 2007, the City of Toronto completed a Municipal Class Environmental Assessment for the Coatsworth Cut CSO and Storm water Outfalls Control. The preferred solution included a 10 ha treatment wetland, proposed south of the ABTP. The City of Toronto also received EA approvals for their Treatment Plant, which included plans to construct a new series of outfalls which would eliminate the need for the existing outfall and overflow gates to the ABTP.

Lake Ontario Park (LOP), as envisioned by Waterfront Toronto, is a waterfront park spanning from Cherry Beach in the west to the R.C. Harris Filtration Plant in the east. This large-scale Park, will include the Ashbridge's Bay shoreline, with a focus of creating a wetland in the area, accommodating the existing boat clubs, and ultimately, providing a connection between Tommy Thompson Park Baselands and Ashbridge's Bay. This connection is not a component of the current Class EA process.

Since the Lake Ontario Park Master Plan was released at the end of 2008, TRCA, Toronto Water, and Waterfront Toronto have agreed to work cooperatively to achieve Waterfront Toronto's vision for Ashbridge's Bay Park and Coatsworth Cut. On May 13, 2009, Waterfront Toronto received Board approval to proceed with Phase 1 of Lake Ontario Park.

As part of this partnership, TRCA has been requested by Waterfront Toronto and the City of Toronto to reinstate the Conservation Ontario Class Environmental Assessment (Class EA) for the Ashbridge's Bay/Coatsworth Cut Erosion Control Project, of which the current Stage 1 Archaeological Study is part. The TRCA has undertaken this ABCC Class EA to identify a preferred alternative from an expanded list of alternatives, which will address the existing navigation risk caused by the sediment deposition at the harbour entrance of the Ashbridge's Bay headland, thereby reducing the need for maintenance dredging on an annual basis. The alternatives will also be evaluated based on their ability to meet the long-term waterfront vision for this area as outlined in the LOP Master Plan.

2.0 STUDY AREA

The study area consists of a parcel of land, approximately 500 acres, located on the north shore of Lake Ontario in Toronto. It is bounded on the northwest by the existing Ashbridge's Bay Water Treatment Plant (ABTP), and by Lake Ontario to the south. Within the study area, Coatsworth Cut serves as an access

route to Lake Ontario for several boat clubs, contains a public boat launch, and offers sheltered water for sailing, kayaking, and canoeing. The lands surrounding the local study area include Woodbine Beach, Ashbridge's Bay Park, Tommy Thompson Park, and the City of Toronto's Ashbridge's Bay Wastewater Treatment Plant.

The area itself has been continuously in-filled since the late nineteenth Century. It was historically located south and southeast of the original Ashbridge's Bay, and currently sits on an area of filled-in lakeshore and lake bed. (**Plates 1 to 11**).

2.1 Physiographic Setting

This area of Toronto is part of the Iroquois Plain of Southern Ontario, an area that was once inundated by glacial Lake Iroquois (about 12,000 B.P). The area was exposed during a later phase of lake development and the Lake Ontario shoreline was established in its nineteenth Century position by approximately 3,000 years ago.

The original soils surrounding and within the study area itself would have been comprised of fine lacustrine silt and clay sediments overlying the older clay till deposits worn down by Iroquois wave action. The study area lies east of the sand delta of the Don River (Chapman & Putnam 1984:192). The original forests in the general area surrounding the study area would have consisted of maple and beech with basswood, oaks and hickory.

The original Lake Ontario shoreline has been significantly altered by nineteenth and twentieth Century infilling in the Toronto harbour area. (**Figure 4**), and this extensive infilling completely overlies the original soils.

2.2 Existing Archaeological Sites

A search of the Ontario Archaeological Site Database at the Ministry of Culture, Heritage Operations Unit found no registered site within or directly adjacent to the study area. There is only one previously registered site within 1.5 km of the study area: The Ashbridge Estate (AjGt-1). The site is registered with the Borden number and letter designation system in use for all of Canada. The site is of late eighteenth to early nineteenth Century Euro-Canadian origin, with Archaic and Woodland Native components.

As the Erosion Control Project consists largely of work in the waters offshore, there was potentially a concern for the protection of any previously unknown shipwrecks in the area. However, it has been confirmed that no known shipwrecks are located in the study area (Kohl 1994:176).

2.3 Historical Background

A variety of resources were reviewed as part of the Stage 1 Study. An analysis of historic maps and aerial photographs was conducted in order to examine topography, drainage and land use history in an attempt to determine the extent of shoreline infilling that has occurred since the nineteenth Century. Archival sources were sought at the City of Toronto Archives, the Metro Toronto Reference Library and the Archives of Ontario. A chronological list of selected documentation is given in **Table 1**.

A combined map based on overlays with the 1898, 1927, 1949 maps, and the 1965 aerial photograph of the area has been prepared in order to track the major patterns of changes in the shoreline and alterations to the study area. This was undertaken in order to determine whether or not any portions of the current study area lie on original lands not altered by the past infilling and construction activities in the area. (**Figure 4**).

2.3.1 Regional History

First Nations communities first settled in the Toronto area approximately 11,000 years ago. Until the arrival of the Europeans in the mid-1600s, First Nations communities in the area used Ashbridge's Bay for hunting and fishing. According to the diaries of Lady Simcoe, the area was also used by First Nations communities as a respite or resting place for the ill.

Toronto was founded in 1793 when Sir John Graves Simcoe, Lt. Governor of Upper Canada, established a small military settlement - Fort York Garrison, and began to lay out an associated town, then called York. By 1796, officials were ordered to move their offices to the new capital of the colony at York, replacing Newark - now Niagara on the Lake (Firth 1962:xxxvii). This location was selected for its sheltered harbour protected by the island peninsula, and its distance from the American border. The Town of York was incorporated as the City of Toronto in 1834, returning to its earlier Native name.

York expanded quickly after the War of 1812, becoming a major urban centre in Upper Canada for industry, business, transportation and immigration. The Town of York, and subsequently the City of Toronto expanded mostly west and northwards from the original ten-block settlement located between Adelaide and Front Streets, George and Berkeley Streets. For many years, the Don Valley and its marshy delta marked the eastern edge of the City. In the latter half of the nineteenth Century and the early part of the twentieth Century, the introduction of the railway and the construction of bridges across the Don River facilitated eastward development. The development of the railway introduced a new linear pattern running east-west across Toronto's waterfront, fostering the expansion of industrial and port activities along the rail corridor. Notably, the railway lines along the waterfront severed Toronto's historic connection with Lake Ontario, a disconnection further reinforced by the building of the Gardiner Expressway in 1954.

The Toronto waterfront has been subject to almost constant change since the founding of the Town of York in 1793. Primary forces of change included the construction and expansion of major transportation infrastructures and their associated economic spin-offs. In conjunction with these changes, land filling and other engineering and planning measures during the late nineteenth and early part of the twentieth Centuries significantly altered wetlands, river deltas and the natural shoreline along Lake Ontario.

2.3.2 Property History: Waterfront

The current study area lies south and southeast of the original Ashbridge's Bay. Near the Bay, the 350-foot cliff at the Scarborough Bluffs marks the shoreline for Lake Ontario. Over time, the deposition of eroded material from the Scarborough Bluffs carried westward by Lake currents has created the long peninsula of sand jutting westwards along the Toronto shoreline. This peninsula framed the original Ashbridge's Bay, protecting it from the often turbulent waters of Lake Ontario and allowing for a wetland to develop at the mouth of the Don River, hence the reference to Ashbridge's Bay as the "Toronto Marsh" in many early writings on Toronto. The Ashbridge's Bay marsh once covered 1385 acres and extended 2.5 miles from Woodbine Avenue to the Toronto Harbour. As described in greater detail below, Ashbridge's Bay has undergone substantial changes, particularly in the past 100 years.

From the late eighteenth to early nineteenth Century, the waterfront was dominated by harbours and wharves as the Great Lakes were used as the primary route for transportation during this time. The area was also starting to develop as an important industrial complex. One of its first uses was for shipbuilding, as evidenced by the Toronto Dry Dock Company, and later as a heavy industry area including various foundries and Polson's Iron Works.

The eastern area of the waterfront was still primarily dominated by the marshy area near the mouth of the Don River and Ashbridge's Bay, and development was slow until the building of the rail line under Trunk Railways in 1855. This quickly led to the development of the lands east of the Don River as well as the peninsula leading to the Toronto Islands.

The shoreline was expanded in the 1860's using a process known as cribbing. This process entailed the building of a "crib", usually a wooden wall 15 feet high, placed in 11 feet of water, with the space between the crib and shore filled with an assortment of sewage, municipal and construction waste, as well as materials dredged from the lake bed. The result was that the area around the Don River and Ashbridge's Bay was drained, filled and developed into commercial and industrial properties between 1886 and 1909. During this time of landscape reconstruction, the Federal Government also built a breakwater, creating Fisherman's Island, and a permanent inner harbour in 1884. The construction of this breakwater dramatically altered the peninsula and sand spit leading to the islands, and also created a new mouth for the Don River.

The expansion of the shoreline created space for expanded rail lines, and the area east of the Don River was used for the expanded railways, local industries such as fishing, as well as a few residential cottages along the lake. This level of development and land reconstruction continued until the 1930s, when the shoreline was expanded to its modern limits. As a result, this eastern portion of the waterfront is the most modified area of the Toronto lakeshore by human activities. The consequence of these modifications is that the shoreline has been greatly altered from its original natural limits. Furthermore, due to the nature of the alterations, many archaeological resources have likely been all but destroyed by infilling events, if not buried under fill during these expansion processes or encased in cement and paved over during the development of the land. It is important to note, however, that the archaeological potential of this area has not been invalidated by these alterations, and that archaeological remains may still be found underneath the fill. However, the potential work areas involved in the current study area are all on twentieth Century Lake infill, and do not overlie any documented nineteenth Century cultural deposits.

2.3.2a Property History: Ashbridge's Bay

Located to the east of the original 10-block settlement of the Town of York in 1793, Ashbridge's Bay was home to a variety of wildlife. Both recreational and commercial fishing and hunting activities were popular in the area. Throughout the eighteenth and nineteenth Centuries, Ashbridge's Bay faced increasing environmental pressures as a result of its proximity to the expanding Town of York. These pressures were exerted from both town and city-wide factors - such as the dumping of sewage, and from adjacent land uses such as the Gooderham & Worts' cattle byres located just east of the Don River near the north shore of the marsh. The wastes from the 3,600 head of cattle and 500 pigs drained into the marsh, motivating local residents to push for sanitary improvements.

In 1888, the City intentionally breached the sandbar marking the southern edge of the Ashbridge's marsh. "Coatsworth's Cut" was intended to improve the circulation of water in and out of Ashbridge's Bay, and to improve its "malodorous" qualities. Named after the City Commissioner who initiated the project, the Coatsworth Cut was made permanent with the construction of stone jetties in 1893-1894. The Cut, along with the Ship Channel and the Keating Channel remain the last portions of the original Ashbridge's Bay wetland not filled in for the creation of the Port Lands.

The Toronto Harbour Commission (THC) was established in 1911 to oversee the comprehensive development of the waterfront for port, industrial and recreational uses. Beginning in 1912, the THC referred to Ashbridge's Bay as the "Toronto Harbour Industrial District," a designation that accelerated the Bay's transformation from a natural habitat to a far more urbanized landscape, accompanied by extensive land filling to reduce the size of the marsh and Bay.

The Commission's Waterfront Plan of 1912 called for the continued filling of the marsh and Bay to create more lands for industrial and port expansions. By the 1920's virtually all of the marsh west of Leslie Street was filled, opening up new lands for development as well as the Keating Channel for port uses. The plan also called for waterfront parklands; a proposal that was cancelled in 1928. By 1950, the filling had advanced further. From 1950 onwards, filling into the Lake continued, creating the Leslie Spit and separating the Toronto Harbour into inner and outer areas.

2.3.2b Property History: Ashbridge's Bay Water Treatment Plant

From the founding of the Town of York in 1793, the Toronto Harbour served as a convenient dumping place for wastes. This practice was accelerated by the laying of brick sewers in the mid-1930s. By 1843, the Toronto Harbour also became the source for the City's water supply system. Until 1877, the City's sewage outfall pipe at the foot of Peter Street had been located a few feet from its drinking water intake pipe.

The redevelopment of Toronto's drinking water system in the 1870s by the Toronto Water Works Commission relocated the drinking water intake pipe to the Lake side of the Toronto Islands. By this time, the City was depositing raw sewage into the Toronto Harbour through at least nine outfalls, necessitating the regular dredging of the slips in the area. Rather than clean up the effluent contaminating the harbour, the outfall pipes were moved further out into the Bay. At the time, public attention was more focused on accessing clean drinking water than on treating sewage. Eventually, the issue of sewage treatment was raised, with referenda held on the proposal to construct a trunk sewer to Ashbridge's Bay in 1886 and 1888. Fearing higher taxes, this proposal was defeated in both votes. The issue was back on the table soon afterwards. In 1907, the City's Medical Officer of Health warned the public of the health consequences of failing to treat sewage properly. In 1908, the proposal to develop an interceptor sewer system to deliver the City's sewage to a treatment plant located at the east end of Ashbridge's Bay was approved by ratepayers.

Construction of the main pumping station on Eastern Avenue finished in 1911, and the Main Treatment Plant (MTP) became fully operational in 1913. To accommodate advances in treatment technology and the growth of the City, the Plant has largely been under constant construction since its inception almost 100 years ago. In the 1940s, new primary treatment facilities were installed, followed by secondary treatment measures in 1961. Today, the Plant remains the City's main wastewater treatment centre and one of Canada's largest sewage treatment plants.

TABLE 1: Selected Historical Chronology of the Study Area

Dates	Description	Source
1788	Map shows Ashbridge's Bay as open water, closed to the south	Collins Map
1791	Map shows Ashbridge's Bay as open water, closed to the south. No significant changes to the southern extent of the Bay or the current study area (Figure 5).	Plan of the Front Line of Dublin, now York
1793	Lt. Governor John Graves Simcoe begins to establish a settlement at Toronto and names it York. The provincial capital was moved there in 1794 and the town plan laid out.	
1793	Map shows Ashbridge's Bay as open water, closed to the south with a variable sandbar on the southern edge. A number of small streams are shown running south from the Bay. No significant changes to the southern extent of the Bay or the current study area	Plan of York Harbour
1794/ 1795	Map shows Ashbridge's Bay as open water, closed to the south with a portage shown at the approximate eventual location of Coatsworth Cut. The Bay is shown as marsh with wild hay beds throughout. No significant changes to the southern extent of the Bay or the current study area	Plan of York Harbour & Original Town of York Map
1834	Map shows Ashbridge's Bay as marsh, closed to the south except for a passage near approximate eventual location of Coatsworth Cut. The centre of the outer edge of the Bay appears to be further north than previously shown (Figure 6).	Chewett's Map
1835	Map shows Ashbridge's Bay as open water, closed to the south except for a small pass at the approximate eventual location of Coatsworth Cut. The outer edge of the Bay is labelled as "sandy ridge with trees". This is the first notation of trees on the sandbank. The map shows the Bay with marsh to the west "full of ponds & arms of the Don" and numerous channels. "Deep Ashbridge's Bay" is marked at the east end closest to the pass or gap. A "proposed line of Canal 3 ½ miles from new bridge over Don" is marked to	Sketch of the Harbour of Toronto

Dates	Description	Source
	the south of the shoreline as indicated. A note also appears on the map: "by canalling the Marsh here it will be drained and good materials had for embankments (Figure 7).	
1844	Map shows a portage/channel starting at the approximate eventual location of Coatsworth Cut and running through the Bay. The Bay is shown as marsh. No significant changes to the southern extent of the Bay or the current study area (Figure 8).	Toronto and its Environs
1851	Map shows a small cut/pass at the approximate eventual location of Coatsworth Cut within the current study area. A stream (unnamed) is shown running through the marsh (Figure 9).	Harbour map reduced from Fleming's 1851 Map
1851	Map shows Ashbridge's Bay as open water only in the centre, with marsh all around, closed to the south. No pass or gap is noted in the approximate eventual location of Coatsworth Cut.	Browne's Map
1855	Building of the rail line under Trunk Railways.	
1860	Map shows Ashbridge's Bay completely open from the east end to the centre of the Bay along the south perimeter. No landform or sandbar is shown (Figure 10).	Tremaine's Map
1860's	Toronto's shoreline was expanded using cribbing.	
1872	Ashbridge's Bay shown as marsh with a large section open to the south in the centre of the Bay. The opening is narrow on either side. The Bay itself is shown as starting further to the west at the eastern border than in previous maps. A small stream is shown running north to the Don River (Figure 11).	Wadsworth & Unwin Map
1878	Atlas map shows only the western half of the Bay (the remainder is cut off), but includes the current study area. The "Woodbine Driving Park" is shown (later the Woodbine Racetrack), including the track. This is the first map on which the track is shown. The sandbar is marked as "sand bank", and the Bay is shown as extending further to the east beyond the racetrack, than previously. This extension causes the location of the eventual Coatsworth Cut to appear as further west than it is. The shape and formation of the peninsula on either side appears as it does in the 1894 map where the jetties first appear on either side of the cut.	Miles & Co Atlas
1884	Map shows Ashbridge's Bay with numerous gaps on the southern boundary; the spit/sandbar appearing as a series of small narrow islands.	Shuttleworth Map
1884	The Federal Government built a breakwater, creating Fisherman's Island, and a permanent inner harbour.	
1885	Map shows Ashbridge's Bay as open water, closed to the south with marshy areas at the east and west ends. The "Race Course" is also shown (Figure 12).	City Engineer's Office Map
1886-1909	Ashbridge's Bay was drained, filled and developed into commercial and industrial properties from 1886 to 1909.	
1888	Coatsworth Cut created to increase water circulation within Ashbridge's Bay.	
1890	Map shows Ashbridge's Bay as open water, closed to the south with the sandbar much wider than previously indicated. No cut is noted at the approximate eventual location of Coatsworth Cut. A large river is shown running into the Bay towards the east end. The "Race Course" is also noted.	Goad's Map
1893/4	The Coatsworth Cut was made permanent with the construction of stone jetties in 1893-1894	
1894	Map shows Ashbridge's Bay as mostly open with some marsh to the west of the current study area. A channel is marked at the eventual location of the Coatsworth Cut. Two jetties appear for the first time on either side of the channel on extended landforms. The channel itself appears as a cut, rather than a natural formation (Figure 13). This map was used as part of the Figure 4 combined shoreline reconstruction map.	City Engineer's Office Map
1898	Map shows Ashbridge's Bay as mostly open with some marsh to the west of the current study area. A channel is marked at the eventual location of the Coatsworth Cut. The two jetties appear again on either side of the channel	City Engineer's Office Map

Dates	Description	Source
	without the extended landforms shown on the 1894 map. The channel itself appears again as a natural formation, rather than a cut. The Don Roadway is now shown to the north of the Keating Channel. The Bay is shown to extend to the east of Woodbine Race Course, and extends up to the southern limit of the course. The northern boundary of the Bay is shown as straight across east-west with marsh on the northern edge possibly denoting a man-made retainer or cribbing.	
1905	Ashbridge's Bay is shown with the factory sites and the proposed Simcoe Park along the line of the sandbar south of the factories and what remains of the Bay to the east. The jetties on either side of Coatsworth Cut appear in approximately the same location as on previous maps. The northern boundary of the Bay has been filled in by this point, making it much narrower than previously.	Evening Telegram Map
1908	Map shows Ashbridge's Bay as open water, closed to the south except for a gap at the approximate eventual location of Coatsworth Cut. A jetty appears in the same location as the 1894 map on either side of the gap on the south/lake side (Figure 14).	CBC promotional map
1908	The proposal to develop an interceptor sewer system to deliver the City's sewage to a treatment plant located at the east end of Ashbridge's Bay is approved by ratepayers.	
1911	Construction of the main pumping station on Eastern Avenue completed.	
1912	Beginning in 1912, the THC referred to Ashbridge's Bay as the "Toronto Harbour Industrial District," a designation that accelerated the Bay's transformation from a natural habitat to a far more urbanized landscape, accompanied by extensive land filling to reduce the size of the Marsh and Bay.	
1913	The Main Treatment Plant at Ashbridge's Bay became fully operational.	
1920s	Virtually all of the marsh west of Leslie Street was filled, opening up new land for development and the Keating Channel for port uses.	
1927	Map shows Coatsworth Cut clearly marked, and the Bay greatly reduced in size with in filled lands throughout. The southern boundary of the original Bay is now further south than previously (Figure 15). This map was used as part of the Figure 4 combined shoreline reconstruction map.	Department of National Defense Map
1930s	The Toronto shoreline was expanded to its modern limits.	
1940s	New primary water treatment facilities were installed at Ashbridge's Bay.	
1949	Map shows Ashbridge's Bay as closed to the south, and greatly reduced in size; the "New Sewage Treatment Plant" is noted on the west side of the Coatsworth Cut. The Ashbridge's Bay Yacht Club, Navy League and 51 st Troop Sea Scouts are all shown as having buildings on the east side of Coatsworth Cut. A jetty/dock (?) runs along this side of the cut and juts out into the lake to the south.	Harbour Commissioner's Map
1949	Map shows Coatsworth Cut clearly marked, and the Bay greatly reduced in size with in filled lands throughout. The southern boundary of the original Bay is now further south than previously. The Water Treatment plant is now shown on the southern edge of the Bay to the west of Coatsworth Cut (Figure 16). This map was used as part of the Figure 4 combined shoreline reconstruction map.	Department of National Defense Map
1950 on	Filling into the Lake continued, creating the Leslie Spit and separating the Toronto Harbour into inner and outer areas.	
1961	Secondary water treatment measures installed at Ashbridge's Bay.	
1965	Aerial Photograph shows Ashbridge's Bay filled in to almost current conditions. The Water Filtration Plant has expanded and further infilling has occurred to the south and east of the previous boundaries of the Bay (Figure 17). This aerial photograph was used as part of the Figure 4 combined shoreline reconstruction map.	Toronto Real Estate Board Aerial Photograph
1970s	Ashbridge's Bay Park constructed.	

2.3.3 Analysis of Historic Maps and Aerial Photographs

As noted above, a number of historic maps and aerial photographs have been examined for evidence of former land use, construction and shoreline infilling events. A selected group of segments of these maps are shown for the full block of the study area (**Figures 5 to 17**). The information from **Figures 12, 14, 16 & 17** has been combined in **Figure 14** to analyze the archaeological potential and site integrity of the study area. Note that the overlaid shoreline and extent of Ashbridge's Bay and Coatsworth Cut do not always agree exactly with one another due to scaling problems commonly found on historic maps.

The sole potential archaeological concern might have been in relation to the stone jetties constructed on either side of the Coatsworth Cut in 1893-1894 to make it permanent. However, an examination of **Figure 4**, shows that the 1894 shoreline lies north of the current study area. Furthermore, the 1893-1894 jetties as shown in **Figure 13** also lie to the north of the current study area, and within the modern extent of the Coatsworth Cut. As such, they are not of concern within the context of the current study.

3.0 SUMMARY and RECOMMENDATIONS

3.1 Summary of Findings

The area involved in the current Ashbridge's Bay/Coatsworth Cut Erosion Control Project has been subjected to a Stage 1 Archaeological Study. The study was carried out in August and September of 2009, and included a site viewing in mid September 2009.

No significant cultural occupations have been identified by the documentary and cartographic research, nor are there any known shipwrecks within the study area. Furthermore, no sites previously registered with the Archaeological Database of the Ontario Ministry of Culture lie within, or within a significant distance from the study area.

3.2 Recommendations

The following recommendations are made regarding further archaeological work on the property.

1. The area involved in the current Ashbridge's Bay/Coatsworth Cut Erosion Control Project entirely occupies an area of nineteenth and mid-twentieth Century infill. The infilling of this area on previous lake bed, the lack of any evidence of eighteenth or nineteenth Century structures in the historic record, and the lack of any known shipwrecks in the area determine that there is no archaeological potential present in the current study area. As a result, we recommend that the entire area be cleared of archaeological concerns.
2. Should any further alternatives be considered for the *Ashbridge's Bay/Coatsworth Cut Erosion Control Project* that fall outside the currently defined work area, an additional Stage 1 Archaeological Study must be completed in order to satisfy the Ontario Ministry of Culture's Requirements under the *Ontario Heritage Act*. This applies in particular to the stone jetties constructed in 1893-1894, remnants of which may still remain within the modern extent of the Coatsworth Cut.

3.2.1 Buried Archaeological Deposits

The Ontario Ministry of Culture requires that the following statements be included in every archaeological report (Archaeological Assessment Technical Guidelines 1993:12).

3. Should deeply buried archaeological remnants be found on the property during construction activities, the Ministry of Culture (MCL) should be notified immediately (416-314-7146).
4. In the event that human remains are encountered during construction, the proponent should immediately contact both MCL and the Registrar of the Cemeteries Regulation Unit of the Ministry of Government Services (416-326-8404).

4.0 REFERENCES

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Maps

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1814 *Plan of the Town and Harbour of York.*

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APPENDIX A:
Figures

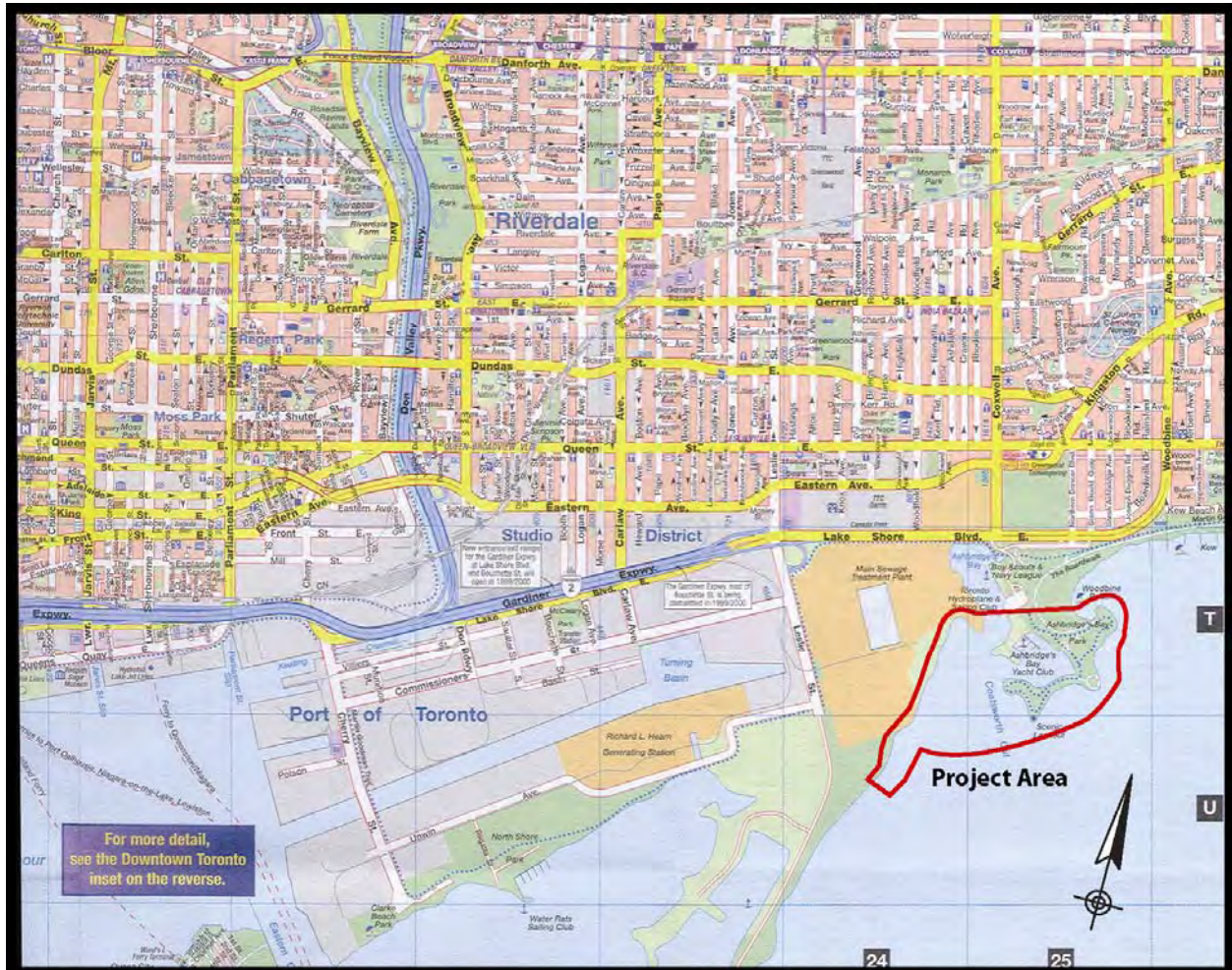


Figure 1: Location of Study Area

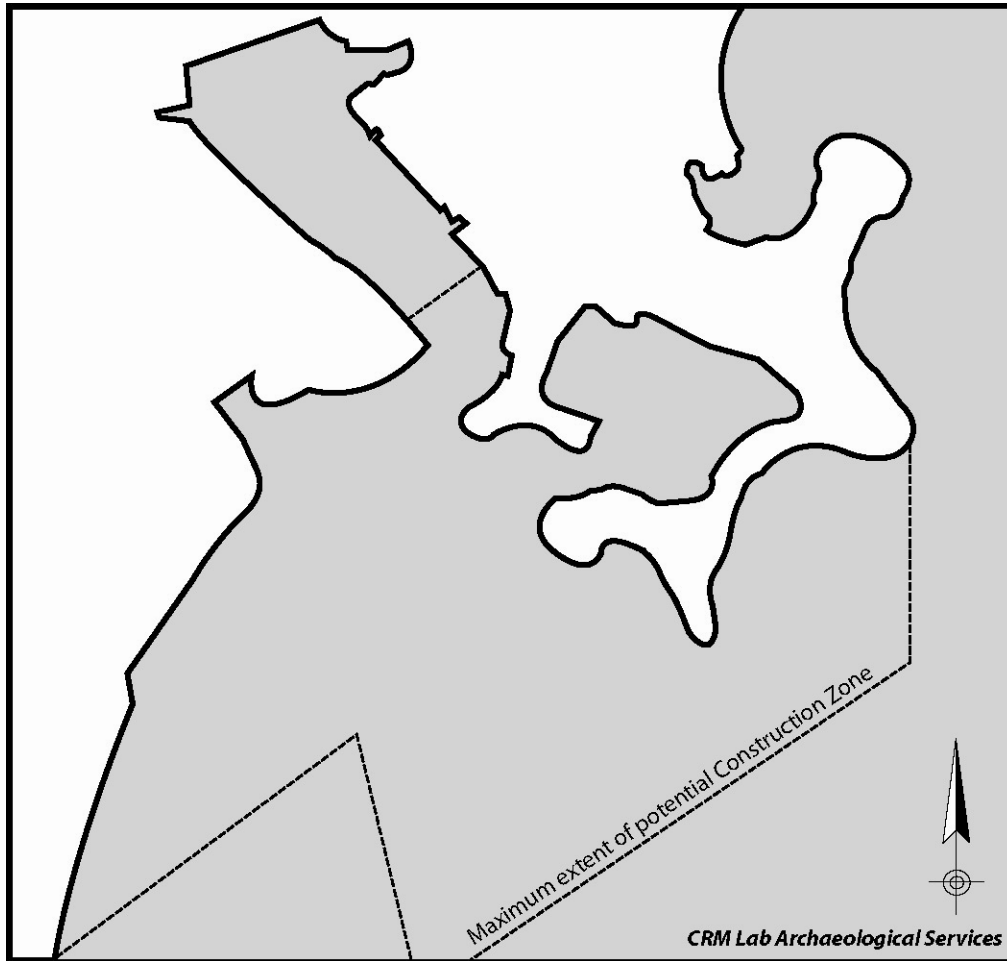


Figure 2: Project Plan Indicating the Maximum Extent of all Potential TRCA Alternatives within the Study Area



Figure 3A: Plan showing Alternative 1



Figure 3B: Plan showing Alternative 1A

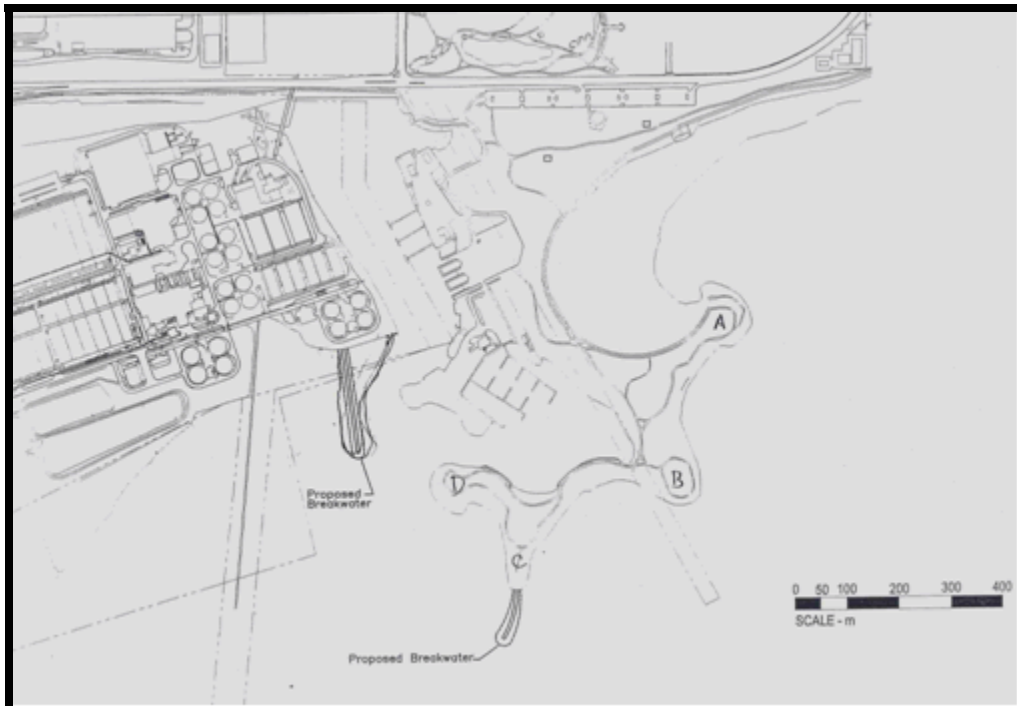


Figure 3C: Plan showing Alternative 2

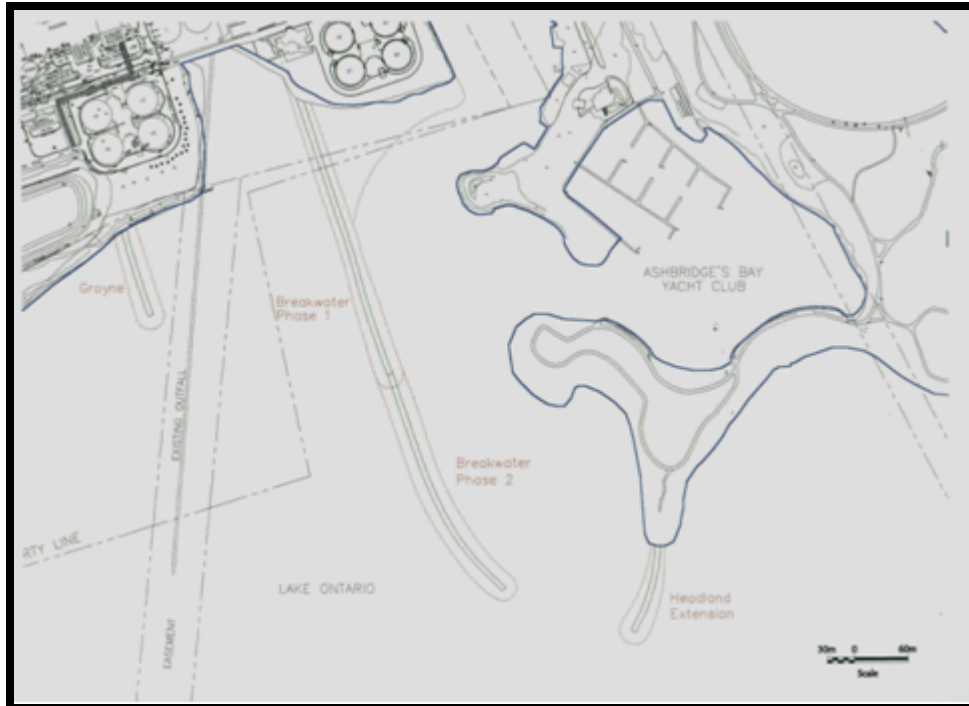


Figure 3D: Plan showing Alternative 2A

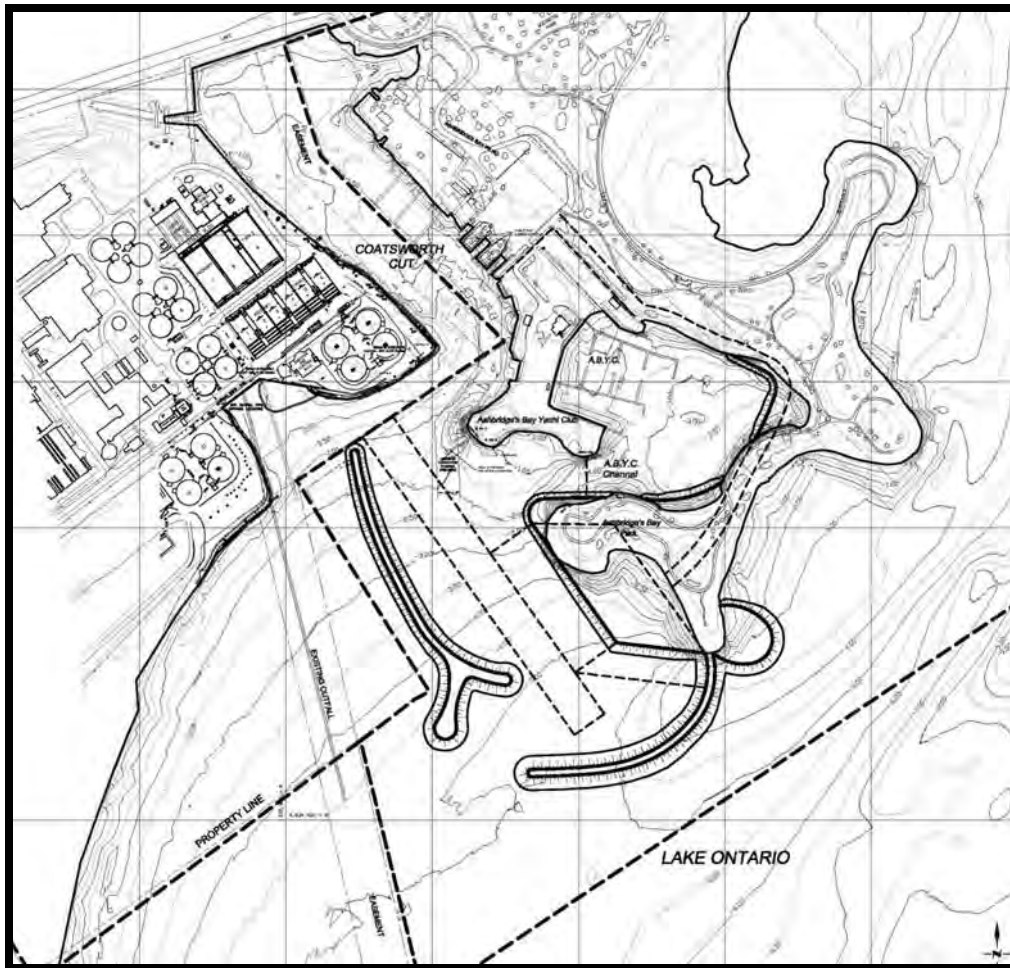


Figure 3E: Plan showing Alternative 2B

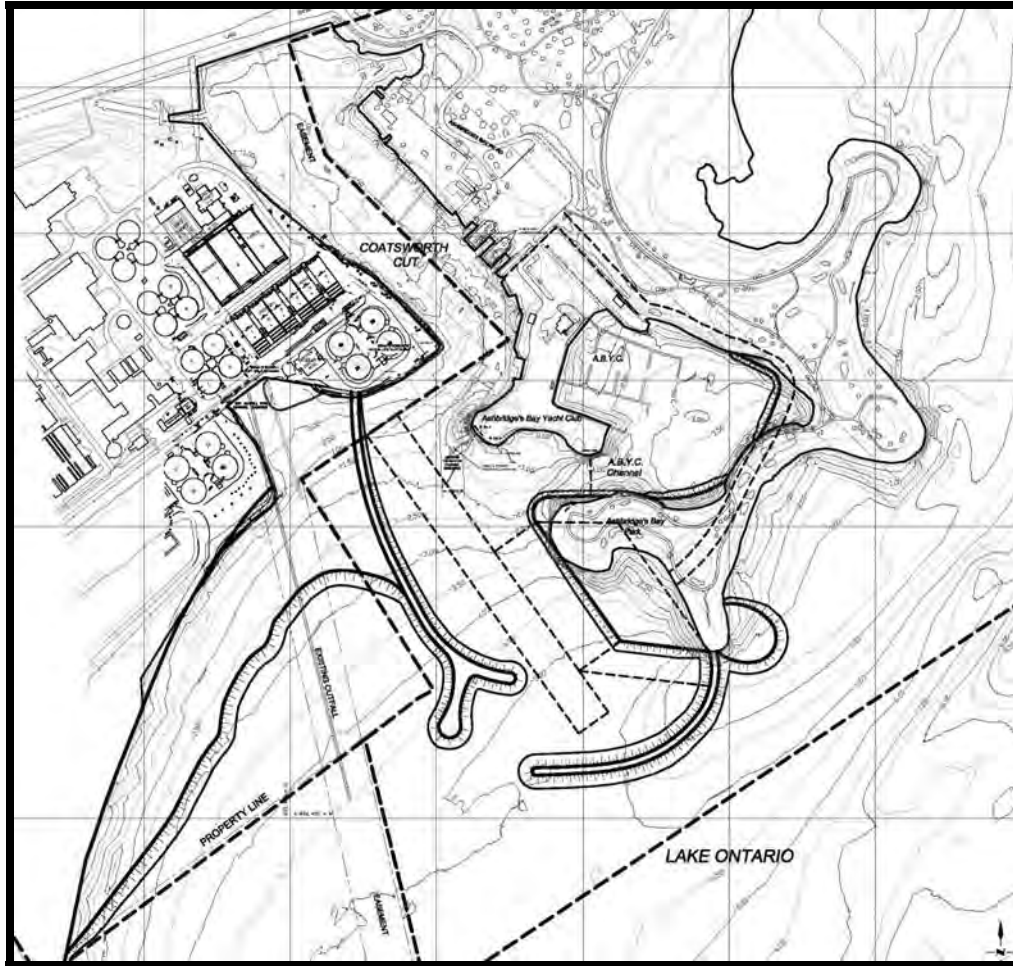


Figure 3F: Plan showing Alternative 2C

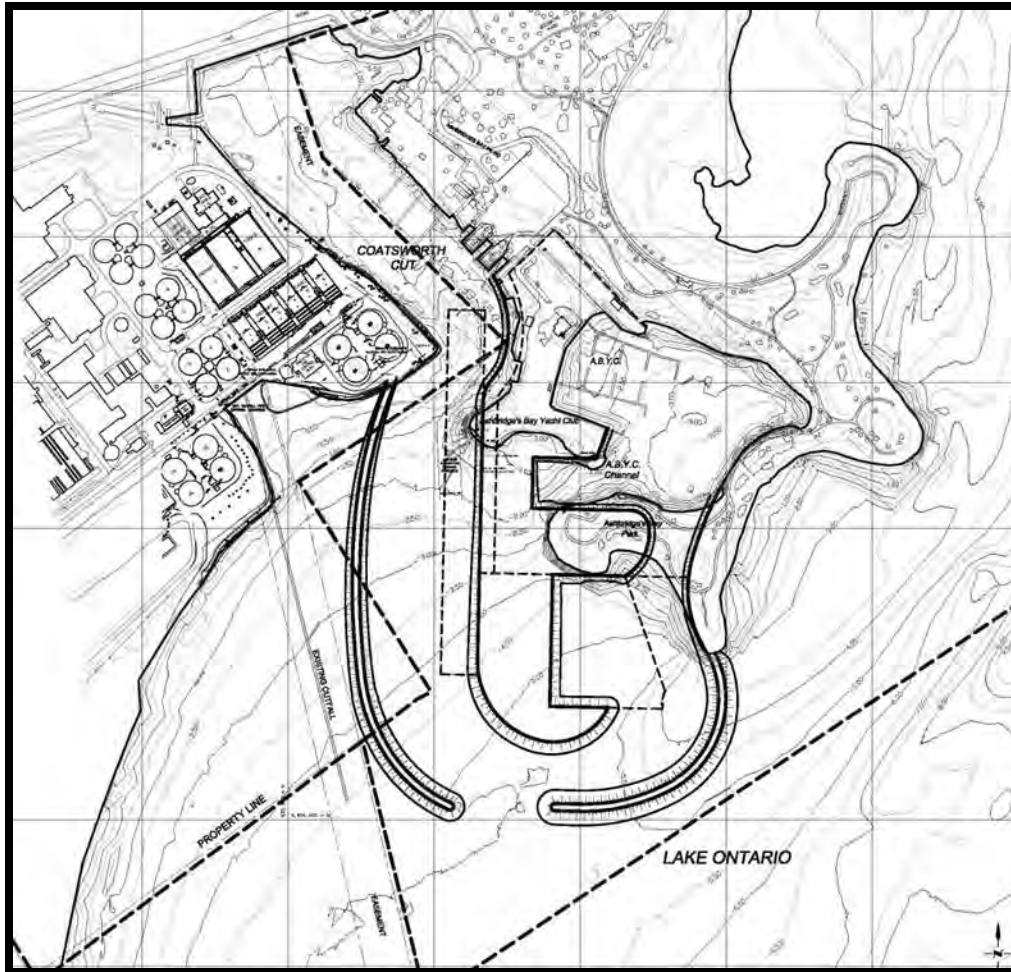


Figure 3G: Plan showing Alternative 2D



Figure 3H: Plan showing Alternative 3

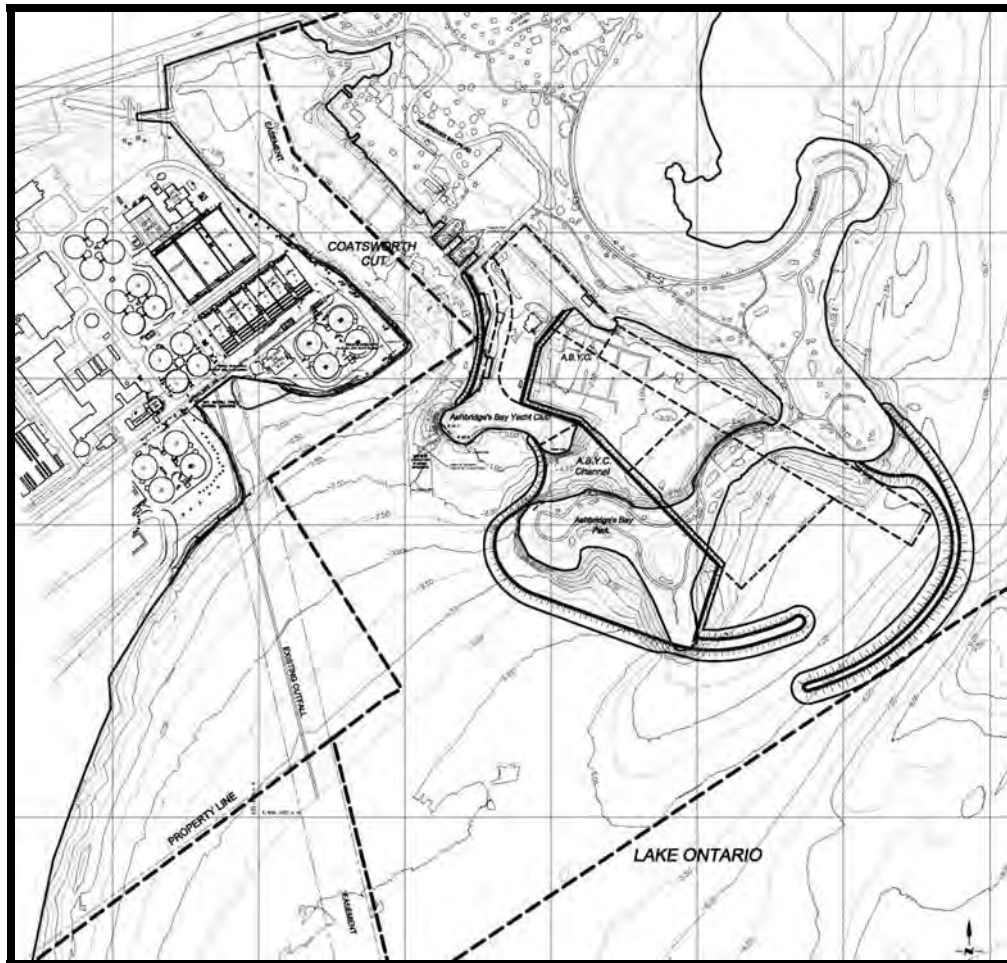


Figure 3I: Plan showing Alternative 3A



Figure 3J: Plan showing Alternative 4

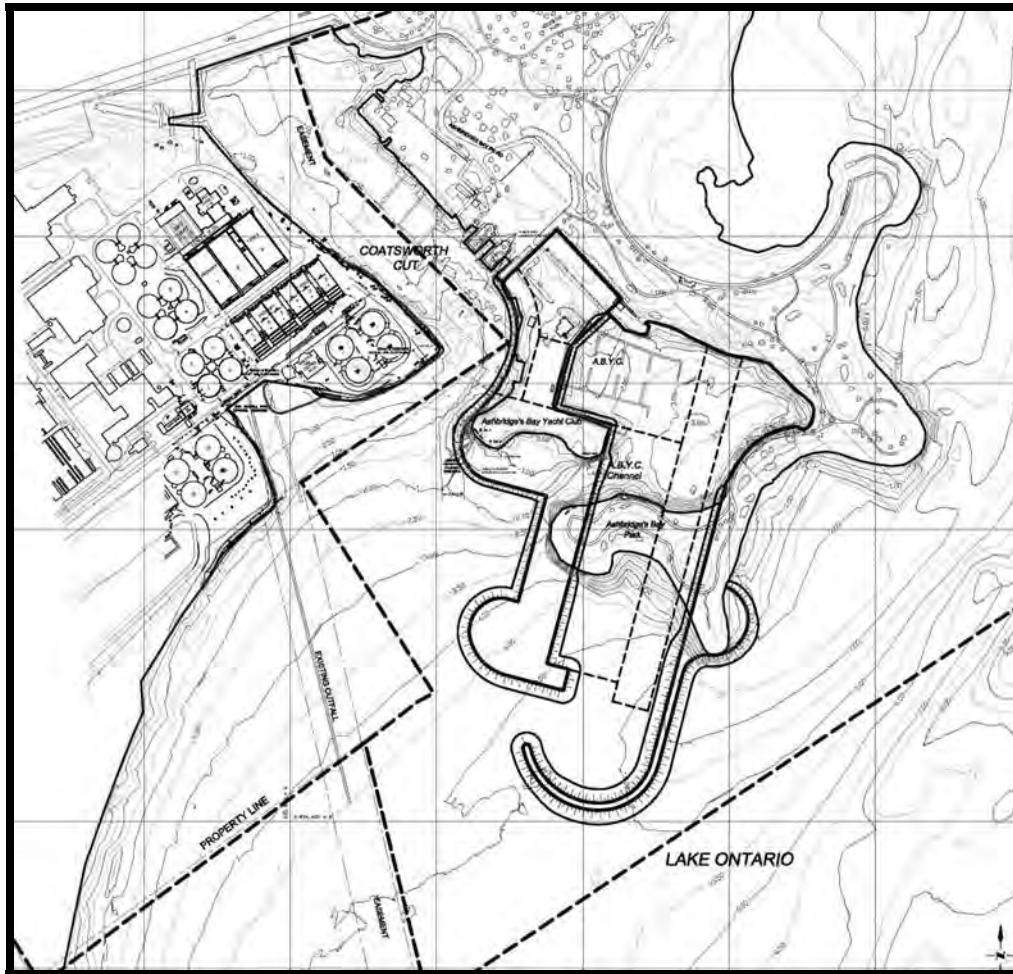


Figure 3K: Plan showing Alternative 5

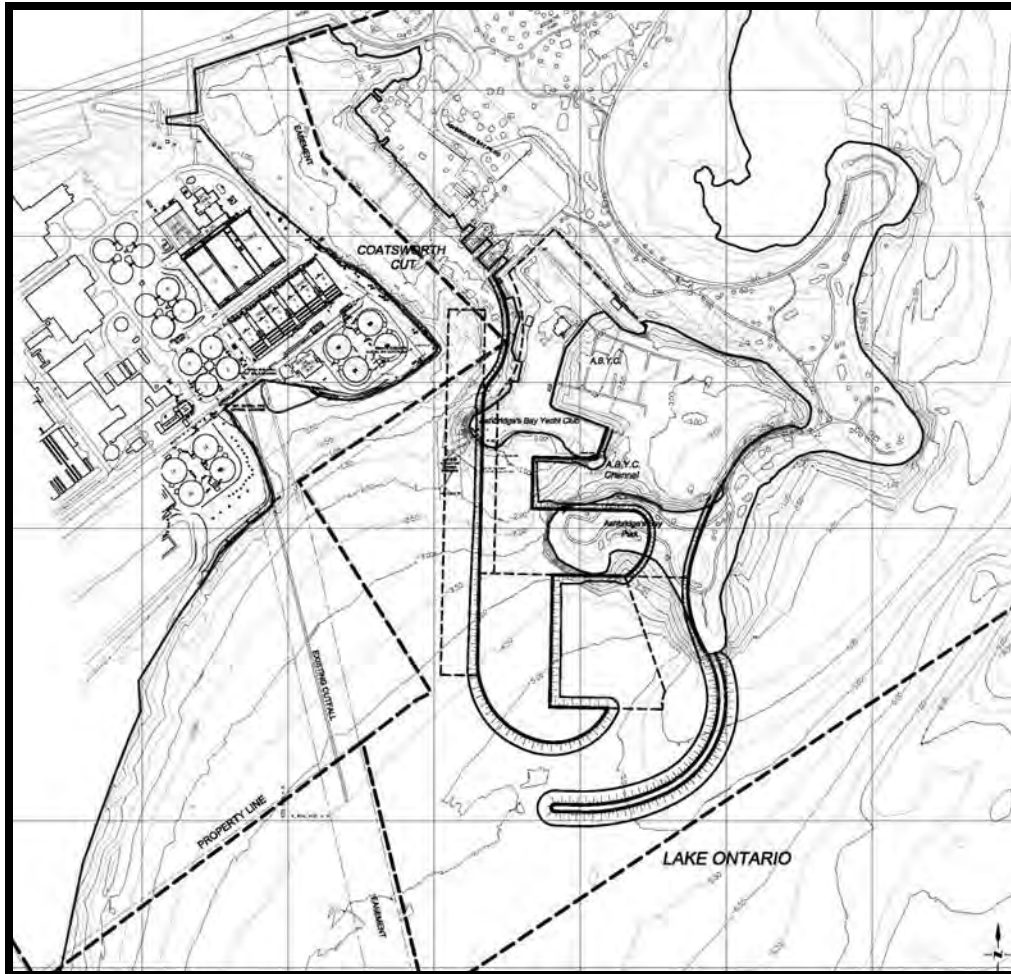


Figure 3L: Plan showing Alternative 5A

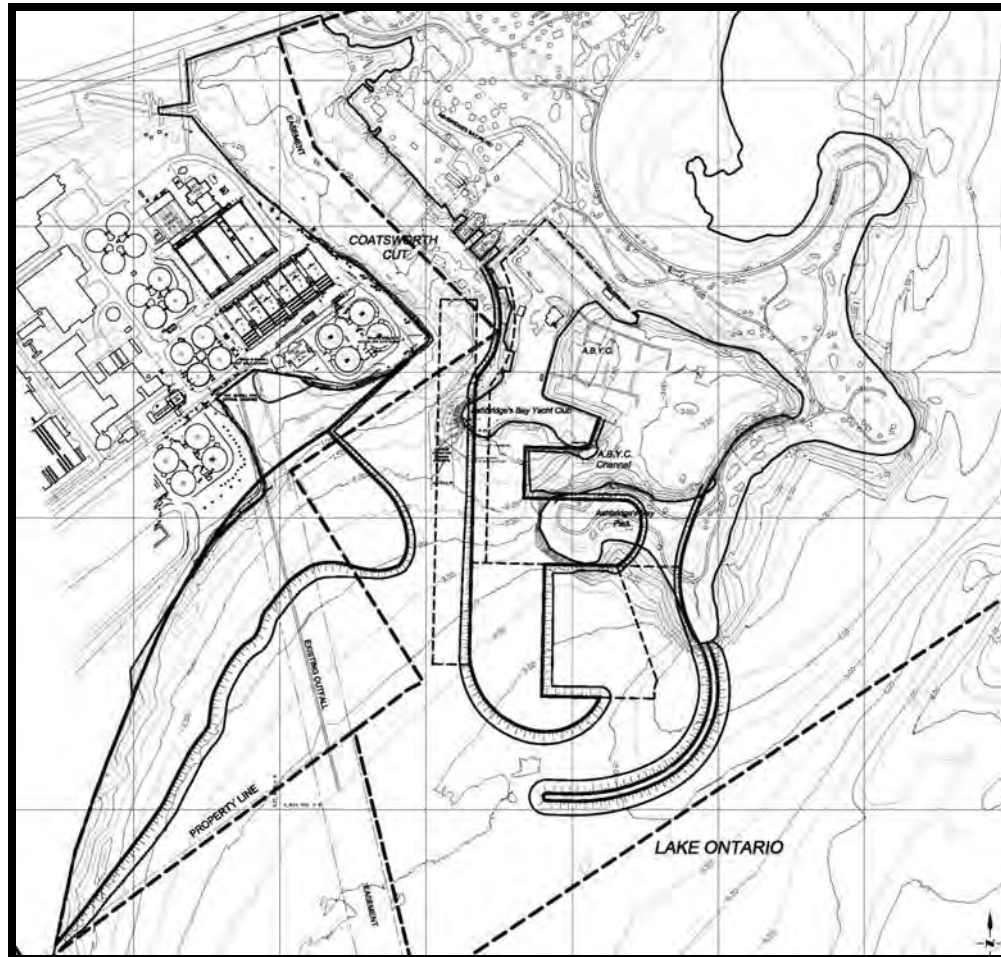


Figure 3M: Plan showing Alternative 5B

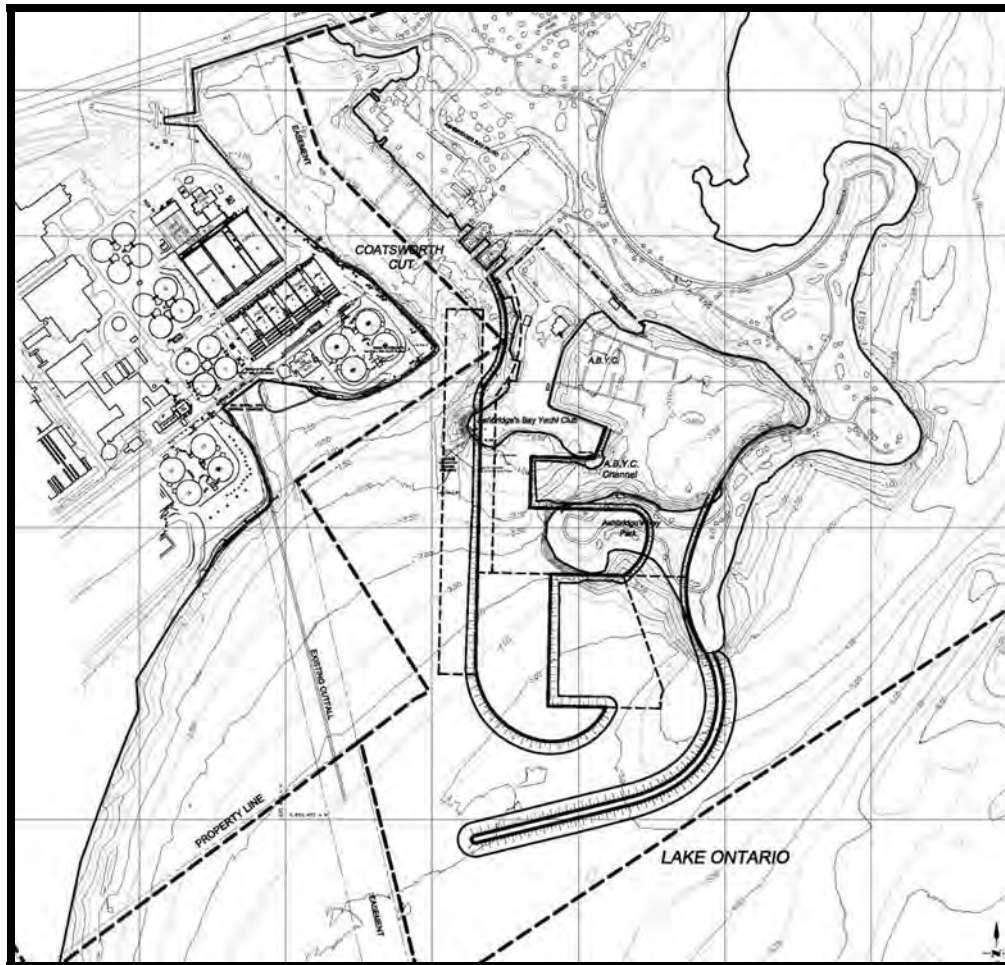


Figure 3N: Plan showing Alternative 5C

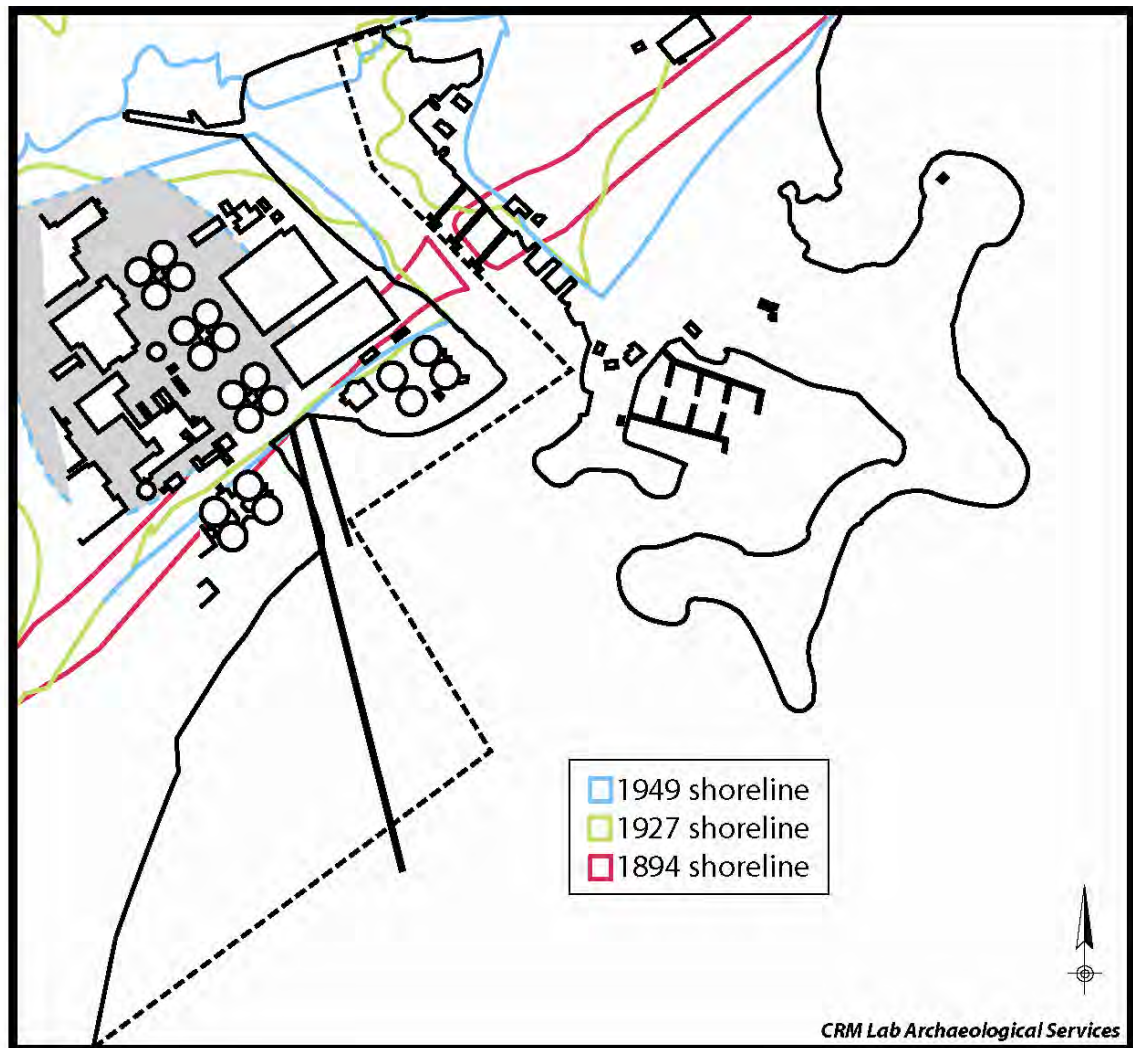


Figure 4: Combined Shoreline Reconstruction

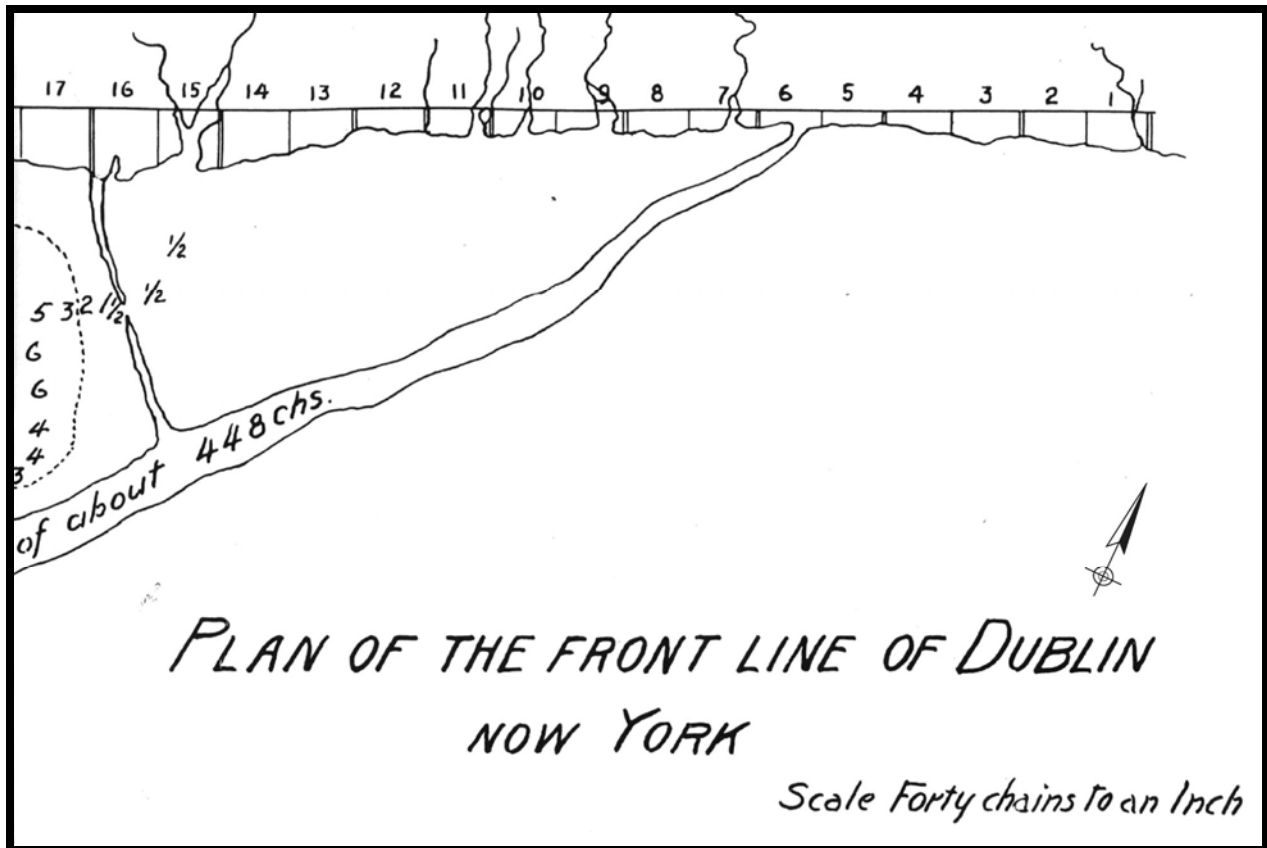


Figure 5: Segment of 1791 *Plan of the Front Line of Dublin, now York*

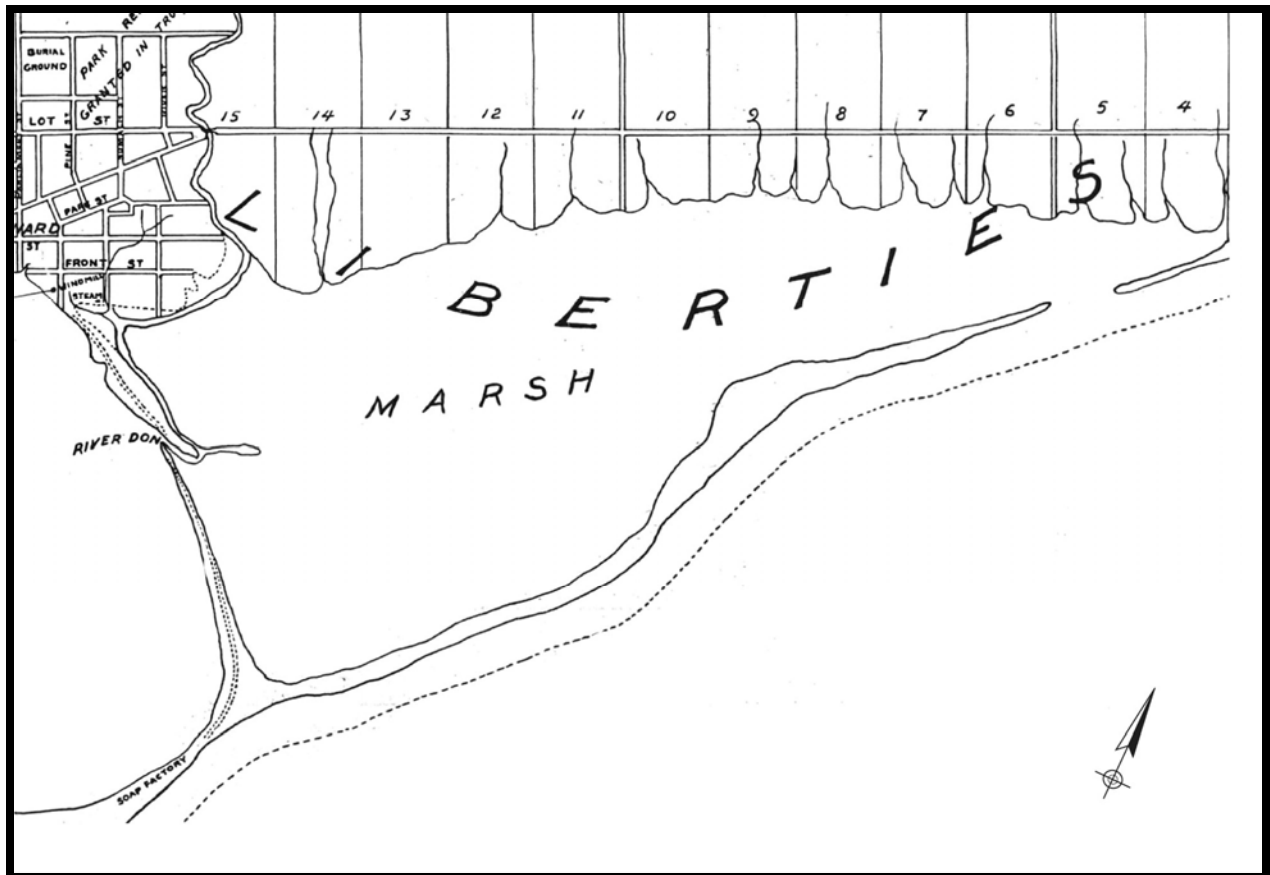


Figure 6: Segment of 1834 Chewett's Map

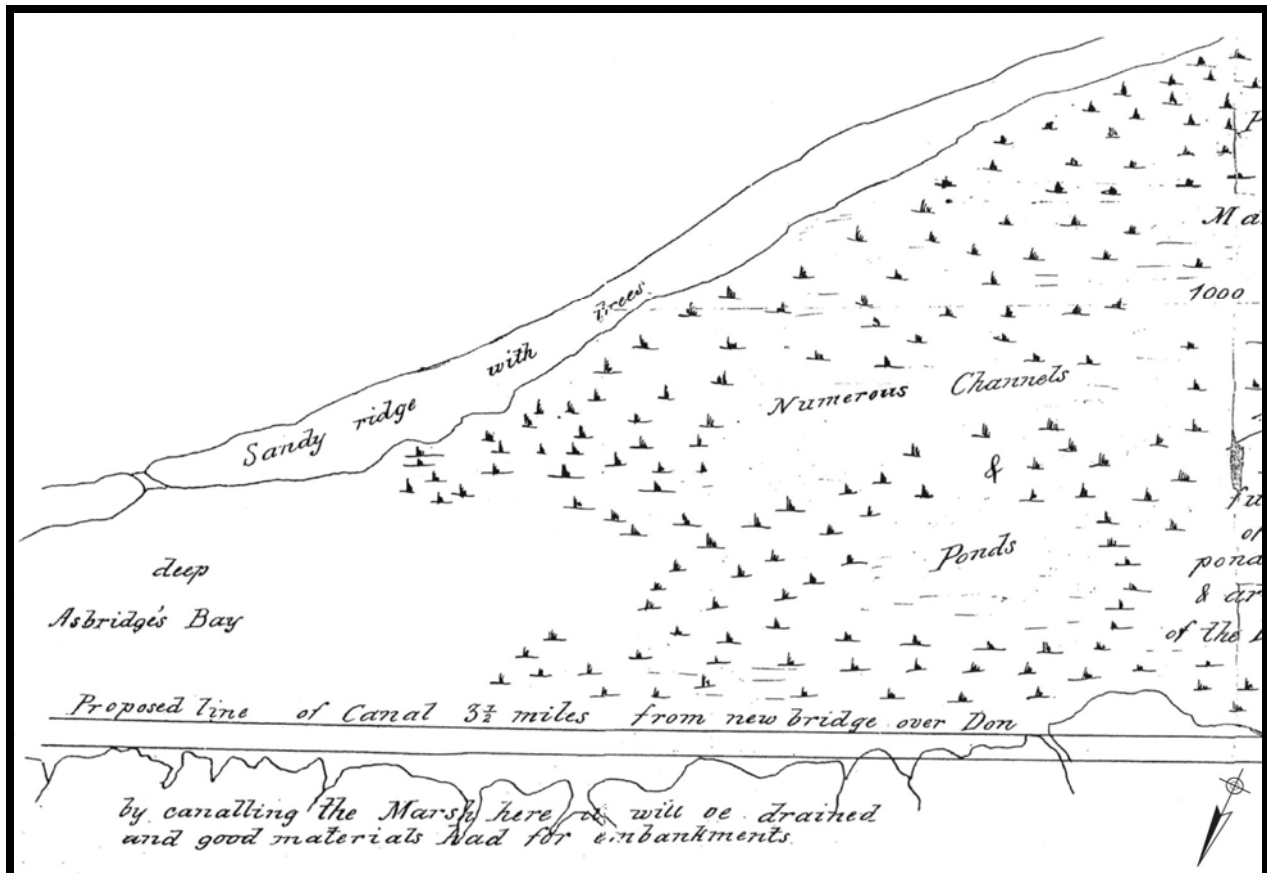


Figure 7: Segment of 1835 Sketch of the Harbour of Toronto (NB: north is reversed on this map)

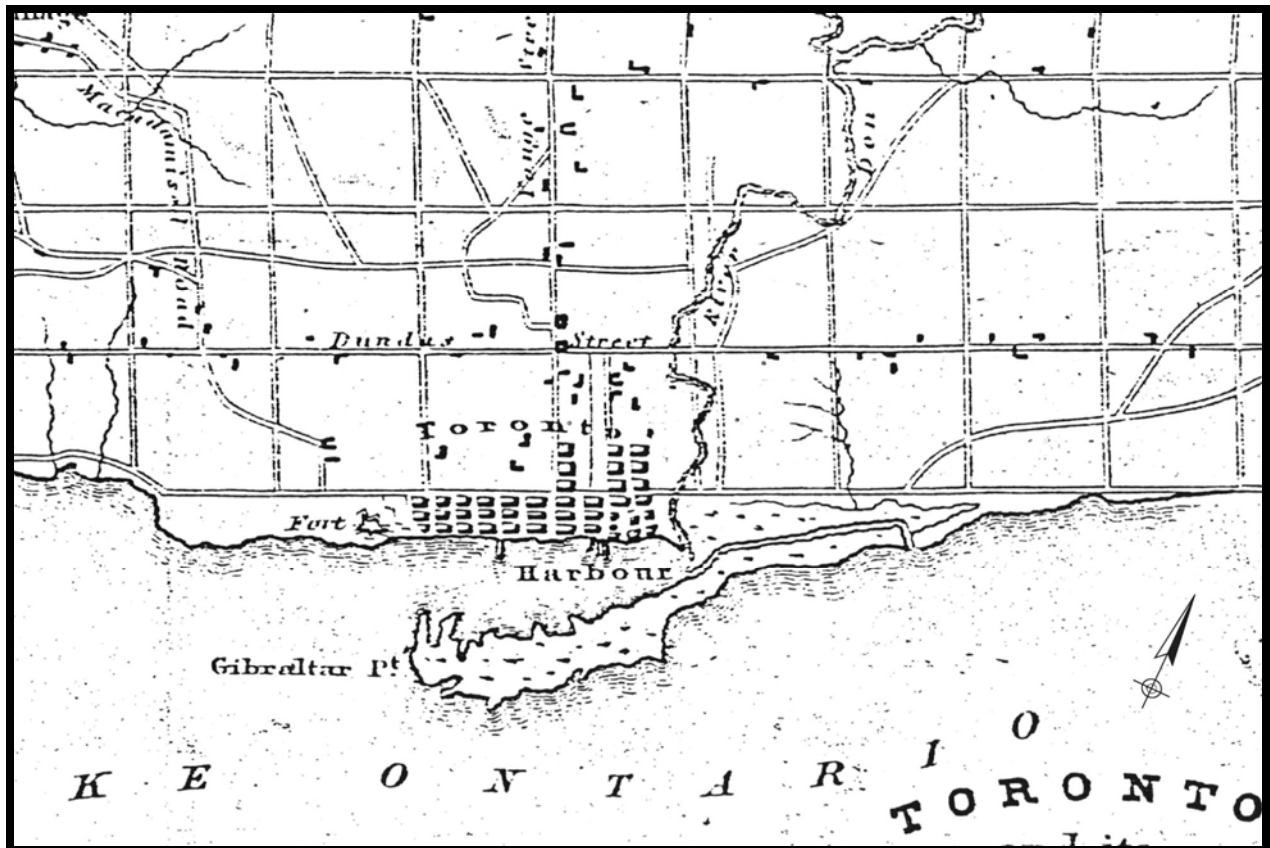


Figure 8: Segment of 1844 *Toronto and its Environs*

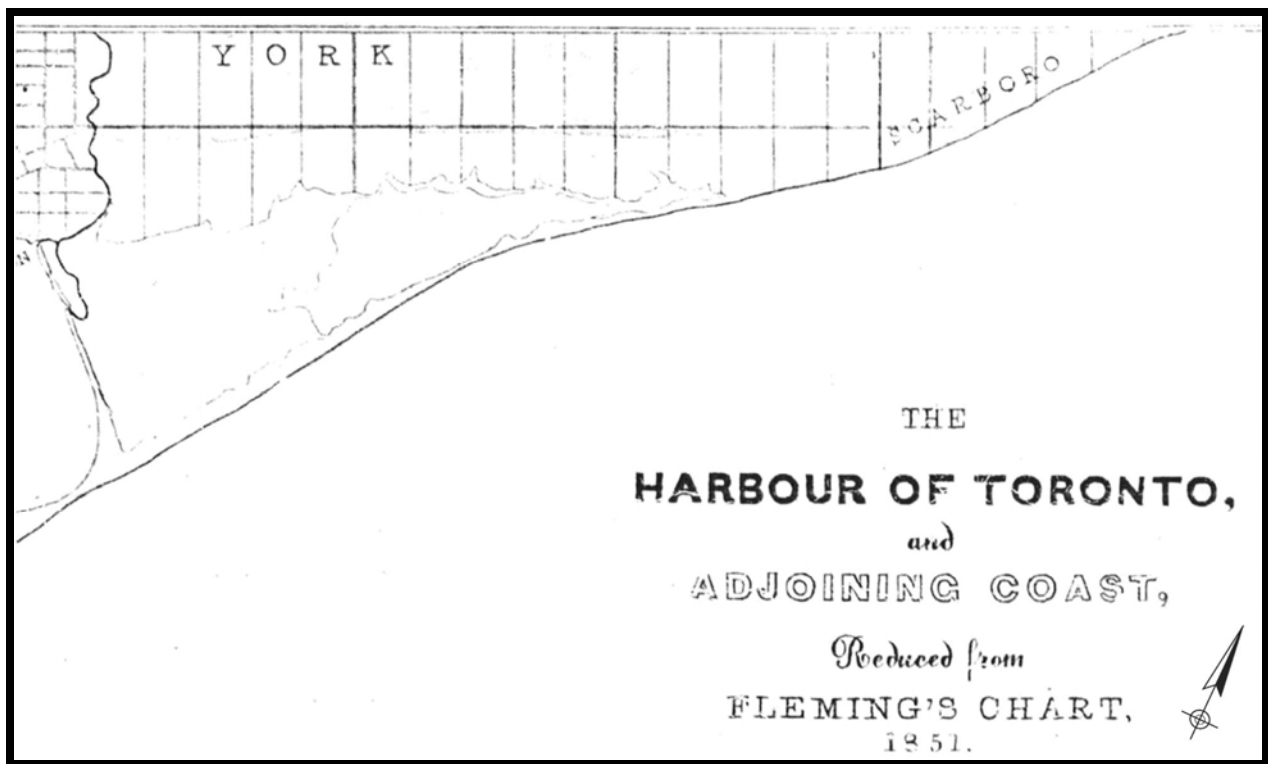


Figure 9: Segment of 1851 Harbour map reduced from Fleming's 1851 Map

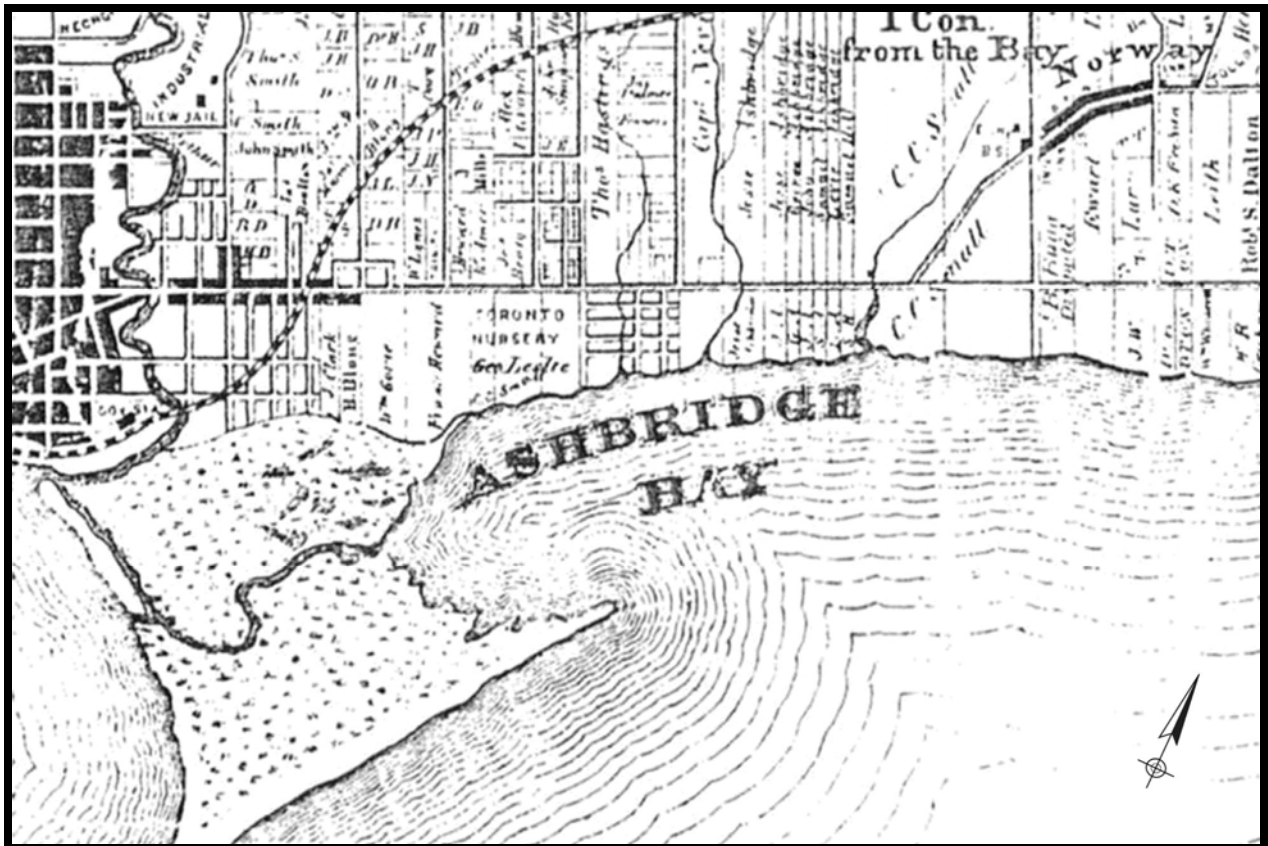


Figure 10: Segment of 1860 Tremaine Map

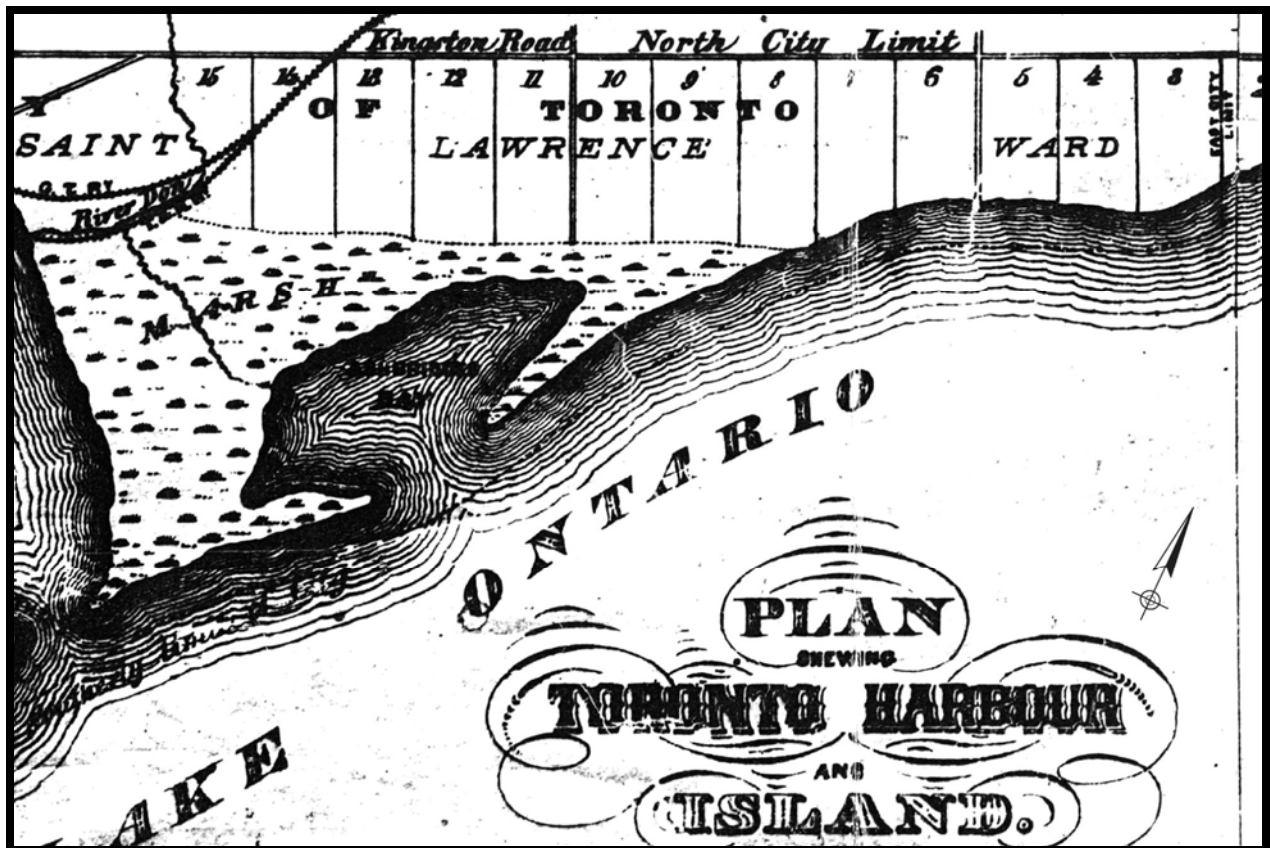


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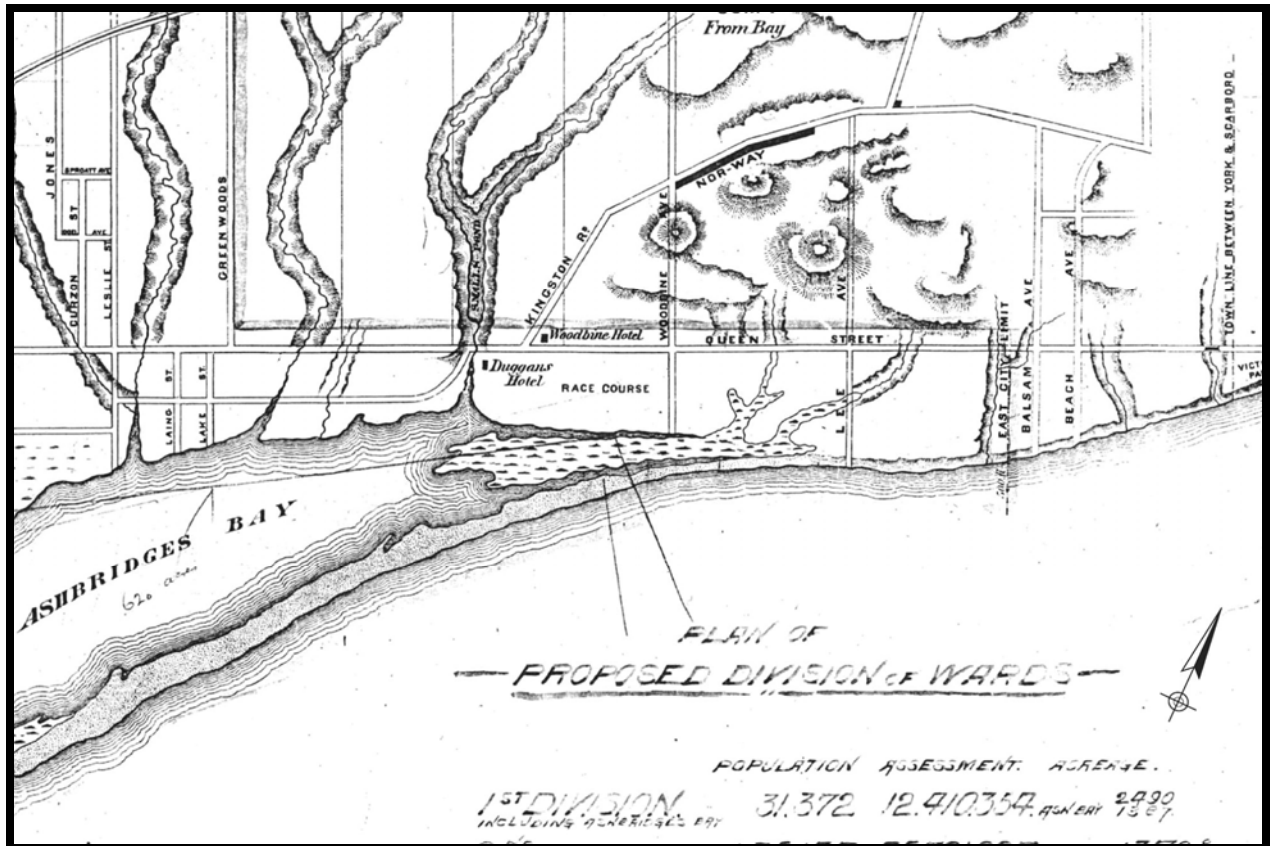


Figure 12: Segment of 1885 City Engineer's Office Map

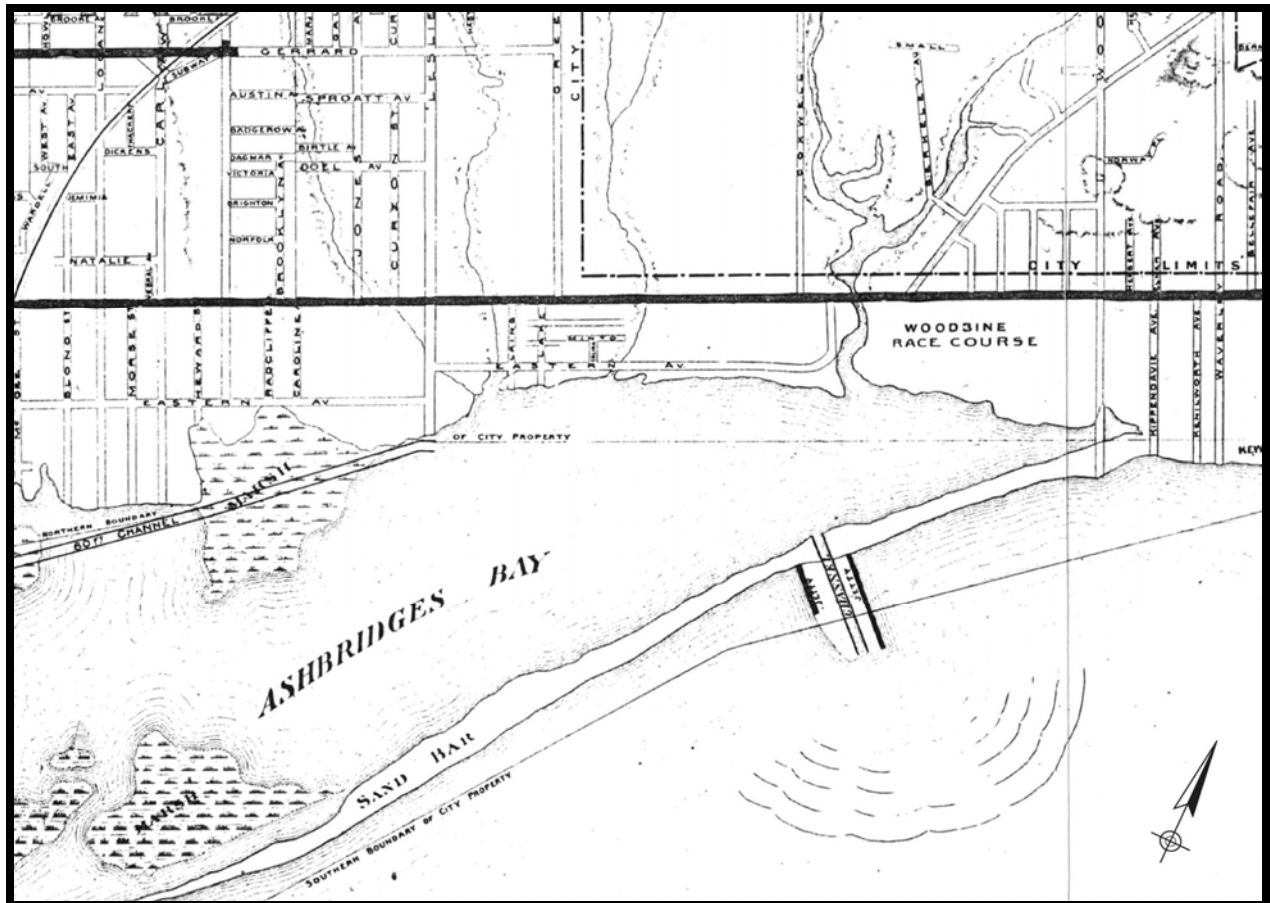


Figure 13: Segment of 1894 City Engineer's Office Map

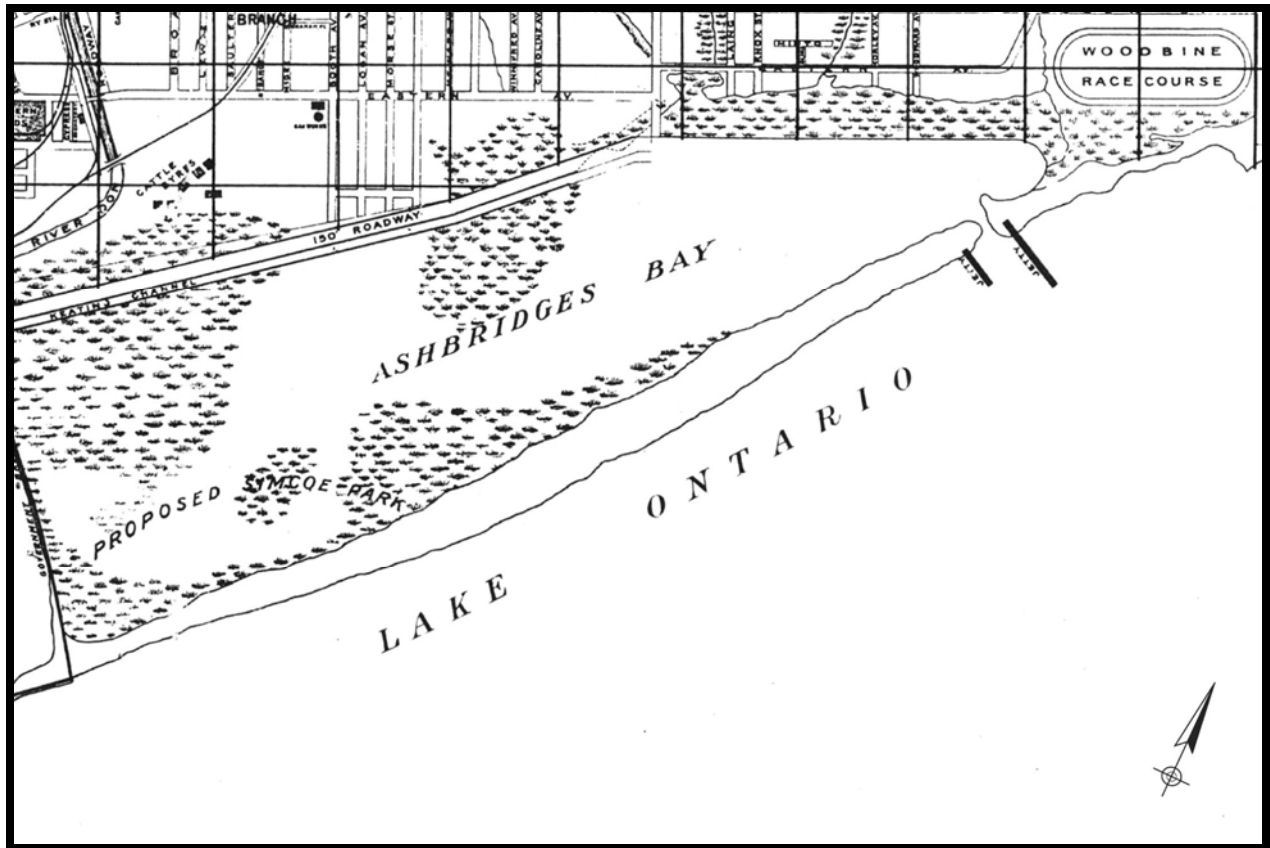


Figure 14: Segment of 1908 Canadian Bank of Commerce promotional map

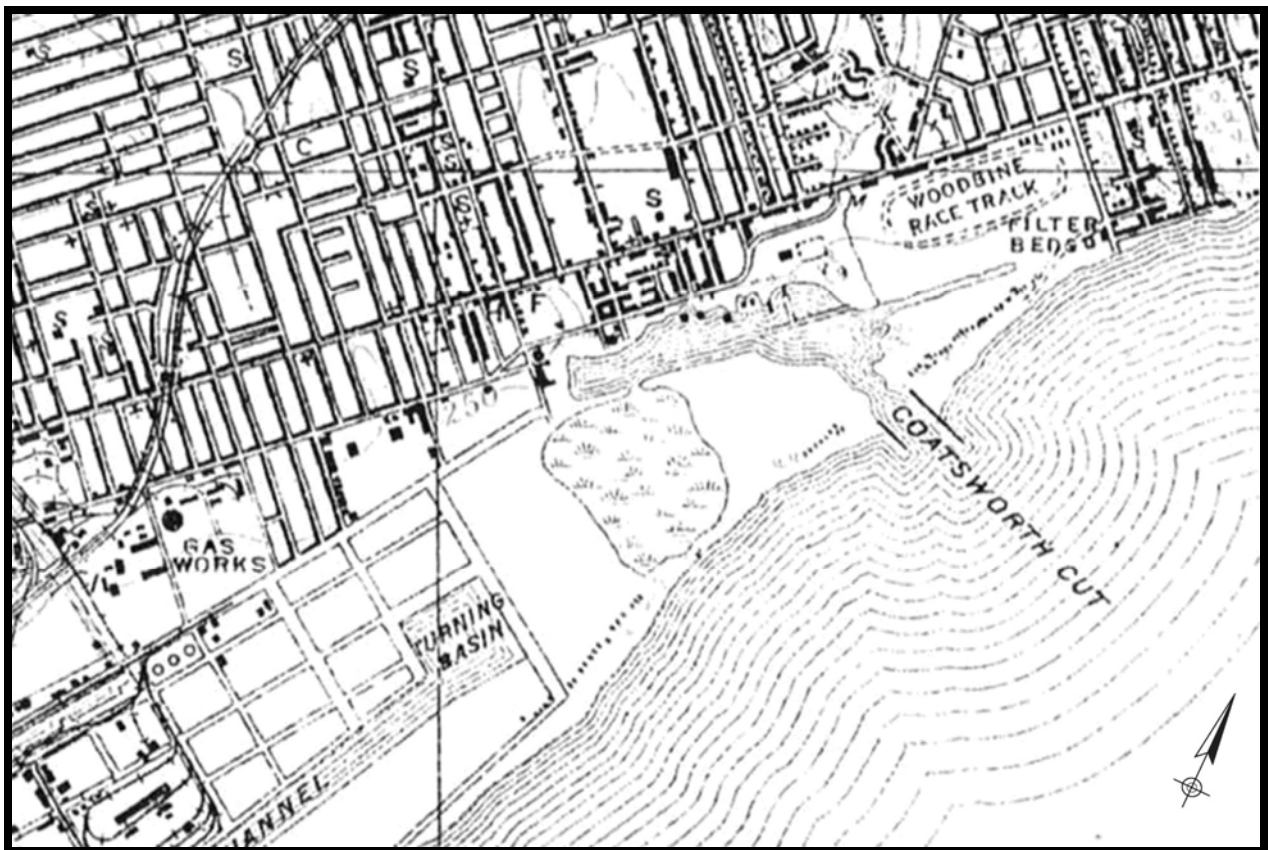


Figure 15: Segment of 1927 Department of National Defense Map

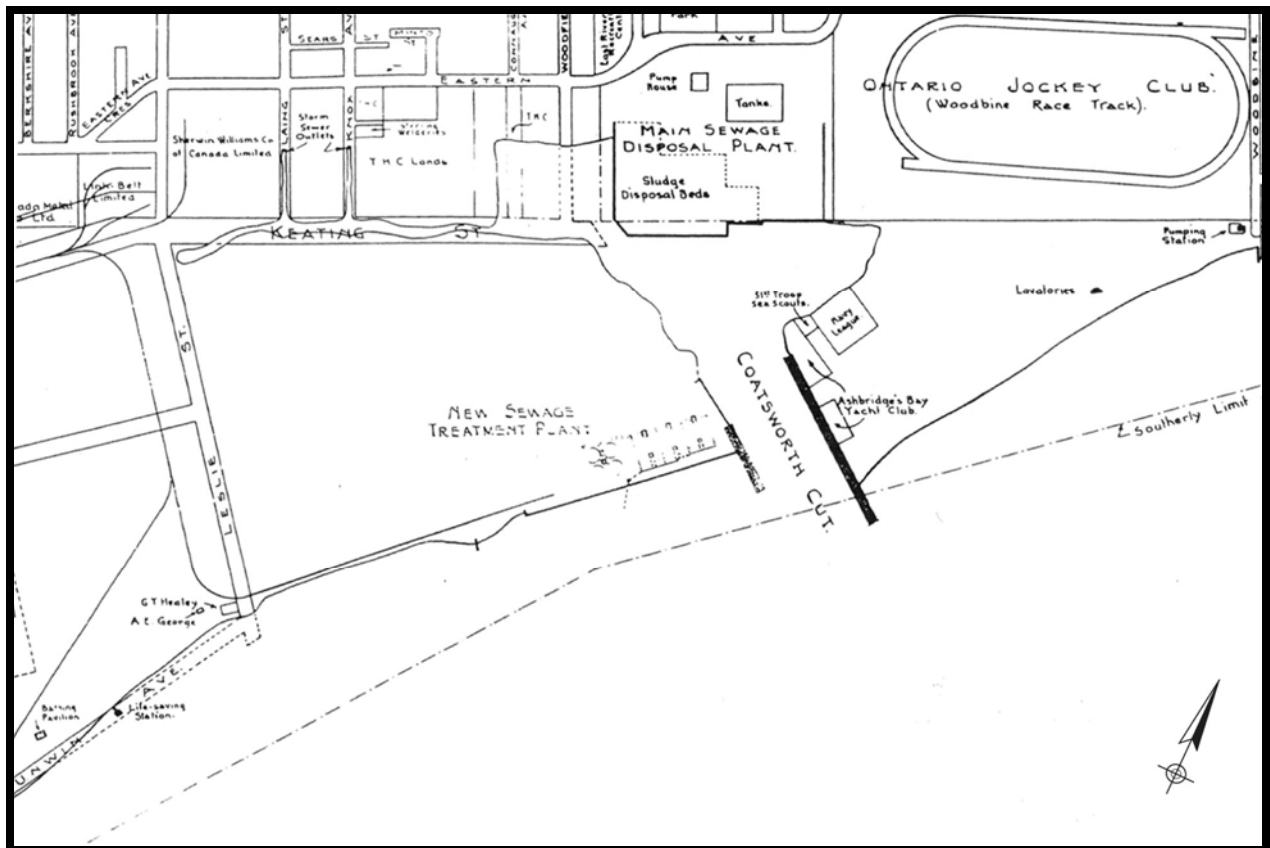


Figure 16: Segment of 1949 Department of National Defense Map



Figure 17: Segment of 1965 *Toronto Real Estate Board Aerial Photograph*

APPENDIX B:
Photographic Plates



Plate 1: Ashbridge's Bay Park General Site View 1



Plate 2: Ashbridge's Bay Park General Site View 2



Plate 3: Ashbridge's Bay Park General Site View 3



Plate 4: Ashbridge's Bay Park general site view 4



Plate 5: Ashbridge's Bay Park general site view 5



Plate 6: Ashbridge's Bay Park looking East towards Woodbine Beach



Plate 7: Coatsworth Cut looking Northeast



Plate 8: Coatsworth Cut looking Northwest



Plate 9: Coatsworth Cut looking South



Plate 10: Coatsworth Cut looking Southeast



Plate 11: Headland "B" looking Southwest

Appendix H

2. Entry into the Ontario Public Register of Archaeological Reports (Letter)

**Ministry of Tourism, Culture
And Sport**
Culture Programs Unit
Programs and Services Branch
Culture Division
401 Bay Street, Suite 1700
Toronto, ON, M7A 0A7
Telephone: 416/314-7132
Facsimile: 416/314-7175
Email : Jim.Sherratt@ontario.ca

**Ministère du Tourisme de la Culture
et du Sport**
Unité des programmes culturels
Direction des programmes et des services
Division de culture
401, rue Bay, Bureau 1700
Toronto, ON, M7A 0A7
Téléphone: 416/314-7132
Télécopieur: 416/314-7175
Email : Jim.Sherratt@ontario.ca



June 28, 2012

Claire Freisenhausen
CRM Lab
542 Huron Street, Toronto, Ontario
M5R 2R7

RE: Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "Ashbridge's Bay/Coatsworth Cut, Erosion Control Project, Toronto, Ontario," Dated October 15, 2009, Received by MTCS Toronto Office on October 19, 2009, MTCS Project Information Form Number P244-007-2009, MTCS RIMS Number 20CA063

Dear Ms. Freisenhausen:

This office has reviewed the above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18. This review has been carried out in order to determine whether the licensed professional consultant archaeologist has met the terms and conditions of their licence, that the licensee assessed the property and documented archaeological resources using a process that accords with the 1993 *Archaeological Assessment Technical Guidelines* set by the ministry, and that the archaeological fieldwork and report recommendations are consistent with the conservation, protection and preservation of the cultural heritage of Ontario.

This report was subjected to a review that focused specifically on concerns for archaeological resources and/or sites in relation to the outcomes and recommendations of the report. This focused review does not alter or affect your obligation as the licensee to ensure that all reports submitted meet the Ministry technical guidelines and terms and conditions of licence.

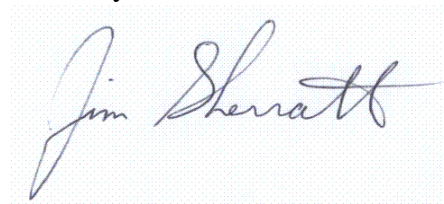
The report indicates that the subject property has low archaeological potential and, consequently, recommends that a Stage 2 assessment is not required.

Based on the information contained in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment is consistent with the ministry's 1993 *Archaeological Assessment Technical Guidelines* and the terms and conditions for archaeological licences. This report will be entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Given the above, this Ministry is satisfied that concerns for archaeological sites have been met for the area assessed as depicted by Figures 1 and 2 of the above titled report.

I trust this information is of assistance. Should you require any further information regarding this matter, please feel free to contact me.

Sincerely,

A handwritten signature in black ink on a light blue grid background. The signature reads "Jim Sherratt" in a cursive style.

Jim Sherratt
Archaeology Team Lead

c. Archaeology Licensing Office

*In no way will the Ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.

Appendix I

Technical Reports

1. Coastal Assessment of Alternatives
2. Ashbridges Bay-Coatsworth Cut Landform Study – Water Quality Response

Appendix I

Technical Reports

1. Coastal Assessment of Alternatives

FINAL REPORT
2014 08 22

**ASHBRIDGES BAY EROSION and SEDIMENT
CONTROL PROJECT**

COASTAL ASSESSMENT OF ALTERNATIVES

Toronto and Region Conservation Authority



prepared by

**Shoreplan
Engineering Limited**

August 2014

SHOREPLAN

Ashbridges Bay Erosion and Sediment Control Project Existing Conditions Report

Prepared for

Toronto and Region Conservation Authority

by

SHOREPLAN

SHOREPLAN ENGINEERING LIMITED

VERSION	DATE	STATUS	COMMENTS
01	2014-03-26	draft	issued for client review
02	2014-04-02	draft	issued for client review
03	2014-05-12	draft	issued for client review
04	2014-08-21	final	issued to client

This report was prepared by Shoreplan Engineering Limited for use by the Toronto and Region Conservation Authority. The material within reflects the judgment of Shoreplan based on the information available to it at the time of preparation. Any use of this report by Third Parties, including relying on decisions made because of this report, are the responsibility of the Third Parties. Shoreplan Engineering Limited is not responsible for any damages suffered by any Third Party as a result of decisions made, or actions based, on this report.

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1.0 INTRODUCTION

This is the second coastal engineering report prepared by Shoreplan Engineering Limited for the Toronto Region Conservation Authority (TRCA) under a contract for the completion of coastal components of the Ashbridges Bay Erosion and Sediment Control Project. The first report, entitled Existing Conditions Report, was completed in December 2013. It described the existing coastal conditions at the site and laid the groundwork for the generation and assessment of alternatives considered in the environmental assessment. It is recommended that the report is reviewed by the reader prior to reading this report.

The site is located along the shore of Lake Ontario east of Tommy Thompson Park (TTP) and between the Ashbridges Bay Wastewater Treatment Plant (ABTP) and Ashbridges Bay Park. The site location plan is provided on Figure 1.1 and a site plan on Figure 1.2. A detailed description of the existing site and coastal conditions are provided in previous report.

This report is divided into three chapters. The first is this introduction. The second chapter discusses the development of various alternatives and their assessment. The third chapter describes in further detail the preferred alternative and gives a detailed assessment of the costs, implementation options and future maintenance and monitoring recommendations. Tables are imbedded within the text. Figures are presented at the end of their respective chapters.

Figure 1.1 Location Plan

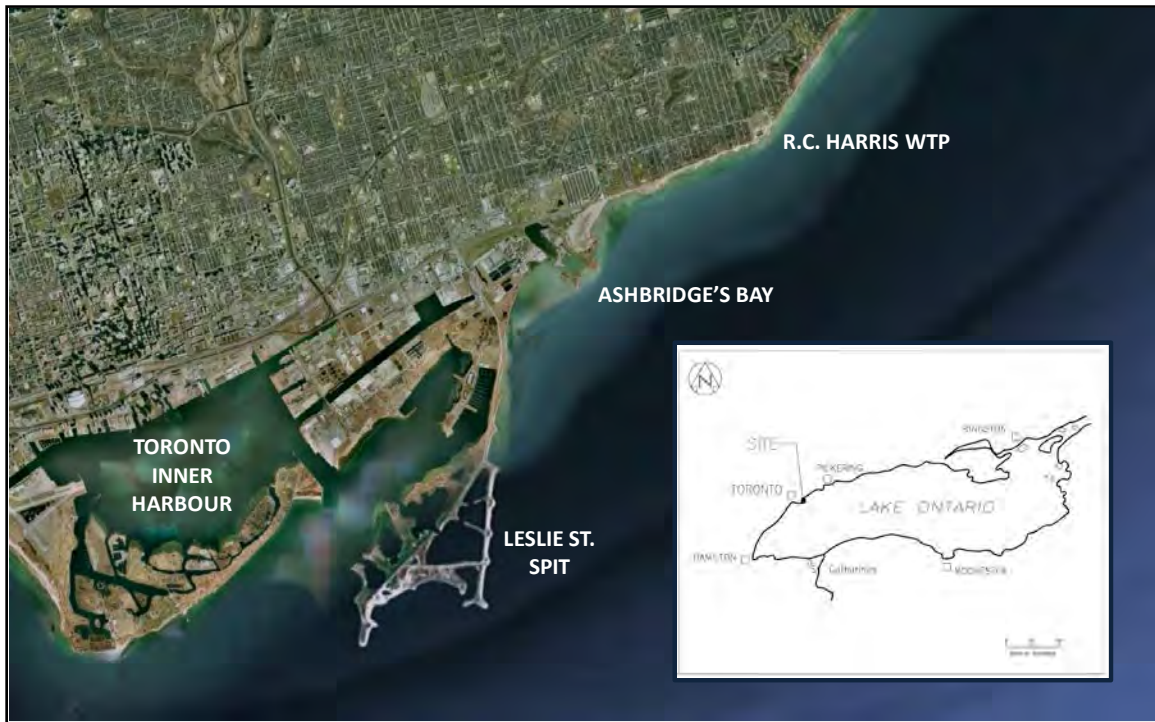


Figure 1.2 Site Plan



2.0 DEVELOPMENT AND ASSESSMENT OF ALTERNATIVES

2.1 Development of Alternatives

The alternative designs originally developed in the 2009 Environmental Assessment (EA) process were initially screened to reflect the refined EA scope. These concepts carried forward included Alternative 1, Alternative 1A, Alternative 2, and Alternative 2A. Schematics of these alternatives are provided on Figure 2.1. Alternatives 1 and 2 were then subsequently screened out due to their ineffectiveness and incompatibility with the approved City of Toronto projects. Further details regarding the screening process are provided in the class environmental assessment report.

The remaining alternatives 1A and 2A were refined to create concepts compatible with the approved City of Toronto projects and an additional alternative, a variation of Alternative 1A, was developed. These three alternatives were then taken forward for assessment. The three alternatives are referred to as Alternatives 1 to 3 (2013). Plans of these alternatives are presented on Figures 2.2 to 2.4. All of the alternatives are similar in one aspect and that is the location of the new entrance to the enclosed and semi sheltered body of water that fronts the Coatsworth Cut and the Ashbridges Bay Yacht Club (ABYC). The opening is at approximately the -4 m contour and is approximately 140 meters wide. The main differences in the alternatives are the locations of the breakwaters relative to the location of the seawall gates of the ABTP release. These gates are used when inflow to the plant exceeds the capacity of the plant and an emergency release is required. Further details of the operations of these gates are provided in the class environmental assessment report.

Alternative 1 (2013) originates from Alternative 1A of the 2010 assessment. The alternative consists of two breakwaters that extend out from Headland C of Ashbridges Bay Park and from the ABTP lands west of the seawall gates. The east breakwater that extends from Headland C is approximately 100 m long. The west breakwater that extends from the ABTP lands is approximately 625 m long. The breakwaters create a semi-sheltered water area of approximately 16 hectares. Approximately 2.2 hectares of the treatment wetland needed to be reconfigured to the west of the west breakwater. The shoreline between the west breakwater and Tommy Thompson Park is approximately 850 meters long. Approximately one half of the shore is proposed to be stabilized with a cobble beach anchored between two small headlands and the remainder protected with an armour stone revetment.

Alternative 2 (2013) originates from Alternative 1A of the 2010 assessment. It is similar to Alternative 1 (2013), but in addition to the two breakwaters of that alternative, it incorporates a third breakwater that extends south from the ABTP lands on the east side of the seawall gates. The east breakwater that extends from Headland C is identical to that of Alternative 1 (2013). It is approximately 100 m long. The west breakwater has a similar alignment to that in Alternative 1 and is approximately 625 m long. The central breakwater extends south in a gentle curve and is approximately 200 m long and is expected to have a low crest. The treatment of the shoreline area west of the west breakwater is same as described above for Alternative 1

Alternative 3 (2013) originates from Alternative 2A of the 2010 assessment. The alternative consists of two breakwaters that extend out from Headland C of Ashbridges Bay Park and from the ABTP lands east of the seawall gates. The east breakwater that extends from Headland C is identical to that of Alternatives 1 and 2 and is approximately 100 m long. The west breakwater that extends from the ABTP lands on the east side of the seawall gates is approximately 650 m long. This alternative also includes a secondary west breakwater that creates a channel for the ABTP seawall gate discharge. This breakwater extends south from the west side of the seawall

gates and creates a channel approximately 40 meters or more wide. The secondary west breakwater is approximately 450 m long. The breakwaters create a semi-sheltered water area of approximately 12 hectares. Approximately 2.6 hectares of the treatment wetland concept needed to be reconfigured to the west of the west breakwater. The shoreline between the west breakwater and Tommy Thompson Park is approximately 820 meters long. Approximately one half of the shore is proposed to be stabilized with a cobble beach anchored between two small headlands and the remainder protected with an armour stone revetment.

2.2 Coastal Analysis

A coastal analysis was carried out to determine design wave conditions for Alternatives 1, 2 and 3, described in Section 2.1, and to determine the potential impacts of those alternatives on nearshore sediment transport processes in Ashbridge's Bay. The analysis was completed using the CMS numerical model described in Shoreplan (2013).

2.2.1 Design Wave Condition

Design wave conditions were determined by transferring the 100-year deep-water wave condition in to the site at the 100-year water level. Shoreplan (2013) noted that the 100-year water level is 75.7m IGLD85 and the 100-year wave condition is an easterly wave with a significant wave height of 5.7 metres and a peak wave period of 10.5 seconds. Figure 2.5 shows nearshore wave height contours and vectors under existing conditions and for Alternatives 1, 2 and 3.

2.2.2 Impact on Nearshore Sediment Transport

Potential sediment transport impacts were assessed using the Coastal Modeling System (CMS) numerical model, which is the same model used for the existing conditions analysis presented in Shoreplan (2013). Analyses were carried out for two sets of input conditions: a representative major storm event; and conditions which occurred between two bathymetric surveys. Each of those sets of analyses are described below.

2009 – 2012 Conditions

Shoreplan (2013) describes nearshore bathymetric surveys completed in 2009 and 2012. Figure 2.6 is a contour plot of the lakebed elevation changes that occurred between the two surveys. Measured wind and water level data plus hindcast wave data from the period between the two surveys were combined for use in the CMS model. In order to produce manageable computer run times the input data set was "reduced" by first calculating 6-hour mean conditions then excluding all instances when the nearshore wave height was less than 0.5m high. The resulting data set was modeled as if it was hourly data, not 6-hourly data, but a 6-times morphologic acceleration factor was applied as a correction. Figures 2.7 shows the wave and water level conditions included in the 2009-2012 input data set.

Figure 2.8 shows the lakebed elevation changes predicted by CMS using the 2009-2012 input data set and starting with the 2009 surveyed bathymetry. By comparing Figure 2.8 to Figure 2.6 it can be seen that the model does an acceptable job of reproducing the major morphologic changes that occurred between 2009 and 2012. It shows growth in the bypassing shoal extending off Headland C, deposition offshore of Headlands A and B, and deposition within Coatsworth Cut. The CMS results show more deposition in Coatsworth Cut than can be seen from the survey comparison because the model does not consider the dredged material removed from Coatsworth Cut. The Coatsworth Cut dredging is described in Shoreplan (2013).

Figures 2.9 to 2.11 show the predicted lakebed elevation changes that would have occurred between 2009 and 2012 if Alternatives 1 to 3, respectively, had been in place. These figures show that each of the alternatives would have significantly reduced the sedimentation that occurs within Coatsworth Cut and the ABYC entrance. Growth of the bypassing shoal that extends off Hardpoint C is halted, although there is an increase in deposition on the east side of the hardpoint extension. It can also be seen that there is little difference between the three alternatives in their impact on the sediment transport patterns.

Representative Storm Event

Additional sediment transport modeling was carried out using the “typical” storm event identified in Shoreplan (2013) to represent conditions during a major storm event. It was selected following a detailed examination of the 40-year hindcast wave data. That representative event, which is depicted in Figure 2.12, has a deep-water significant wave height of 4.4 metres at the peak of the storm. From the extreme value analysis presented in Shoreplan (2013) it can be seen that this storm event has an expected return-period in the order of once in ten years. In comparison, the highest wave height from the 2009-2012 data (3.4 metres) can be expected to occur annually.

Figure 2.13 shows the predicted lakebed elevation changes associated with the representative storm event that occurs under existing conditions and average water levels. Figure 2.14 shows the predicted lakebed elevation changes for the same storm conditions, but also includes the influence of flow from the treatment plant overflow gates. From AECOM (2013) it was determined that the overflow event would be considered to have a flow rate of 2,300 MLD, which corresponds to a flow of 26.6 m³/s. That rate is based on a high flow event occurring under the proposed new overflow conditions.

Figure 2.13 shows that the erosion and deposition patterns associated with this major storm event are similar in nature to those associated with the longer-term conditions modeled with the 2009-2012 input. By comparing Figures 2.13 and 2.14 it can be seen that the overflow event affects the sediment deposition pattern immediately in front of the overflow gates, but that effect is localized. There is little change away from the treatment plant forebay.

Figures 2.15 to 2.20 show the predicted lakebed elevation changes associated with the representative storm event for Alternatives 1, 2 and 3, both with and without the treatment plant overflow. A review of these figures shows that the effects of the plant overflow is localized; any material scoured from the lakebed in front of the overflow gates settles out over a relatively short distance as the flow disperses. It can also be seen that there is little difference in the amount of sedimentation predicted at the new entrance to Ashbridges Bay irrespective of which alternative is considered. All three alternatives show some scour along the base of the breakwater extended off Hardpoint C with a noticeably reduced amount of deposition in the new entrance.

The results of the modeling with the representative storm event support the earlier conclusions that all three alternatives can provide an effective reduction in the sedimentation rate at Coatsworth Cut and the ABYC entrance, and that there is no significant difference between the three alternatives with respect to potential impact on sediment transport.

2.3 Assessment of Alternatives

This section describes a preliminary assessment of the coastal aspects of the alternatives. The assessment was carried out at a conceptual design level suitable for the relative comparison of the alternatives. The assessment described in here deals with the coastal aspects of the design only and the results were incorporated into the overall assessment provided in the class environmental assessment report. The coastal assessment includes the review of impacts on coastal processes, namely sediment transport, capital and maintenance costs, construction access and procedures and construction phasing.

2.3.1 Coastal Impact Assessment

The modelling of coastal processes, specifically sediment transport, associated with the proposed alternatives is described in section 2.2. This section summarizes the conclusions reached on the basis of the coastal evaluation.

The modelling included representative storm wave conditions with the MTP seawall overflow gates in operation or closed. Details of these conditions are presented in section 2.2. The results of the evaluation indicate that there is a significant reduction of sediment transport into the Coatsworth Cut and ABYC basin entrance under all three alternatives. The results further indicate that this condition holds true with the seawall overflow gates in operation or closed.

The results also indicate that there is no notable difference between the three alternatives with respect to sedimentation patterns and magnitudes near the new opening of the semi-sheltered area and near the Coatsworth Cut and ABYC basin entrance.

2.3.2 Capital and Maintenance Costs

Capital cost of shore protection structures and the fill quantities were estimated at concept level accuracy for the purpose of establishing general magnitude of costs and for relative comparison of the alternatives. Further refinements of the design and more detailed cost estimates are presented later in the report dealing with the preferred alternative.

The construction costs estimates were completed using typical unit prices for similar work in southern Ontario. The unit prices used in the estimates are noted in Table 2.1. The unit prices are for supplied and placed materials.

Table 2.1 *Summary of Unit Construction Prices*

Material	Unit Cost
Armour Stone	\$100/tonne
Rip rap	\$50/tonne
Core Material	\$30/tonne
Beach Cobble	\$30/tonne

The disposal of fill material could potentially generate some income for the project. The ability to charge for the disposal of clean fill depends on the market conditions and construction activity in the area. The presence of other nearby sites that accept fill material would greatly diminish this ability. However, other sites, such as the Leslie Street Spit, have been able to charge a fee in the past to accept fill materials. It is possible that concrete rubble may be available for the construction of the core of the exterior dykes and possibly supplement the use of the rip rap. This would reduce the construction costs considerably.

Table 2.2 below provides a summary of the estimated construction cost for the three alternatives. The costs are presented for each of the phases described in section 2.3.3. The costs are presented for two assumptions. The first assumes that no free rubble is available and all core material must be purchased. The second assumes that all core materials are available free of charge.

Table 2.2 Summary of Construction Cost Estimates

Alternative	Phase						Total
	1	2	3	4	5	6	
Purchased Core and Protection Materials							
1	\$6,035,000	\$3,410,000	\$2,979,000	\$6,780,000	-	-	\$19,204,000
2	\$6,035,000	\$1,017,500	\$2,712,500	\$2,979,000	\$6,780,000	-	\$19,524,000
3	\$3,300,500	\$5,192,000	\$3,792,500	\$2,587,500	\$6,060,000	\$185,000	\$21,117,500
Free Core Material and Purchased Protection Materials							
1	\$4,422,500	\$2,275,000	\$ 455,000	\$6,474,000	-	-	\$13,626,500
2	\$4,422,500	\$ 325,000	\$2,275,000	\$ 455,000	\$6,474,000	-	\$13,951,500
3	\$ 892,000	\$4,651,000	\$3,153,500	\$ 900,000	\$5,922,000	\$185,000	\$15,703,500

The estimates include no contingencies or allowances. The costs presented in Table 2.2 indicate that the construction costs of the alternatives are relatively close. The differences between alternatives are less than 10%.

The above costs do not reflect potential income from charges that could be levied for accepting clean earth fill in the sheltered area created behind the protected outer perimeter. The alternatives are expected to require between 540,000 to 620,000 cubic metres. The lower quantity applies to alternatives 1 and 2 and the larger quantity to alternative 3. These quantities include the fill required for both the City of Toronto Approved EA projects and the TRCA Ashbridges Bay Erosion Control Class EA landform, but does not include any filling in the treatment wetland area. Typical tipping fee for disposal of clean fill material varies between \$7 and \$12 per cubic metre. This implies that \$3,780,000 and \$7,440,000 could be generated to offset the capital costs.

2.3.3 Construction Phasing

The alternatives can be constructed in several phases. A number of factors, such as availability of funding, availability of fill or concrete rubble material and restrictions on in-water construction times will influence the required construction time and may necessitate the need to phase the project. The details of these potential controlling factors are not known. The phasing review looked at potential phasing in four to six phases. Each phase does not necessarily mean a year of construction. It is expected that the construction phasing will be further refined in the detail

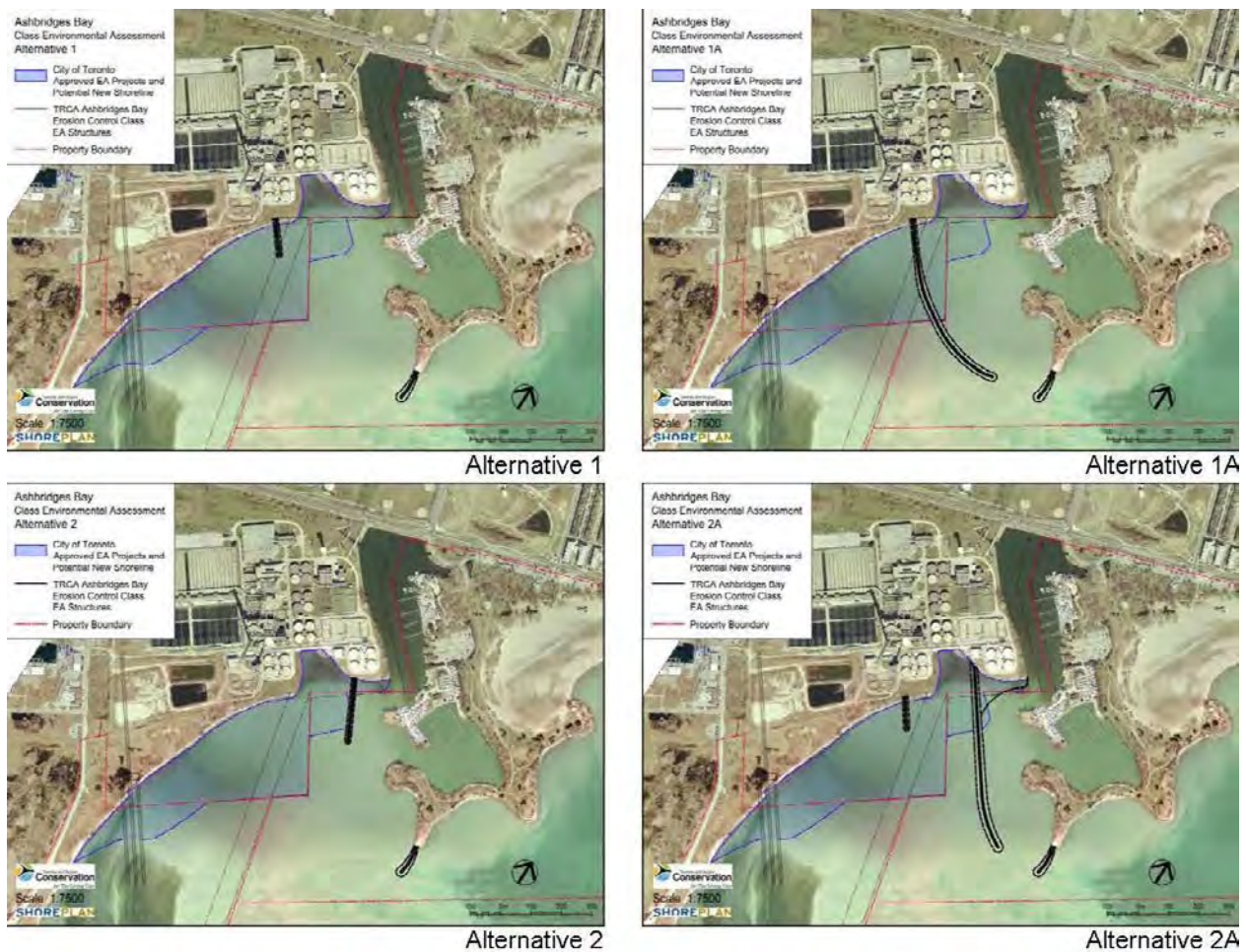
design phase when the other City of Toronto facilities are integrated with the erosion and sediment control structures (Ashbridges Bay Landform).

Potential phasing of the three alternatives is illustrated on Figure 2.21. The diagrams indicate a potential of four, five and six phases for alternatives 1, 2 and 3 respectively. The phasing was selected on the anticipated logical sequence of construction rather than specific quantities of material available. It is anticipated that in all cases the construction would begin from the west side and proceed in the easterly direction. For alternative 1, once the location of the north south breakwater is reached the outer portion is built first. The construction of the east breakwater from headland 4 for the Ashbridges Bay Park is independent of the other work and should be completed about the same time as the south limit of the west breakwater.



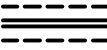

A similar approach to the phasing is followed for alternative 2. The central breakwater should be completed as the west breakwater work turns south towards the tip.

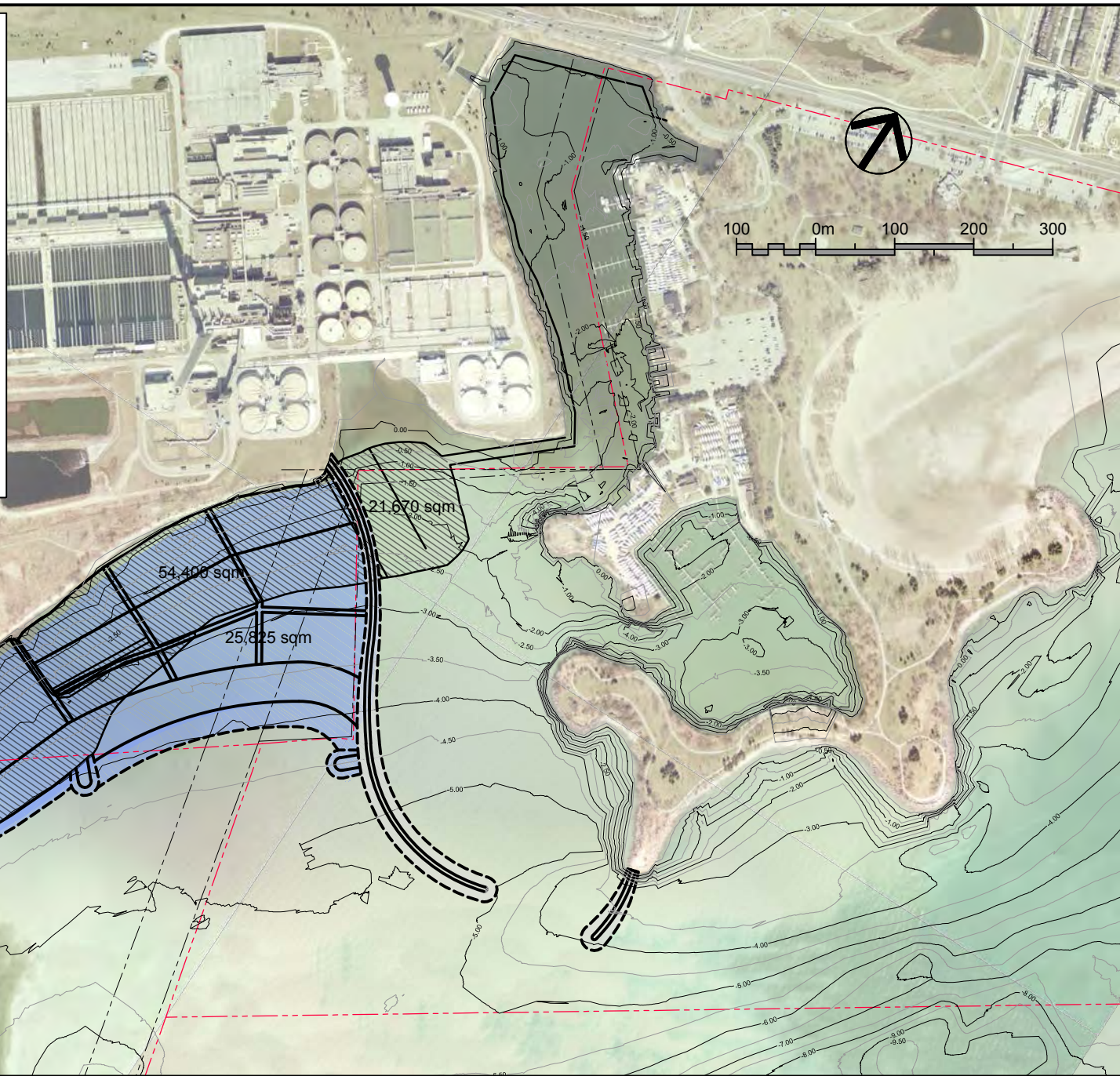
The phasing of Alternative 3 follows the same pattern. The secondary west breakwater, the most westerly one, is completed only after the main west and the east breakwater are completed. A set of temporary culverts would need to be installed between the two westerly breakwaters and maintained as long as the channel is required. The culverts would be removed and the channel infilled when the gate discharge requirement is no longer necessary.

Figure 2.1 Previous Alternative Layouts (2010)



Ashbridges Bay
Class Environmental Assessment
Alternative 1 (2013)



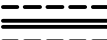

-  City of Toronto Approved EA Projects
-  City of Toronto Approved EA Projects and Potential New Shoreline
-  TRCA Ashbridges Bay Erosion Control Class EA Structures
-  Property Boundary

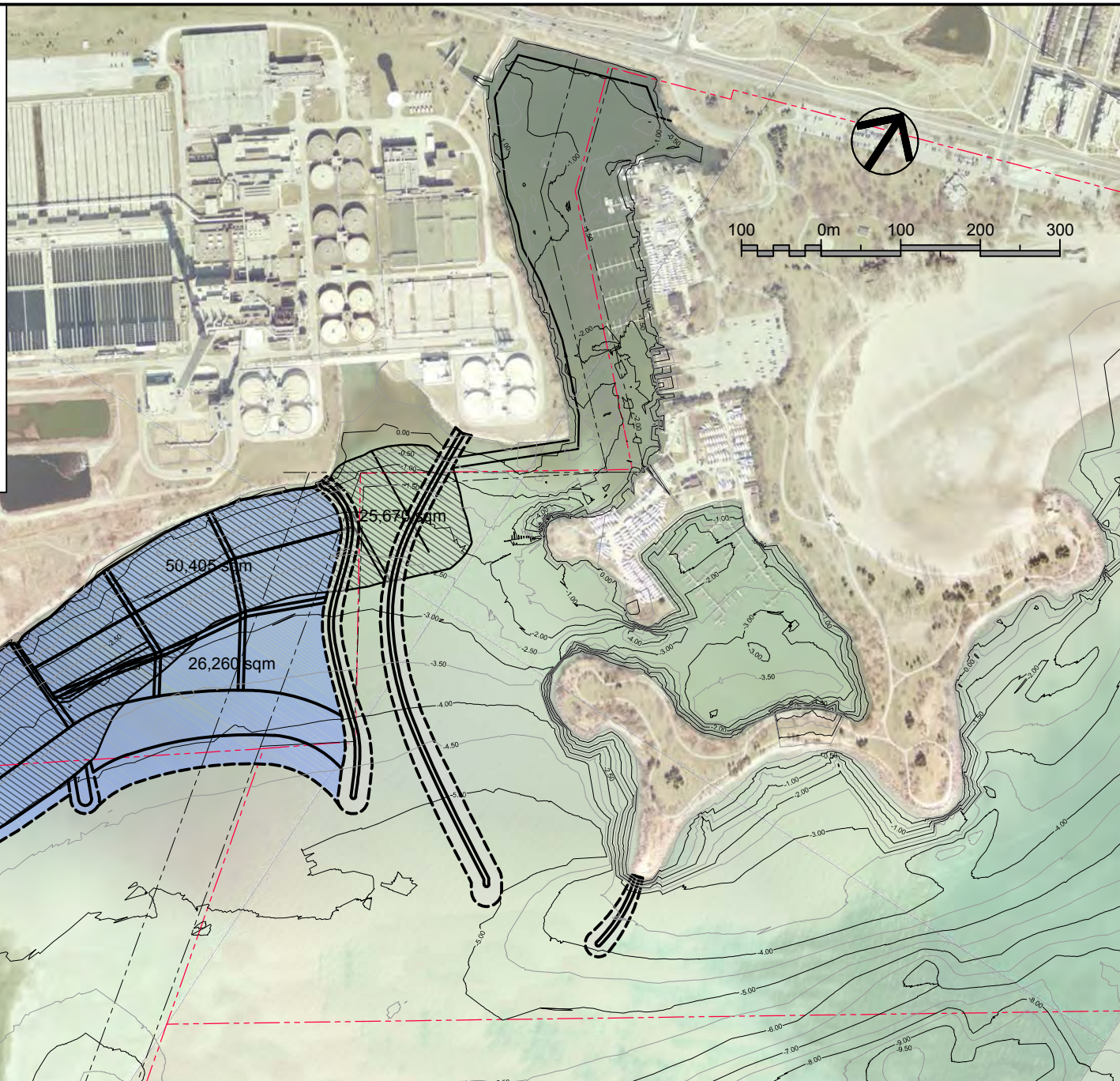


Scale 1:7500
SHOREPLAN

Figure 2.2
Alternative 1

Ashbridges Bay
Class Environmental Assessment
Alternative 2 (2013)



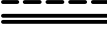

-  City of Toronto Approved EA Projects
-  City of Toronto Approved EA Projects and Potential New Shoreline
-  TRCA Ashbridges Bay Erosion Control Class EA Structures
-  Property Boundary

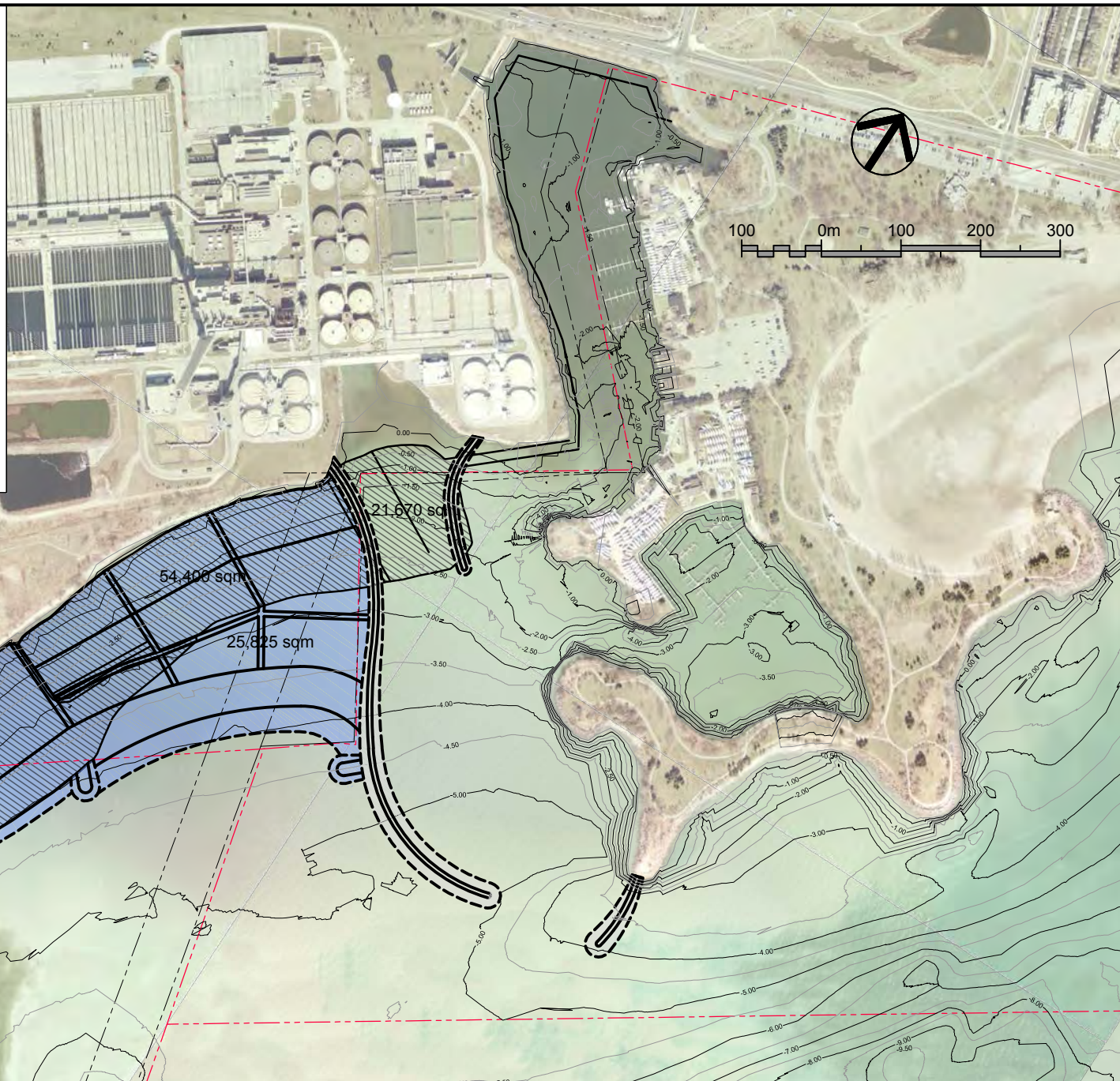


Scale 1:7500
SHOREPLAN

Figure 2.3
Alternative 2

Ashbridges Bay Class Environmental Assessment Alternative 3 (2013)

-  City of Toronto Approved EA Projects
-  City of Toronto Approved EA Projects and Potential New Shoreline
-  TRCA Ashbridges Bay Erosion Control Class EA Structures
-  Property Boundary



Scale 1:7500
SHOREPLAN

Figure 2.4
Alternative 3

Figure 2.5 Design Wave Height Contours and Vectors

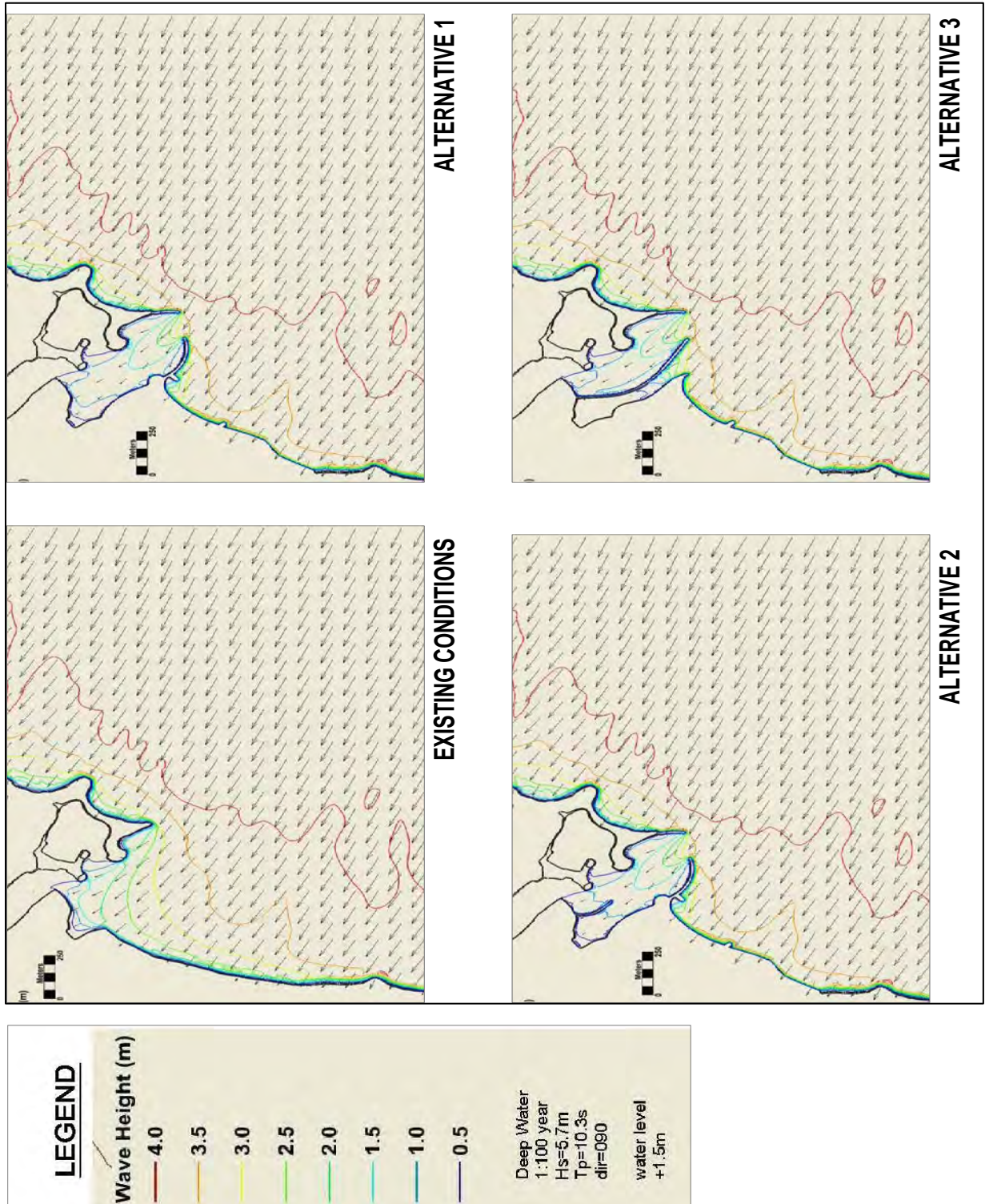


Figure 2.6 Surveyed Lakebed Elevation Changes, 2009 - 2012

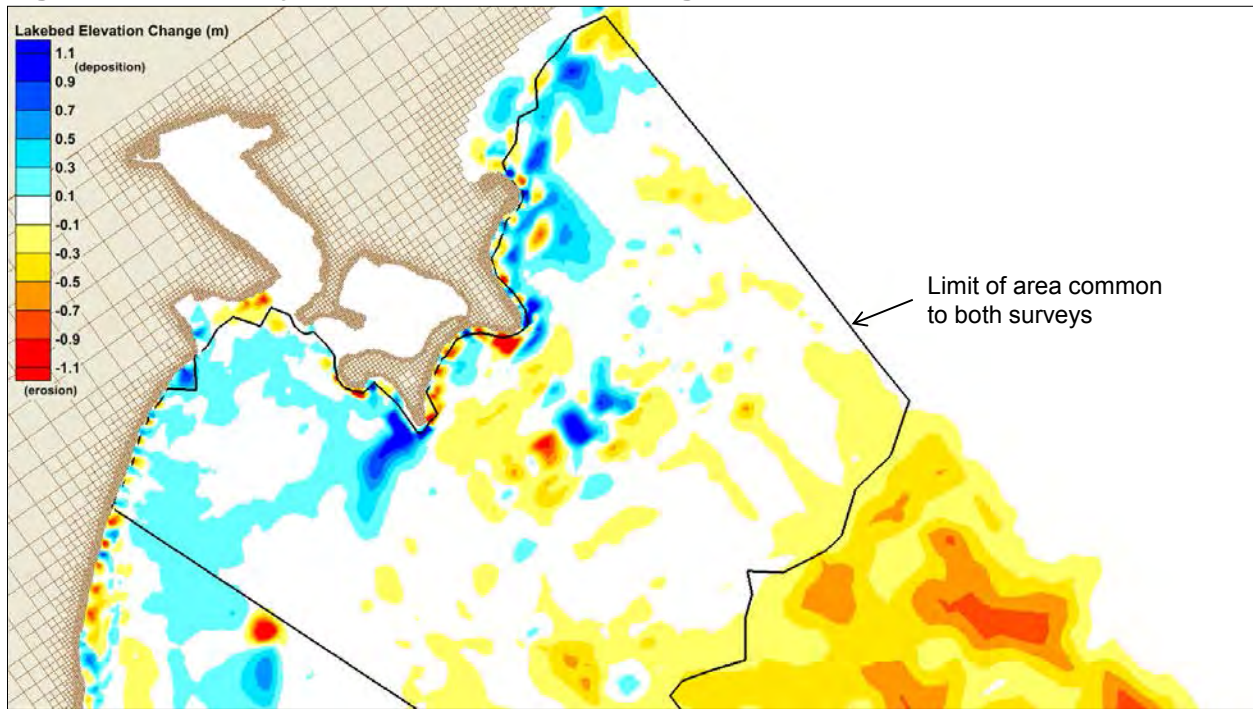


Figure 2.7 2009 – 2012 Wave and Water Level Model Input

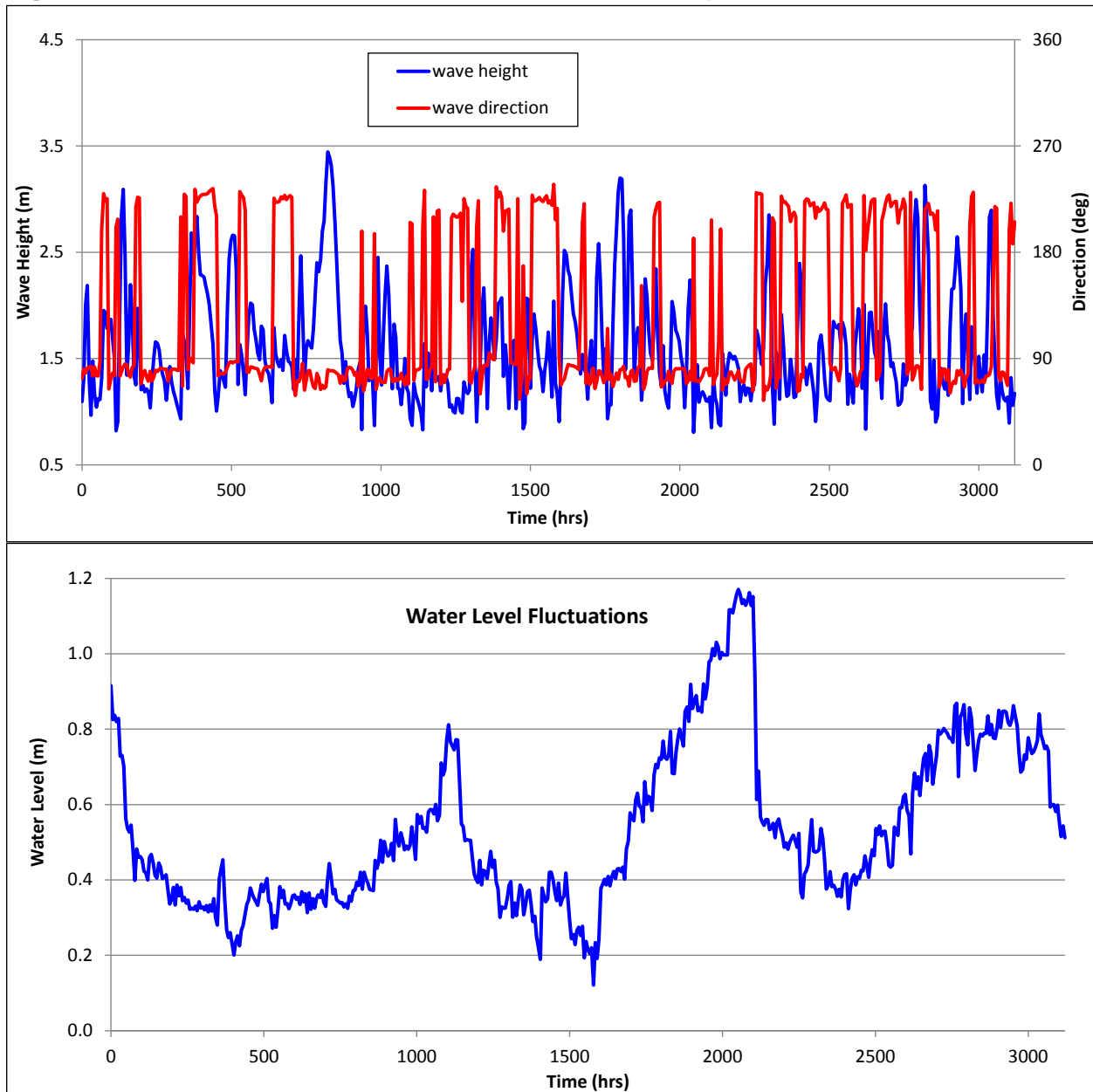


Figure 2.8 CMS Results, 2009 – 2012 Input, Existing Conditions

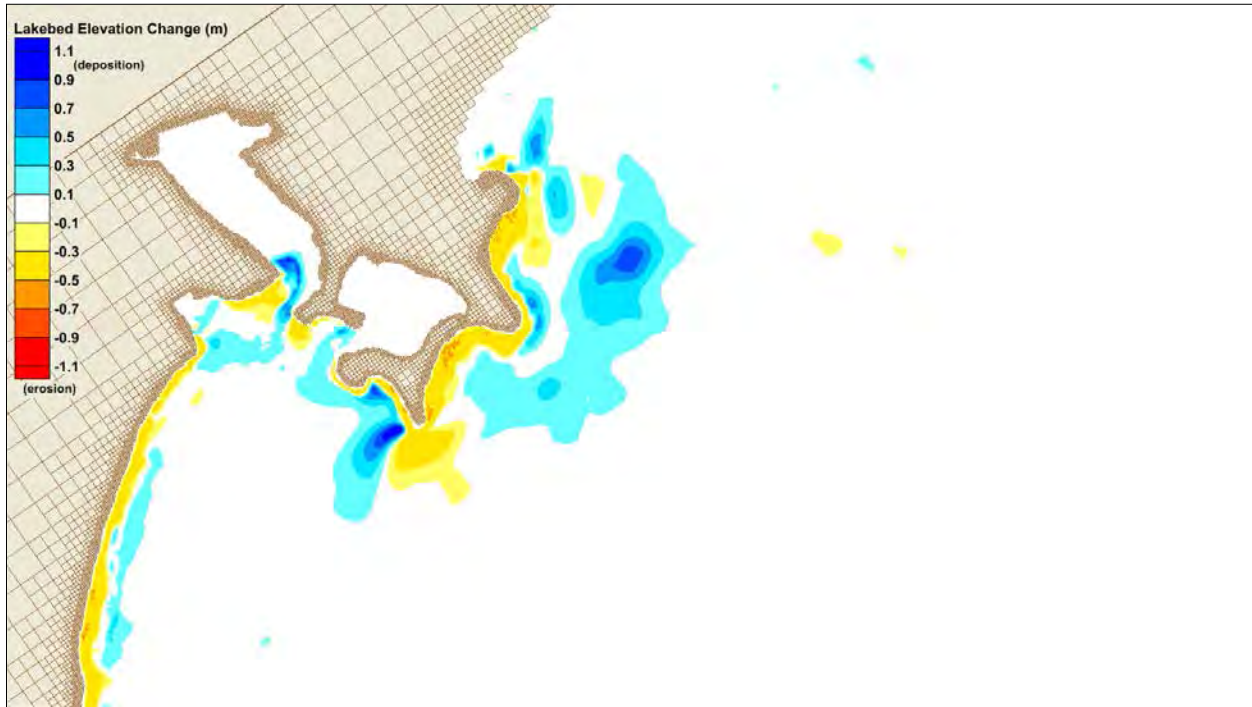


Figure 2.9 CMS Results, 2009 – 2012 Input, Alternative 1

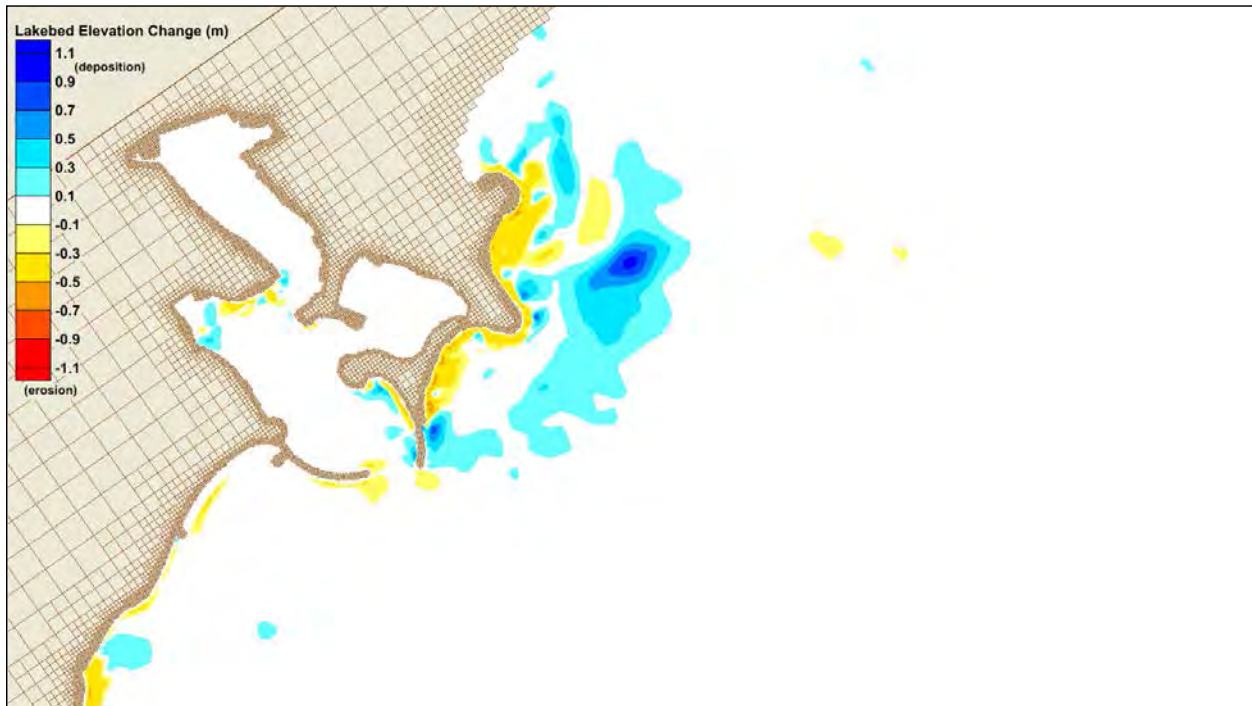


Figure 2.10 CMS Results, 2009 – 2012 Input, Alternative 2

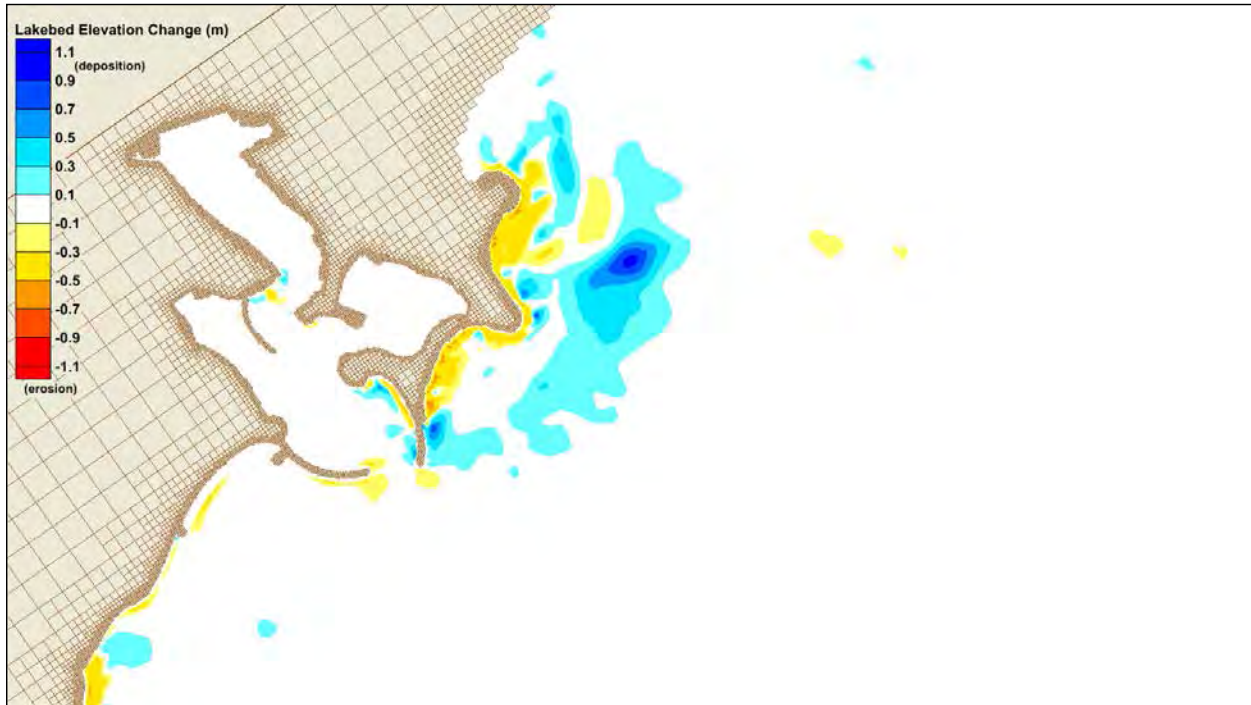


Figure 2.11 CMS Results, 2009 – 2012 Input, Alternative 3

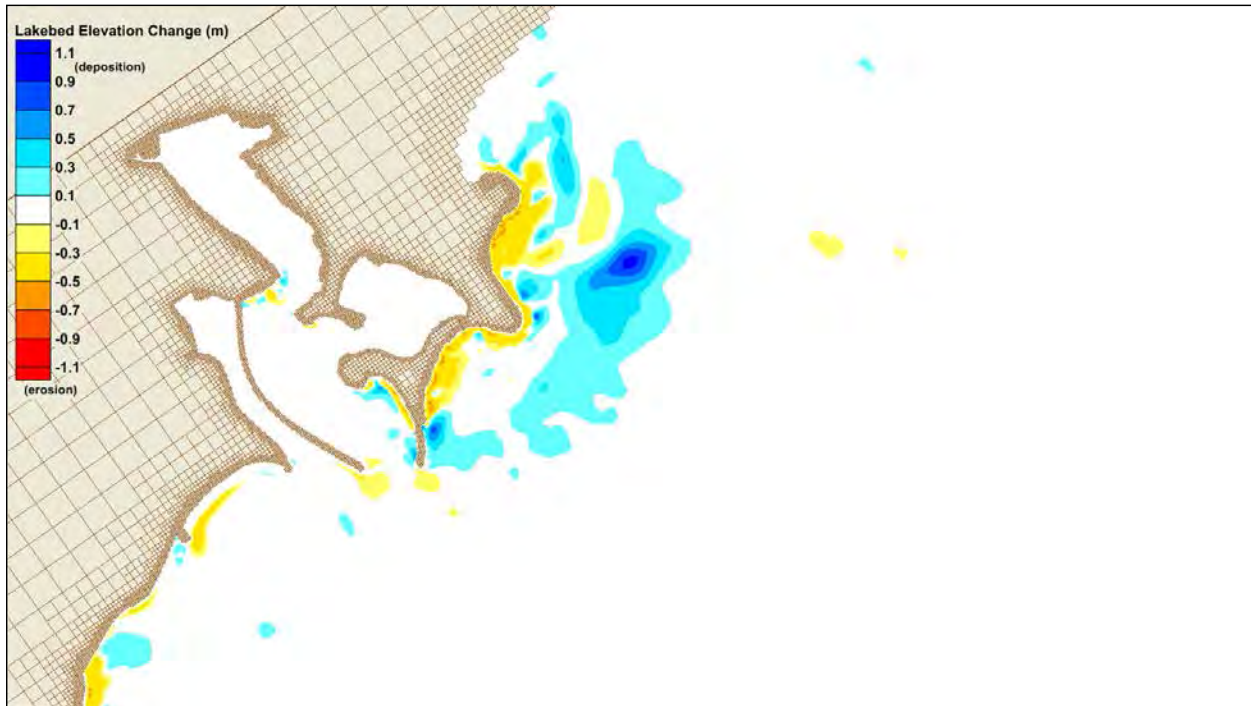


Figure 2.12 Representative Storm, Wave and Water Level Model Input

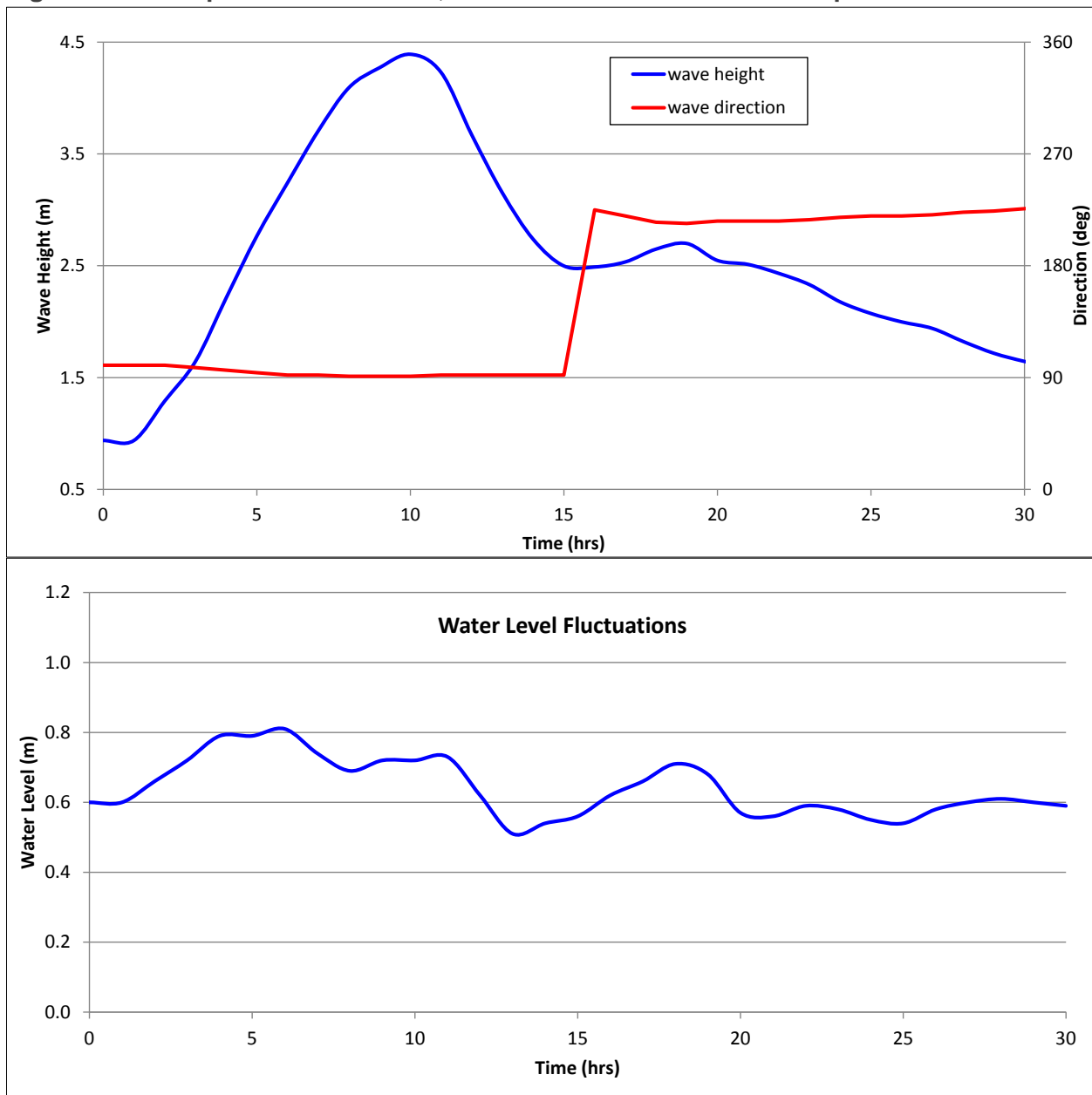


Figure 2.13 CMS Results, Representative Storm, Existing Conditions

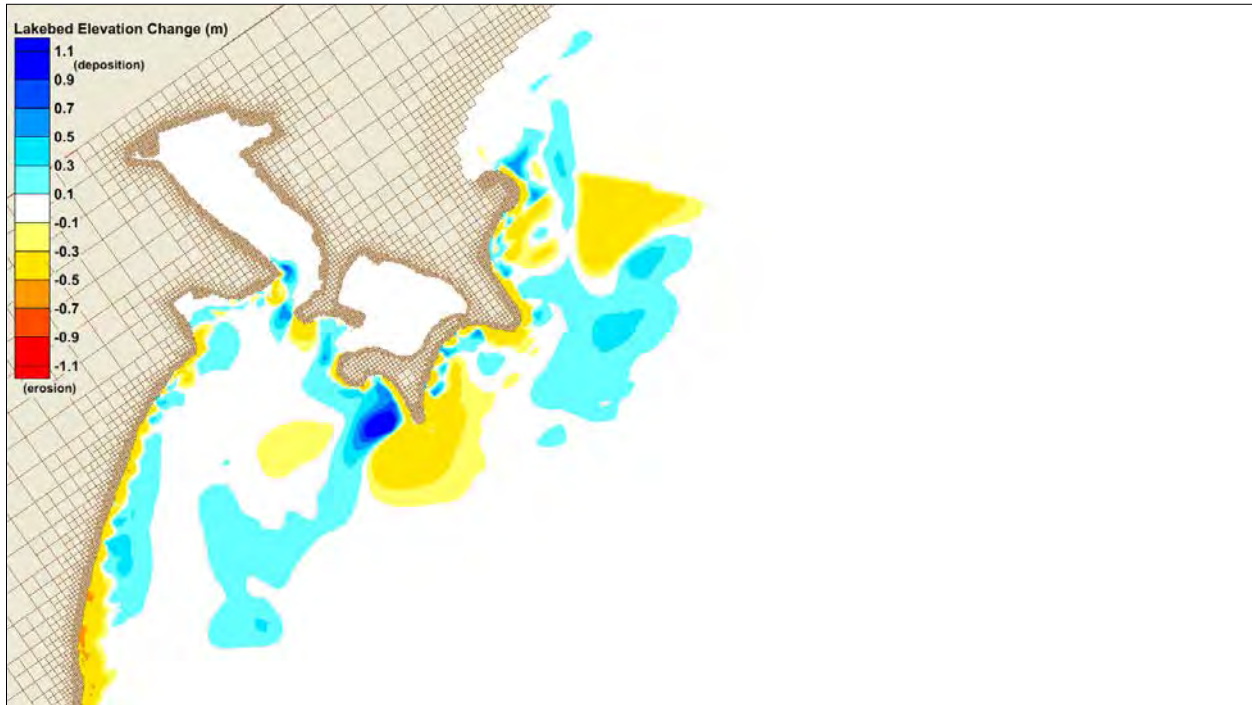


Figure 2.14 CMS Results, Representative Storm, Existing with Overflow

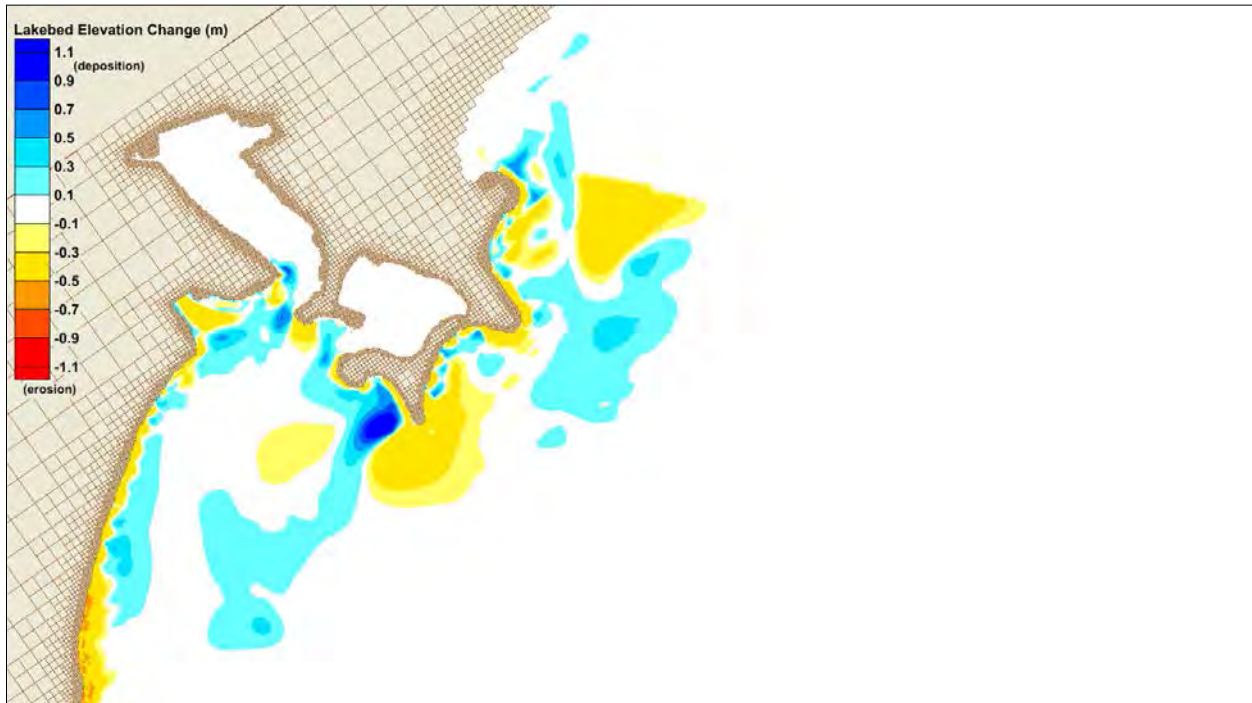


Figure 2.15 CMS Results, Representative Storm, Alternative 1

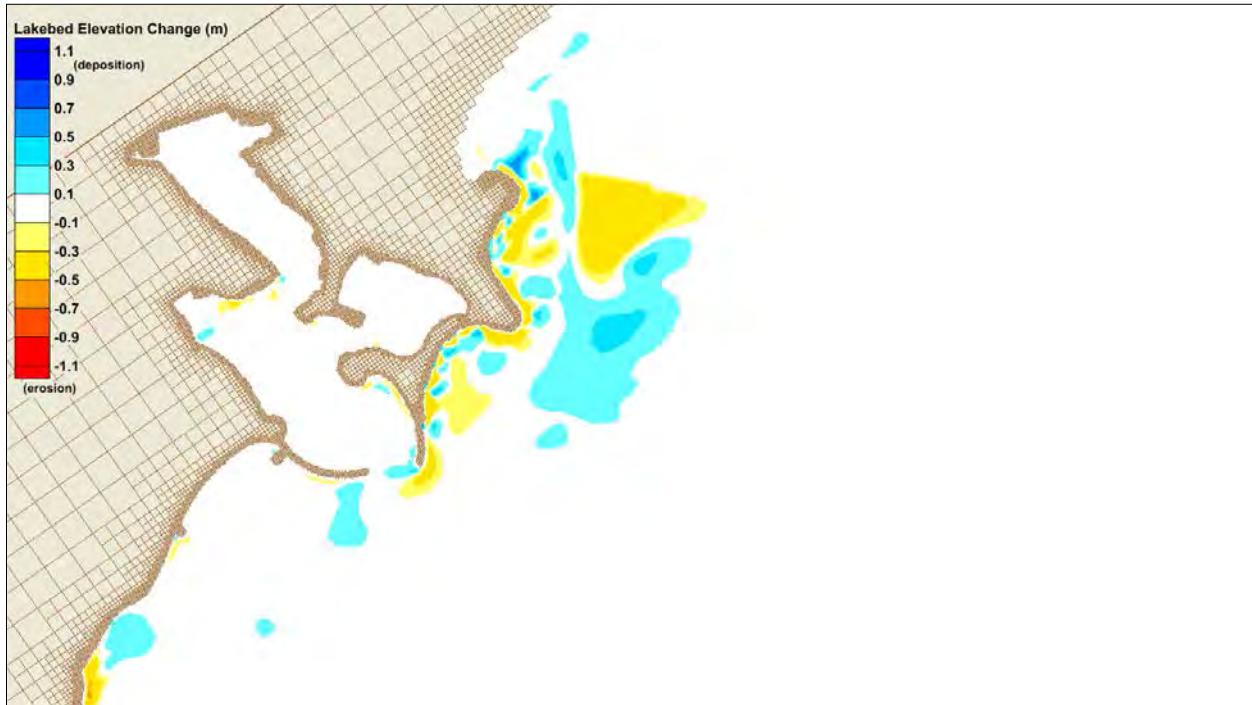


Figure 2.16 CMS Results, Representative Storm, Alternative 1 with Overflow

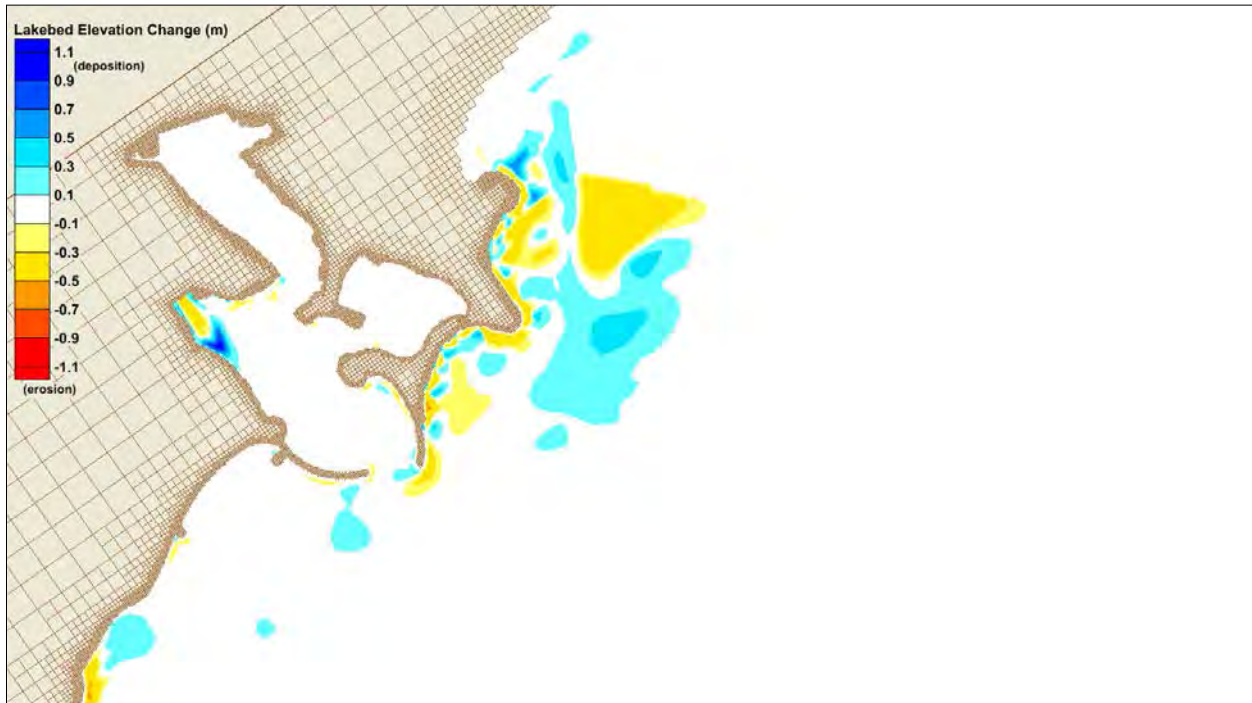


Figure 2.17 CMS Results, Representative Storm, Alternative 2

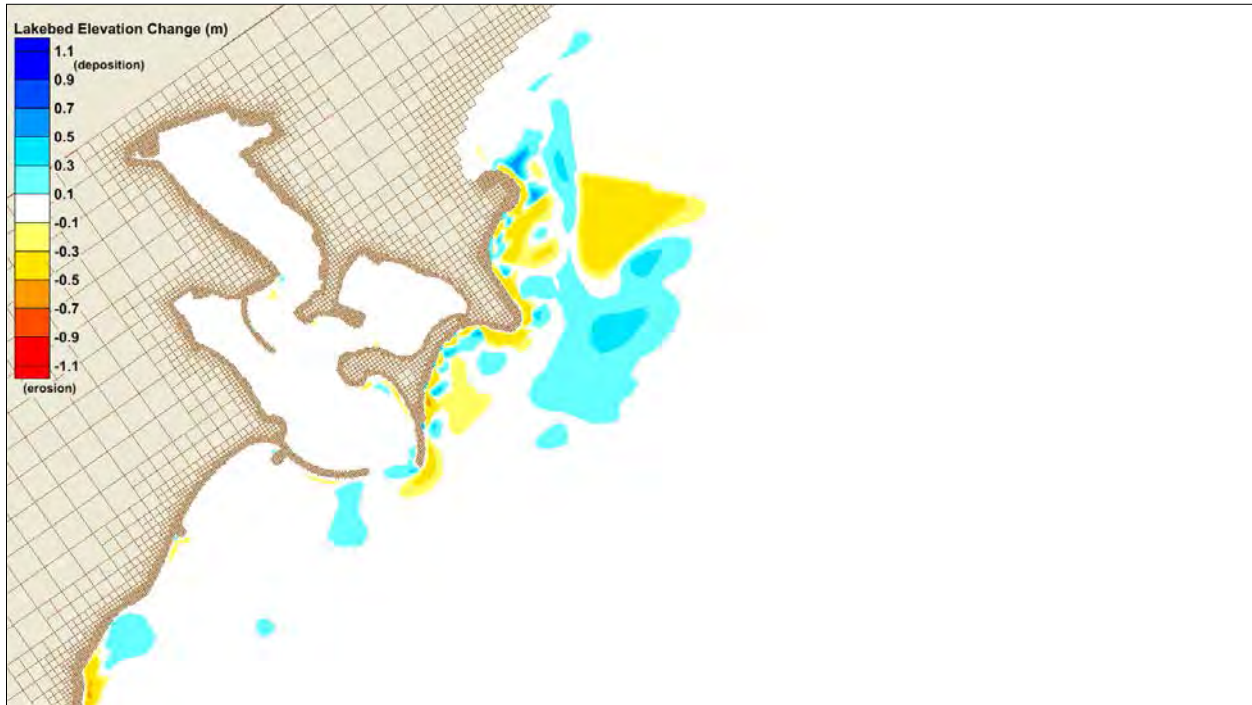


Figure 2.18 CMS Results, Representative Storm, Alternative 2 with Overflow

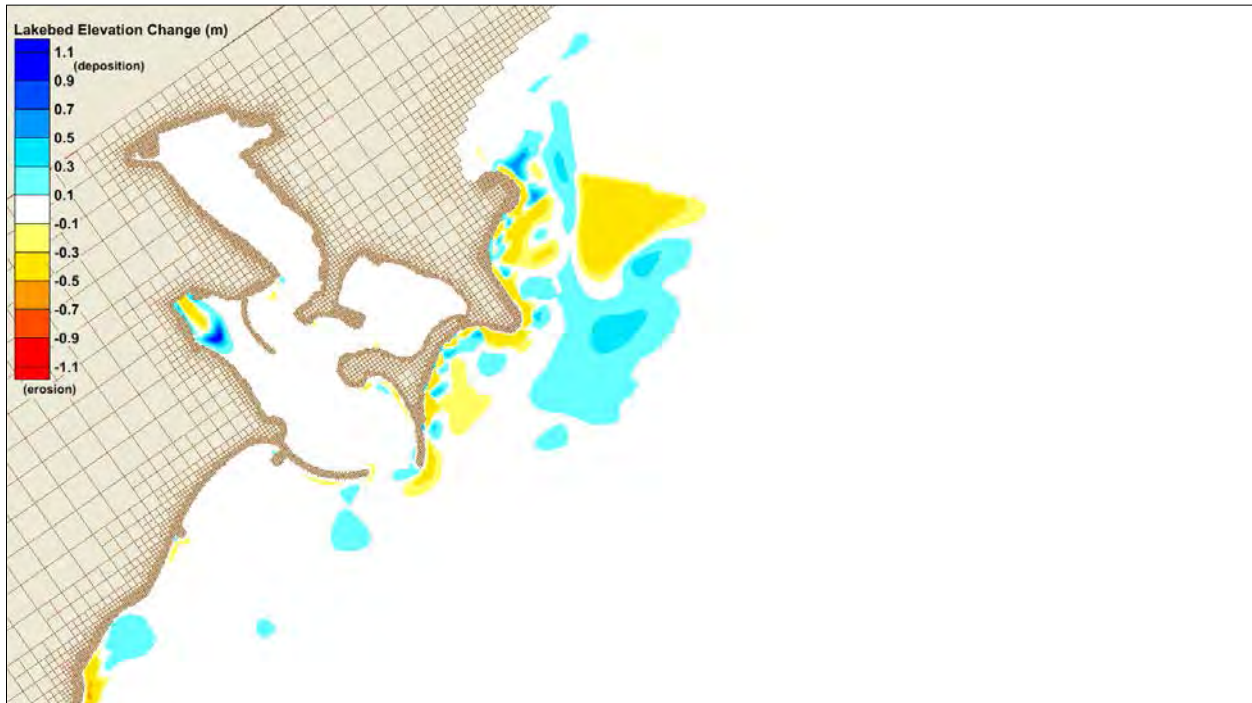


Figure 2.19 CMS Results, Representative Storm, Alternative 3

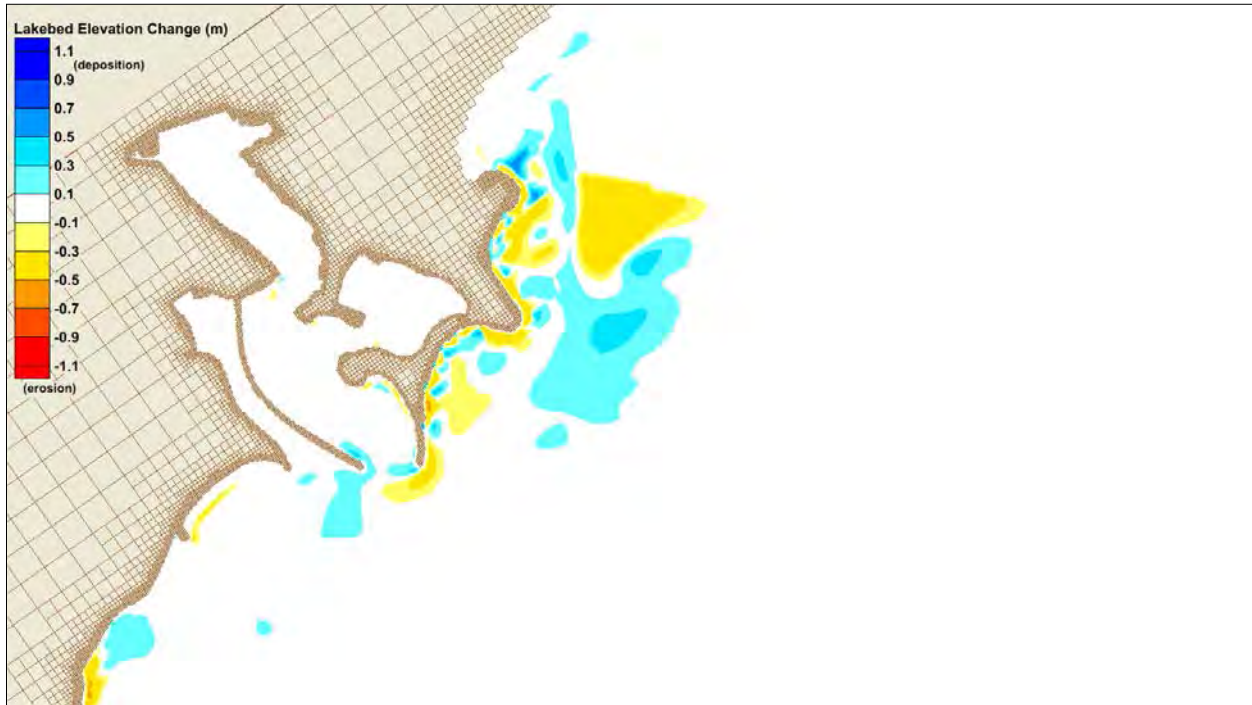


Figure 2.20 CMS Results, Representative Storm, Alternative 3 with Overflow

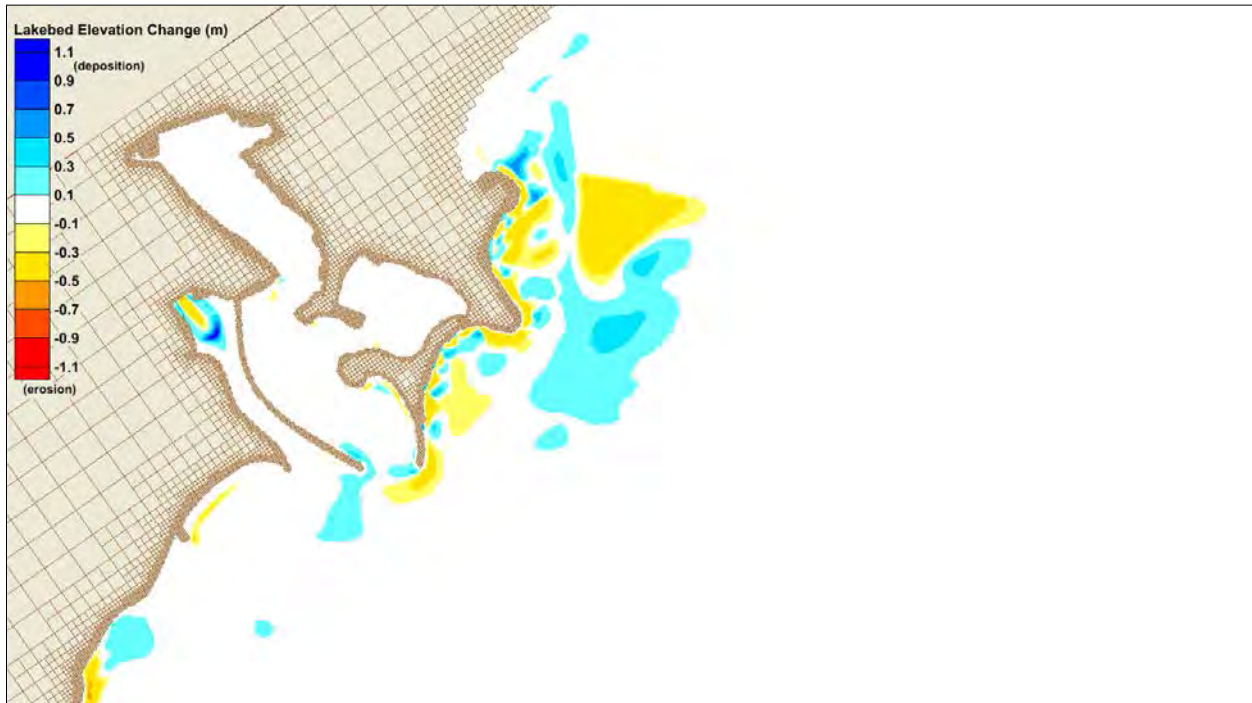
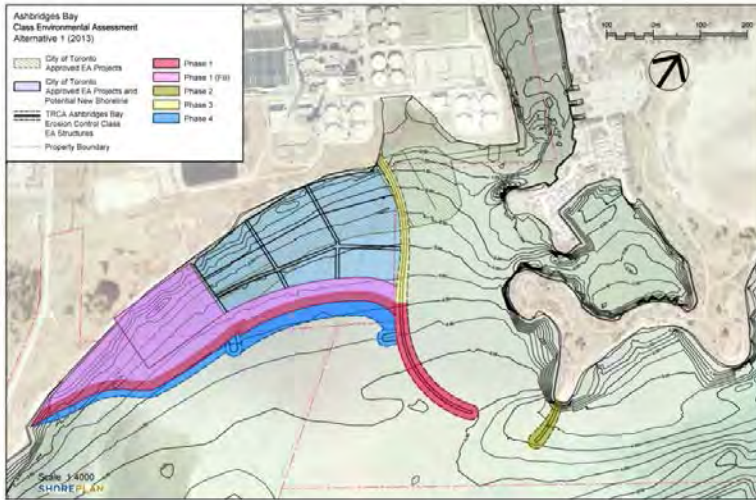
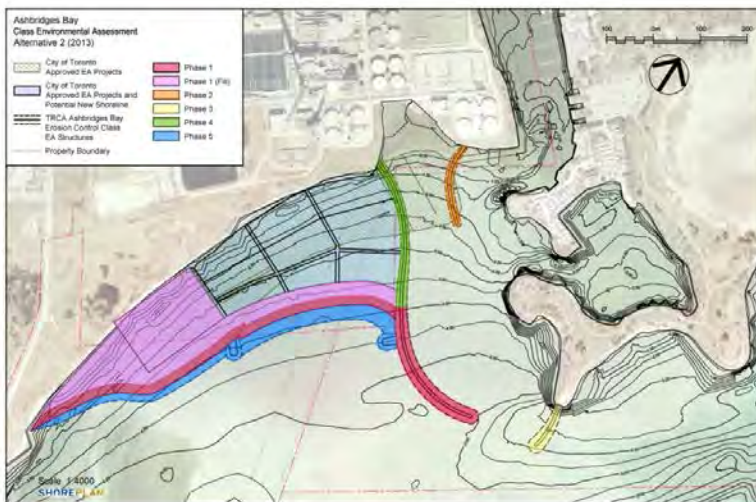


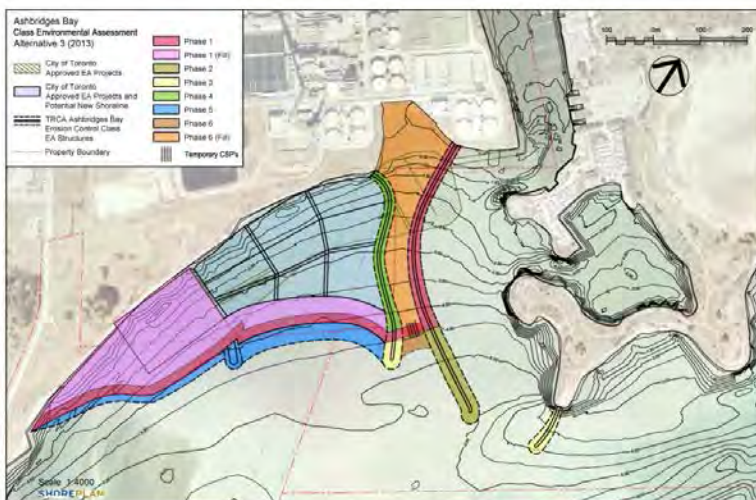
Figure 2.21 Construction Phasing



Alternative 1



Alternative 2



Alternative 3

3.0 PREFERRED ALTERNATIVE

This section of the report describes the preferred alternative in greater detail and provides a detailed assessment of the alternative. The assessment includes construction costs, phasing and associated construction costs, and descriptions of the operations and maintenance requirements and monitoring programs related to the coastal structures.

The process followed to select Alternative 3 as the preferred alternative is described in the environmental assessment report. This report only describes the coastal attributes of the preferred alternative.

3.1 Detailed Description of the Preferred Alternative

A plan view of the preferred Alternative 3 (2013) is presented on Figure 3.1. The plan shows the configuration of the preferred alternative. The components of the project associated with the TRCA sediment controls project are indicated in green. The components associated with the approved City of Toronto projects are indicated in blue. Typical cross-sections of the protection works are presented on Figure 3.2. The locations of the sections are indicated on Figure 3.1. Descriptions of the typical cross-sections are provided below. The cross-sections should be considered to be at a preliminary design level in detail, subject to further refinement in the detailed design process. They are not suitable for construction.

Sections 1, 2, 3, 6 and 8 on Figure 3.2 show typical cross-sections of the outer parts of the three breakwaters. These breakwater sections have a crest elevation of 77.5+/- m and a crest width of 10 metres. The crest elevation is between 2 and 2.5 m above the typical summer high water level and 1.8 m above the design high water level. This means that the outer crest edge will be subject to wave overtopping and waves are expected to spill over the back crest of the east breakwater constructed as an extension of Headland 4. The crest width of 10 meters was selected to reduce the amount of wave spill and also to provide maintenance access. The crest width is greater than a typical minimum commonly used but the width was selected to provide safe access on very long structures and to control for spill. The protection works are not designed to provide or encourage public access onto the structures. Given the length of the structures and the expectancy of wave overtopping, public access onto the structures should be discouraged. The refinements of the design elements in the detailed design phase will focus on reduction of the crest elevation and the breakwater width.

The inner portion of the west breakwaters, sections 4, 5 and 7 are not expected to overtop under design storm conditions. Although the crest is proposed to be approximately 0.5 meters lower than the outer parts of the breakwaters, the wave height will be substantially reduced by the time it reaches these parts of the structures.

Section 1 illustrates the design for the protection of the tips of the three headlands. The tips of the headlands are located between 4 and 5 meters below datum and the headlands are subject to similar design wave conditions. The design wave conditions near the tips of the headlands are estimated to be in the order of 3.0 to 3.5 metres. The protection is expected to consist of a double layer of armour stone on both sides and crest. The toe design and embedment will need to allow for potential scour within sand bottom on all sides. Section 2 is designed for the length of the east breakwater. It is similar to Section 1 on the exposed side of the breakwater but reduced in mass and toe depth on the back side. Sections 3, 5 and 10 also show reductions in

the mass of the primary protection layers and the toe embedment on one side due to sheltering caused by orientation, other structures or beach material placed adjacent to the headland.

The northern part of the primary west breakwater beyond section 3 is proposed to be protected on the east side with rip rap material only, since wave activity is reduced to less than one metre in height under design storm conditions. The rip rap size will be reduced as the wave height reduces along the length of the breakwater. Typical sections 6 and 7 apply in this region. No formal protection is proposed along the west side of the breakwater on the channel side. Waves cannot reach this area and water flow is the only potential force to dislodge material from the structure or scour the toe. This can be accommodated with the core material, particularly if concrete rubble is used or by specifying large core material along the outer west edge of the breakwater.

The revetment structures use a 2h:1v vertical slope. This is a common slope used on revetment and breakwater structures on the Great Lakes. A practical range of slopes that could be considered is between 1.5h:1v and 3h:1v. Slopes steeper than 1.5h:1v are unstable. Slopes flatter than 3h:1 become impractical to build with land based equipment and the use of marine based equipment is required. Use of marine based equipment increases the construction cost drastically. Although not specifically analyzed for this project, the difference between land based and marine based construction can be in the order of 100%. A slope of 2h:1v is found to adequately reduce wave agitation in marina basins on the Great Lakes.

The cobble beach will be exposed to large waves in the order of 3.0 metres. The cobble beach can be constructed of materials of various sizes, but the practical range is in the order of 100 to 200 mm (D_{50}). The smaller the material the flatter the below and above water slopes that will be stable. Material of the size noted above is expected to stabilize at a slope of approximately 2h to 3h:1v above water and 4h to 5h:1v below water. The face of the beach will be undergoing constant changes and beach scarp will be present reflecting the effects of most recent storms. The crest of the beach is formed by the wave run up on the face of the beach and it is expected to potentially reach as high as 3.5 to 4.0 meters above the design high water level. However, most of the time the beach crest elevation would be controlled by the more typical water levels and the crest would be between 78.5 and 79.0 metres.

The construction of a cobble beach is commonly achieved with initial placement of small concrete rubble and brick and this material is allowed to form the beach alignment and slope. The cobble material is placed over this rubble material once the beach reaches a dynamic stability. This reduces the quantity of the beach material required and reduces construction costs.

3.2 Phasing of Construction

As noted above, it is expected that construction of the west breakwater will be complete by first constructing an access berm from the shoreline of Tommy Thompson Park along the south side of the land base of the City of Toronto projects and then constructing the primary west breakwater. The east breakwater will be constructed from headland 4 of Ashbridges Bay Park. Figure 3.3 illustrates the potential phasing of construction of the preferred alternative. Each phase does not necessarily represent an annual construction period. The phasing is based on logical sequences of construction. The actual annual phasing will depend on a number of parameters including availability of funding and availability of concrete rubble, if such material is used, and the availability of clean earth fill. The availability of concrete rubble and clean earth fill is dependent on the construction activity in the City of Toronto and locations of other potential disposal sites. These parameters are outside of the control of this project.



3.3 Construction Cost Estimates

Construction costs estimates were prepared for the preferred alternative. The cost estimates are based on updated cross-sections and plan. The unit costs for material placed are the same as outlined in Table 2.1, Section 2 of this report. A detailed cost estimate by project components is provided in Table 3.1. The costs are broken down by the east and central breakwater, east beach groyne, central channel berm, west beach groyne, west revetment and central cobble beach. The east and central breakwaters, the east and west beach groynes and the central Cobble Beach are components required for the erosion and sediment control project proposed by TRCA. The other components, the Central Channel Berm and West Revetment, are supporting the previously approved City of Toronto projects. The costs presented in Table 3.1 assume that all core material is purchased at \$30.00/tonne. This includes the material for the construction of the access berm along the south side of the City of Toronto projects.

Table 3.1 Detailed Cost Estimate - Purchased Core

		East Break- water	Central Break- water	East Beach Groyne	West Beach Groyne	Central Cobble Beach	Central Channel Berm	West Revet- ment	Totals	Totals TRCA EA	Totals City EAs
Total Cost	\$	\$2,536k	\$9,225k	\$1,875k	\$1,034k	\$5,016k	\$2,169k	\$10,420k	\$32,275k	\$19,686k	\$12,589k
Net Quantity											
Armour Stone	tonne	19,048	36,751	8,027	7,164	0	0	34,526	106,000	71,000	35,000
Rip Rap	tonne	5,378	30,972	4,382	2,479	0	5,235	16,385	65,000	43,000	22,000
Core	tonne	12,088	133,379	28,438	6,471	123,506	63,589	204,954	572,000	304,000	269,000
Beach Cobble	tonne	0	0	0	0	26,221	0	0	26,000	26,000	0
Net Cost											
Armour Stone	\$	\$1,905k	\$3,675k	\$803k	\$716k	\$0	\$0	\$3,453k	\$10,552k	\$7,099k	\$3,453k
Rip Rap	\$	\$269k	\$1,549k	\$219k	\$124k	\$0	\$262k	\$819k	\$3,242k	\$2,161k	\$1,081k
Core	\$	\$363k	\$4,001k	\$853k	\$194k	\$3,705k	\$1,908k	\$6,149k	\$17,173k	\$9,116k	\$8,056k
Beach Cobble	\$	\$0	\$0	\$0	\$0	\$1,311k	\$0	\$0	\$1,311k	\$1,311k	\$0
Total Length	m	101	626	109	43	328	307	453	1,966	1,206	706
Cost/m	\$/m	\$25.1k	\$14.7k	\$17.2k	\$24.3k	\$15.3k	\$7.1k	\$23.0k	\$16.4k	\$16.3k	\$16.6k

Note: all costs are expressed in thousands of dollars and rounded off to the nearest \$1,000.



Legend:  TRCA Erosion and Sediment Control Project Components
 City of Toronto EA Approved Projects Components

It is common practice in waterfront construction to use concrete rubble as core material for the construction of access berms. The material may be available free of charge. The costs associated with that approach are presented in Table 3.2. The costs do not include a small cost of the rubble placement and operation of the fill site. Those costs will depend on the phasing of the operations and cannot be determined accurately at this point.

Table 3.2 Detailed Cost Estimate - Free core

		East Break- water	Central Break- water	East Beach Groyne	West Beach Groyne	Central Cobble Beach	Central Channel Berm	West Revet- ment	Totals	Totals TRCA EA	Totals City EAs
Unit											
Total Cost	\$	\$2,536k	\$9,225k	\$1,875k	\$1,034k	\$5,016k	\$2,169k	\$10,420k	\$15,105k	\$10,571k	\$4,534k
Net Quantity											
Armour Stone	tonne	19,048	36,751	8,027	7,164	0	0	34,526	106,000	71,000	35,000
Rip Rap	tonne	5,378	30,972	4,382	2,479	0	5,235	16,385	65,000	43,000	22,000
Core	tonne	12,088	133,379	28,438	6,471	123,506	63,589	204,954	0	0	0
Beach Cobble	tonne	0	0	0	0	26,221	0	0	26,000	26,000	0
Net Cost											
Armour Stone	\$	\$1,905k	\$3,675k	\$803k	\$716k	\$0	\$0	\$3,453k	\$10,552k	\$7,099k	\$3,453k
Rip Rap	\$	\$269k	\$1,549k	\$219k	\$124k	\$0	\$262k	\$819k	\$3,242k	\$2,161k	\$1,081k
Core	\$	\$363k	\$4,001k	\$853k	\$194k	\$3,705k	\$1,908k	\$6,149k	\$0	\$0	\$0
Beach Cobble	\$	\$0	\$0	\$0	\$0	\$1,311k	\$0	\$0	\$1,311k	\$1,311k	\$0
Total Length	m	101	626	109	43	328	307	453	1,966	1,206	760
Cost/m	\$/m	\$25.1k	\$14.7k	\$17.2k	\$24.3k	\$15.3k	\$7.1k	\$23.0k	\$7.7k	\$8.8k	\$6.0k

Note: all costs are expressed in thousands of dollars and rounded off to the nearest \$1,000.

Legend:  TRCA Erosion and Sediment Control Project Components
 City of Toronto EA Approved Projects Components

3.4 Maintenance and Monitoring

Maintenance requirements for the new structures can be viewed as either operational or structural. Operational maintenance requirements will be focused on dredging as required to maintain a navigable entrance. Structural maintenance requirements will be focused on the rehabilitation and repair of the structures themselves. Both types of maintenance will require a complementary monitoring program. The operational and structural maintenance and monitoring requirements are discussed separately below.

3.4.1 Structural Maintenance and Monitoring

The discussion of this subsection is provided in two parts. The first part provides a general discussion of maintenance requirements for coastal and marine structures. The second part provides specific suggestions and recommendations for the Ashbridges Bay Erosion and Sediment Control Project structures.

Maintenance of any structural protection is a fundamental requirement if that structure is to have a significant design life. Even structures designed to withstand 1:100 year design conditions will not last 100 years if they are not maintained. The life expectancy of a typical shore protection structure can only be generalized because of the specific nature of the design objectives and parameters.

The key to a good maintenance plan for the entrance structures is a comprehensive inspection and monitoring plan that identifies the required maintenance work. This section of the report

describes a multi-level inspection plan and corresponding maintenance plans. It makes use of concepts from, and in many places quotes directly from, the Monitoring, Maintenance and Repair of Coastal Projects chapter from the Coastal Engineering Manual (USACE, 2002) and Part A of the Guidelines, Inspection and Maintenance, Marine Facilities (PWC and TC, 1984).

The Coastal Engineering Manual (CEM) notes that ongoing maintenance at some level is necessary for most existing coastal structures to assure continued acceptable performance. Over the projected life of a structure, the structural components are susceptible to damage and deterioration. Damage is usually thought of as structure degradation that occurs over a relatively short period such as a single storm event, a unique occurrence, or perhaps a winter storm season. Damage might be due to storm events that exceed design levels, impacts by vessels, seismic events, unexpected combinations of waves and currents, or some other environmental loading condition.

Deterioration is a gradual aging of the structure and/or its components over time. Deterioration can progress slowly, and often goes undetected because the structure continues to function as originally intended even in its diminished condition. However, if left uncorrected, continual deterioration can lead to partial or complete failure of the structure.

The CEM distinguished between two types of aging processes that occur at coastal structures. Structure aging is a change to a portion of the structure that affects its function. Examples of structure aging include: settlement or lateral displacement of the structure, loss of slope toe support, partial slope failure, loss of core or backfill material, and loss of armour units. Unit aging is defined as deterioration of individual components which could eventually affect the structure's function. Examples of unit aging include fracturing of armour stone, below-water deterioration of sheet metal pilings, corrosion of metal supports and fittings and concrete spalling. Because coastal structure aging is a slow process, and the severity of deterioration may be hidden from casual inspections, rehabilitation often is given a low priority and may be postponed if the structure is still functioning at an acceptable level. Saving money by neglecting needed repairs runs the risk of facing a far more expensive (and possibly urgent) repair later.

Maintenance is a continuous process spanning the life of a coastal structure. The goal of maintenance is to recognize potential problems and to take appropriate actions to ensure that the structure continues to function at an acceptable level. The CEM describes maintenance as consisting of the following essential elements:

- Periodic inspection and monitoring of environmental conditions and structure response.
- Evaluation of inspection and monitoring data to assess the structure's physical condition and its performance relative to the design specifications.
- Determining an appropriate response based on evaluation results. Possible responses are:
 - Take no action (no problems identified or problems are minor).
 - Rehabilitate all or portions of the structure.
 - Repair all or portions of the structure.

Rehabilitation is defined as "restoring to good condition, operation, or capacity", which implies that steps are taken to correct problems before the structure functionality is significantly degraded. Rehabilitation can also be thought of as preventative maintenance.

Repair is defined as “restoring to sound condition after decay, damage, or injury”. The major implication in this definition of repair is that damage has occurred and structure functionality is significantly reduced. Repair can be thought of as corrective maintenance or failure-based maintenance. There are many situations, however, where it is difficult to distinguish between repair and rehabilitation.

The proposed structures associated with the Ashbridges Bay Erosion and Sediment Control Project, specifically for the first two years following construction, should be given bi-annual visual inspections by a professional engineer experienced in the assessment of marine structures. One inspection should take place in the fall when the water levels are approaching their annual low. A second inspection should take place in the spring to look for any damage associated with late fall, winter and early spring storms. Assuming that no significant repair work is required within the first two year period, the visual inspections can be subsequently carried out annually by a TRCA engineer or technician experienced in the assessment of civil infrastructure. Those inspections should take place in the spring. Any significant problem areas should be referred to a professional engineer experienced in the assessment of marine structures, for a more detailed review.

Once the structures have a good stability record for at least five years they may be inspected less frequently. A routine inspection interval of three to five years should be sufficient. A specific interval can be determined by the inspecting engineer.

A visual inspection should also be carried out following major storm events, irrespective of the routine inspection interval. For the purposes of this discussion, a major event may be defined as a storm that causes noticeable damage along other portions of the Lake Ontario shoreline within the TRCA watershed.

A detailed underwater review of the structure should be undertaken by professional divers prior to expiration of the construction warranty period (typically 1 year after construction). In their guidelines for the inspection and maintenance of marine facilities, Public Works and Government Services Canada recommends that a routine detailed inspection be carried out every five years. That level of inspection includes an underwater review. We recommend that a second underwater review be undertaken five years after the initial review recommended above, then the frequency of future reviews be established based on the results of the first two inspections. That frequency can be adjusted as required as the structures age.

For newly constructed structures it is our common practice to recommend that 0.5 to 1.0% of the construction budget be accrued annually to establish a maintenance fund for that structure. That fund is typically spent on an as-needed basis rather than at a constant annual rate. If the structure is properly built out of suitable material there should be no need for routine maintenance work for a number of years. It is common for new structures to not require routine maintenance for a period of 15 to 20 years, or more. However, there is always a risk that design conditions could be exceeded in any given year, and the structure could be damaged. While the probability of that happening is very low, particularly early in the structure’s life, it is considered prudent to start accruing a maintenance fund as soon as possible.

3.4.2 Operational Maintenance and Monitoring

It is not anticipated that dredging will be required near the new opening for decades. The area in front of the structures will continue to be a depositional area for sediment originating between East Point and the site. The previous report dealing with existing conditions (Shoreplan, 2013) identified sediment supply to the site to be in the order of 2,000 to 8,000 cm/yr depending on the

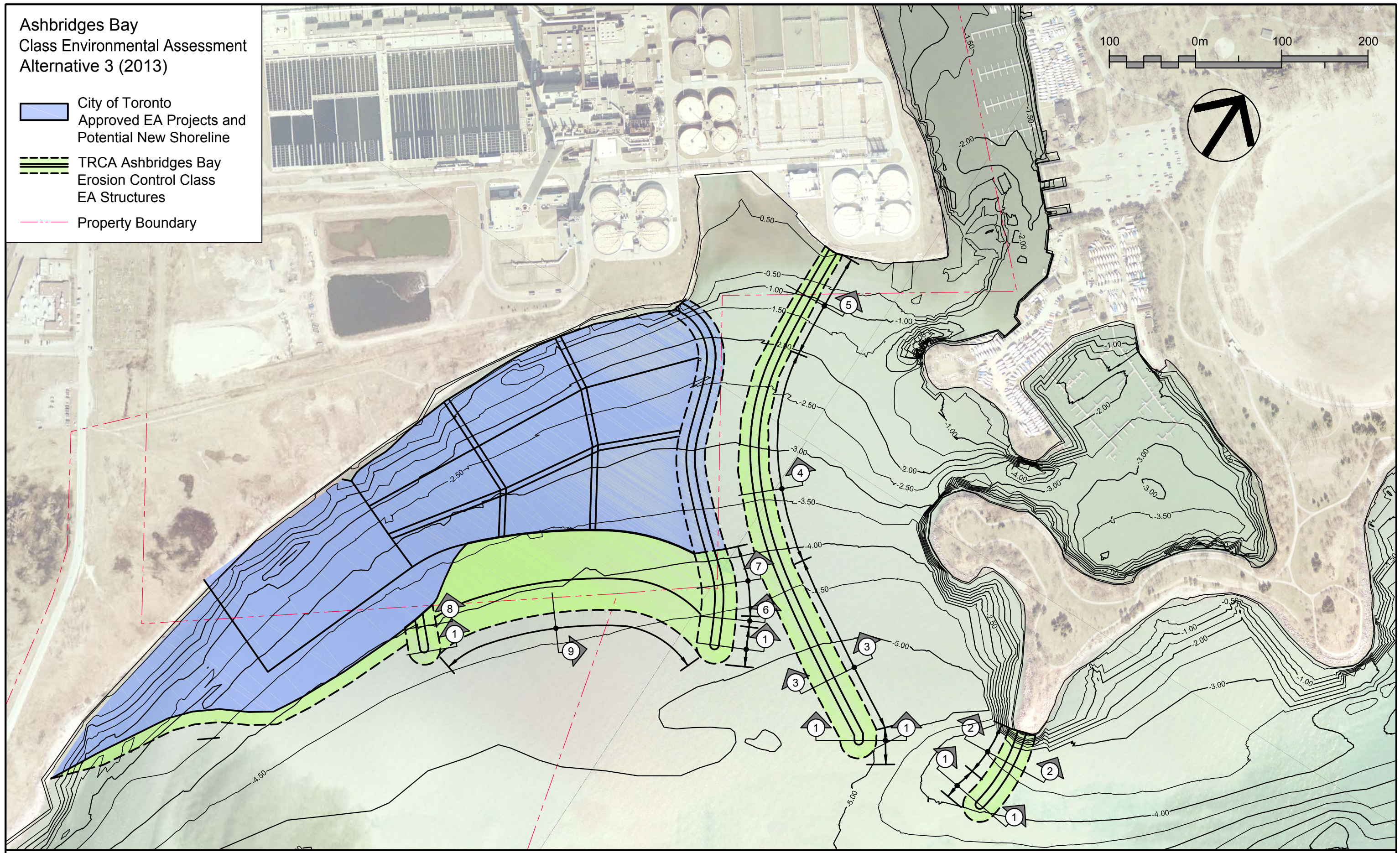
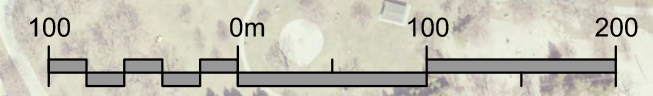
assumption made regarding bypassing of the headland at Bluffer Park. It is also expected that sediment quantity will continue to reduce as the updrift shoreline is protected and nearshore down cutting becomes the only source of sediment. This sediment will continue to deposit in the nearshore area in front of Ashbridges Bay Park and the MTP. Depending on what assumptions one makes about the distribution of the sediment in the nearshore and the rate of sediment supply reduction, it will be several decades at least and more than a century before the nearshore areas build up significantly, say by 1 meter.

Aside from the uniform deposition of sediment and with the new breakwater structures in place, our modeling shows that a shoal will form at the outer end of the east breakwater. Because the models were uncalibrated, any predicted deposition rates within the shoal can only be viewed as rough estimates and indication of trends.

It is recommended that TRCA continues to carry out sounding surveys of the area between the east side of Ashbridges Bay Park and Tommy Thompson Park headland to determine the actual rate of deposition. The survey should extend out to a depth of 10 m below Chart Datum.

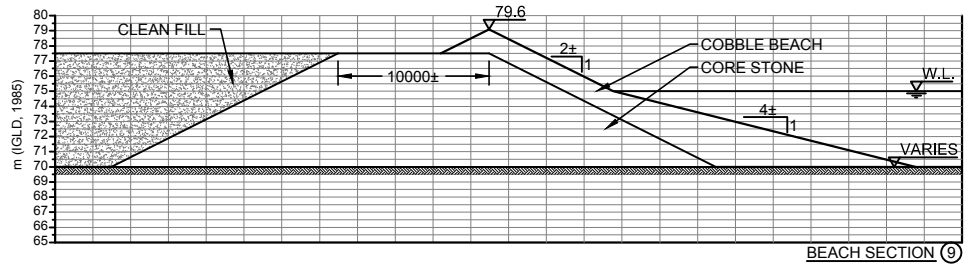
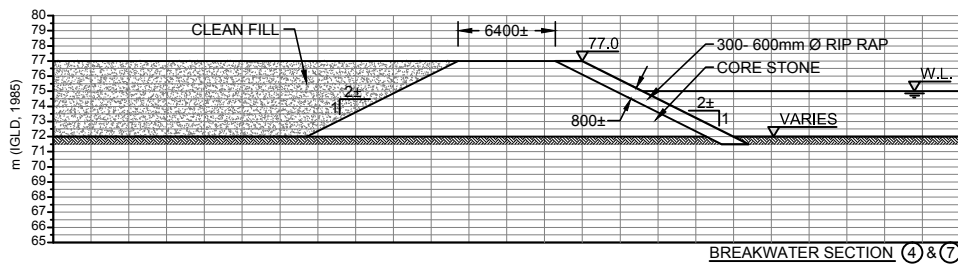
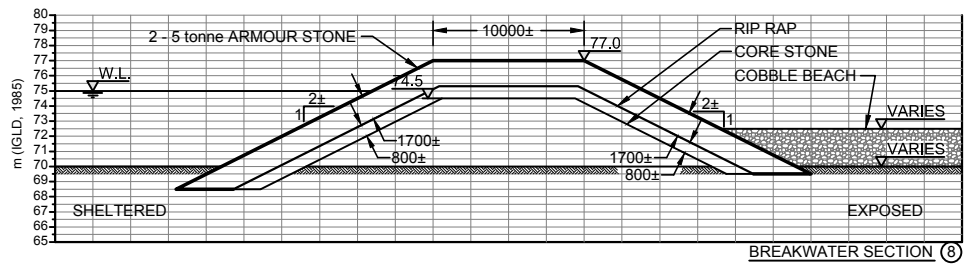
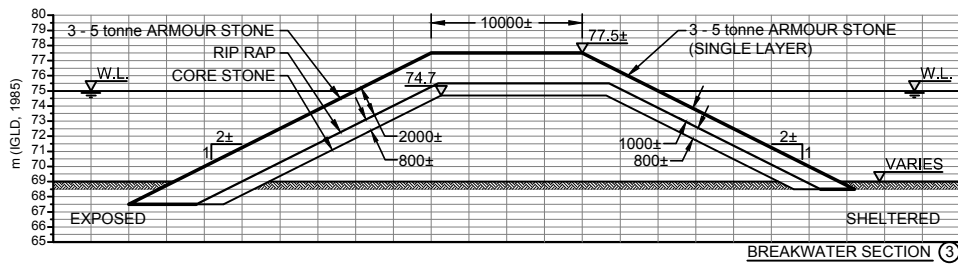
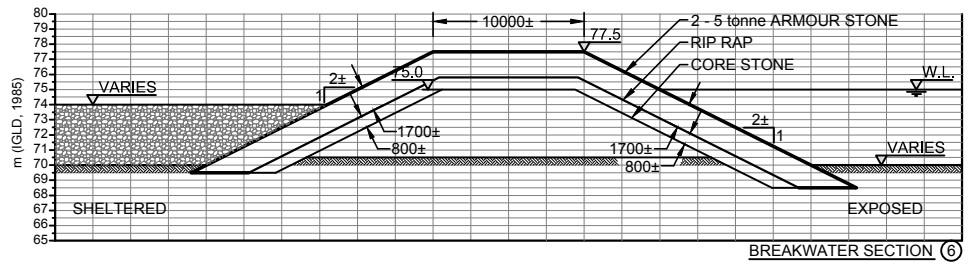
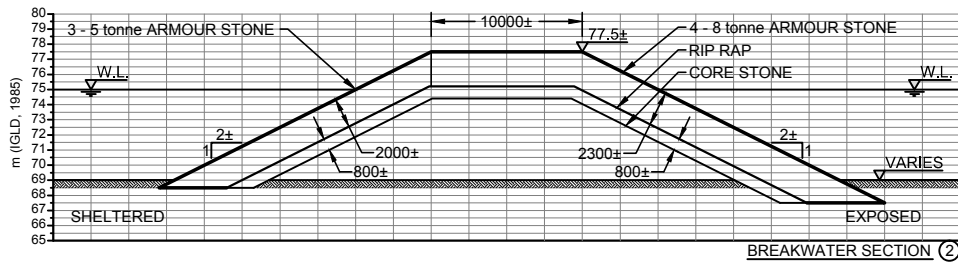
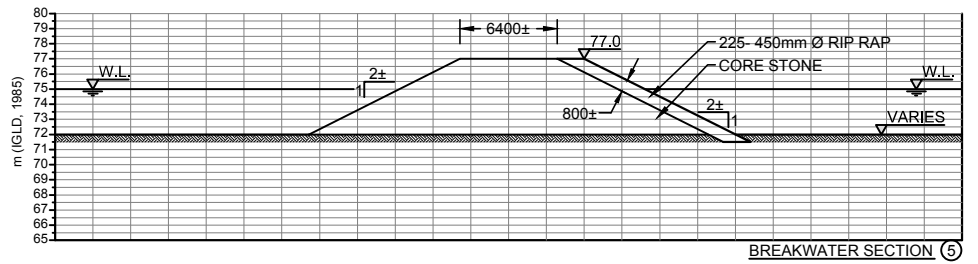
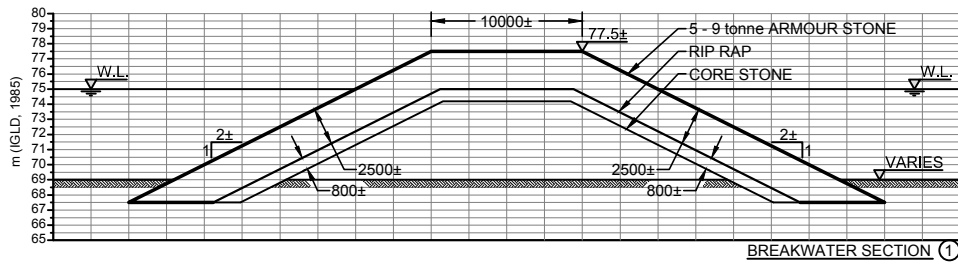
Ashbridges Bay
Class Environmental Assessment
Alternative 3 (2013)

- City of Toronto
Approved EA Projects and
Potential New Shoreline
- TRCA Ashbridges Bay
Erosion Control Class
EA Structures
- Property Boundary



Scale 1:4000
SHOREPLAN

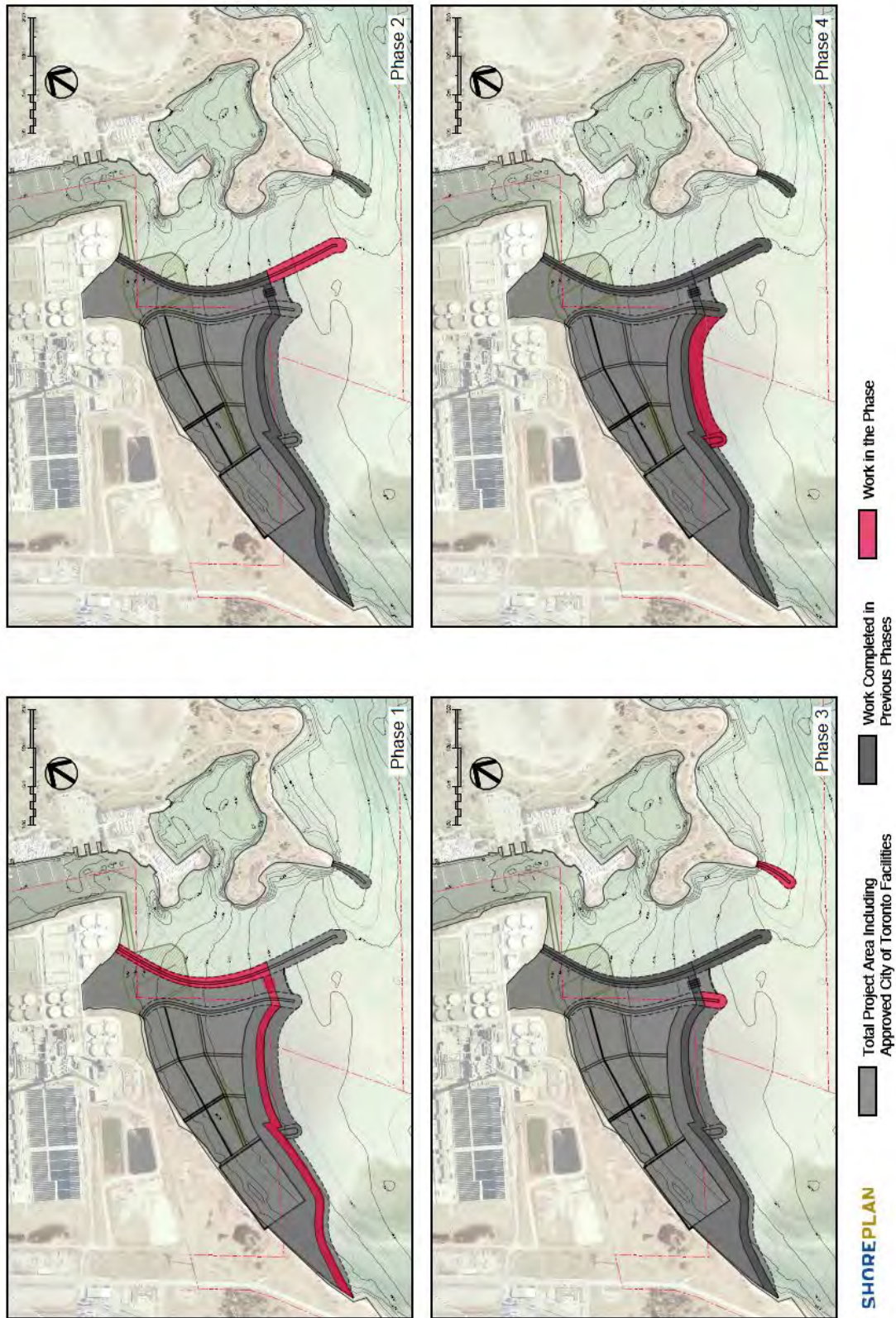
Figure 3.1
Preferred Alternative Plan



Scale 1:500
SHOREPLAN

Figure 3.2
 Typical Cross-Section of Structures

Figure 3.3 Phasing of Construction, Preferred Alternative



References

AECOM (2013). Ashbridges Bay Treatment Plant Disinfection Conceptual Design Report. Unpublished report prepared for City of Toronto by AECOM. Final report. February 2013.

Shoreplan (2013). Ashbridges Bay Erosion and Sediment Control Project Existing Conditions Report. Unpublished report prepared for Toronto and Region Conservation Authority by Shoreplan Engineering Limited. Final report. December 2013

Appendix I

Technical Reports

2. Ashbridges Bay-Coatsworth Cut Landform Study – Water Quality Response

**COATSWORTH CUT-ASHBRIDGES BAY LANDFORM STUDY
WATER QUALITY RESPONSE**

**Prepared for the Toronto and Region Conservation Authority
by Modelling Surface Water Limited, 45 Wigmore Drive, Toronto, ON, M4A 2E6**

November 2013

SYNOPSIS

This report describes the results of water quality modeling carried out to assess the potential changes in Ashbridges Bay-Coatsworth Cut area resulting from the alternatives developed for the Ashbridges Bay Erosion and Sediment Control Project Class Environmental Assessment (EA), integrated with the land base of the previously approved City of Toronto infrastructure.

To assess the impacts on the water quality of Ashbridges Bay and the surrounding waters caused by the construction of the proposed structures, the City of Toronto Lake Ontario MIKE-3 hydrodynamic and water quality model was used. Water quality constituents considered included Total Phosphorus, Total Suspended Solids, Total Copper and *E. coli*.

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LIST OF EQUATIONS

Equation 1. Fourier Norm equation.20

1. BACKGROUND

This report describes the results of water quality modeling carried out for the Ashbridges Bay Erosion and Sediment Control Project Class Environmental Assessment (EA). This modeling exercise was conducted to aid in the evaluation of the remedial alternatives developed for the project, as per the Class EA process. As per the EA scope, all design alternatives were integrated with the land base for the high-rate treatment facility and treatment wetland, which are the future approved City of Toronto facilities to be located south of Ashbridges Bay Treatment Plant. Please see the project Environmental Study Report for more information on the alternatives, evaluation process and evaluation results.

The project site is located on the north shore of Lake Ontario, adjacent to Ashbridges Bay and Ashbridges Bay Treatment Plant, Toronto, as shown in Figure 1-1. Project site plan, including the EA local study area, is presented in Figure 1-2.



Figure 1-1. Location plan.

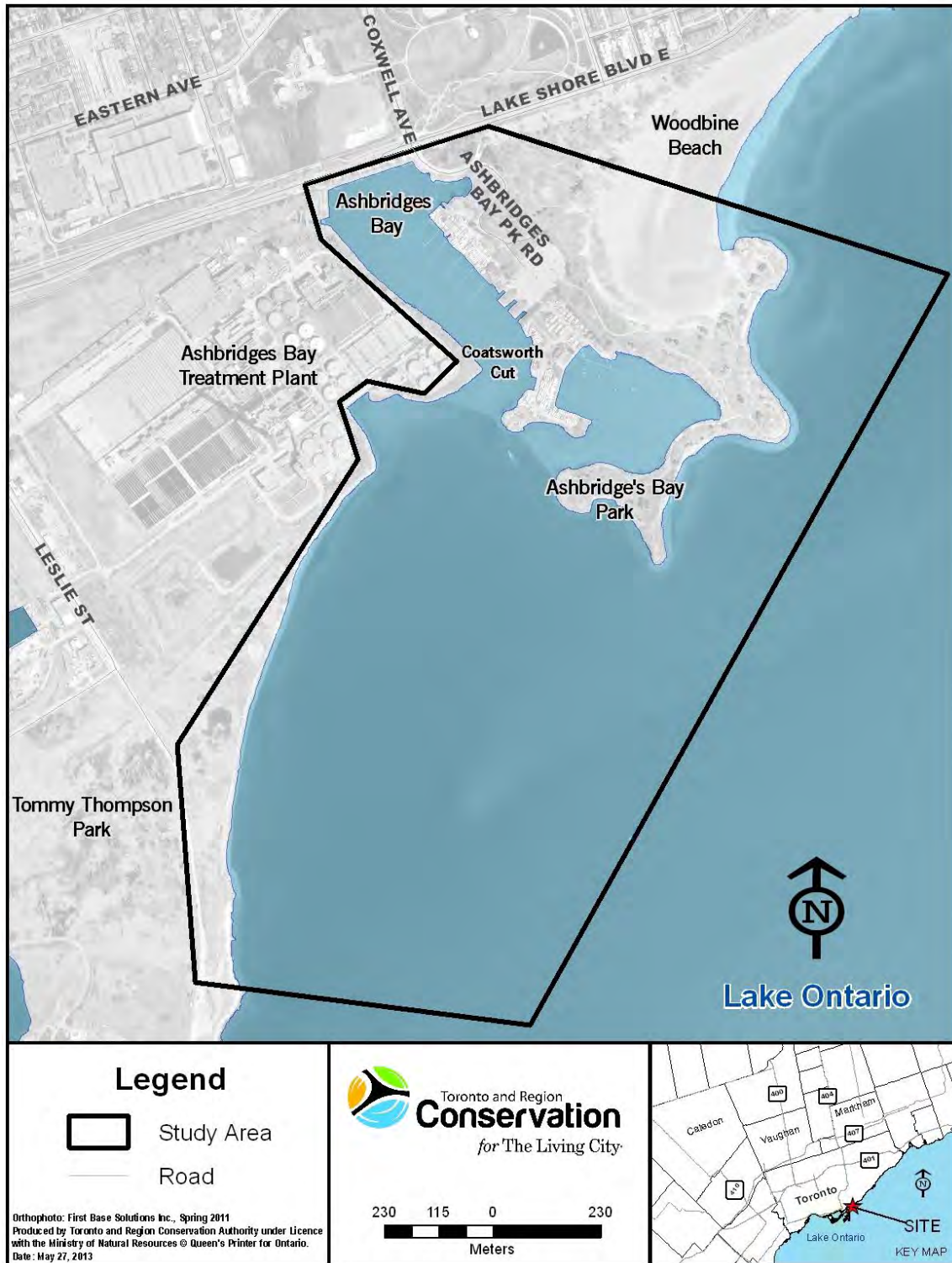


Figure 1-2. Ashbridges Bay Erosion and Sediment Control project Class EA local study area.

2. OBJECTIVE

The objective of this modeling exercise was to predict the impacts on the water quality in Ashbridges Bay and surrounding waters caused by construction of sediment and erosion control structures proposed by the Toronto and Region Conservation Authority (TRCA) as part of the Ashbridges Bay Erosion and Sediment Control Class EA project. As mentioned in Section 1, all proposed remedial design alternatives were integrated with the landbase for the future approved City of Toronto facilities in the same area. The entire footprint of the resulting landform was considered in this modeling exercise.

3. METHODS

3.1 WATER QUALITY CONSTITUENTS MODELED

The water quality constituents considered in this modeling exercise included Total Phosphorus (TP), Total Suspended Solids (TSS), Total Copper (TCu, or Copper) and Escherichia Coli (*E. coli*). TP concentrations typically serve as an indicator of nutrient levels, or eutrophication; TSS levels provide a measure of turbidity; Copper (considered a heavy metal) provides a measure of aquatic toxicity; and *E.Coli* serves as an indicator of faecal pollution or recreational water quality.

TP, TCu and *E. coli* Provincial Water Quality Objectives (PWQOs) were used as benchmarks, where TP PWQO is 0.02 mg/L, Copper PWQO is 0.001 mg/L and *E. coli* PWQO for recreational waters is 100 CFU/100 mL. While TSS does not have a PWQO value, TSS level of 10 mg/L constitutes the upper limit of turbidity in source water used by the City of Toronto water treatment plants.

3.2 MODEL

The City of Toronto Lake Ontario MIKE-3 hydrodynamic and water quality model was used to assess the impacts on the water quality of Ashbridges Bay and the surrounding waters caused by the construction of the erosion control structures proposed by TRCA as part of the Ashbridges Bay Erosion and Sediment Control Class EA project.

The MIKE-3 hydrodynamic model uses a two-dimensional wind field developed by the US National Oceanic Atmospheric Administration as the predictive tool for developing wind stresses which are the major forcing function causing current speed and direction within Lake Ontario.

The lake model has been previously used by the City to evaluate the impacts from the proposed Ashbridges Bay Treatment Plant (ABTP) Outfall, the Don Trunk Sewer Project (Dewey, 2011) and the Wet Weather Flow Management Master Plan (WWFMMP) study (Dewey, 2003). The model used in this study is a smaller version of the Ashbridges Bay Treatment Plant (ABTP) Outfall study model.

The computation scheme for the lake model is to model the entire lake at a resolution of 2430 m, and then to use smaller, nested grids whose resolutions are 810, 270 and 90 meters, respectively. Figure 3-1 shows the whole lake with the 810 and 270 m nested grids. Figure 3-2 shows the 270 m domain with the 90 and 30 m nested grids. Figure 3-2 shows the existing 90 m domain with the 30 m nested grid. For this study, the 30 m grid was selected as the widths of the proposed control structures are smaller than 90 m and closer to 30 m.

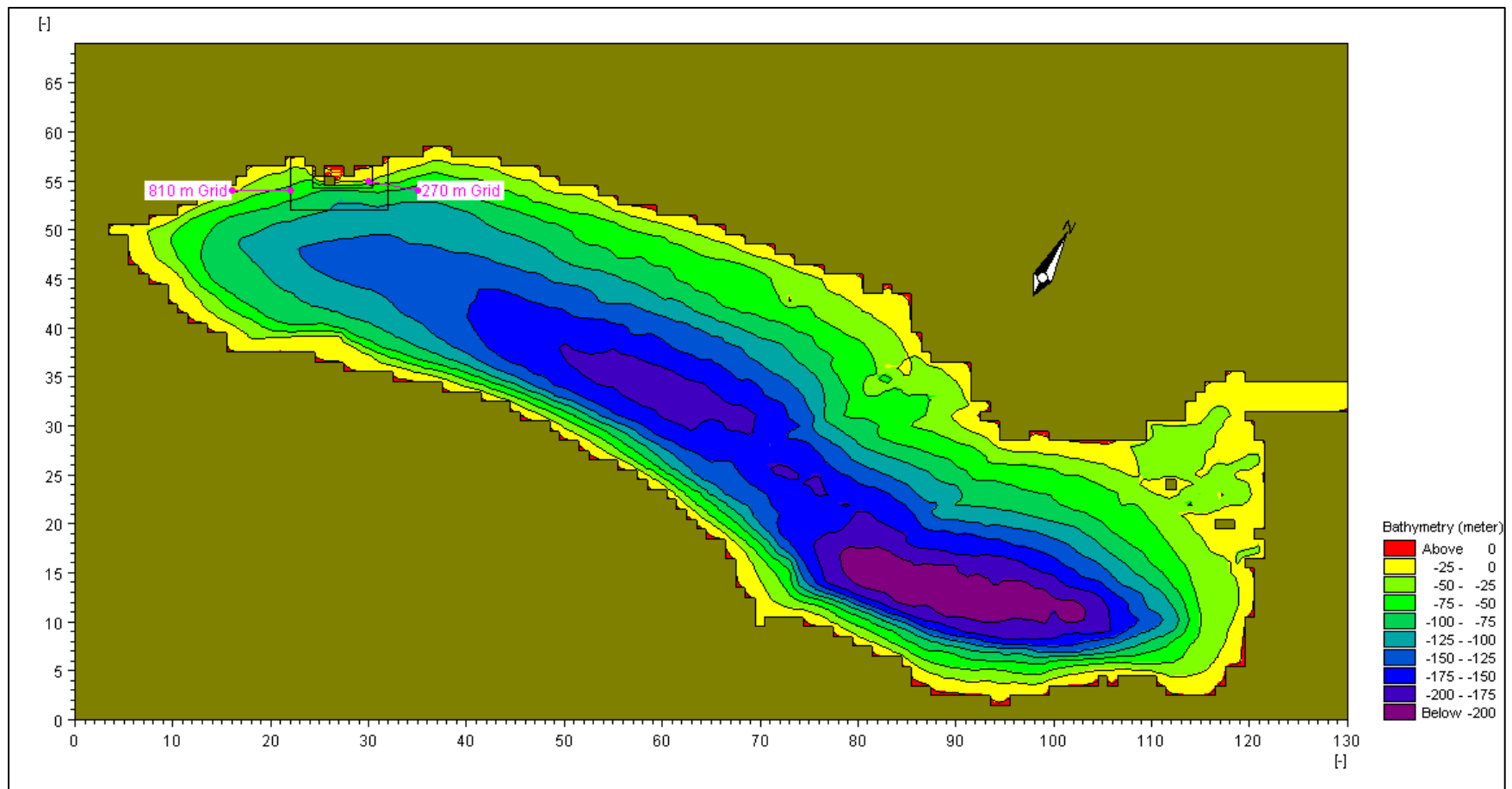


Figure 3-1. Lake Ontario Model domain with 810 m and 270 m nested grids.

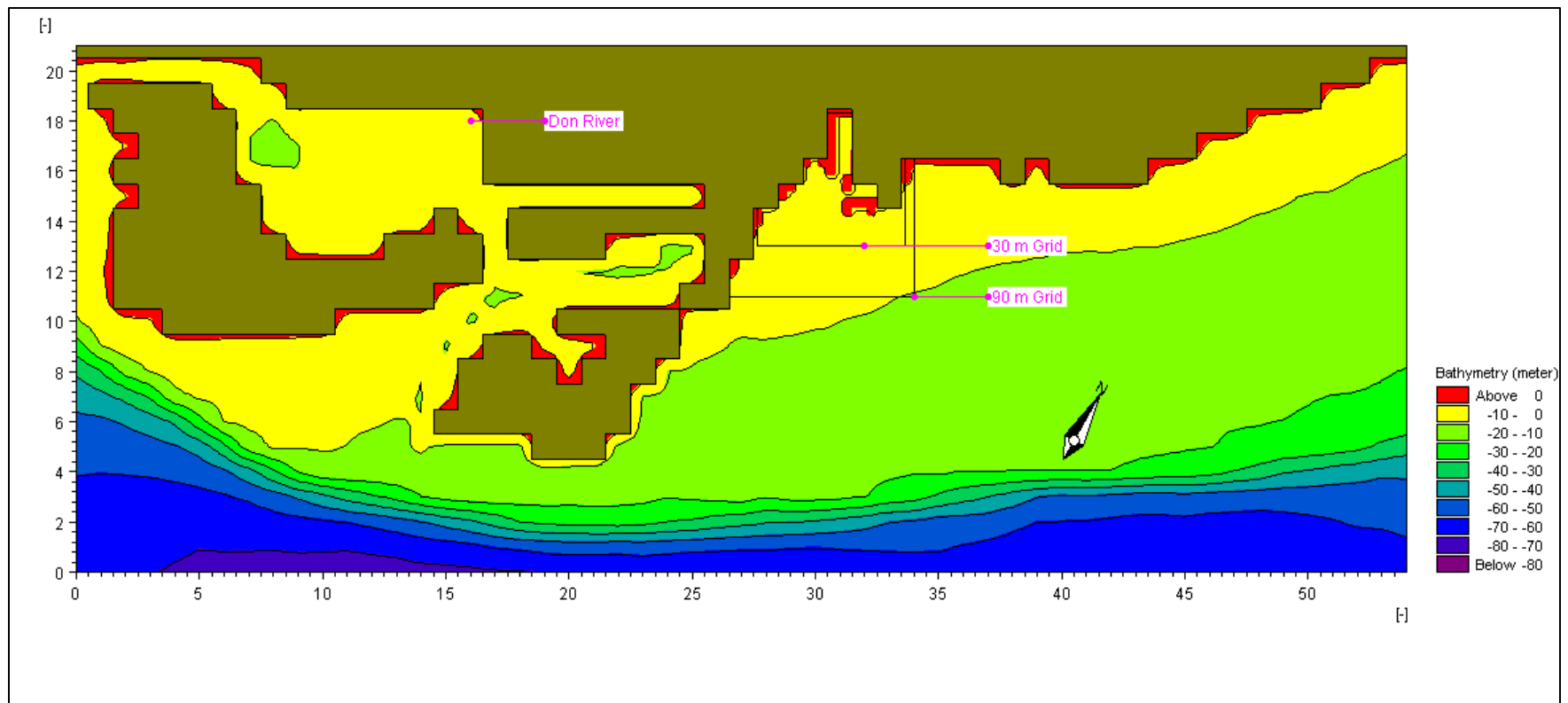


Figure 3-2. 270 m Model domain with 90 m and 30 m nested grids.

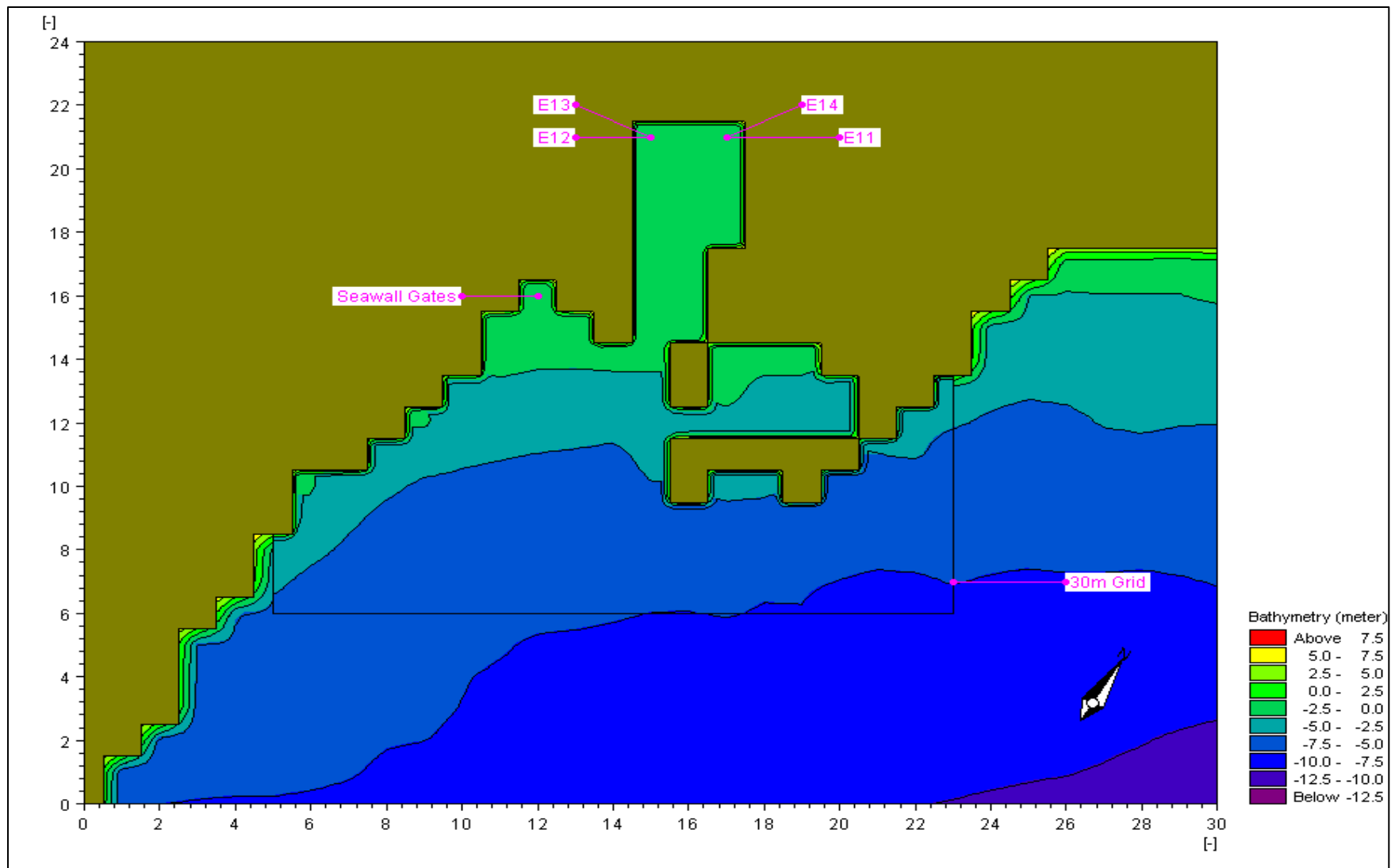


Figure 3-3. 90 m Model domain with 30 m nested grid. E11, E12, E13 and E14 represent Ashbridges Bay outfalls locations.

3.3 EA ALTERNATIVES ASSESSED

The EA alternatives assessed as part of this report are shown in Figure 3-4, Figure 3-5 and Figure 3-6. Each EA alternative has been incorporated with the previously approved City of Toronto facilities (high-rate treatment facility and treatment wetland) in order to represent the total land base that is anticipated to be built in the waterlot south of ABTP. The land base for these facilities will be constructed concurrently with the remedial solution selected as the Preferred Alternative in the Ashbridges Bay Erosion and Sediment Control Class EA. See the Ashbridges Bay Erosion and Sediment Control Class EA Environmental Study Report for details on the alternatives development, evaluation and proposed implementation, including integration with the previously approved facilities.

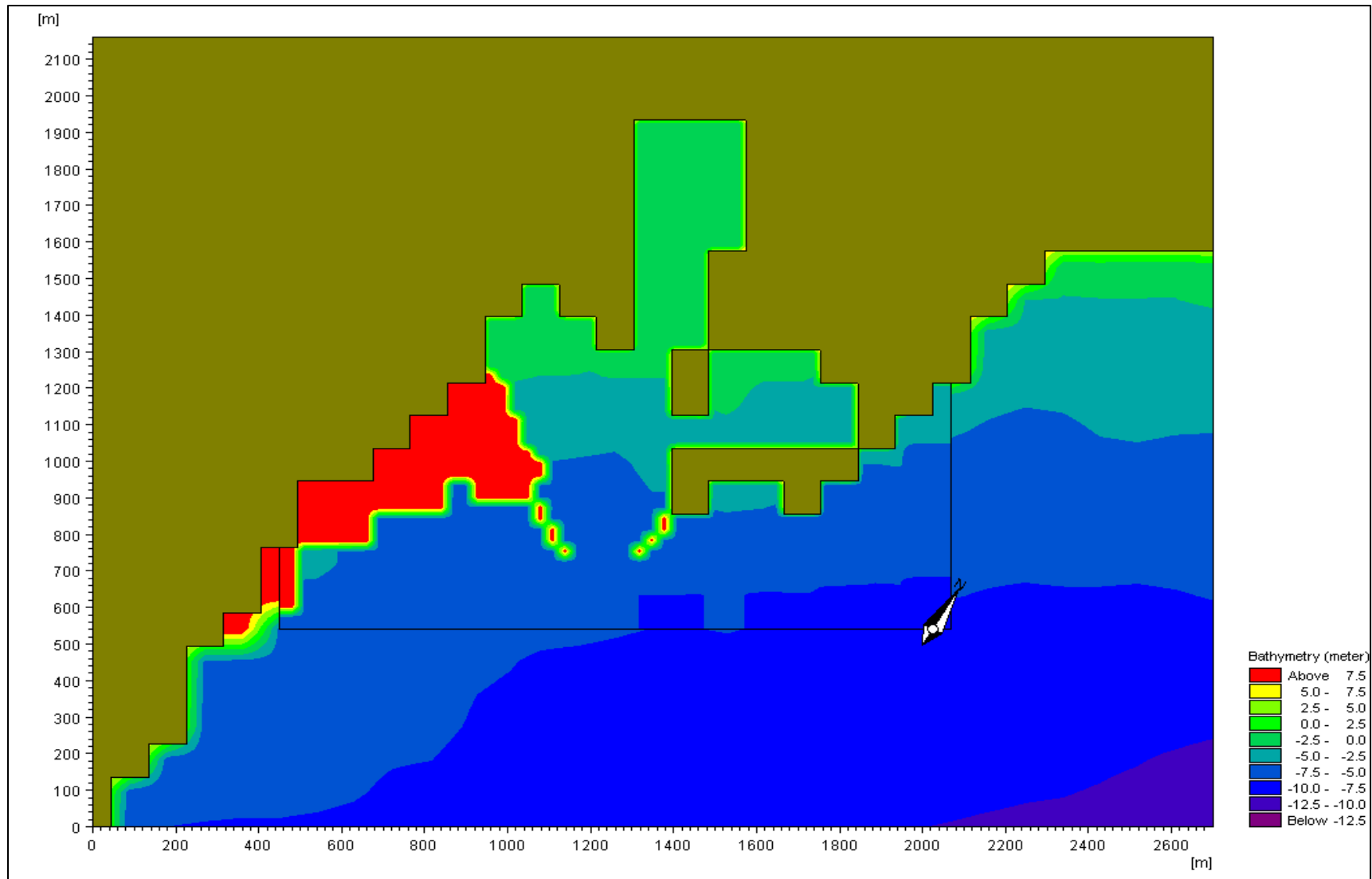


Figure 3-4.Alternative 1.

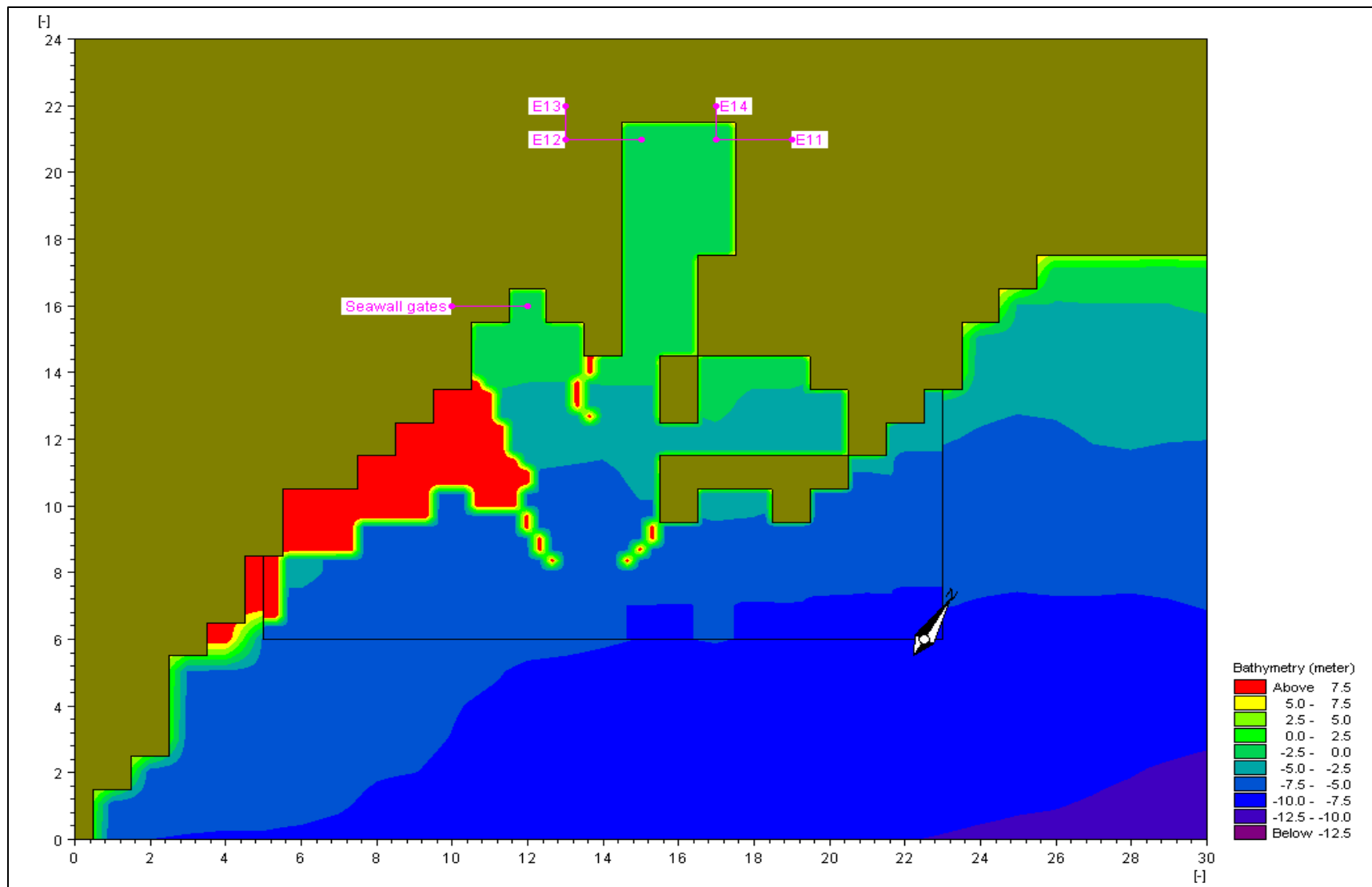


Figure 3-5.Alternative 2.

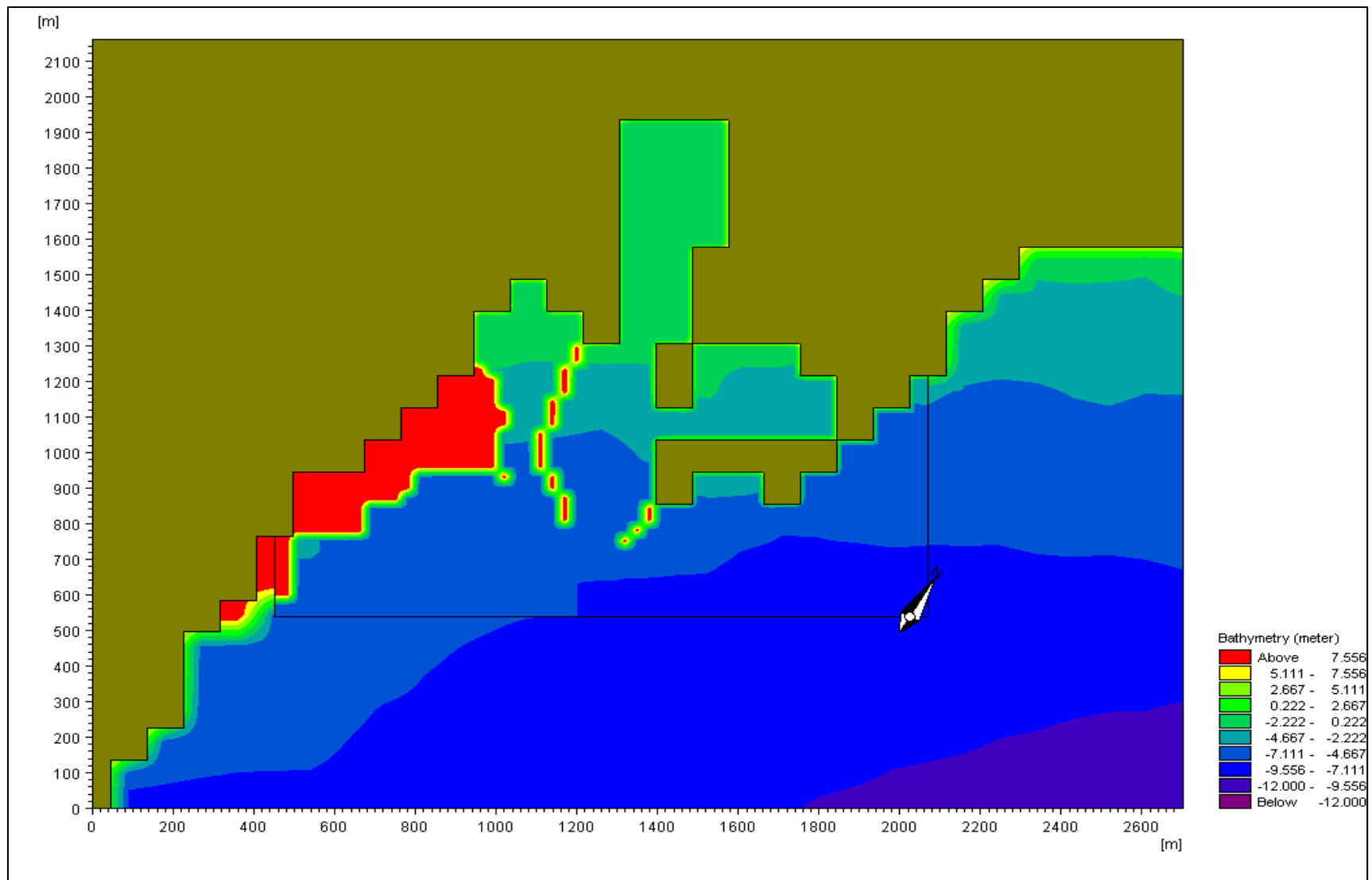


Figure 3-6.Alternative 3.

3.4 MODEL CALIBRATION AND ACCURACY

The model used in this study is a smaller version of the Ashbridges Bay Treatment Plant (ABTP) Outfall study model. The ABTP model has been extensively calibrated (see Dewey, 2013a) and verified with Acoustic Doppler Current Profile (ADCP) at several locations within the 270m and 810 m domains (Figure 3-7 and Figure 3-8).

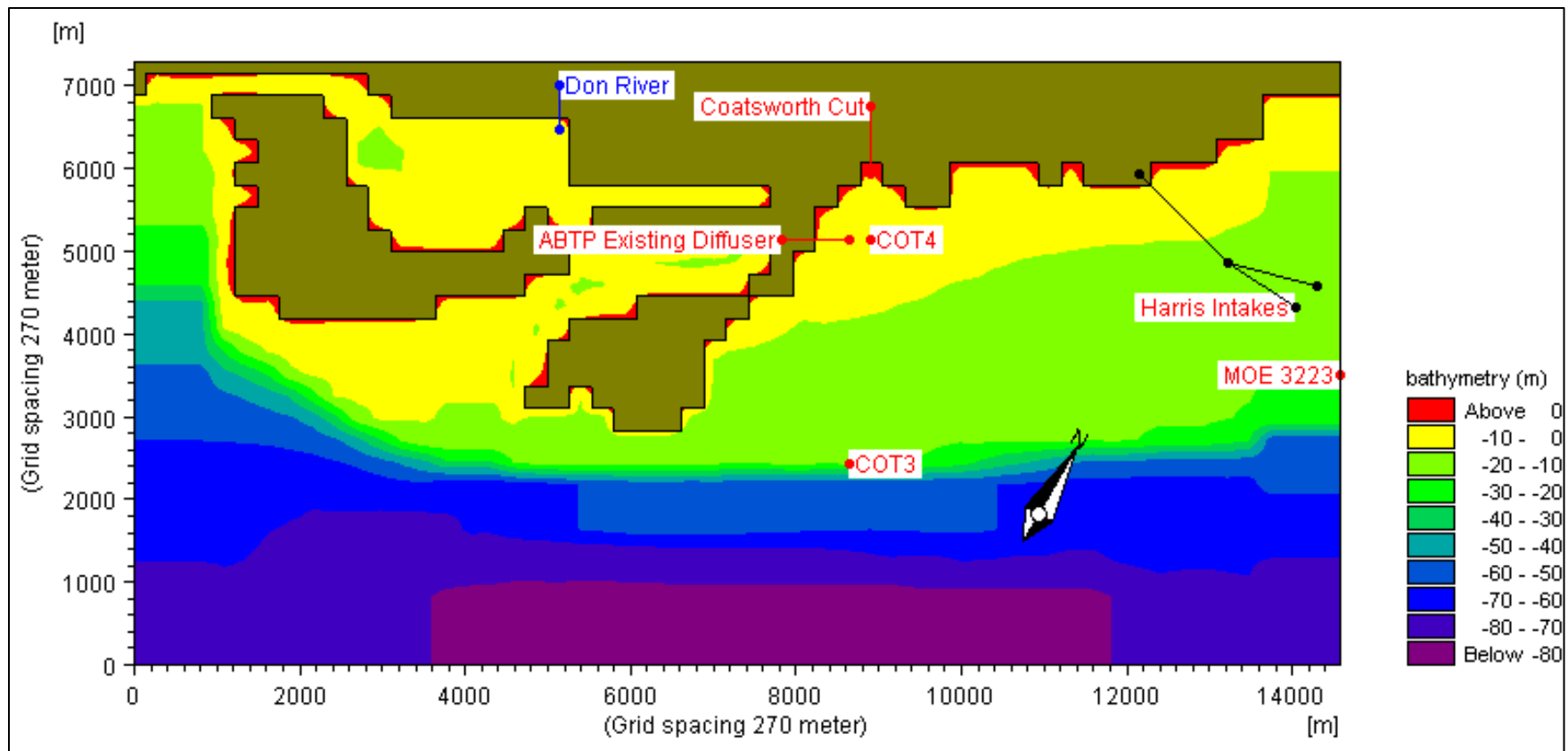


Figure 3-7. 270 m domain with Acoustic Doppler Current Profile locations.

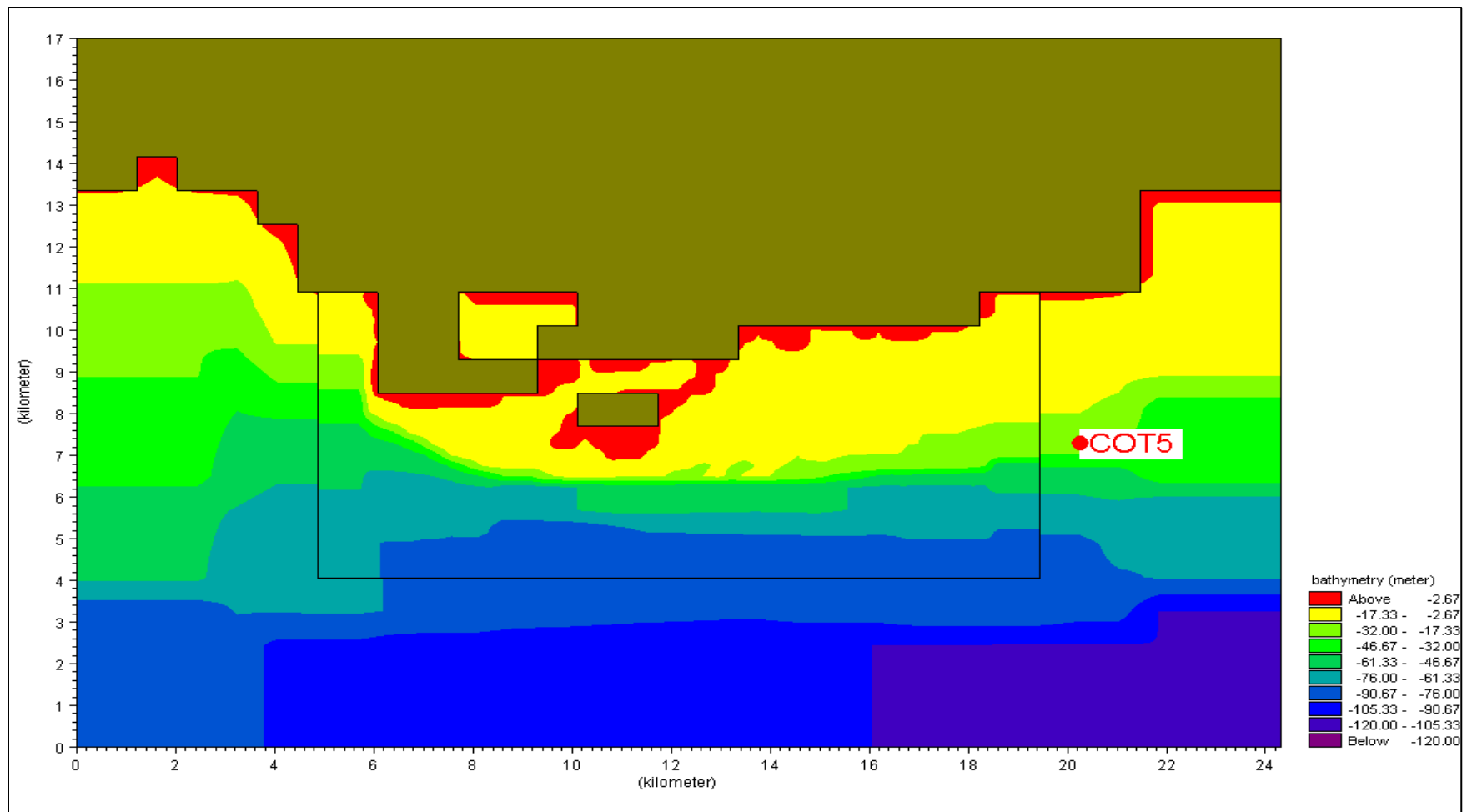


Figure 3-8. 810 m Domain with COT5 location.

The model results appear highly correlated with observed data. The method used to measure model accuracy – the measure of agreement between the model predictions and observed data - is based on a vector average that uses both speed and direction called the Fourier Norm (FN, or Fnorm) (Equation 1). The calculation involves the average difference between the two vector components of velocity. In model terms, the velocity is computed as a V component in the onshore-offshore (north-south) direction and the U component in the alongshore (east-west) direction.

$$F_N = \frac{\left\| \vec{v}_o, \vec{v}_c \right\|}{\left\| \vec{v}_o, 0 \right\|} \text{ where } \left\| \vec{v}_o, \vec{v}_c \right\| = \left\langle \left\langle \frac{1}{N} \right\rangle \sum_{t=1}^{N\Delta t} \left| \vec{v}_o - \vec{v}_c \right|^2 \right\rangle^{\frac{1}{2}}$$

Where v_o = observed data and v_c = computed data.

Equation 1. Fourier Norm equation.

Table 3-1 lists the Fnorm score and Root Mean Square (RMS) error for each velocity component, showing the performance of the model using the vertical model resolution of 40 layers at 2m thickness and 80 layers at 1 m thickness. The 40 layer model performs better, as indicated by the Fnorm score of 0.85, considered to be very good.

Table 3-1. Comparison of 40 layer and 80 layer models.

40 Layers						
Depth	COT3 Monitoring Location			COT5 Monitoring Location		
	Fnorm	U RMS (m/s)	V RMS (m/s)	Fnorm	U RMS (m/s)	V RMS (m/s)
surface	1.23	0.097	0.135	1.12	0.144	0.108
5m	0.85	0.114	0.142	1.05	0.122	0.078
10m	0.96	0.061	0.071	0.96	0.105	0.064
bottom	1.011	0.057	0.061	0.87	0.070	0.048
80 Layers						
Depth	COT3 Monitoring Location			COT5 Monitoring Location		
	Fnorm	U RMS (m/s)	V RMS (m/s)	Fnorm	U RMS (m/s)	V RMS (m/s)
surface	1.35	0.106	0.146	1.28	0.157	0.126
5m	0.85	0.114	0.141	1.01	0.122	0.074
10m	0.95	0.060	0.072	0.98	0.100	0.065
bottom	0.88	0.045	0.061	0.90	0.074	0.048

The inshore ADCP COT4 did not have similar accuracy, likely due to the complex shoreline nearby. Table 3-2 lists the scores for the ABTP model and the Coatsworth Cut model. The surface layer Fnorm and RMS values are lower than the offshore locations which means there is a small increase in the accuracy of the model predictions. The lower layer Fnorm results obtained at COT4 are much poorer than the values observed at COT3 and COT5 locations, and the RMS values are variable.

Table 3-2. Fnorm and RMS values for the COT4 ADCP.

COT4						
Depth	ABTP			Coatsworth Cut		
	Fnorm	U RMS (m/s)	V RMS (m/s)	Fnorm	U RMS (m/s)	V RMS (m/s)
Surface	1.06	0.061	0.050	1.07	0.055	0.047
2m	1.10	0.069	0.052	1.11	0.062	0.046
Bottom	1.12	0.076	0.0501	1.12	0.069	0.047

The ABTP study model calibration report (Dewey, 2013a) also provides a sensitivity analysis of almost all the important model parameters that can be adjusted, and those values that performed the best were used in this model.

Table 3-3 lists the main parameters that can be adjusted in the Hydrodynamic and Advection-Dispersion Modules, together with the calibration results for the ABTP model (Dewey, 2013a). Two other reports where the same model was utilized which addressed spill scenarios in the CTC (Credit Valley, Toronto and Region and Central Lake Ontario) Source Protection Area- Dewey, 2011 - and extended the spill scenario assessments further east within the Central Lake Ontario area - Dewey, 2013b - have been referenced and their calibration parameter values have been added. A number of trials were made with various wind stress values and the conclusion was that the default was generally more accurate (see Tables 3-4 to 3-6). Tables 3-7 and 3-8 summarize the model's sensitivity to temperature dispersion coefficients and bottom roughness.

Table 3-3. Three model setups – calibration parameters.

Parameter	CLO Spills (Dewey, 2013b)	LOC Spills (Dewey, 2011)	ABTP Calibration (Dewey, 2013a)	
	Value	Value	Value	Comments/Rationale
Time step	60 seconds	30 to 90 seconds	20 seconds	
Transport scheme	Quickest-Sharp	Quickest-Sharp	Quickest-Sharp	Best Fnorm and temperature correlations
Vertical Resolution	80 layers 1 m thickness	40 layers 2 m thickness	Ultimate 40 layers 2 m thickness, trials of up to 160 layers at 1 m thickness were run	Golder (2009) used 40 layers at 2m thickness
Turbulence model	Mixed κ - ϵ Smagorinsky	Mixed κ - ϵ Smagorinsky	Mixed κ - ϵ Smagorinsky	Best Fnorm and temperature correlations
Eddy Viscosity Coefficient	0.4 default	0.4 default	0.4 default	Golder (2009) found 0.8 decreased vertical mixing.
Temperature Dispersion Coefficients	Horizontal 0.1 Vertical 0.001	Horizontal 0.1 Vertical 0.001 - See Table 1-7	Horizontal 0.1 Vertical 0.001	Horizontal not found to be sensitive in Lake Ontario High vertical values limit stratification, no thermocline development
Temperature Dispersion Scheme	velocity relationship	Eddy velocity relationship	velocity relationship	
Wind Source	NOAA	NOAA and Pearson	NOAA	
Wind Stress	0.0011 - see Table 1-4, - See Table 1-5 & 1-6	0.0026 Default	2008 constant 0.0026 2011 variable 9 0.0016, 12 0.0026 2012 many trials - optimal variable was 9 0.0016, 12 0.0026 Default was found to be better overall	
Air Temperature	NOAA	Pearson and NOAA	NOAA	
Relative Humidity and Cloud Cover (Clearness)	Pearson Airport	Pearson Airport	Pearson Airport	
Dalton's Law constant	0.5	0.5	0.5 default	Golder (2009) used 1.0
Dalton's Law wind constant	0.9	0.9	0.9 default	Golder (2009) used 0.3
Sun Constant a	0.291	.395	0.395 default 0.295	Golder (2009) used default
Sun constant b	0.371	0.691	0.691 default 0.371	Golder (2009) used default
Displacement (Day light saving time)	-1	-1	-1	
Standard Meridian	-75	-75	-75	For solar heating – coordinates sun rise with model grid
Beta in Beer's Law	.3	.3	Default 0.3	Golder (2009) used 0.6
Light Extinction	1	1	Default 1.0	Golder (2009) used 1.4
Runge-Kutta	2 nd order	2 nd order	2 nd order	End of Heat Exchange

Parameter	CLO Spills (Dewey, 2013b)	LOC Spills (Dewey, 2011)	ABTP Calibration (Dewey, 2013a)	
	Value	Value	Value	Comments/Rationale
Bed Roughness	0.5	0.5 See Table 1-8	Default 0.5	Golder (2009) used 0.01 to slightly increase speeds.
Substances	Both conservative and first order decay	Both conservative and first order decay	Both conservative and first order decay	
Initial ambient conditions	Benzene = 0 <i>E. coli</i> = 0	Benzene = 0 <i>E. coli</i> = 0 Tritium = 0	TP 0.007 mg/L, Ammonia 0.018 mg/L based on 75th percentile data	
Decay rates	Benzene 1.1E-5 <i>E. coli</i> T90 57 hours	Tritium – half life some 12 years <i>E. coli</i> T90 57 hours Benzene – both conservative and first order decay	TP 8.4 E-06/s Ammonia - conservative	
Dispersion Coefficients	Default	Default Used variable in sensitivity trials	default	
Dispersion scheme	Eddy viscosity relationship	Eddy viscosity relationship	Eddy viscosity relationship	

Table 3-4. Darlington ADCP sensitivity trials results - 80 layers 1 m thickness.

Layer	Fnorm	U RMS (m/s)	V RMS (m/s)
Wind Stress 0.0024			
Top	1.64	0.100	0.042
Bottom	1.13	0.044	0.027
Wind Stress 0.0020			
Top	1.52	0.091	0.040
Bottom	1.07	0.042	0.027
Wind Stress 0.0015			
Top	1.27	0.078	0.040
Bottom	1.004	0.039	0.028
Wind Stress 0.0013			
Top	1.32	0.078	0.038
Bottom	1.035	0.041	0.027
Wind Stress 0.0011			
Top	1.20	0.073	0.039
Bottom	1.009	0.039	0.028

Table 3-5. Port Hope ADCP wind stress trials results- 40 layers 2 m thickness.

Layer	Fnorm	U RMS (m/s)	V RMS (m/s)
Wind Stress 0.0026			
Top	1.32	0.113	0.072
Bottom	1.25	0.051	0.038
Wind Stress 0.0020			
Top	1.27	0.108	0.071
Bottom	1.15	0.046	0.036
Wind Stress 0.0015			
Top	1.25	0.109	0.068
Bottom	0.99	0.040	0.035
Wind Stress variable 3-10 10-20			
Top	1.37	0.117	0.072
Bottom	1.13	0.046	0.035

Table 3-6. Cobourg ADCP wind stress trials 40 layers 2m thickness

Layer	Fnorm	U RMS (m/s)	V RMS (m/s)
Wind Stress 0.0026			
Top	1.06	0.106	0.055
Bottom	1.20	0.062	0.043
Wind Stress 0.0020			
Top	1.05	0.106	0.054
Bottom	1.14	0.058	0.042
Wind Stress 0.0015			
Top	1.07	0.111	0.053
Bottom	1.05	0.053	0.042
Wind Stress variable 3-10 10-20			
Top	1.13	0.115	0.054
Bottom	1.17	0.061	0.042

Table 3-7. Temperature dispersion trials results.

ADCP Layer	A Horizontal 0.1 Vertical 0.1	B Horizontal 0.1 Vertical 0.001	C Horizontal 0.001 Vertical 0.1	D Horizontal 0.001 Vertical 0.001
Top Layer Fnorm	.922	.923	.926	.928
Bottom Layer Fnorm	.867	.867	.877	.874
Temperature Correlation	.926	.928	.922	.924

Table 3-8. Bottom Roughness trials results.

ADCP Layer	Roughness 0.025	Roughness 0.05	Roughness 0.075	Roughness 0.1
Top Layer Fnorm	.927	.92	.92	.92
Bottom Layer Fnorm	.868	.86	.86	.86
Temperature Correlation	.930	.929	.926	.926

3.5 STUDY AREA WATER QUALITY CONDITIONS

Water quality in the Ashbridges Bay area is determined by lake-wide “ambient” conditions as well as constituent concentrations in the local land based discharges.

The water quality model used lake-wide concentrations as initial conditions. As the hydrological residence time of Lake Ontario is approximately 8 years, these initial conditions effectively correspond to the concentration of the constituents in the Lake Ontario Coastal Zone for the length of the five month simulation period. The ambient conditions concentrations were derived from the data supplied by the Ministry of the Environment, Environment Canada and the City of Toronto monitoring programs (see Section 3.2.16 of the ESR for more information on existing water quality conditions in the Ashbridges Bay area).

In addition to the lake-wide concentrations, Ashbridges Bay area water quality is influenced by the following local land based discharges:

- Discharge from the four outfalls located in the north end of Ashbridges Bay (Figure 3-3)
- ABTP treated effluent discharged via the plant outfall
- ABTP bypass flow discharged via the plant seawall gates when plant flows exceed the hydraulic capacity of the plant (severe wet weather events), with the discharge entering the lake at the location shown in Figure 3-13

Studies undertaken in support of the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Region Study and the Don River and Central Waterfront EA have demonstrated that water quality in Lake Ontario's Coastal Zone adjacent to Ashbridges Bay is also influenced by outflows from the Inner Harbor through the Eastern Gap (Dewey, 2011; Dewey, 2012). The flows from the Toronto Inner Harbour were incorporated via including the flow time series developed by MMM for the Don River and Central Waterfront EA (Dewey, 2012). River flow rates and pollutant concentrations were used together with hydrodynamic mixing between the Lake Ontario Coastal Zone and Inner Harbor to define outflow concentrations through the Eastern Gap to the environs of the study area.

The four outfalls located in the north end of Ashbridges Bay had flow time series developed for the previously completed Coatsworth Cut Class EA (CH2M Hill, 2007), which was carried out to determine the preferred methods for managing the impacts associated with combined sewer overflow events and stormwater discharges in the Coatsworth Cut sewershed (see CH2M Hill (2007) for more information). One of the study recommendations accepted by the City of Toronto was the implementation of a constructed wetland to be built in Lake Ontario south of the ABTP which would provide treatment of the flows from the four outfalls in the north end of Ashbridges Bay. The ABTP seawall gates were assumed to continue being in operation.

The ABTP outfall discharge constituent concentrations are provided in Table 3-9. The final effluent equals or surpasses the requirements of the plant's Environmental Compliance Approval and is discharged approximately 1000 m offshore via the plant outfall pipe (CH2M Hill, 2014; Toronto Water, 2013).

The ABTP seawall gates were assumed to discharge secondary treated effluent with some additional primary treated effluent. Seawall gates discharge is associated with the plant bypass events which occur during heavy rainfall or snowmelt when high flows cause the treatment system to overload.

Spatial representation of how Ashbridges Bay area of Lake Ontario waters is influenced by loadings from the seawall gates and the local CS and SS sewer outfalls discussed above is provided in Figure 3-9 (shows spatial variations in TP levels within the study area), Figure 3-10 (shows spatial variations in *E. Coli* levels), Figure 3-11 (shows spatial variations in TSS levels) and Figure 3-12 (shows spatial variations

in Copper levels). The area influenced by ABTP outfall discharge (without the Ashbridges Bay outfalls discharges) is shown in Figure 3-13. The simulated concentrations are shown as average concentrations for an approximately five month summer period (May 15 – Sept 7) using the 1991 meteorological conditions.

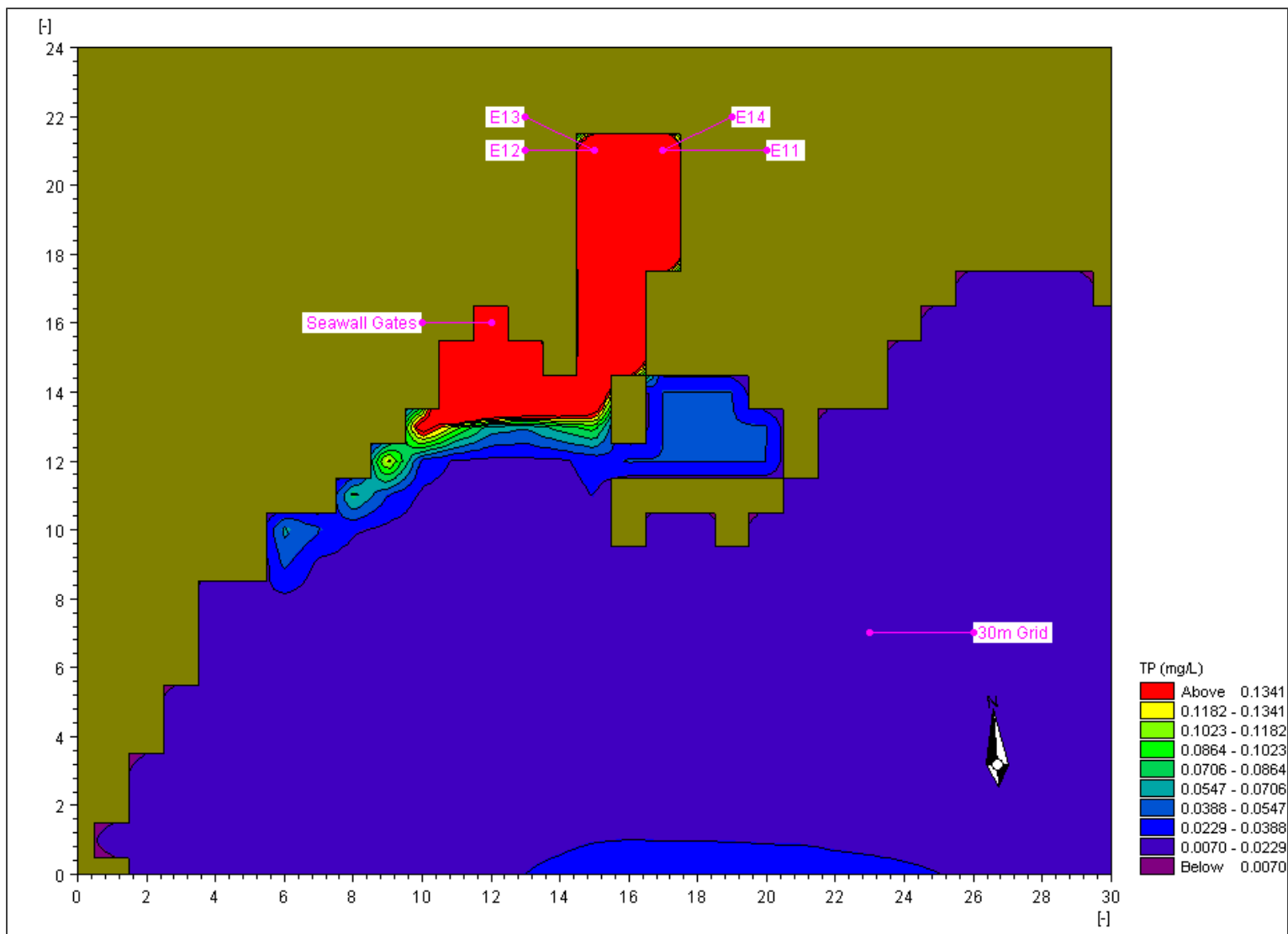


Figure 3-9. Spatial variations in Total Phosphorus concentrations within the study area – existing conditions.

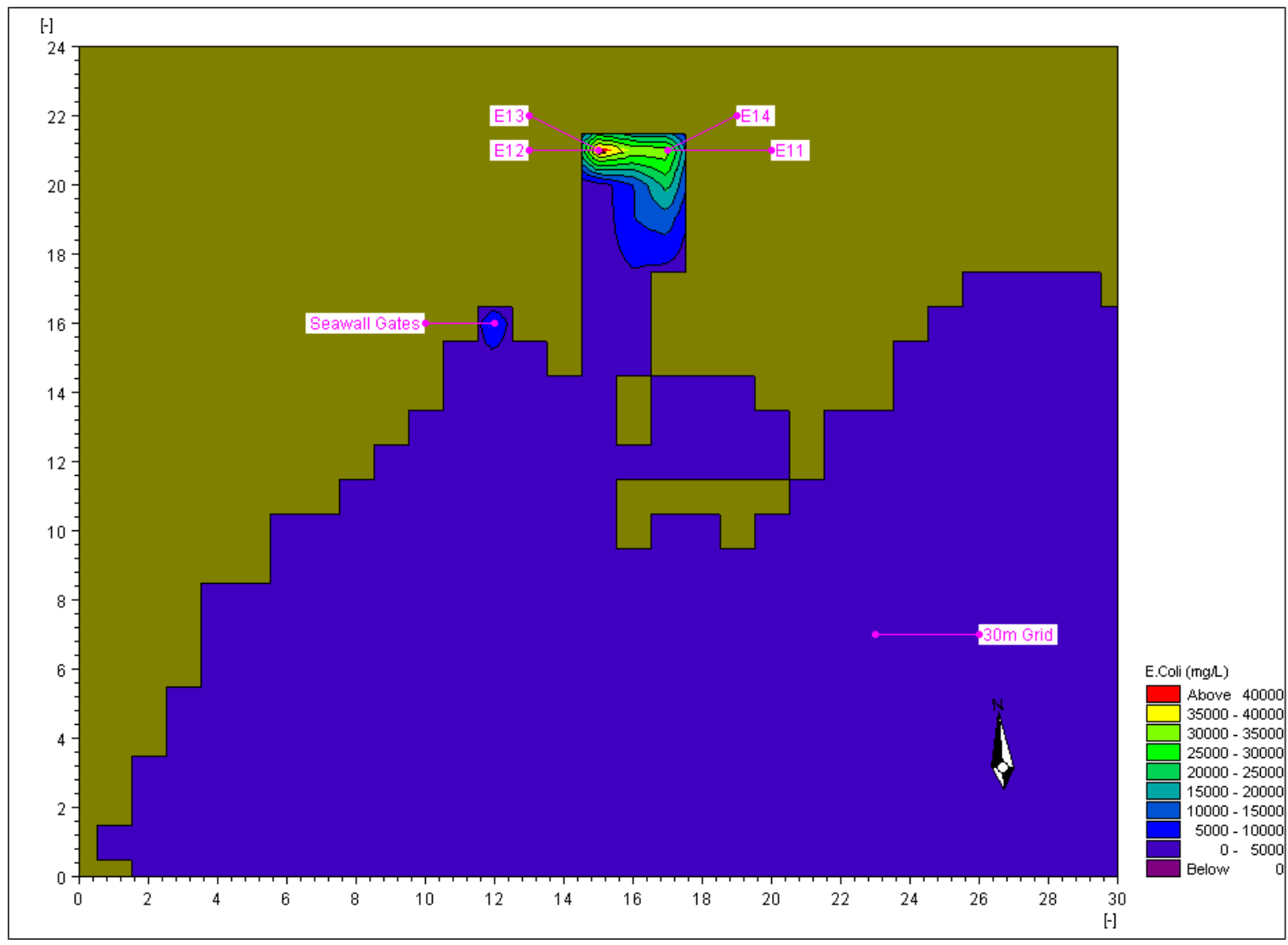


Figure 3-10. Spatial variations in *E. coli* concentrations within the study area – existing conditions.

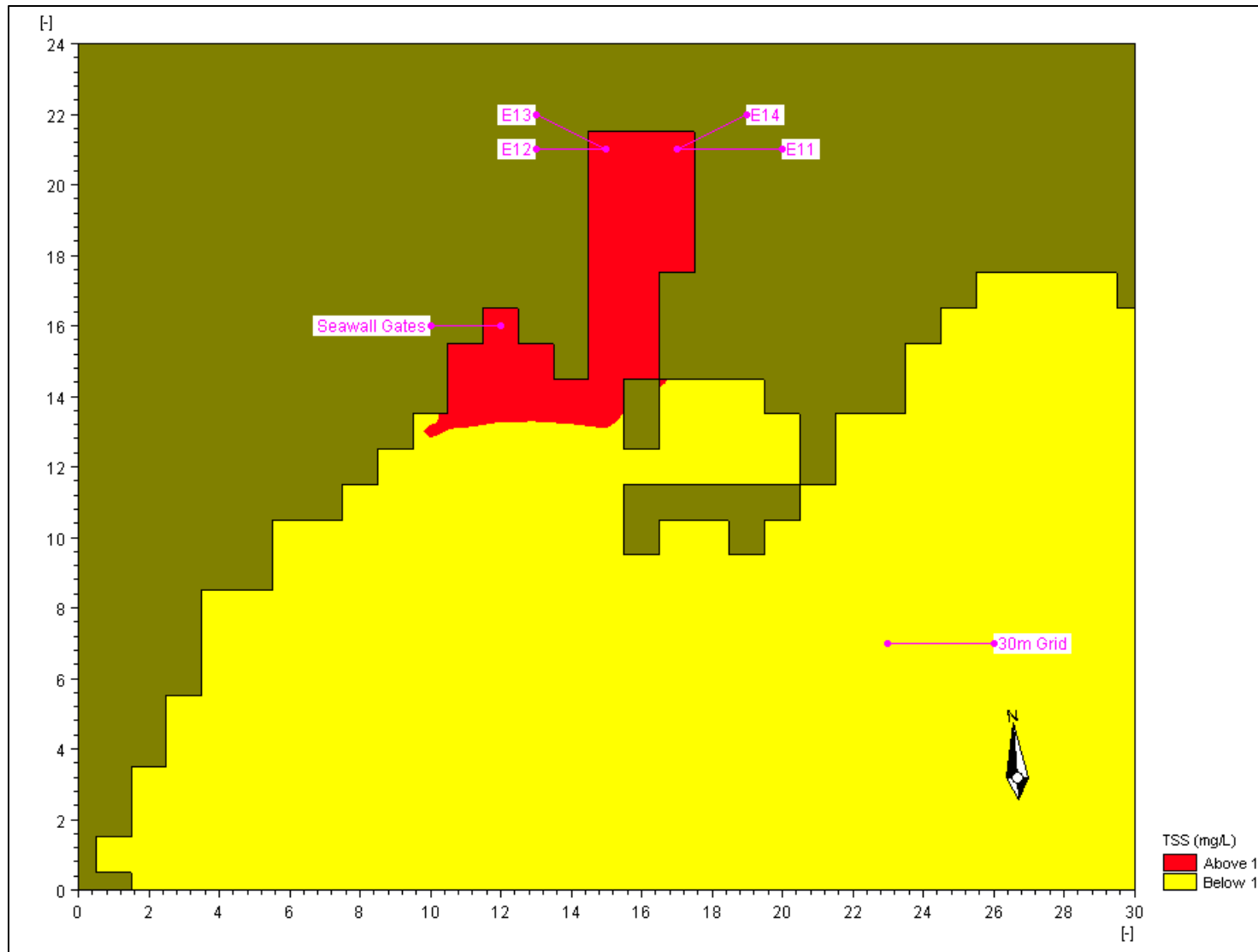


Figure 3-11. Spatial variations in Total Suspended Solids levels within the study area - existing conditions.

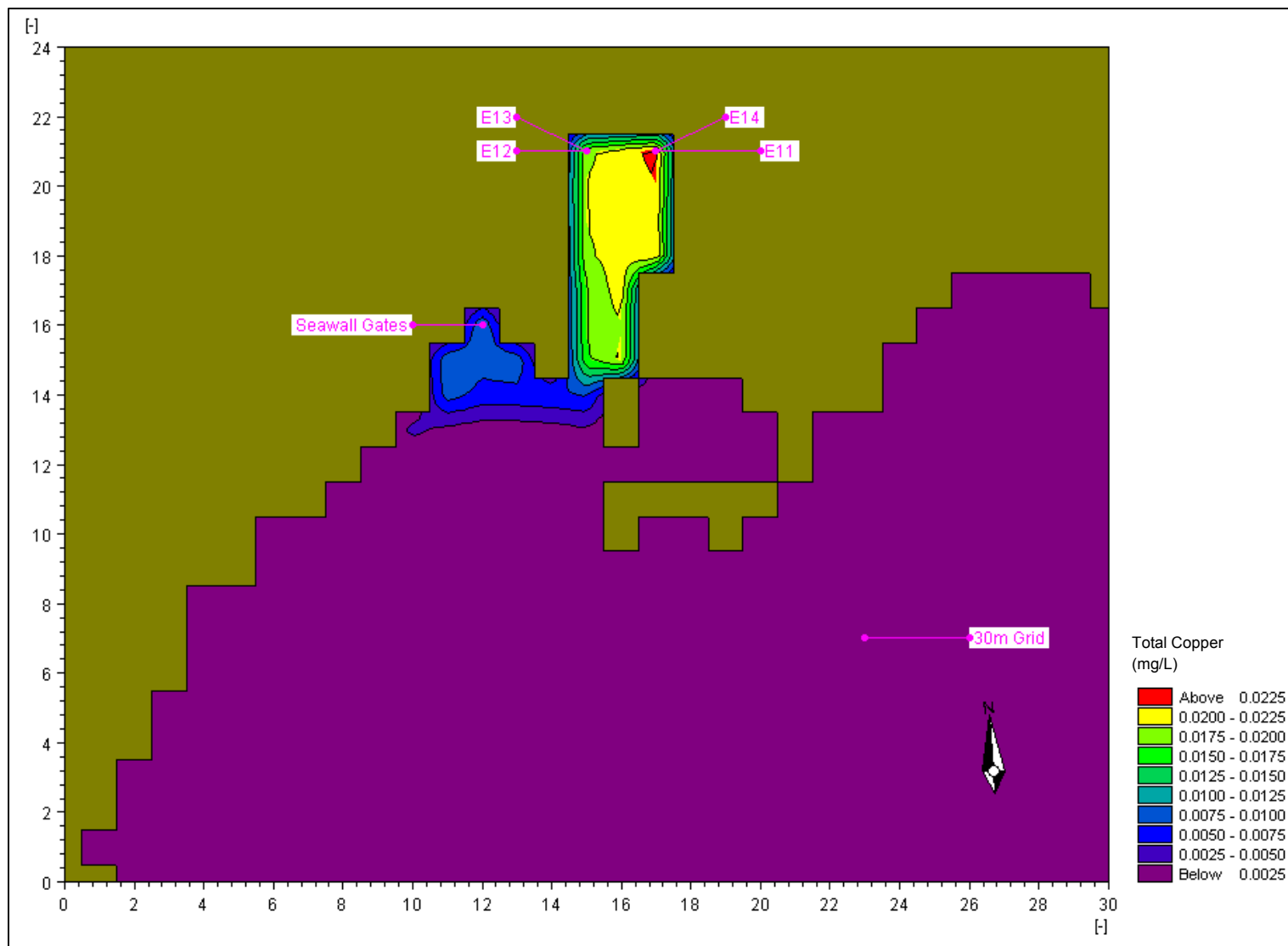


Figure 3-12. Spatial variations in Total Copper levels within the study area – existing conditions.

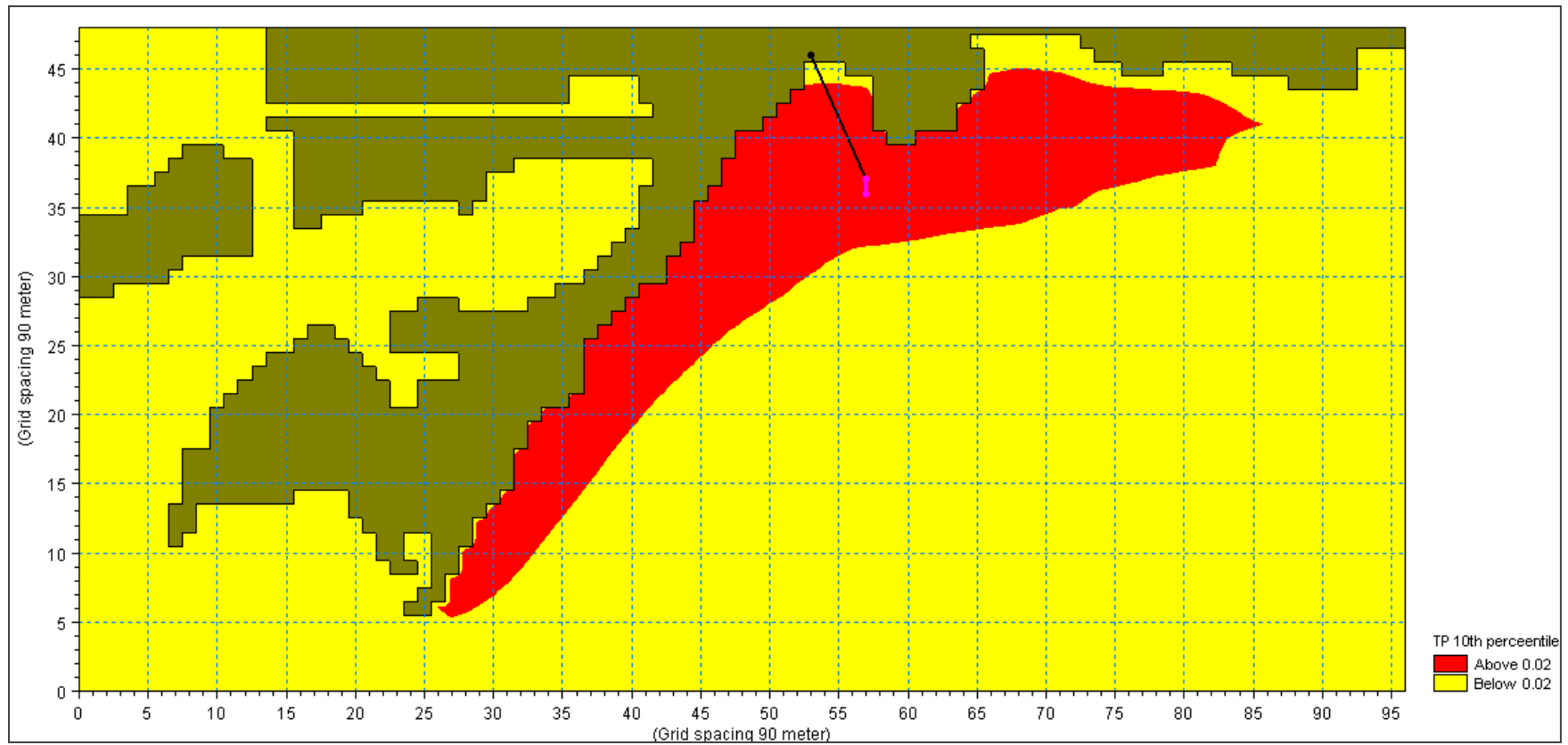


Figure 3-13. Area influenced by the current ABTP outfall discharge.

As shown in Figures Figure 3-9 to Figure 3-12, the existing water quality in the Ashbridges Bay area is affected by the storm sewer discharges located in the north end of the Bay for all four constituents. In addition, the waters adjacent to ABTP are affected by discharges from the plant seawall gates for TCu and TSS. Ashbridges Bay and the near-shore area adjacent to the seawall gates together with a broader area to the west of the sea-wall gates are affected by TP discharges. The ABTP outfall affects a larger area (from the southern-most end of Tommy Thompson Park landform to just east of the Beaches Park) (Figure 3-13).

These data were used as input time series to the 30 m grid at the locations shown in Figure 3-15. The concentration of the water quality parameters (Table 3-9) were based on Event Mean Concentrations (EMC) which were obtained from previous studies performed by the City of Toronto for the Wet Weather Flow Management Master Plan (City of Toronto, 2003).

The input concentration of each parameter modeled is provided in Table 3-9.

Table 3-9. Constituent input concentrations.

Constituent	Ambient Conditions	Source Specific Discharge			
		Ashbridges Bay Outfalls	ABTP Outfall		ABTP Seawall Gates
			Mean	Peak	
TP (mg/L)	0.007	0.36	1.0	1.29	2.5
<i>E. coli</i> (CFU/100 mL)	0	430,000	5.5	235	1,000,000*
TSS (mg/L)	0	92	9.4	100	600
TCu (mg/L)	0	0.025	0.015	0.15	0.025

* Project assumptions for *E. coli* loadings were based on a worst possible scenario that represents a disinfection failure during a bypass event through the ABTP seawall gates; this is conservative, as seawall gates discharge does normally undergo chlorination which provides disinfection treatment.

The Ashbridges Bay outfalls discharge, ABTP seawall gates discharge were input into the 30 m model domain. The ABTP outfall was also included in the 90 m grid. The Don River and Inner Harbour flows were input onto the 270 m model domain.

The flows were based on the 1991 rainfall data, as this year was characterized as an average rainfall year. The flows for the Ashbridges Bay Outfalls have had the conveyance controls that will reduce the CSO component in terms of the flow rate, thus achieving the MOE F5-5 stormwater objective.

The simulation period covered 2779 hours from May 15 to September 7, 1991.

3.6 ENVIRONMENTAL ENDPOINT LOCATIONS

A number of Environmental Endpoint Locations (EELs) were established to measure the predicted water quality impacts for each EA alternative. The EELs shown in Figure 3-14 are at the 270 m scale and the 30 m grid EELs are presented in Figure 3-15.

The locations for evaluation of water quality correspond to the key features of where the different erosion and sediment control structures are proposed to be built, or where water circulation is minimized by existing structures (e.g., Marina Entrance (Ashbridge's Bay Yacht Club Marina Entrance), Inner Marina (Ashbridge's Bay Yacht Club Marina itself) and the middle of Ashbridges Bay). The Gap represents an opening created by the proposed erosion and sediment control structures (between the ends of the east and west breakwaters).

The Gap, ABYC Marina Entrance, ABYC Marina and Ashbridges Bay locations also represent the primary water-based recreation areas in the Ashbridges Bay EA project local study area.

The closest water treatment plant intake (R. C. Harris Treatment Plant) is represented by the Harris Intake EEL.

The water quality at each of the EELs was enumerated and the per cent of time TP, TSS, Copper and *E. coli* levels were predicted to exceed the Provincial Water Quality Objectives (PWQO) was determined. In addition, average TP, TSS, Copper and *E. coli* levels at EELs corresponding to the primary water-based recreational areas of the study area (see above) were calculated.

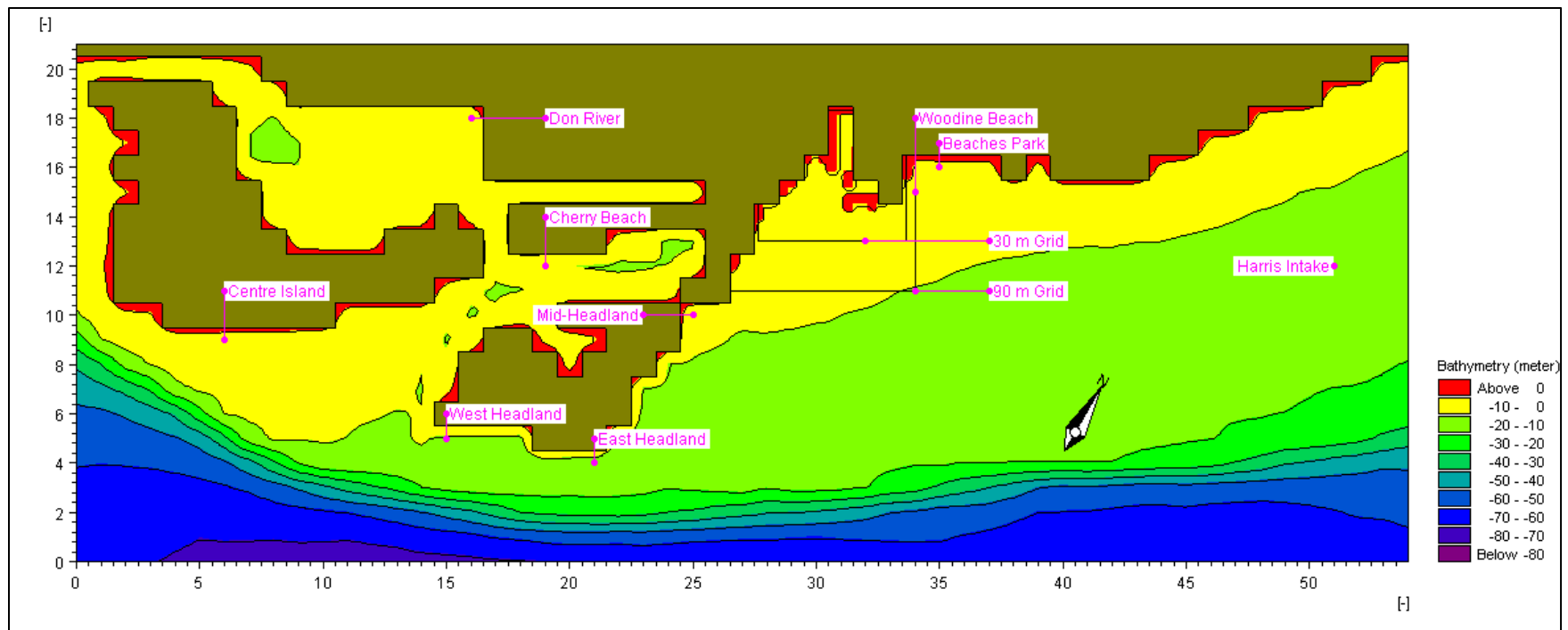


Figure 3-14. Environmental Endpoint Locations used to measure water quality impacts in the 270 m model domain.

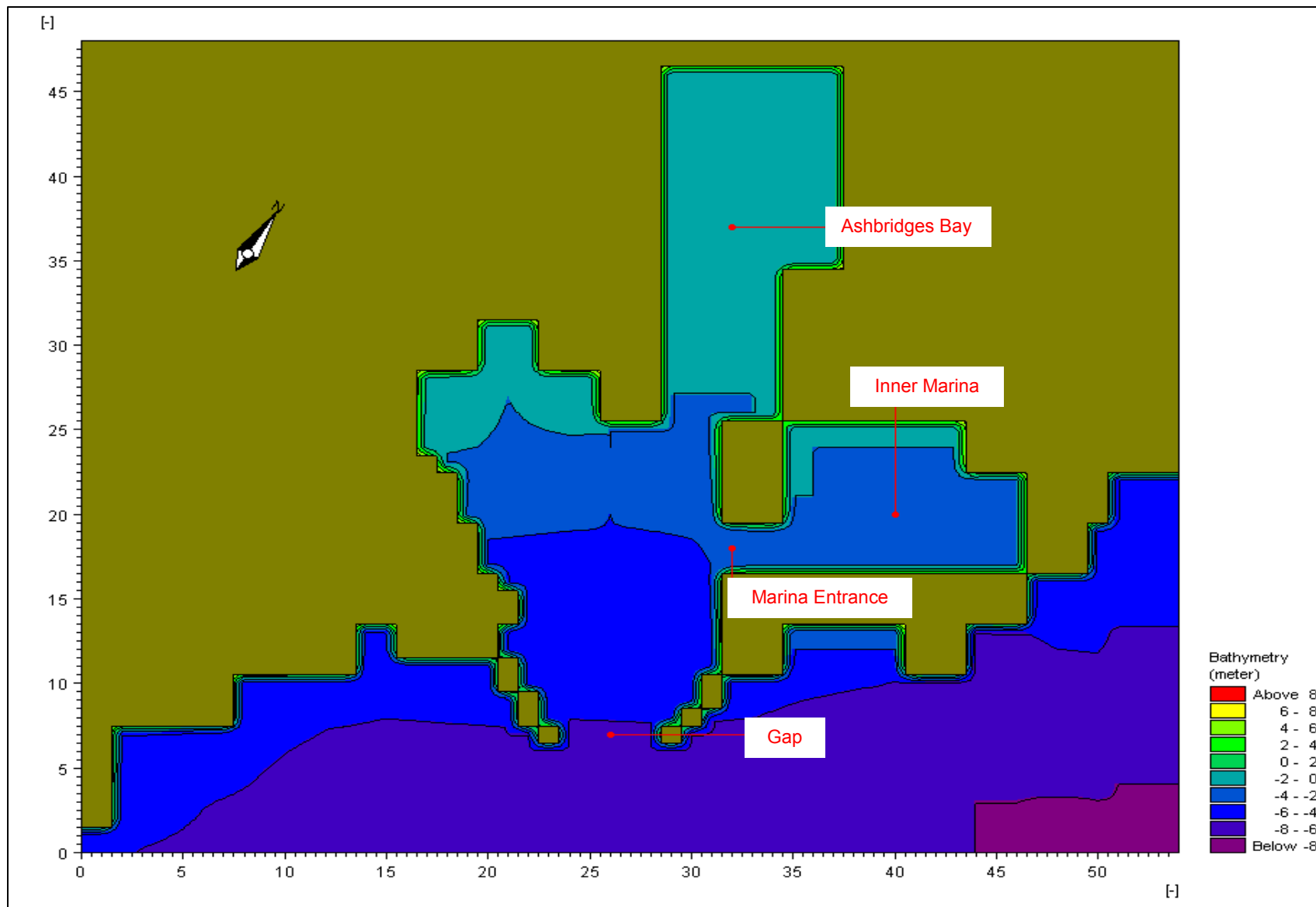


Figure 3-15. Environmental Endpoint Locations used to measure water quality impacts in the 30 m model domain.

3.7 MODELING SCENARIOS

The potential impact of the proposed landform (Ashbridges Bay EA remedial alternatives integrated with the land base for the previously approved City of Toronto water treatment infrastructure) was assessed via the following two modeling scenarios:

- with treatment wetland (i.e., treatment wetland implemented and functioning) – see Section 3.7.1
- without treatment wetland (i.e., land base in place only; wetland is not functioning) – see Section 3.7.2

3.7.1 TREATMENT WETLAND– IN OPERATION

The wetland system was assumed to reduce the levels of each water quality parameter examined through some assimilation, settling and action of Ultra-violet light from the sun. Literature values suggest the following:

- TP removal between 40% and 60%
- TSS reduction by 90%
- TCu reduction by 80%

Based on the above, the following TP, TSS and Cu concentrations in the wetland discharge were used:

- TP = 0.18 mg/L
- TSS = 9.2 mg/L
- TCu = 0.005 mg/L

The bacteria decay was modelled with three decay rates used in the 2007 Coatsworth Cut EA study: T90, T75 and T50 in 48 hours. The value of T75 was used in this study. Figure 3-16 shows the time series of *E. coli* from the treatment wetland.

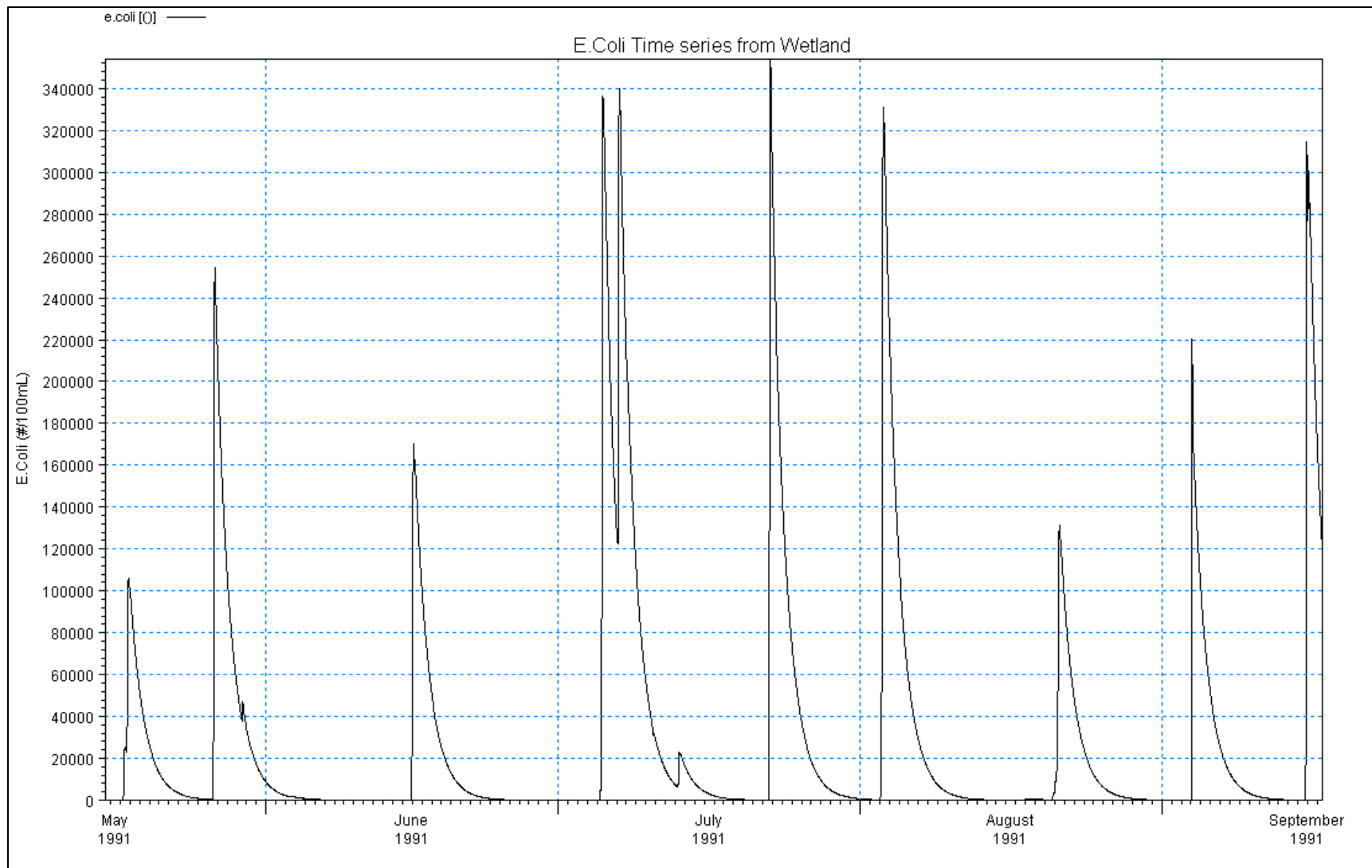


Figure 3-16. Treatment wetland *E. coli* levels with T75.

3.7.2 TREATMENT WETLAND – LAND BASE ONLY

This modeling scenario represents the existing Ashbridges Bay area water quality conditions with the shoreline filled in where the proposed sediment control structures and future approved City of Toronto facilities are sited. In contrast to the modeling scenario described in Section 3.7.1 above, this scenario assumes that the treatment wetland is not in operation, though the land base for both the wetland and the high-rate treatment plant are in place. Consequently, there is no reduction in the pollutant levels compared to the existing conditions. The only change is the change in landform configuration due to the footprint of the proposed sediment control structures represented by the EA remedial Alternatives 1, 2 and 3 (see Section 3.3 EA Alternatives Assessed) as well as the previously approved treatment wetland and high-rate treatment facility.

4. RESULTS

4.1 TREATMENT WETLAND – IN OPERATION

4.1.1 TOTAL PHOSPHORUS

All locations from Centre Island to Harris Intake, except East Headland, show decreases in per cent of time TP is above PWQO, therefore indicating potential improvements. An increase in percent of time TP is above PWQO seen at the East Headland location could be attributed to the impact made by the treatment wetland discharge (Table 4-1).

Among the areas used for water-based recreation in the EA local study area, the Gap (an opening created by the sediment control structures) was predicted to result in an increase in per cent of time TP would exceed its PWQO regardless of the alternative. This prediction was attributed to the fact that the Gap, due to its configuration, "funnels", or concentrates the flows from the ABTP seawall gates and the outfalls that discharge into the north end of Ashbridges Bay.

At the ABYC Marina Entrance and, to a lesser extent, in the Marina itself, Alternatives 1 and 2 were predicted to result in an increase in percent of time TP is above PWQO, and Alternative 3 showed a decrease. A decrease in TP predicted in Ashbridges Bay may be attributed to the removal of the discharge from the four outfalls located in the north end of the Bay, as this discharge would be conveyed to and treated in the wetland.

The average levels of TP in the main water-based recreation areas (ABYC Marina, ABYC Marina Entrance, the Gap and Ashbridges Bay) were predicted to be consistent with the results seen for the per cent of time TP exceeds its PWQO at each of these locations (Table 4-2).

To illustrate the differences in predicted TP levels caused by each of the proposed remedial alternatives as well as the existing conditions (also the 'Do Nothing' Alternative), the predicted time series of TP levels in the ABYC Marina Entrance from May 15 to September 7 are shown in Figure 4-1.

Table 4-1. Percent of time Total Phosphorus is above the Total Phosphorus Provincial Water Quality Objective.

Environmental Endpoint Location	Percent of time TP above PWQO			
	Existing	Alternative 1	Alternative 2	Alternative 3
Centre Island	9.1	8.6	8.6	8.6
Cherry Beach	24.9	19.7	19.7	19.8
West Headland	2.0	1.8	1.8	1.7
East Headland	1.4	1.6	1.7	1.7
Mid-Headland	2.3	1.0	0.9	0.8
Woodbine Beach	3.2	0.4	1.0	2.1
Beaches Park Beach	4.6	0.6	1.7	3.5
Harris Intake	0.0	0.0	0.0	0.0
Gap	2.8	53.4	53.1	19.3
ABYC Marina Entrance	31.7	97.4	94.2	22.5
ABYC Marina	74.8	89.4	88.4	10.4
Ashbridges Bay	94.2	84.6	74.8	0.0

Water-based recreation areas in the AshbridgesBay EA local study area

Table 4-2. Average Total Phosphorus concentrations predicted in the Gap, ABYC Marina, ABYC Marina Entrance and Ashbridges Bay.

Location	Existing	Alternative 1	Alternative 2	Alternative 3
Total Phosphorus (mg/L)				
Gap	0.010	0.028	0.029	0.0165
ABYC Marina Entrance	0.0268	0.125	0.109	0.0169
ABYC Marina	0.026	0.115	0.086	0.014
Ashbridges Bay	0.216	0.166	0.039	0.009

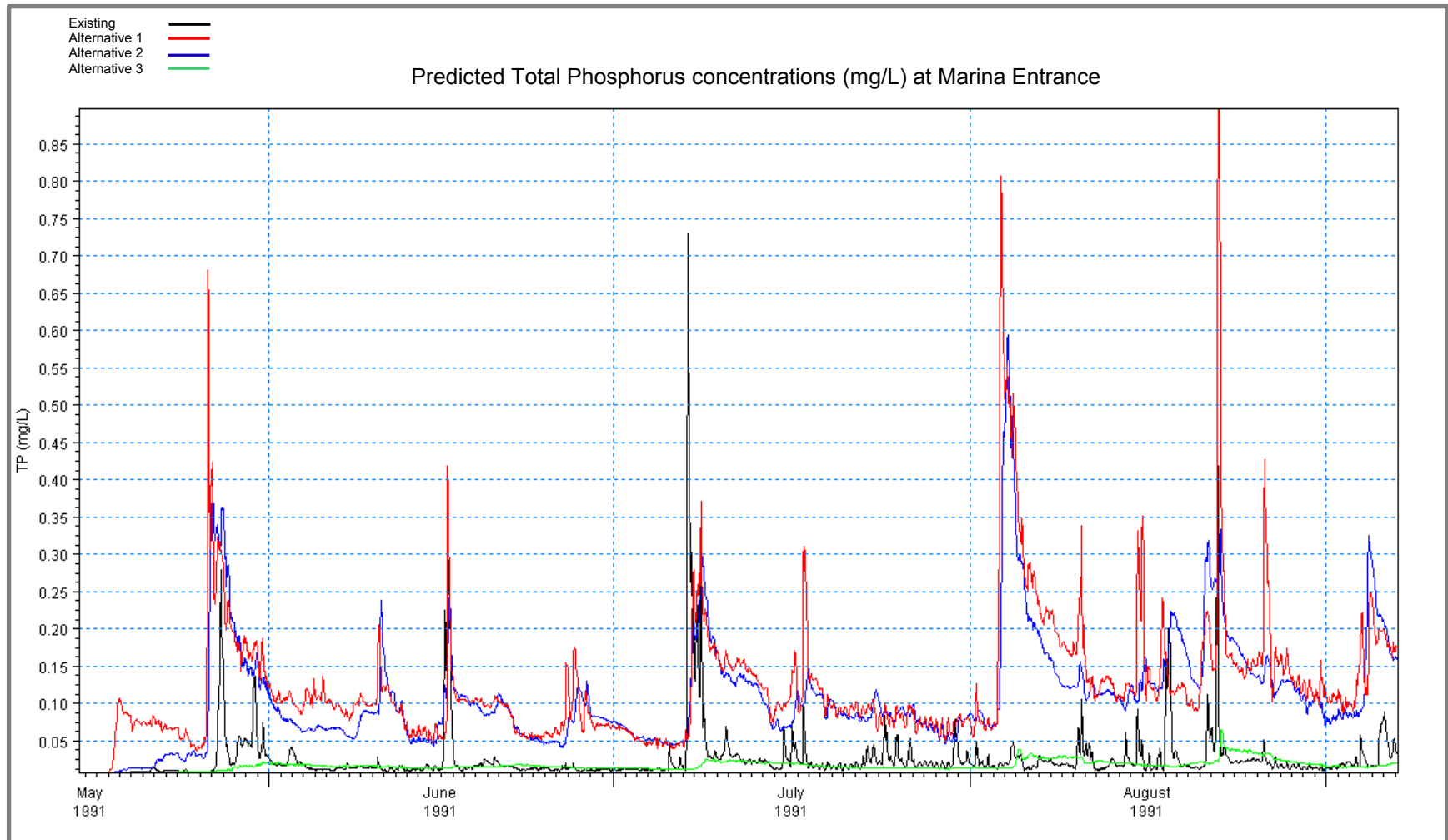


Figure 4-1. Time series of predicted Total Phosphorus levels at the ABYC Marina Entrance, with the treatment wetland in operation.

4.1.2 TOTAL SUSPENDED SOLIDS

TSS levels in the remote EELs - from Centre Island to Harris Intake, as shown in Table 4-3 – were predicted not to exceed 10 mg/L. Alternatives 1 and 2 were predicted to result in an increase in the per cent of time TSS exceeds 10 mg/L in the Gap and ABYC Marina Entrance. Alternative 1 was also predicted to show an increase in ABYC Marina. Alternative 3 was predicted to result in decrease in the per cent of time TSS exceeds 10 mg/L at all four primary water-based recreation areas (Table 4-3).

Predicted average TSS levels appeared to be generally consistent with the predicted changes in the per cent of time TSS exceeds its PWQO (Table 4-4).

A decrease in both per cent of time TSS exceeds its PWQO and the average level of TSS associated with Alternative 3 could be attributed to the removal of impacts caused by the four Ashbridges Bay outfalls, as those flows would be conveyed to the treatment wetland. Alternatives 1 and 2 were shown to have the potential for increased per cent of time TSS exceeds 10 mg/L as well as an increase in the average concentration of TSS in both ABYC Marina Entrance and ABYC Marina. The Gap was predicted to undergo an increase in per cent of time TP would exceed its PWQO regardless of the alternative. This prediction was attributed to the fact that the Gap, due to its configuration, "funnels", or concentrates the flows from the ABTP seawall gates and the outfalls that discharge into the north end of Ashbridges Bay.

To illustrate the differences in predicted TSS levels caused by each of the proposed remedial alternatives as well as the existing conditions (also the 'Do Nothing' Alternative), the predicted time series of TSS levels in the ABYC Marina Entrance from May 15 to September 7 are shown in Figure 4-2.

Table 4-3. Percent of time Total Suspended Solids level is above the Provincial Water Quality Objective.

Environmental Endpoint Location	Percent of time Total Suspended Solids above 10 mg/L			
	Existing	Alternative 1	Alternative 2	Alternative 3
Centre Island	0.0	0.0	0.0	0.0
Cherry Beach	0.0	0.0	0.0	0.0
West Headland	0.0	0.0	0.0	0.0
East Headland	0.0	0.0	0.0	0.0
Mid-Headland	0.0	0.0	0.0	0.0
Woodbine Beach	0.0	0.0	0.0	0.0
Beaches Park Beach	0.0	0.0	0.0	0.0
Harris Intake	0.0	0.0	0.0	0.0
Gap	0.0	0.3	0.3	0.0
ABYC Marina Entrance	2.0	7.6	6.2	0.0
ABYC Marina	0.0	0.1	0.0	0.0
Ashbridges Bay	90.1	17.3	0.0	0.0

Water-based recreation areas in the Ashbridges Bay EA local study area

Table 4-4. Predicted average Total Suspended Solids level.

Location	Existing	Alternative 1	Alternative 2	Alternative 3
Total Suspended Solids (mg/L)				
Gap	0.219	1.0	1.02	0.48
ABYC Marina Entrance	1.69	5.2	4.5	0.47
ABYC Marina	1.73	4.8	3.5	0.36
Ashbridges Bay	52	7.1	1.4	0.135

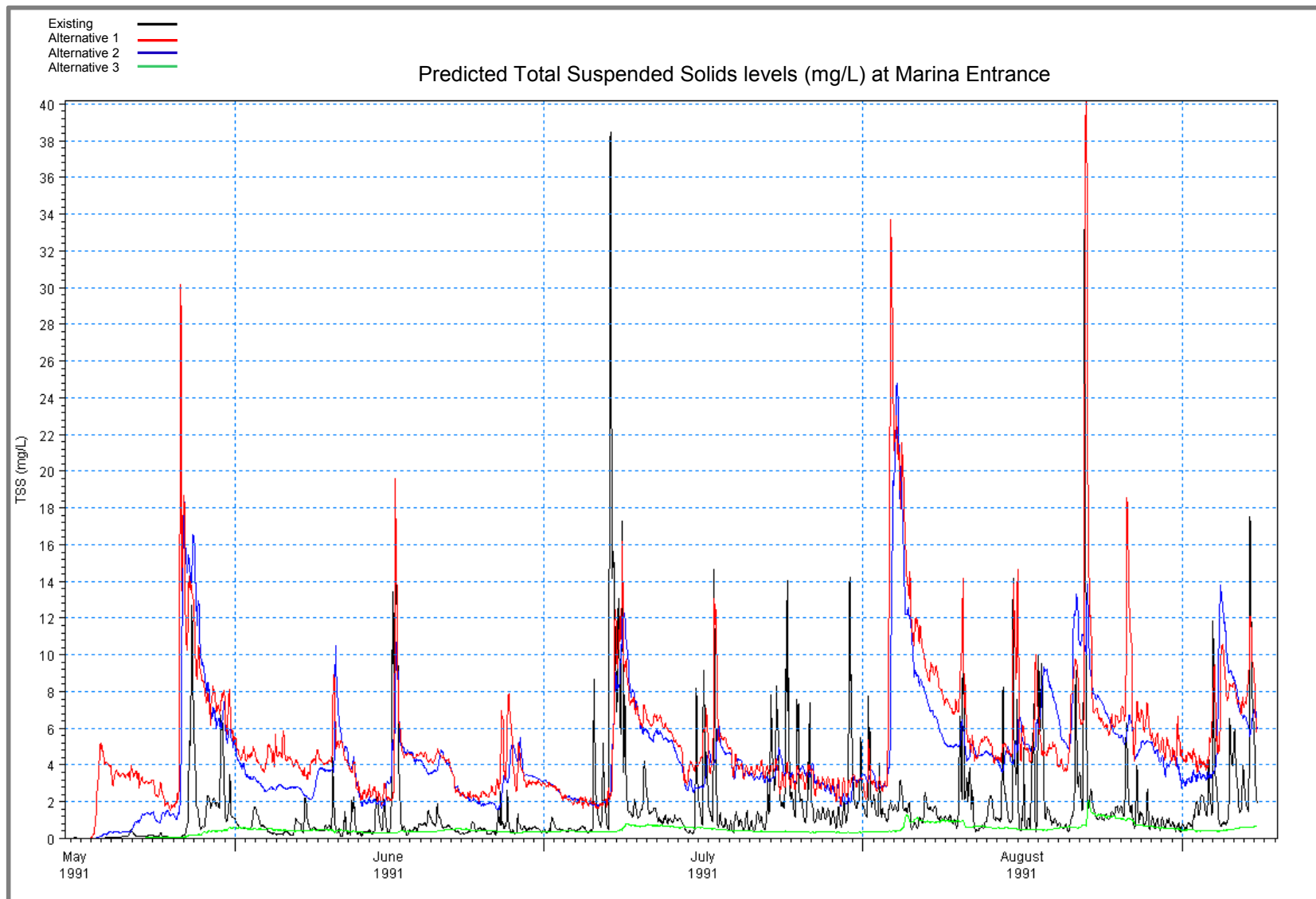


Figure 4-2. Time series of predicted Total Suspended Solids levels at ABYC Marina Entrance, with the treatment wetland in operation.

4.1.3 TOTAL COPPER

Alternatives 1, 2 and 3 were predicted to result in an increase in the per cent of time Copper is above its PWQO at Centre Island (Table 4-5). This could be attributed to the change in circulation of the Don River/Inner Harbour flows which would result from the change in shoreline configuration associated with the new land base south of ABTP. Other remote EELs, including Harris Intake, did not exhibit any changes.

In the Gap, all Alternatives were predicted to result in an increase in the per cent of time Copper exceeds its PWQO as well as average Copper concentrations (Table 4-5 and Table 4-6). At the same time, Alternative 3 was predicted to result in the smallest increase. In ABYC Marina and ABYC Marina Entrance, Alternatives 1 and 2 were predicted to result in an increase in per cent of time Copper exceeds PWQO as well as average Copper concentration. Alternative 3 was shown to result in a decrease

The model forecasts for the Gap, ABYC Marina and ABYC Marina Entrance were attributed to the “funneling” of ABTP seawall gates and Ashbridges Bay outfalls discharge flows, described in Section 4.1.1. Alternative 3, on the other hand, would result in removal Ashbridges Bay flows from the water-based recreation areas, therefore showing potential for improvement in Copper levels and per cent of time Copper exceeds its PWQO.

To illustrate the differences in predicted Copper levels caused by each of the proposed remedial alternatives as well as the existing conditions (also the ‘Do Nothing’ Alternative), the predicted time series of Copper levels in the ABYC Marina Entrance from May 15 to September 7 are shown in Figure 4-3.

Table 4-5. Per cent of time Copper is above the Provincial Water Quality Objective.

Environmental Endpoint Location	Percent of time Copper above PWQO			
	Existing	Alternative 1	Alternative 2	Alternative 3
Centre Island	6.8	7.1	7.1	7.1
Cherry Beach	12.5	12.2	12.2	12.2
West Headland	1.3	1.3	1.3	1.3
East Headland	0.0	0.0	0.0	0.0
Mid-Headland	0.0	0.0	0.0	0.0
Woodbine Beach	0.0	0.0	0.0	0.0
Beaches Park Beach	0.0	0.0	0.0	0.0
Harris Intake	0.0	0.0	0.0	0.0
Gap	0.0	2.4	2.8	0.3
ABYC Marina Entrance	8.5	49.6	43.0	0.0
ABYC Marina	0.036	65.5	29.6	0.0
Ashbridges Bay	94.1	65.1	0.0	0.0

Water-based recreation areas in the Ashbridges Bay EA local study area

Table 4-6. Predicted average concentration of Total Copper with Alternatives 1, 2 and 3 in place, as well as the existing conditions/'Do Nothing' Alternative.

Location	Existing	Alternative 1	Alternative 2	Alternative 3
Total Copper (mg/L)				
Gap	8.4E-5	0.00025	0.0002	0.00014
ABYC Marina Entrance	0.00045	0.0012	0.001	0.00013
ABYC Marina	0.00045	0.0011	0.008	0.0010
Ashbridges Bay	0.0142	0.0016	0.0003	3.7E-5

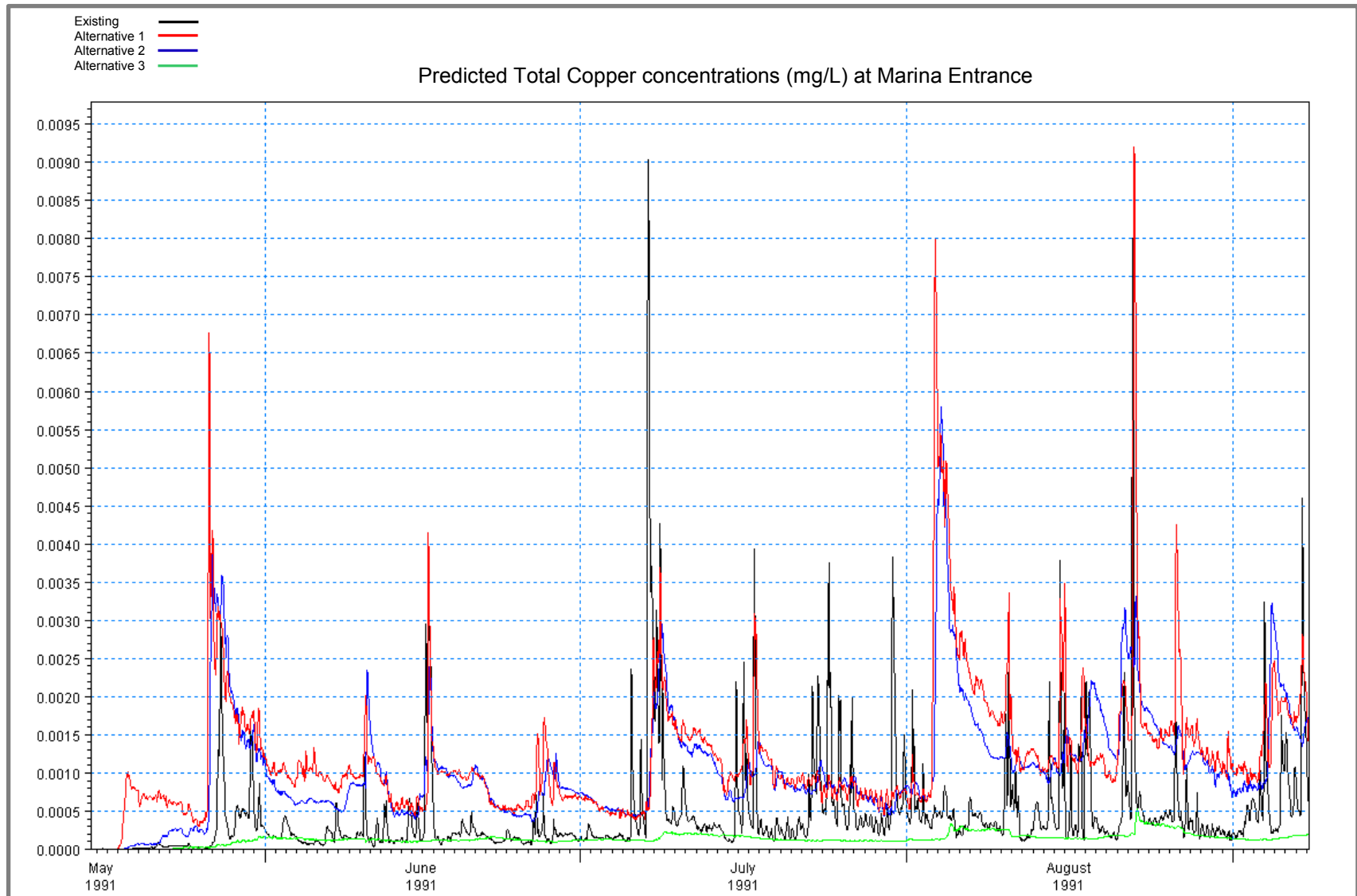


Figure 4-3. Time series of predicted Total Copper levels at ABYC Marina Entrance, with the treatment wetland in operation.

4.1.4 *E. COLI*

Per cent of time *E. coli* is above its PWQO (100 CFU/100 mL) was predicted to decrease at Centre Island, Cherry Beach, West Headland, East Headland and Beaches Park (Table 4-7). Harris Intake would not be affected. Increases predicted at Mid-Headland were attributed to the impacts caused by the treatment wetland discharge. Increases at Woodbine Beach were attributed to the funnelling effect induced by the breakwaters configuration (creation of opening which is also known as the Gap), with the treatment wetland discharge possibly a contributing factor.

The increases in both per cent of time *E. coli* exceeds its PWQO and average *E. coli* levels predicted in the Gap, ABYC Marina Entrance and ABYC Marina (Table 4-7 and Table 4-8, respectively) were attributed to the "funnelling" effect induced by Alternatives breakwater configuration, as described in previous sections. Ashbridges Bay location showed a decrease attributed to the removal of Ashbridges Bay outfalls discharge (conveyed and treated in the wetland), though Alternative 1 would still allow for ABTP seawall gates discharge impact.

To illustrate the differences in predicted *E. coli* levels caused by each of the proposed remedial alternatives as well as the existing conditions (also the 'Do Nothing' Alternative), the predicted time series of *E. coli* levels in the ABYC Marina Entrance from May 15 to September 7 are shown in Figure 4-4.

Table 4-7. Per cent of time *E. coli* level is above the Provincial Water Quality Objective.

Environmental Endpoint Location	Percent of time <i>E. coli</i> above PWQO			
	Existing	Alternative 1	Alternative 2	Alternative 3
Centre Island	3.4	3.0	3.0	3.0
Cherry Beach	3.8	3.6	3.6	3.6
West Headland	2.2	1.6	1.6	1.6
East Headland	0.6	0.5	0.5	0.5
Mid-Headland	0.3	1.1	1.1	1.2
Woodbine Beach	2.0	2.3	2.3	2.5
Beaches Park Beach	3.5	2.6	2.6	2.7
Harris Intake	0.0	0.0	0.0	0.0
Gap	0.5	10.5	9.3	6.3
ABYC Marina Entrance	8.2	20.9	18.0	1.1
ABYC Marina	1.3	3.2	0.0	0.0
Ashbridges Bay	50.7	0.0	0.0	0.0

Water-based recreation areas in the Ashbridges Bay EA local study area

Table 4-8. Predicted average level of *E. coli* with Alternative 1, 2 and 3 in place, as well as the existing conditions/'Do Nothing' Alternative.

Location	Existing	Alternative 1	Alternative 2	Alternative 3
<i>E. coli</i> (CFU/100mL)				
Gap	3.8	57	49	42
ABYC Marina Entrance	158	324	205	4.9
ABYC Marina	5.5	11	44	0.13
Ashbridges Bay	2038	10	0.005	0.0001

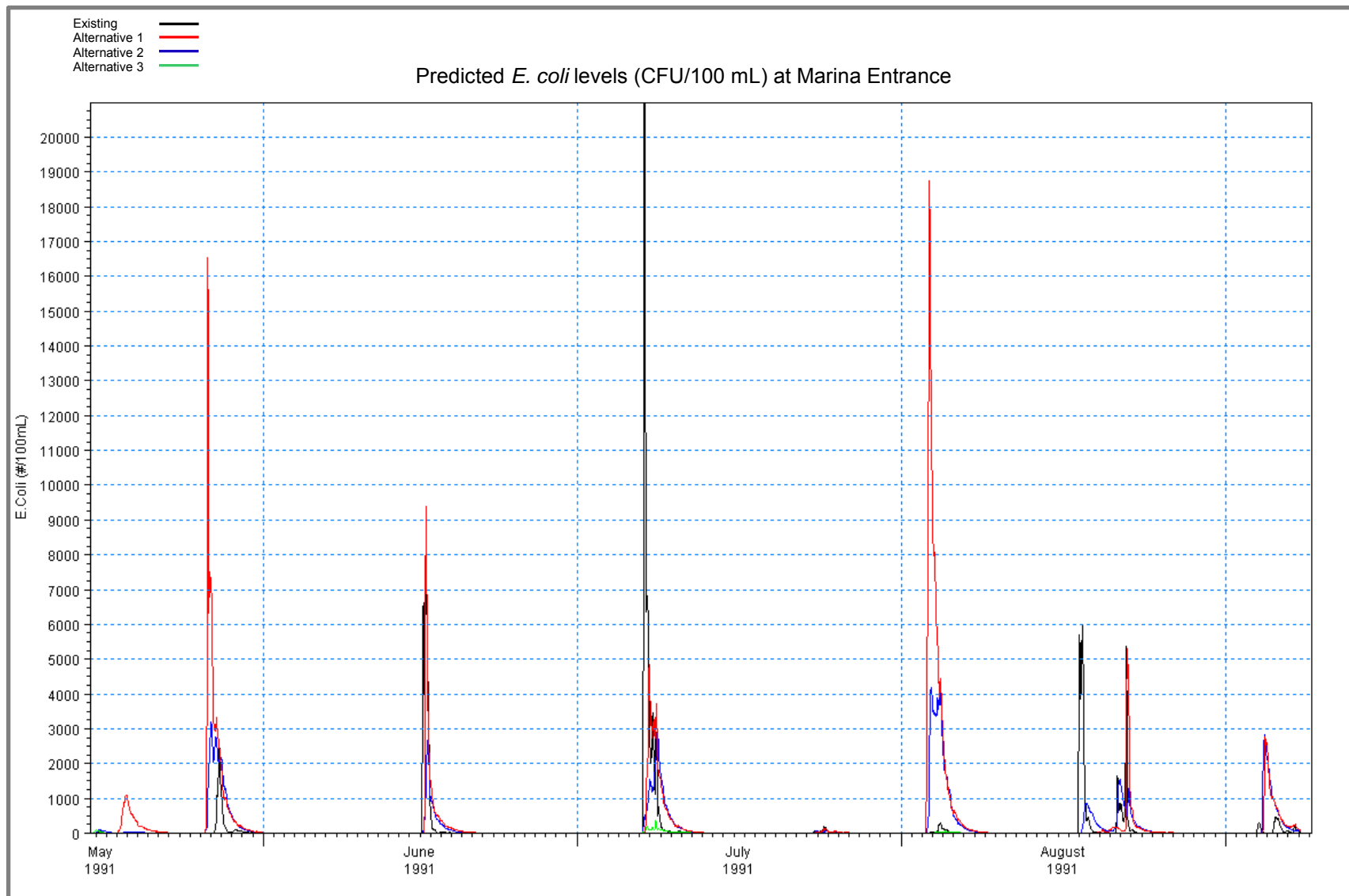


Figure 4-4. Time series of predicted *E. coli* levels at ABYC Marina Entrance, with the treatment wetland in operation.

4.2 TREATMENT WETLAND – LAND BASE ONLY

As stated in Section 2, this study examined the potential impacts of the remedial alternatives developed in the Ashbridges Bay Erosion and Sediment Control Class EA on the Ashbridges Bay area water quality. Sections 4.2.1 to 4.2.4 describe the forecasted changes in TP, TSS, Copper and E. coli levels resulting from the creation of land base for the treatment wetland and high-rate treatment facility as well as the erosion and sediment control structures. In contrast to the modeling scenario examined in Section 4.1, no change in pollutant levels was assumed to occur with any of the alternatives in place, with each alternative representing a different shoreline/breakwater configuration.

4.2.1 TOTAL PHOSPHORUS

With respect to potential impact on TP levels, the remote EELs did not demonstrate any major differences in per cent of time TP exceeded its PWQO (Table 4-9). A slight decline in the per cent of time TP would exceed its PWQO value was predicted for Centre Island, Cherry Beach, West Headland, Mid-Headland, Woodbine Beach and Beaches Park for all EA alternatives. East Headland, on the other hand, was predicted to result in a slight increase (Table 4-9). East Headland, located along the Tommy Thompson Park shoreline, is not used for water-based recreation. R. C. Harris water treatment plant intake showed no potential impacts.

Among the primary water-based recreation areas in the project study area, the Gap (an opening created by the sediment control structures) was predicted to result in an increase in per cent of time TP would exceed its PWQO. This prediction was attributed to the fact that the Gap, due to its configuration, "funnels", or concentrates the flow of the seawall gates and the CS and SS outfalls discharge. Alternative 3 would deflect the seawall gates discharge and was therefore predicted to result in a decrease in the per cent of time TP levels exceed PWQO at the Gap location. The same applied to the Marina Entrance location and, to a lesser extent, the Inner Marina. TP concentration at the Ashbridges Bay location was not predicted to undergo a decrease or an increase due to the proposed structures.

Overall, Alternative 3 was predicted to result in either a decrease in the per cent of time TP is above its PWQO, or the smallest increase as compared to other Alternatives.

To illustrate the differences in predicted TP levels caused by each of the proposed remedial alternatives as well as the existing conditions (also the 'Do Nothing' Alternative), the predicted time series of TP levels in the ABYC Marina Entrance from May 15 to September 7 are shown in Figure 4-5. As illustrated, Alternatives 1 and 2 would result in largest increases in TP levels, while impacts on TP levels associated with Alternative 3 were forecasted to be the smallest.

Table 4-9. Percent of time Total Phosphorus is above the Total Phosphorus Provincial Water Quality Objective.

Environmental Endpoint Location	Percent of time Total Phosphorus above Total Phosphorus PWQO			
	Existing	Alternative 1	Alternative 2	Alternative 3
Centre Island	9.1	8.6	8.6	8.6
Cherry Beach	24.9	19.7	19.7	19.8
West Headland	2.0	1.8	1.8	1.7
East Headland	1.4	1.7	1.7	1.7
Mid-Headland	2.3	1.0	1.0	0.8
Woodbine Beach	3.2	1.2	1.2	2.2
Beaches Park	4.6	1.9	1.8	3.8
Harris Intake	0.0	0.0	0.0	0.0
Gap	2.8	58.2	57.1	26.3
ABYC Marina Entrance	31.7	94.2	97.4	83.6
ABYC Marina	74.8	88.3	89.3	61.7
Ashbridges Bay	94.2	96.3	96.0	93.3

Water-based recreation areas in the Ashbridges Bay EA local study area

Table 4-10. Predicted average Total Phosphorus concentration in the primary water-based recreation areas in the Ashbridges Bay EA local study area with Alternatives 1, 2 and 3 in place, as well as the existing conditions/'Do Nothing' Alternative.

Location	Existing	Alternative 1	Alternative 2	Alternative 3
Total Phosphorus (mg/L)				
Gap	0.010	0.031	0.030	0.018
ABYC Marina Entrance	0.026	0.135	0.123	0.036
ABYC Marina	0.026	0.122	0.100	0.030
Ashbridges Bay	0.216	0.256	0.219	0.213

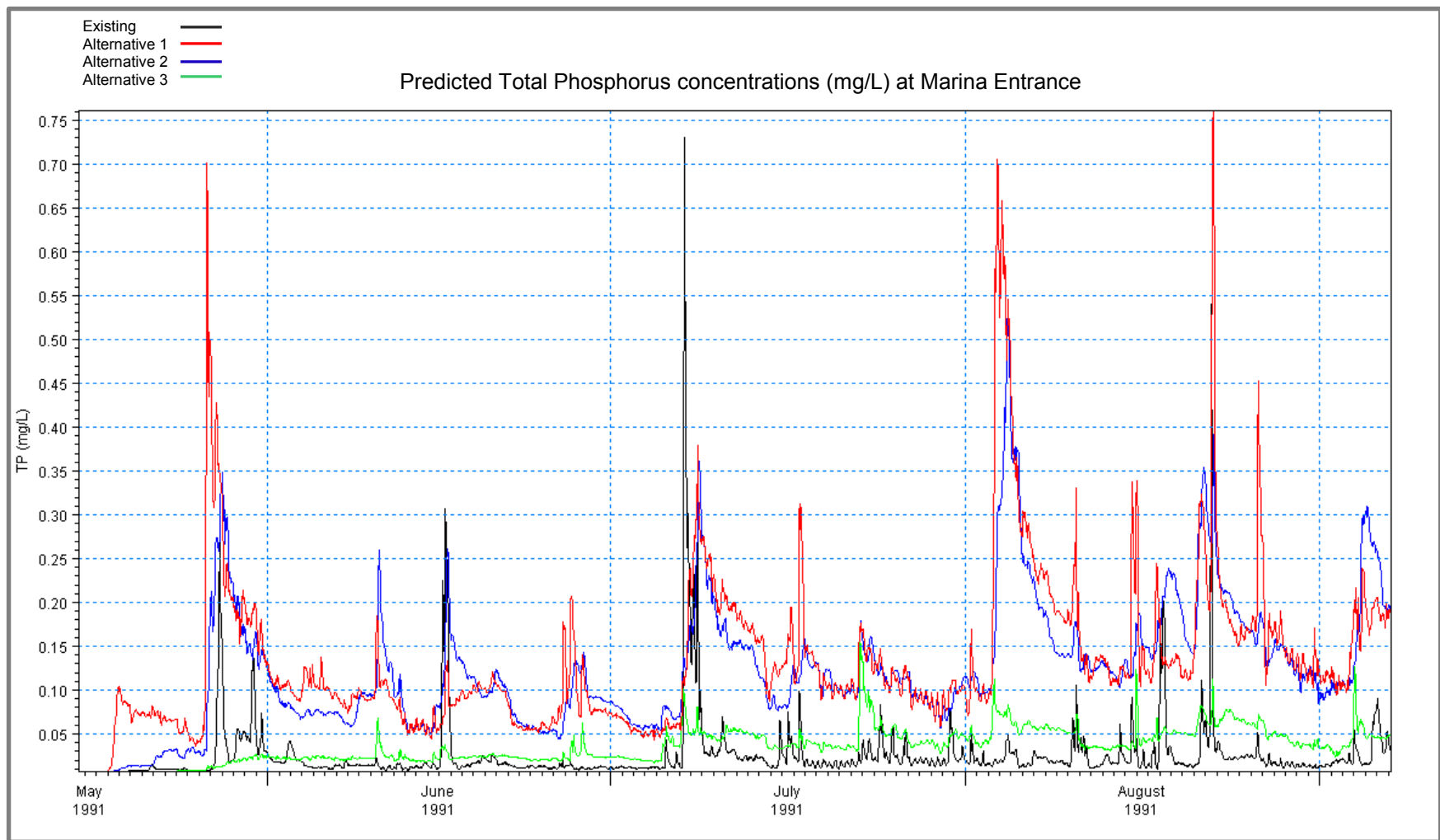


Figure 4-5. Time series plot of predicted Total Phosphorus concentrations at the Marina Entrance location.

4.2.2 TOTAL SUSPENDED SOLIDS

The Gap, marina, and inner marina results are due to "funneling" as described in the TP results. Coatsworth Cut has no improvements.

With respect to potential impacts on TSS levels, the remote EELs did not demonstrate any differences in per cent of time TSS exceeded 10 mg/L (Table 4-11).

Among the primary water-based recreation areas in the project study area, the Gap was predicted to result in an increase in per cent of time TSS would exceed 10 mg/L for Alternatives 1 and 2. This prediction was attributed to the fact that the Gap, due to its configuration, "funnels", or concentrates the flow of the seawall gates and the Ashbridges Bay outfalls discharges. Alternative 3 would deflect the seawall gates discharge and was therefore predicted to have no impact on TSS levels at the Gap location.

ABYC Marina Entrance location and, to a lesser extent, ABYC Marina exhibited an increase in both per cent of time TSS level exceeds 10 mg/L (Table 4-11) and average TSS level (Table 4-12). At both of these locations, Alternative 3 was predicted to result in smallest increase.

Ashbridges Bay location showed no forecasted improvements in the per cent of time TSS exceeds 10 mg/L, though it was predicted to undergo a decrease in the average TSS concentrations (Table 4-12).

To illustrate the differences in predicted TSS levels caused by each of the proposed remedial alternatives as well as the existing conditions (also the 'Do Nothing' Alternative), the predicted time series of TSS levels in the ABYC Marina Entrance from May 15 to September 7 are shown in Figure 4-6.

Table 4-11. Per cent of time Total Suspended Solids level is above 10 mg/L.

Environmental Endpoint Location	Percent of time Total Suspended Solids level is above 10 mg/L			
	Existing	Alternative 1	Alternative 2	Alternative 3
Centre Island	0.0	0.0	0.0	0.0
Cherry Beach	0.0	0.0	0.0	0.0
West Headland	0.0	0.0	0.0	0.0
East Headland	0.0	0.0	0.0	0.0
Mid-Headland	0.0	0.0	0.0	0.0
Woodbine Beach	0.0	0.0	0.0	0.0
Beaches Park	0.0	0.0	0.0	0.0
Harris Intake	0.0	0.0	0.0	0.0
Gap	0.0	0.8	0.7	0.0
ABYC Marina Entrance	2.0	41.2	41.1	13.4
ABYC Marina	0.0	45.2	40.0	0.3
Ashbridges Bay	90.1	91.0	91.0	91.0

Water-based recreation areas in the Ashbridges Bay EA local study area

Table 4-12. Predicted average Total Suspended Solids concentration in the primary water-based recreation areas in the Ashbridges Bay EA local study area with Alternatives 1, 2 and 3 in place, as well as the existing conditions/'Do Nothing' Alternative.

Location	Existing	Alternative 1	Alternative 2	Alternative 3
Total Suspended Solids (mg/L)				
Gap	0.219	1.0	1.02	0.48
ABYC Marina Entrance	1.69	5.2	4.5	0.47
ABYC Marina	1.73	4.8	3.5	0.36
Ashbridges Bay	52	7.1	1.4	0.135

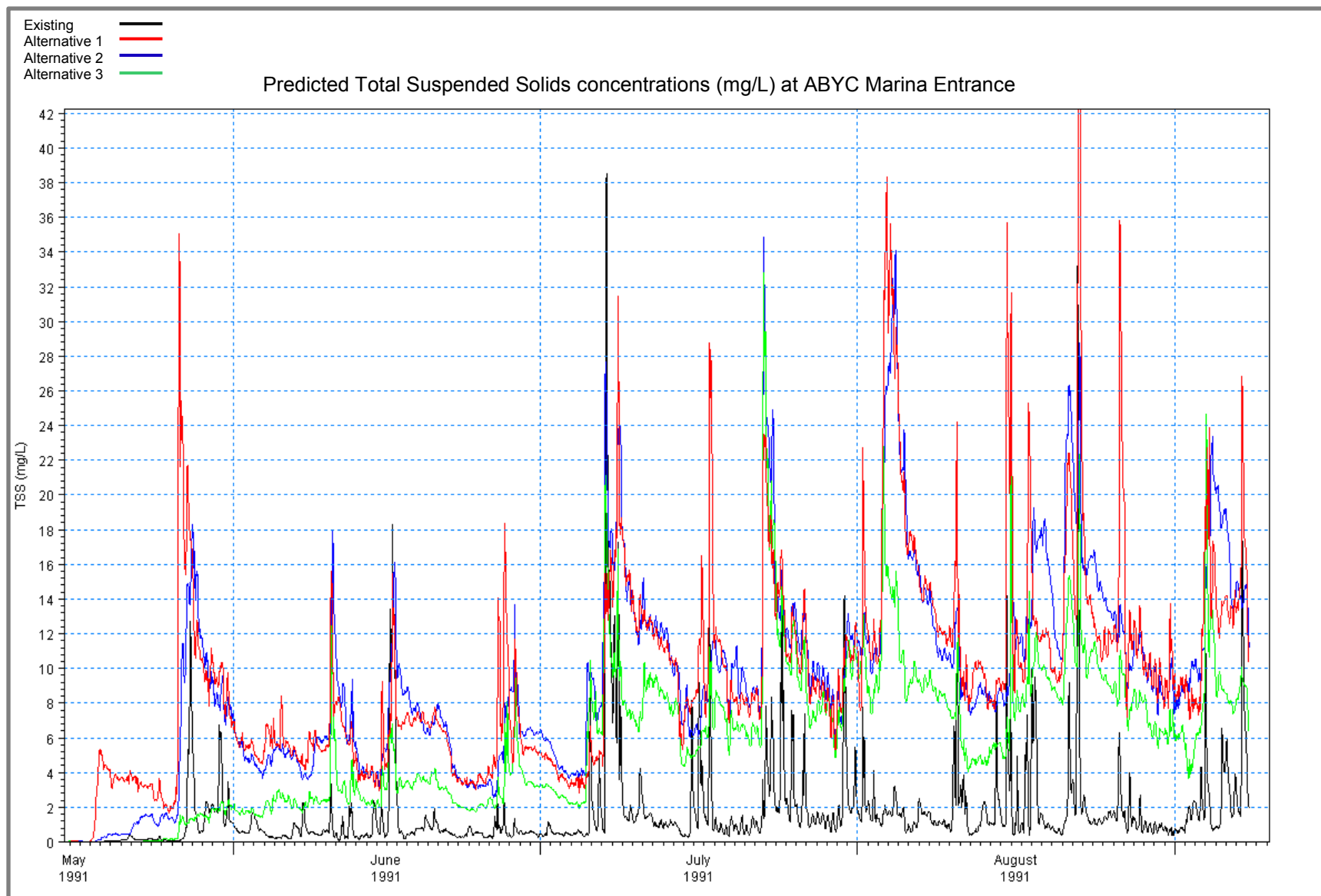


Figure 4-6. Time series of predicted Total Suspended Solids levels at ABYC Marina Entrance.

4.2.3 TOTAL COPPER

Alternatives 1, 2 and 3 were predicted to result in an increase in the per cent of time Copper is above its PWQO at Centre Island and Cherry Beach (Table 4-13). This could be attributed to the change in circulation of the Don River/Inner Harbour flows which would result from the change in shoreline configuration associated with the new land base south of ABTP. Other remote EELs, including Harris Intake, did not exhibit any changes.

In the Gap, all Alternatives were predicted to result in an increase in the per cent of time Copper exceeds its PWQO as well as average Copper concentrations (Table 4-13 and Table 4-14). At the same time, Alternative 3 was predicted to result in the smallest increase. In ABYC Marina and ABYC Marina Entrance, Alternatives 1, 2 and 3 were predicted to result in an increase in per cent of time Copper exceeds PWQO, where Alternative 3 resulted in the smallest increase. With respect to the potential impact on the average Copper concentration, Alternatives 1 and 2 were forecasted to result in an increase and Alternative 3 in a decrease (Table 4-14).

The model forecasts for the Gap, ABYC Marina and ABYC Marina Entrance were attributed to the “funneling” of ABTP seawall gates and Ashbridges Bay outfalls discharge flows, described in Section 4.1.1. As only the base land for the treatment wetland was assumed to be in place (i.e., no removal of the Ashbridges Bay outfalls discharge would occur), Ashbridges Bay location showed no improvements.

To illustrate the differences in predicted Copper levels caused by each of the proposed remedial alternatives as well as the existing conditions (also the ‘Do Nothing’ Alternative), the predicted time series of Copper levels in the ABYC Marina Entrance from May 15 to September 7 are shown in Figure 4-7.

Table 4-13. Per cent of time Total Copper is predicted to be above the Provincial Water Quality Objective.

Environmental Endpoint Location	Percent of time Copper above PWQO			
	Existing	Alternative 1	Alternative 2	Alternative 3
Centre Island	6.8	7.1	7.1	7.1
Cherry Beach	12.5	12.2	12.2	12.2
West Headland	1.3	1.3	1.3	1.3
East Headland	0.0	0.0	0.0	0.0
Mid-Headland	0.0	0.0	0.0	0.0
Woodbine Beach	0.0	0.0	0.0	0.0
Beaches Park	0.0	0.0	0.0	0.0
Harris Intake	0.0	0.0	0.0	0.0
Gap	0.0	6.6	7.0	1.9
ABYC Marina Entrance	8.5	81.5	80.8	59.9
ABYC Marina	0.036	77.4	75.2	53.5
Ashbridges Bay	94.1	94.7	94.7	95.3

Water-based recreation areas in the Ashbridges Bay EA local study area

Table 4-14. Predicted average Total Copper concentrations in the primary water-based recreation areas of the Ashbridges Bay EA local study area, with Alternatives 1, 2 and 3 in place, as well as existing conditions/'Do Nothing' Alternative.

Location	Existing	Alternative 1	Alternative 2	Alternative 3
Copper (mg/L)				
Gap	8.4E-5	0.00025	0.0002	0.00014
ABYC Marina Entrance	0.00045	0.0012	0.001	0.00013
ABYC Marina	0.00045	0.0011	0.008	0.0010
Ashbridges Bay	0.0142	0.0016	0.0003	3.7E-5

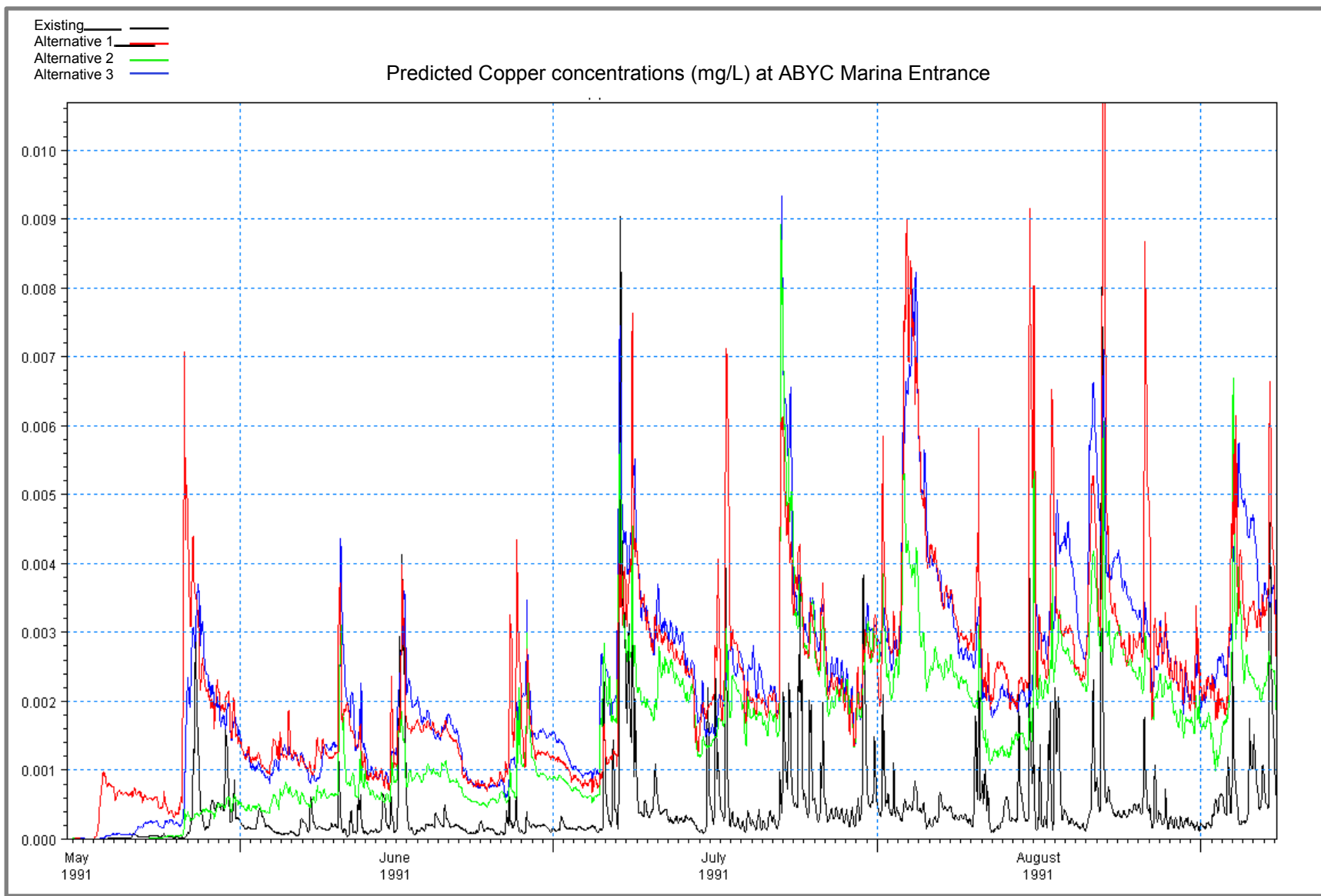


Figure 4-7. Time series of predicted Copper levels in ABYC Marina Entrance.

4.2.4 *E. COLI*

Similarly to the potential impacts on TP levels, the remote EELs demonstrated little differences with respect to predicted *E. coli* levels (Table 4-15). R. C. Harris water treatment plant intake showed no potential impacts.

There was a small decrease, or improvement, in the predicted per cent of time *E. coli* levels would exceed PWQO value at the Ashbridges Bay location for all EA alternatives. At Inner Marina, Alternatives 1 and 3 were predicted to result in a decrease, and Alternative 2 in an increase in the per cent of time *E. coli* is above the PWQO. At Marina Entrance, Alternatives 1 and 2 were predicted to cause an increase, and Alternative 3 would result in a decrease from the existing conditions. The Gap was predicted to experience an increase under all Alternatives, which was attributed to flow concentration at this location.

Overall, with respect to the potential impacts of the alternatives on the water quality in the primary water-based recreation areas in the project study area, Alternative 3 was predicted to result in a decrease in the per cent of time *E. coli* exceeded its PWQO at Ashbridges Bay, Inner Marina and Marina Entrance locations. A slight increase was predicted for the Gap location.

To illustrate the differences in predicted *E. coli* levels caused by each of the proposed remedial alternatives as well as the existing conditions (also the 'Do Nothing' Alternative), the predicted time series of *E. coli* levels in the ABYC Marina Entrance from May 15 to September 7 are shown in Figure 4-8. As illustrated in this Figure, Alternatives 1 and 2 were predicted to result in the highest *E. coli* level increases, while Alternative 3 would result in a decrease in *E. coli* levels most comparable to the existing conditions or the "Do Nothing" Alternative.

Table 4-15. Percent of time *E. coli* is above the Provincial Water Quality Objectives.

Environmental Endpoint Location	Percent of time <i>E. coli</i> above PWQO			
	Existing	Alternative 1	Alternative 2	Alternative 3
Centre Island	3.4	3.0	3.0	3.0
Cherry Beach	3.8	3.6	3.6	3.6
West Headland	2.2	1.6	1.6	1.6
East Headland	0.6	0.5	0.5	0.5
Mid-Headland	0.3	0.0	0.0	0.0
Woodbine Beach	2.0	0.0	0.1	0.1
Beaches Park	3.5	0.0	0.1	0.0
Harris Intake	0.0	0.0	0.0	0.0
Gap	0.5	6.0	7.7	3.5
Marina Entrance	8.2	19.0	23.6	1.1
Inner Marina	1.3	0.0	2.4	0.0
Ashbridges Bay	50.7	48.0	48.1	47.8

Water-based recreation areas in the Ashbridges Bay EA local study area

Table 4-16. Predicted average *E. coli* levels in the Gap, ABYC Marina Entrance, ABYC Marina and Ashbridges Bay, with Alternatives 1, 2 and 3 in place as well as the existing conditions/'Do Nothing' Alternative.

Location	Existing	Alternative 1	Alternative 2	Alternative 3
<i>E. coli</i> (CFU/100 mL)				
Gap	3.8	52	32	16
ABYC Marina Entrance	158	350	194	4.9
ABYC Marina	5.5	10	4.6	0.15
Ashbridges Bay	2038	1988	1994	1983

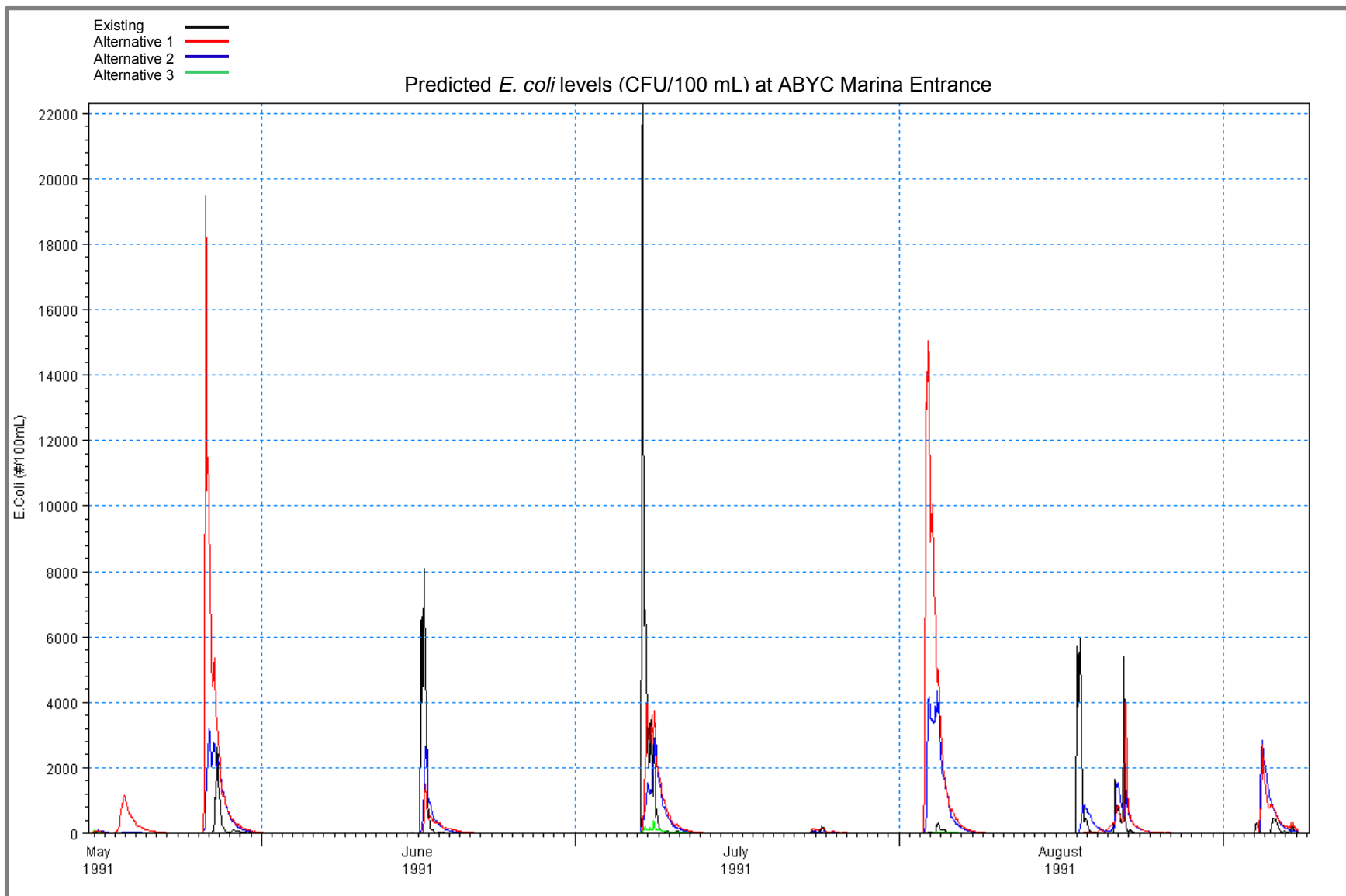


Figure 4-8. Time series plot of modeled *E. coli* levels at the Marina Entrance location.

5. CONCLUSIONS

Neither TP nor *E. coli*, TSS or TCu levels at remote EELs such as the Beaches Park and Cherry Beach were predicted to be impacted by any of the EA remedial alternatives with or without the treatment wetland in operation, with the exception of a small increase in per cent of time TCu exceeds its PWQO at Cherry Beach, attributed to the change in circulation of flows from the Inner Harbor caused by the proposed landform. Similarly, water quality in areas adjacent to Ashbridges Bay such as the East Headland or Beaches Park Beach did not exhibit any negative impacts, except a small increase in the per cent of time *E. coli* exceeds PWQO at Mid-headland and Woodbine beach, which was attributed to the impact caused by the flows from the treatment wetland. The R. C. Harris Water Treatment Plant intake was not predicted to be affected by any alternative.

The areas representing the key features of the proposed alternatives as well as the water-based recreation areas in Ashbridges Bay-Coatsworth Cut area – Ashbridges Bay itself, ABYC Marina, ABYC Marina Entrance and the Gap – were predicted to experience the largest impacts as a result of Alternatives 1 and 2. The predicted constituent increases were attributed to the seawall gates and the Ashbridges Bay outfalls flows concentration, or “funnelling”, as a result of the proposed breakwater configuration. Alternative 3 was associated with the best water quality as it has the longest breakwater east of the seawall gates which acts to deflect the seawall gates discharge. According to the modeling results, Alternative 3 has the potential for a decrease in *E. coli* levels in the ABYC Marina Entrance, ABYC Marina and Ashbridges Bay, with or without the treatment wetland in operation.

REFERENCES

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Appendix J

Public Consultation Materials

1. Notice of Commencement (NOC)

2. Agency Consultation Documentation

NOC Letter to Review Agencies (Sample)

3. Aboriginal Communities Consultation Documentation

Aboriginal Engagement Report

Record of Aboriginal Engagement

4. Community Liaison Committee (CLC) Documentation

CLC Invitation (Sample Letters)

CLC Terms of Reference

CLC Meeting # 1 – May 15, 2013 (Agenda, Presentation, Meeting Report)

CLC Meeting #2 – September 5, 2013 (Agenda, Presentation, Meeting Report)

CLC Meeting #3 – November 29, 2013 (Agenda, Presentation, Workbook,
Meeting Report, Comments Received)

Review of the Draft Environmental Study Report (Notification, Comments Received)

5. Public Information Centres (PICs) Documentation

PIC #1 – June 17, 2013 (Notice, Display Panels, Attendance Sheet, Workbook,
Comments and Workbook Received and Response Provided, PIC #1 and CLC
#1 Consultation Report)

PIC #2 – February 6, 2014 (Notice, Display Panels, Comment Form, Attendance Sheet,
Comments Received and Responses Provided; CLC #2, CLC #3 and PIC #2
Consultation Report)

6. Public Consultation – Key Comments and Questions Received and Responses Provided

Appendix J

Public Consultation Materials

1. Notice of Commencement (NOC)

NOTICE OF STUDY COMMENCEMENT

ASHBRIDGES BAY EROSION AND SEDIMENT CONTROL PROJECT:

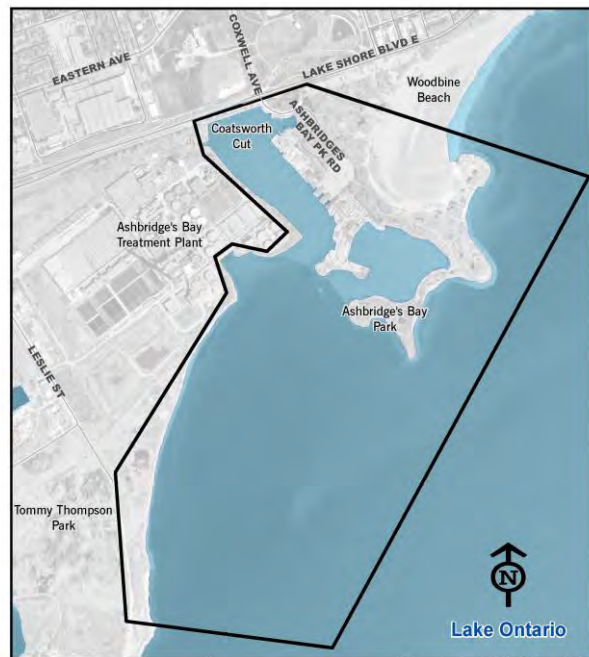
Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, has commenced a study which will explore alternatives and recommend solutions to address erosion and sediment control issues at Ashbridges Bay. The project is being undertaken to address the existing navigation risk caused by sediment deposition at the harbour entrances of Coatsworth Cut and Ashbridges Bay Park, while considering approved projects and waterfront planning initiatives in the area. The study area is shown in the map below.

The study is being planned in accordance with the *Conservation Ontario Class Environmental Assessment for Remedial Flood and Erosion Control Projects*. The process will provide opportunities for public input at key stages. Two Public Information Centres are being planned in 2013 to present and receive input on alternative solutions (Spring 2013) and the recommended solution (Fall 2013). For meeting notices and updated information visit: www.trca.on.ca/ashbridgesbayproject_ea

If you have any questions or comments and/or would like to be placed on the study mailing list to receive further information, please contact:

Lisa Turnbull, Project Manager II
Project Management Office
Restoration Services
Toronto & Region Conservation Authority
5 Shoreham Drive
Downsview, Ontario, M3N 1S4
Tel: (416) 661-6600 ext.5645
Fax: (416) 667-6277
Email: lturnbull@trca.on.ca

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



Local Study Area for Class Environmental Assessment



This notice issued: May 2, 2013 in Beaches Mirror

Appendix J

Public Consultation Materials

2. Agency Consultation Documentation

NOC Letter to Review Agencies (Sample)

Lisa Turnbull
Toronto and Region Conservation Authority
5 Shoreham Drive
Toronto, Ontario M3N 1S4

April 30, 2013

CFN: 48797

Louise Knox
Canadian Environmental Assessment Agency
55 St. Clair Avenue East, 9th Floor
Toronto, ON M4T 1M2

**SUBJECT: Commencement of the Ashbridges Bay Erosion and Sediment Control Project:
Conservation Ontario Class Environmental Assessment**

Please be advised that Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, have commenced a Conservation Ontario Class Environmental Assessment for Remedial Flood and Erosion Control Projects (January 2002, as amended in September 2009) at Ashbridges Bay in the City of Toronto. TRCA is undertaking the Class Environmental Assessment study to identify a preferred alternative that will address navigation risks caused by erosion and sediment deposition at Ashbridges Bay, while taking into consideration the various approved facilities and planning initiatives in the area. The Notice of Study Commencement is enclosed.

If you have any questions or would like more detailed information about the project, please do not hesitate to contact the undersigned at: 416-661-6600 ext.5645 or by e-mail: lturnbull@trca.on.ca

Sincerely,



Lisa Turnbull
Project Manager II
Project Management Office
Restoration Services
416-661-6600 ext. 5645
lturnbull@trca.on.ca
www.trca.on.ca/ashbridgesbayproject_ea

Enclosure: Notice of Study Commencement

cc: Ted Bowering, City of Toronto, Toronto Water

Appendix J

Public Consultation Materials

3. Aboriginal Communities Consultation Documentation

Aboriginal Engagement Report

Record of Aboriginal Engagement

ASHBRIDGES BAY EROSION AND SEDIMENT CONTROL PROJECT

CONSERVATION ONTARIO CLASS
ENVIRONMENTAL ASSESSMENT

ABORIGINAL ENGAGEMENT REPORT

Prepared by
Archaeology Resource Management Services
5 Shoreham Drive
Downsview, ON, M3N 1S4

NOVEMBER 18, 2014

ABORIGINAL ENGAGEMENT

Prior to the delivery of any notifications, Aboriginal Affairs and Northern Development Canada (AANDC) and the Ministry of Aboriginal Affairs (MAA) were contacted for advice and information on the Aboriginal communities that should be contacted during the Aboriginal Consultation process. Additional Aboriginal community contact lists were also considered, including the lists held by the City of Toronto and Toronto and Region Conservation Authority (TRCA). Communities that were contacted had established or asserted rights and interests in the Study Area, and are listed below.

- Beausoleil First Nation
- Chippewas of Georgina Island First Nation
- Chippewas of Rama-Mnjikaning First Nation
- Conseil de la Nation Huronne-Wendat
- Coordinator of the Williams Treaty First Nations
- Curve Lake First Nation
- Haudenosaunee Confederacy Chiefs Council via Haudenosaunee Development Institute
- Hiawatha First Nation
- Kawartha Nishnawbe First Nation
- Metis Nation of Ontario
- Mississaugas of Alderville First Nation
- Mississaugas of the New Credit First Nation
- Mississaugas of Scugog Island First Nation
- Moose Deer Point First Nation
- Six Nations of the Grand River

A notification letter was sent on March 28, 2013 to the identified First Nations and Metis communities to inform them of the initiation of the Ashbridges Bay Environmental Assessment. Any interested communities were invited to contact Margie Kenedy, Archaeologist as TRCA. Enclosed with the notification letter was: a study area map, the project brief, the Stage 1 Archaeological Assessment for the Study Area, the Ministry of Tourism, Culture and Sport letter of entry into the Ontario Public Register of Reports, and the EA milestone schedule.

Few responses were received, so TRCA conducted follow up phone calls or emails on June 5, 2013 to ensure each community received the notification package, and to answer any questions that could help evaluate interest in the project. A number of communities were reached who indicated their communities had no current concerns with the project, and requested regular updates. Responses are described in the table below.

A second notification was sent on February 6, 2014 in order to update Aboriginal communities on the progress of the EA. This update contained information on the status of the study, and included descriptions of the alternatives being considered to solve the erosion and sediment control problem. This update also contained a draft evaluation of the alternatives, and requested that communities provide TRCA with any feedback on the material. This notification asked communities to provide information on

**Ashbridges Bay Erosion and Sediment Control Project
Conservation Ontario Class Environmental Assessment
Aboriginal Engagement Report**

any impacts that the provided alternatives may have on their Constitutional and/Treaty rights, or interests in the area.

Follow up phone calls were made on March 3, 2014 to ensure each community received the update, and to answer any questions. Communication summaries are provided in the table below.

A third notification was sent on September 22, 2014 in order to provide communities with an opportunity to review the Draft Environmental Study Report prior to filing with the Ministry of the Environment and Climate Change. In addition to providing a link to the draft report, the executive summary for the draft report was also included. Only the Haudenosaunee Confederacy Chiefs Council c/o Haudenosaunee Development Institute provided any comments.

The Notice of Filing will be circulated to all of the communities at a future date.

Documentation of Aboriginal Consultation is provided in Appendix J of the Ashbridges Bay Environmental Assessment study Environmental Study Report.

Summary of Aboriginal Engagement

The following table details a summary of correspondence with Aboriginal communities during the course of the Ashbridges Bay Environmental Assessment.

TABLE 1. SUMMARY OF CORRESPONDENCE WITH ABORIGINAL COMMUNITIES

Aboriginal Community	Consultation
Beausoleil First Nation	<p><u>Notification #1:</u> <i>March 28, 2013:</i> Mailed and emailed Notification #1 package <i>June 5, 2013:</i> Follow up phone call; Spoke with a Resource Management Officer, who indicated the community received the notification package, would review it in more detail, and would be in contact. Requested regular updates about the project.</p> <p><u>Notification #2:</u> <i>February 6, 2014:</i> Mailed and emailed Notification #2 package <i>March 3, 2014:</i> Follow up phone call; Resource Management Officer no longer employed; Spoke with Environmental Specialist who said he would be in contact after reviewing Notifications #1 and #2; Resent Notifications #1 and #2.</p> <p><u>Notification #3:</u> <i>September 22, 2014:</i> Mailed and emailed Notification #3 package</p>
Chippewas of Georgina Island First Nation	<p><u>Notification #1:</u> <i>March 28, 2013:</i> Mailed and emailed Notification #1 package <i>June 5, 2013:</i> Follow up phone call; Left voice mail for Community Consultation Officer; sent follow up email</p> <p><u>Notification #2:</u> <i>February 6, 2014:</i> Mailed and emailed Notification #2 package <i>March 3, 2014:</i> Follow up phone call; Spoke with Community Consultation Officer, who said she would review the notification package and be in contact. <i>March 4, 2014:</i> Community Consultation Officer sent email with questions about the notification package related to environmental and cultural heritage concerns</p>

Ashbridges Bay Erosion and Sediment Control Project
 Conservation Ontario Class Environmental Assessment
 Aboriginal Engagement Report

Aboriginal Community	Consultation
	<p><i>March 6, 2014:</i> TRCA contacted Community Consultation Officer via email to answer questions about Notification #2.</p> <p><u>Notification #3:</u> <i>September 22, 2014:</i> Mailed and emailed Notification #3 package</p>
Chippewas of Rama-Mnjikaning First Nation	<p><u>Notification #1:</u> <i>March 28, 2013:</i> As previously requested, mailed and emailed Notification #1 package to Williams Treaty First Nations Coordinator, and cc'd Chief Sharon Stinson-Henry <i>June 5, 2013:</i> As previously requested, directed follow up phone calls to Williams Treaty Coordinator</p> <p><u>Notification #2:</u> <i>February 4, 2014:</i> As previously requested, mailed and emailed Notification #2 package to Williams Treaty First Nations Coordinator, and cc'd Chief Sharon Stinson-Henry <i>March 3, 2014:</i> As previously requested, directed follow up phone calls to Williams Treaty Coordinator</p> <p><u>Notification #3:</u> <i>September 22, 2014:</i> As previously requested, mailed and emailed Notification #3 package to Williams Treaty First Nations Coordinator, and cc'd Chief Sharon Stinson-Henry</p>
Conseil de la Nation Huronne-Wendat	<p><u>Notification #1:</u> <i>March 28, 2013:</i> Mailed and emailed Notification #1 package <i>April 5, 2013:</i> Resent Notification #1 package; Huronne-Wendat confirmed receipt of the package <i>June 5:</i> Follow up email; No response.</p> <p><u>Notification #2:</u> <i>February 6, 2014:</i> Mailed and emailed Notification #2 package. <i>March 3, 2014:</i> Follow up email; <i>March 3, 2014:</i> Huronne-Wendat confirmed receipt of notification package, intends to follow up soon.</p> <p><u>Notification #3:</u> <i>September 22, 2014:</i> Mailed and emailed Notification #3 package</p>
Coordinator Williams Treaty First Nations	<p><u>Notification #1:</u> <i>March 28, 2013:</i> Mailed and emailed Notification #1 package <i>June 5, 2013:</i> Follow up phone call; Left voice mail and sent follow up email</p> <p><u>Notification #2:</u> <i>February 6, 2014:</i> Mailed and emailed Notification #2 package. <i>March 3, 2014:</i> Follow up phone call; Left voice mail and sent follow up email.</p> <p><u>Notification #3:</u> <i>September 22, 2014:</i> Mailed and emailed Notification #3 package</p>
Curve Lake First Nation	<p><u>Notification #1:</u> <i>March 28, 2013:</i> Mailed and emailed Notification #1 package <i>April 19, 2013:</i> Letter received by TRCA from Chief Phyllis Williams confirming receipt of the notification package, had no current concerns related to Constitutional or Treaty Rights, and requested regular updates about the project. Chief Williams also noted that Curve Lake must be</p>

Ashbridges Bay Erosion and Sediment Control Project
 Conservation Ontario Class Environmental Assessment
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Aboriginal Community	Consultation
	<p>notified should any archaeological sites or burials be identified. <u>Notification #2:</u> <i>February 6, 2014:</i> Mailed and emailed Notification #2 package. <i>March 3, 2014:</i> Follow up phone call; Left voice mail message and sent follow up email. <u>Notification #3:</u> <i>September 22, 2014:</i> Mailed and emailed Notification #3 package</p>
<p>Haudenosaunee Confederacy Chiefs Council via Haudenosaunee Development Institute</p>	<p><u>Notification #1:</u> <i>March 28, 2013:</i> Mailed and emailed Notification #1 package. <i>June 5, 2013:</i> Follow up phone call; Left voice mail and sent follow up email. <u>Notification #2:</u> <i>February 6, 2014:</i> Mailed and emailed Notification #2 package. <i>March 3, 2014:</i> Follow up phone call; Spoke with Ms. Hill, had not yet reviewed package. Follow up email. <u>Notification #3:</u> <i>September 22, 2014:</i> Mailed and emailed Notification #3 package. <i>October 9, 2014:</i> HDI provided comments and requests on the Draft ESR <i>October 14, 2014:</i> TRCA indicated a response would be forthcoming <i>November 17, 2014:</i> TRCA provided HDI a response to their comments and requests regarding the Draft ESR</p>
<p>Hiawatha First Nation</p>	<p><u>Notification #1:</u> <i>March 28, 2013:</i> Mailed and emailed Notification #1 package. <i>June 5, 2013:</i> As previously requested, sent follow up email. <u>Notification #2:</u> <i>February 6, 2014:</i> Mailed and emailed Notification #2 package. <i>February 6, 2014:</i> Hiawatha confirmed receipt of notification package. <i>March 3, 2014:</i> As previously requested, sent follow up email. <u>Notification #3:</u> <i>September 22, 2014:</i> Mailed and emailed Notification #3 package</p>
<p>Kawartha Nishnawbe First Nation</p>	<p><u>Notification #1:</u> <i>March 28, 2013:</i> Mailed and emailed Notification #1 package. <i>June 5, 2013:</i> Follow up phone call; Left voice mail and sent follow up email. <u>Notification #2:</u> <i>February 6, 2014:</i> Mailed and emailed Notification #2 package. <i>March 3, 2014:</i> Follow up phone call; Left voice mail and sent follow up email. <u>Notification #3:</u> <i>September 22, 2014:</i> Mailed and emailed Notification #3 package</p>
<p>Metis Nation of Ontario</p>	<p><u>Notification #1:</u> <i>March 28, 2013:</i> Mailed and emailed Notification #1 package. <i>June 5, 2013:</i> Follow up phone call with James Wagar, resent notification package; will review and respond. <u>Notification #2:</u> <i>February 6, 2014:</i> Mailed and emailed Notification #2 package to MNO and Mr. Wagar. <i>March 3, 2014:</i> Follow up email sent to Mr. Wagar; Left voice mail.</p>

**Ashbridges Bay Erosion and Sediment Control Project
 Conservation Ontario Class Environmental Assessment
 Aboriginal Engagement Report**

Aboriginal Community	Consultation
	<p><u>Notification #3:</u> <i>September 22, 2014:</i> Mailed and emailed Notification #3 package</p>
<p>Mississaugas of Alderville First Nation</p>	<p><u>Notification #1:</u> <i>March 28, 2013:</i> Mailed and emailed Notification #1 package. <i>June 5, 2013:</i> Follow up phone call; Left voice mail and sent follow up email. <u>Notification #2:</u> <i>February 6, 2014:</i> Mailed and emailed Notification #1 package. <i>February 11, 2014:</i> TRCA received letter from Lands and Resources Communication Officer that this project has minimal potential to impact community interests, and requested regular updates regarding archaeological findings, burial sites, and environmental impacts, should any occur. <u>Notification #3:</u> <i>September 22, 2014:</i> Mailed and emailed Notification #3 package</p>
<p>Mississaugas of Scugog Island First Nation</p>	<p><u>Notification #1:</u> <i>March 28, 2013:</i> Mailed and emailed Notification #1 package. <i>April 18, 2013:</i> TRCA received response letter from Consultation Specialist detailing some historical concerns for the area; Suggested that historic and current reflections on the Mississauga Nation be reflected in redevelopment of the area. <i>June 5, 2013:</i> Follow up phone call; Spoke about some of the historic changes that occurred along the waterfront. <u>Notification #2:</u> <i>February 6, 2014:</i> Mailed and emailed Notification #2 package. <i>March 3, 2014:</i> Follow up phone call; Left voice mail and sent follow up email. <u>Notification #3:</u> <i>September 22, 2014:</i> Mailed and emailed Notification #3 package</p>
<p>Mississaugas of the New Credit First Nation</p>	<p><u>Notification #1:</u> <i>March 28, 2013:</i> Mailed and emailed Notification #1 package. <i>June 5, 2013:</i> Follow up phone call; Left voice mail with receptionist and sent follow up email. <u>Notification #2:</u> <i>February 6, 2014:</i> Mailed and emailed Notification #2 package. <i>March 3, 2014:</i> Follow up phone call; Left voice mail with receptionist and sent follow up email. <u>Notification #3:</u> <i>September 22, 2014:</i> Mailed and emailed Notification #3 package</p>
<p>Moose Deer Point First Nation</p>	<p><u>Notification #1:</u> <i>March 28, 2013:</i> Mailed and emailed Notification #1 package. <i>June 5, 2013:</i> Follow up phone call; Left voice mail and sent follow up email. <u>Notification #2:</u> <i>February 6, 2014:</i> Mailed and emailed Notification #2 package. <i>March 3, 2014:</i> Follow up phone call; Left voice mail and sent follow up email. <u>Notification #3:</u></p>

**Ashbridges Bay Erosion and Sediment Control Project
 Conservation Ontario Class Environmental Assessment
 Aboriginal Engagement Report**

Aboriginal Community	Consultation
	<i>September 22, 2014:</i> Mailed and emailed Notification #3 package
Six Nations of the Grand River	<p><u>Notification #1:</u> <i>March 28, 2013:</i> Mailed and emailed Notification #1 package. <i>June 5, 2013:</i> Follow up phone call; Left voice mail and sent follow up email.</p> <p><u>Notification #2:</u> <i>February 6, 2014:</i> Mailed and emailed Notification #2 package. <i>March 3, 2014:</i> Follow up phone call; Spoke with Lands and Resources Director who noted there are no current concerns with any of the proposed alternatives, and would send an email stating so (not received); TRCA sent follow up email.</p> <p><u>Notification #3:</u> <i>September 22, 2014:</i> Mailed and emailed Notification #3 package</p>

ASHBRIDGES BAY EROSION AND SEDIMENT CONTROL PROJECT

CONSERVATION ONTARIO CLASS
ENVIRONMENTAL ASSESSMENT

RECORD OF ABORIGINAL ENGAGEMENT

Prepared by

Archaeology Resource Management Services
5 Shoreham Drive
Downsview, ON, M3N 1S4

November 18, 2014

TRCA Engagement Overview

The TRCA began the process of engagement with Aboriginal communities on March 28, 2013 by sending out the Notice of Commencement. Follow up phone calls and emails were made on March 13, 2013 to ensure receipt of the notification package and to answer any questions about the project. A second notification was sent out on February 6, 2014 containing a project update and providing an opportunity to have input on the proposed alternatives and on the selection of the preliminary preferred alternative. Follow up phone calls and emails were made on March 3, 2014 to ensure receipt of the notification and to answer any questions about the project. Few responses were received. A third notification was sent on November 18, 2014 including a link to the draft Environmental Study Report (ESR), the executive summary for the draft ESR, and a request for comments. The Notice of Filing will be circulated at a future date.

Community Name	Reason for Consultation	Notification #1	Follow Up	Notification #2	Follow Up	Notification #3	Notice of Filing
Beausoleil First Nation	Asserted or established interest	28-Mar-13	5-Jun-13	6-Feb-14	3-Mar-14	22-Sept-14	TBD
Chippewas of Georgina Island First Nation	Asserted or established interest	28-Mar-13	5-Jun-13	6-Feb-14	3-Mar-14	22-Sept-14	TBD
Chippewas of Rama-Mnjikaning First Nation	Asserted or established interest	28-Mar-13	n/a	6-Feb-14	3-Mar-14	22-Sept-14	TBD
Conseil de la Nation Huronne-Wendat	Asserted or established interest	28-Mar-13	5-Jun-13	6-Feb-14	3-Mar-14	22-Sept-14	TBD
Coordinator Williams Treaty First Nations	Asserted or established interest	28-Mar-13	5-Jun-13	6-Feb-14	3-Mar-14	22-Sept-14	TBD
Curve Lake First Nation	Asserted or established interest	28-Mar-13	5-Jun-13	6-Feb-14	3-Mar-14	22-Sept-14	TBD
Haudenosaunee Confederacy Chiefs Council, Haudenosaunee Development Institute	Asserted or established interest	28-Mar-13	5-Jun-13	6-Feb-14	3-Mar-14	22-Sept-14	TBD
Hiawatha First Nation	Asserted or established interest	28-Mar-13	5-Jun-13	6-Feb-14	3-Mar-14	22-Sept-14	TBD
Kawartha Nishnawbe First Nation	Asserted or established interest	28-Mar-13	5-Jun-13	6-Feb-14	3-Mar-14	22-Sept-14	TBD
Metis Nation of Ontario	Asserted or established interest	28-Mar-13	5-Jun-13	6-Feb-14	3-Mar-14	22-Sept-14	TBD
Mississaugas of Alderville First Nation	Asserted or established interest	28-Mar-13	5-Jun-13	6-Feb-14	n/a	22-Sept-14	TBD
Mississaugas of Scugog Island First Nation	Asserted or established interest	28-Mar-13	5-Jun-13	6-Feb-14	3-Mar-14	22-Sept-14	TBD
Mississaugas of the New Credit First Nation	Asserted or established interest	28-Mar-13	5-Jun-13	6-Feb-14	3-Mar-14	22-Sept-14	TBD
Moose Deer Point First Nation	Asserted or established interest	28-Mar-13	5-Jun-13	6-Feb-14	3-Mar-14	22-Sept-14	TBD
Six Nations of the Grand River Territory	Asserted or established interest	28-Mar-13	5-Jun-13	6-Feb-14	3-Mar-14	22-Sept-14	TBD

TRCA Correspondence Overview

Notification #1: Notification of Commencement

Includes letter to community, a study area map, a brief overview of the project, Stage 1 Archaeological Assessment Report, Ministry of Tourism, Culture and Sport Letter of Entry into the Ontario Public Register, and a tentative milestone schedule for the project.

Sent: March 28, 2013

Notification #2: Project Update #1

Includes letter to community and a project update document. The project update contained information on the status of the study, and included descriptions and images of the alternatives being considered to solve the erosion and sediment control problem. This update also contained a draft evaluation of the alternatives, and requested that communities provide TRCA with any feedback on the material. This notification asked communities to provide information on any impacts that the provided alternatives may have on their Constitutional and/Treaty rights, or interests in the area.

Sent: February 6, 2014

Notification #3: Project Update #2

Includes letter to community, a link to the draft Environmental Study Report, and the executive summary to the draft Environmental Study Report.

Sent: September 22, 2014

Notification #4: Notice of Filing

Notice of Filing will be circulated at a future date.

Sent: TBD

Additional correspondence between TRCA and Aboriginal Communities

Includes additional correspondence between TRCA and Aboriginal communities, organized by community.

TRCA
Ashbridges Bay Environmental Assessment
Notice of Commencement

Courier delivery and email: March 28, 2013

March 28, 2013

Dear _____,

Re: Ashbridges Bay Erosion and Sediment Control Project – Environmental Assessment,
Notice of Commencement

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, intends to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. The planning and design of the preferred remedial measures will be in accordance with the *Class Environmental Assessment for Remedial Flood and Erosion Control Projects*. The main objectives for the planning and design of the remedial works of the Local Study Area include:

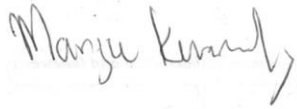
- exploring the development of a landform in TRCA's waterlot south of Coatsworth Cut and the City of Toronto's waterlot south of the Ashbridges Bay Wastewater Treatment Plant, to provide for erosion and sediment management
- an assessment of impacts including but not limited to the surrounding water quality, sediment transport, flood levels, fish and wildlife habitats, and shoreline protection
- consideration for existing waterfront planning initiatives.

A Stage 1 Archaeological Assessment has been conducted within the Study Area for a previous Environmental Assessment, and the report recommendations state that no Stage 2 Archaeological Assessment is required. This report has since been entered into the Ontario Public Register of Archaeological Reports. A copy of this report and the Ministry of Tourism, Culture, and Sport (MTCS) letter of entry has been included in this notification package.

Toronto and Region Conservation Authority are seeking the advice and involvement of the Mississaugas of Alderville First Nation throughout the course of the Ashbridges Bay Erosion and Sediment Control Project. Community involvement could include notification of interests or concerns, identification of particular areas of significance within the study area and participation in the decision-making process. To assist with your evaluation of interest please find enclosed a CD containing digital copies of a map of the study area, the Project Brief, the Stage 1 Archaeological Assessment report, the MTCS letter of entry, and a tentative schedule for the Environmental Assessment.

If your community would like to participate in this project the Toronto and Region Conservation Authority would be pleased to answer any questions or arrange for a meeting. We would appreciate your response by Friday April 18, 2013, and will follow up with a phone call to ensure your receipt of this letter. If you have any questions or would like more detailed information about the project, please do not hesitate to contact the undersigned at (416) 661-6600 Ext. 5270 or mkenedy@trca.on.ca. We look forward to working with you.

Sincerely,



Margie Kenedy
Archaeology Resource Management Services
Restoration Services, Toronto and Region Conservation Authority

Enclosed: 1 CD containing

- 1) Ashbridges Bay Study Area Map
- 2) Ashbridges Bay Project Brief
- 3) Stage 1 Archaeological Assessment for Ashbridges Bay and Coatsworth Cut
- 4) Ministry of Tourism, Culture and Sport Letter of Entry into Register
- 5) Ashbridges Bay EA Milestone Schedule

Cc:

Susan Hughes, Heritage Preservation Services, City of Toronto
Lisa Turnbull, Project Management Office, Toronto and Region Conservation Authority



Ashbridge's Bay Erosion and Sediment Control Project

Project Brief

Overview

Toronto and Region Conservation Authority, in partnership with the City of Toronto, intends to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park. The planning and design of the preferred remedial measures will be in accordance with the *Class Environmental Assessment for Remedial Flood and Erosion Control Projects* (January 2002, as amended in September 2009). A key component of the Class Environmental Assessment (EA) will be public consultation throughout the planning of the project, providing opportunities for members of the general public (including, affected stakeholders, public interest groups and any other interested parties) to offer recommendations on the development of the proposed sediment and erosion control designs where appropriate.

TRCA will be the EA proponent, project lead and the project spokesperson. The City of Toronto will be the project funder and actively involved in Steering and Technical Advisory Committees.

Background

In 1983, Toronto and Region Conservation Authority (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 ever increasing dredging volumes and associated expenses, TRCA began to investigate shoreline modification options that would eliminate the need for annual maintenance dredging in 1999.

In 2002, TRCA initiated a Conservation Ontario Class Environmental Assessment (EA) to remediate navigation hazards due to sediment accumulation in Coatsworth Cut. The purpose of the EA was to develop and evaluate preliminary detailed design plans to reduce or eliminate sediment deposition in Coatsworth Cut. The process identified six design alternatives which were evaluated based on considerations for the positive and negative impacts on the existing physical, biological, socioeconomic and cultural environments, as well as technical concerns, cost and feasibility. However, the Class EA was suspended pending completion of other planning initiatives related to the City of Toronto's Wet Weather Flow Management Master Plan and the Lake Ontario Park Master Plan.

Following the suspension of TRCA's Class EA study, the City of Toronto completed a Municipal Class EA for the Coatsworth Cut CSO and Stormwater Outfalls Control in November, 2007. The Coatsworth Cut Class EA (Schedule C) considered alternatives to improve water quality conditions within the Coatsworth Cut area. The preferred alternative includes source and conveyance controls throughout the sewershed as well as a 10 hectare treatment wetland, proposed south of the Ashbridge's Bay Wastewater Treatment Plant within the City's waterlot. Other planned projects as part of the City's implementation of the Wet Weather Flow Master Plan include a combined sewer overflow high-rate treatment facility within the City's waterlot south of the Ashbridge's Bay Wastewater Treatment Plant. The proposed design concept of this treatment facility, as determined through the City's Don River and Central Waterfront Class Environmental Assessment Study, would provide treatment for flow captured from 50 combined sewer outfalls that currently discharge to the Lower Don River and Inner Harbour. This planned treatment facility meets the City's interest in improving water quality conditions within the Don River and Central Waterfront area.

A 2008 plan for Lake Ontario Park prepared by Waterfront Toronto recommended major modifications to Ashbridge's Bay Park and adjacent shorelines, including a waterfront pedestrian connection, wetlands, recreational areas and boating activities. On May 13, 2009, Waterfront Toronto received board approval to proceed with Phase 1 of Lake Ontario Park, which included construction of a new landform at Ashbridge's Bay Park to facilitate relocation of the boat clubs currently located in Coatsworth Cut to the boat basin occupied solely by Ashbridge's Bay Yacht Club. At Authority Meeting #6/09 held on July 24, 2009, Resolution #A116/09 directed TRCA staff to work cooperatively with City of Toronto and Waterfront Toronto to achieve this vision. As part of TRCA's contribution, staff committed to reopen and complete the Class EA process to address local shoreline erosion and sedimentation issues. The original alternative designs identified in the TRCA's Erosion and Sediment Control Class EA were re-examined, in addition to the new alternative identified as per the Lake Ontario Park Master Plan.

Two rounds of meetings were held with Technical and Community Advisory Committee members to introduce the project objectives, receive input and present new alternatives that would control sediment deposition, prevent shoreline erosion and relocate the boat clubs in Coatsworth Cut to the

headland of Ashbridge's Bay. Several one-on-one meetings with the individual boat clubs were also undertaken. Through the development of alternatives, it was determined that the potential costs to achieve the boat club relocation and shoreline management objectives of the project would range from \$20M to \$40M. These costs were deemed to exceed the available funding, and therefore the Class EA was suspended once again in January 2010.

Timeline at a Glance

- Mid-1970's: Ashbridge's Bay Park constructed
- Early 1980's: Start of Dredging in Coatsworth Cut
- 1990's: Reports by Sandwell (1991) & Baird (1999) indicate ~10,000.00 m³ of sand per year bypass Headland. Dredging volumes and costs in Coatsworth Cut increase throughout 1990s
- 2002: TRCA initiated Class EA to address sediment and erosion issues
- 2004: TRCA suspended Class EA due to potential water quality impacts and waterfront studies and planning initiatives underway in the area by City of Toronto and Waterfront Toronto.
- 2008: Toronto Water completes Coatsworth Cut Class EA along with Ashbridges Bay (formerly Main) Treatment Plant - Individual EA. Waterfront Toronto completes also Lake Ontario Park Master Plan (LOP)
- 2009: TRCA recommences Class EA to address sediment, erosion and facilitate public access and the potential relocation of Boat Clubs in Coatsworth Cut
- 2010: Waterfront Toronto and City suspend Class EA due to the high costs of the proposed relocation of the Coatsworth Cut boat clubs (estimated at \$20 - \$40 million)
- 2012: City of Toronto completes Don River and Central Waterfront Class EA

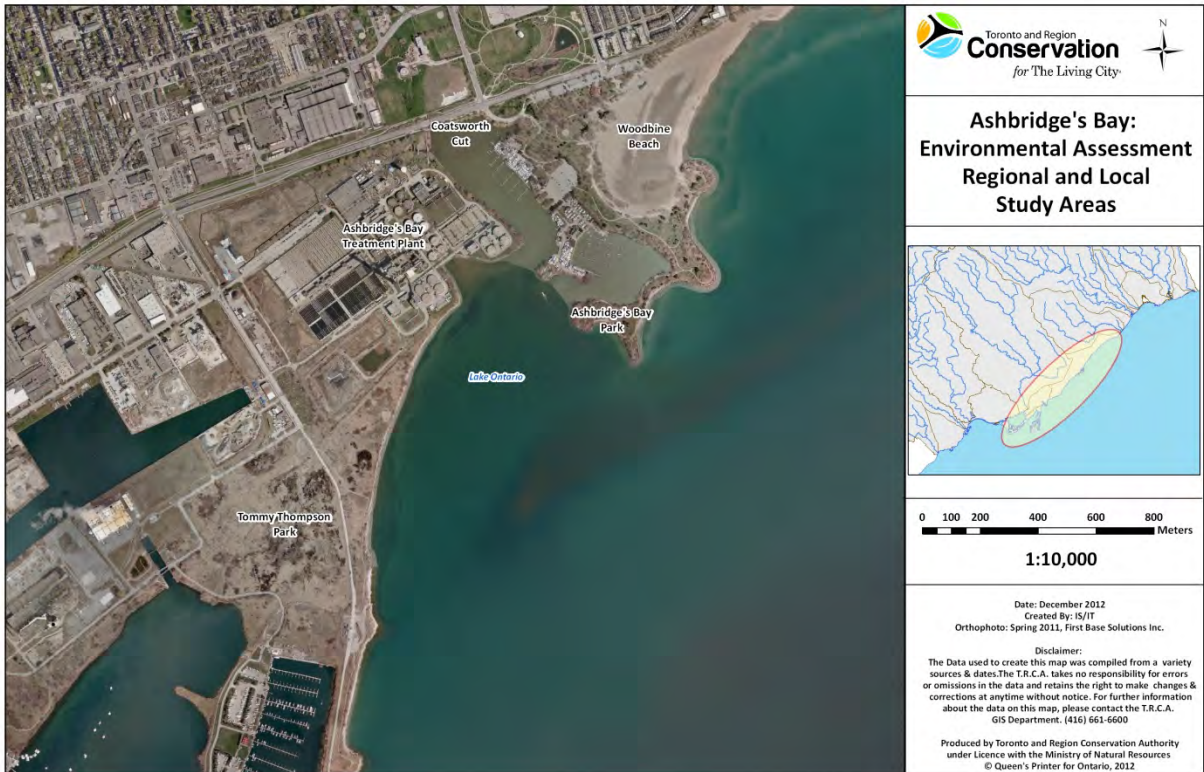
Work Undertaken as Part of TRCA's 2009 Sediment and Erosion Class EA Prior to Suspension

- Baseline Environmental Conditions Report (TRCA, Sept 2010)
- Interim Coastal Engineering Report (Shoreplan Engineering, Sept 2010)
- Stage 1 Terrestrial Archaeological Assessment (TRCA, 2009)
- Community Liaison Committee and Technical Advisory Committee established. Consultation with these groups and other stakeholders are documented in a draft Consultation Report (TRCA, Sept 2010)
- Six new and revised design alternatives developed

In April 2012, Toronto City Council approved a motion to direct Toronto Water to enter into a joint initiative with TRCA to undertake an EA Study at Ashbridge's Bay and further that TRCA be requested to lead the EA in collaboration with Toronto Water, Parks, Forestry and Recreation Division, and Waterfront Toronto, subject to available funding from the City of Toronto. In response to this TRCA is recommending their Conservation Ontario Class EA to address the outstanding erosion and sediment issues at Ashbridges Bay in order to develop a solution to resolve the on-going navigation hazards created by sediment deposition at Coatsworth Cut while taking into consideration the various approved EAs and proposed facilities in the area and the objectives of the *Lake Ontario Park Master Plan*. With a number of the recommendations of the City of Toronto's *Wet Weather Flow Management Master Plan* implemented or being planned for future implementation, the issues faced in TRCA's 2002 Class EA are expected to be mitigated. Further, with the relocation of the Coatsworth Cut Boat Clubs no longer being explored, and hence not within the scope of a re-initiated Class EA for Erosion and Sediment Control, the cost of implementation will be greatly reduced and thus not a limiting factor.

Study Area

Ashbridge's Bay is situated on the north shore of Lake Ontario in Toronto, Ontario. Within the local study area, Coatsworth Cut serves as an access route to the lake for several boat clubs, and a public boat launch, and offers sheltered water for sailing, kayaking, and canoeing. Lands surrounding the local study area include Woodbine Beach, Ashbridge's Bay Park, Tommy Thompson Park, and Ashbridge's Bay Treatment Plant. The Coatsworth Cut catchment area, as defined by the Coatsworth Cut Class EA ESR (2007), is bounded by Milverton/Springdale Boulevard (North), Leslie Street/Langford Avenue (West), Lake Ontario (South) and Waverly Road/Southwood Drive/Malvern Avenue/Sibley Avenue (East). Coastal processes occurring between Tommy Thompson Park and East Point Park define the regional study area limits.



Project Scope

The EA process will build upon the work completed to date through the TRCA's 2009 EA and consider:

- the City of Toronto's approved facilities (as identified in completed EAs) in the vicinity of the Ashbridges Bay Treatment Plant;
- the creation of coastal and terrestrial habitats;
- improvements in public and ecological connectivity to and along the waterfront as per the objectives of the Lake Ontario Park Management Plan and the Tommy Thompson Park Master Plan.

The main objectives for the planning and design of the remedial works of the Local Study Area, are the following:

- exploring the development of a landform in TRCA's waterlot south of Coatsworth Cut along with within the City of Toronto's waterlot south of the Ashbridge's Bay Wastewater Treatment Plant, to provide for erosion and sediment management while taking into consideration the conceptual designs for the Coatsworth Cut stormwater treatment wetland and combined sewer overflow high-rate treatment facility (approved City of Toronto facilities as identified in completed Class EA studies);
- an assessment of impacts on surrounding water quality, sediment transport, flood levels, fish and wildlife habitat, shoreline protection, recreational opportunities, marine navigation and recreational boating;
- broad public consultation with affected stakeholders; and
- consideration for existing waterfront planning initiatives.

TRCA will ensure that the design alternatives considered through the Class EA process will:

- seek to reduce sedimentation and dredging requirements at the mouth of Coatsworth Cut and the entrance to Ashbridge's Bay Yacht Club;
- take into consideration (not prohibit) opportunities for the future development of a public waterfront linkage between Tommy Thompson Park and Ashbridge's Bay Park (as per the Lake Ontario Park Master Plan);
- consider potential impacts to the new and existing outfall and sea wall gates for Toronto Water's Ashbridge's Bay Wastewater Treatment Plant;
- reflect shoreline and habitat recommendations as outlined in the Toronto Waterfront Aquatic Habitat Restoration Strategy and Terrestrial Natural Heritage Strategy;
- take into consideration the Tommy Thompson Park Master Plan Environmental Assessment and plans for shoreline enhancements in the areas of the Park that abut the Ashbridge's Bay Treatment Plant;
- illustrate TRCA's planned works in relation to the conceptual design of the City of Toronto's approved facilities (Coatsworth Cut stormwater treatment wetland and combined sewer overflow high-rate treatment facility), as identified in completed Class EA studies.

The Class EA study will not include:

- any further explorations pertaining to moving the boat clubs out of Coatsworth Cut. The needs and current uses of these clubs will be part of the socio-economic considerations but their relocation is no longer within the scope of this EA.

Project Process

TRCA is re-initiating their Conservation Ontario Class EA to address erosion and sedimentation issues within Coatsworth Cut and Ashbridge's Bay Park. The 2013 EA will pick up where the 2009 Class EA left off and identify the design alternatives that still remain valid given the change in project scope.

The Preferred Alternative design will be evaluated and selected with input from a Community Liaison Committee and the general public. The conceptual designs of the approved facilities in the local area and cumulative effects in the local study area on (for example) coastal processes, water quality, water circulation will be considered.

Once the necessary studies have been completed an Environmental Study Report containing detailed documentation of existing conditions, the preferred remedial design and record of public consultation will be published and made available for public comment (30 days on the Environmental Bill of Registry).

Pending Completion of the Class EA process it is anticipated that TRCA, in partnership with the City of Toronto, will proceed to detailed design of a landform to accommodate all of the approved EAs in the study area. The final detailed design would be an integrated approach which based on the conceptual designs of the approved EAs in the study area. This design would provide the footprint for the approved design concepts developed in the City of Toronto EAs and the solution to the erosion and sediment control issue (approved alternative design for TRCA's Class EA). Public access will be a consideration during detailed design and construction would be phased subject to the engineering recommendations and budget availability.



For Further Information

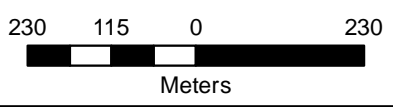
Visit www.trca.on.ca for on-going updates on the project status and information on upcoming Public Information Centers.

Project contact:
Lisa Turnbull, Project Manager II
Toronto and Region Conservation Authority
lturnbull@trca.on.ca
416-451-8536



Legend

-  Study Area
-  Road



Orthophoto: First Base Solutions Inc., Spring 2011
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Date: March 22, 2013

Licence Holder:

Claire Freisenhausen
Licence #P244

CRM Lab
542 Huron Street
Toronto, Ontario
M5R 2R7

Phone: 416-924-2319
Cell: 416-937-9003
Fax: 416-924-2319

Email: info@crmlab.ca

Project Information:

PIF: P244-007-2009
Stage 1 Background Study
Ashbridge's Bay/Coatsworth Cut Erosion Control Project
Toronto, Ontario

Proponent Information:

Toronto and Region Conservation Authority
5 Shoreham Drive
Downsview, Ontario
M3N 1S4

Contact:
Kenneth Dion, Senior Project Manager
Phone: 416-661-6600 ext. 5230
Fax: 416-667-6278
Email: kdion@trca.on.ca

Reporting Information:

Report Submitted: October 19, 2009
Site Update Forms: *none*
Related PIF numbers: *none*

**Ashbridge's Bay/Coatsworth Cut
Erosion Control Project
Toronto, Ontario**

Stage 1 Archaeological Study

FOR:

Toronto and Region Conservation Authority
5 Shoreham Drive
Downsview, ON M3N 1S4

ATTENTION:

Kenneth Dion, Senior Project Manager
Phone: 416-661-6600 ext. 5230 Fax: 416-667-6278
Email: kdion@trca.on.ca

October 15, 2009

MCL Archaeological File # **P244-007-2009**

CRM Lab Archaeological Services
542 Huron Street Toronto, Ontario M5R 2R7
Ph:416-924-2319/416-937-9003

EXECUTIVE SUMMARY

A Stage 1 Archaeological Study, in accordance with Part VI of the *Ontario Heritage Act*, of the proposed work areas involved in the Ashbridge's Bay/Coatsworth Cut Erosion Control Project in the City of Toronto was requested by The Toronto and Region Conservation Authority (TRCA) to determine the archaeological potential of the proposed work areas.

The Erosion Control Project is currently part of a Class Environmental Assessment (ABCC Class EA), the objective of which is to identify a preferred solution that will mitigate the risk to navigation due to sediment erosion and deposition at the harbour entrance of Ashbridge's Bay and Coatsworth Cut. The evaluation of potential alternatives will also take into consideration their ability to meet the long-term vision for the waterfront as outlined in Waterfront Toronto's Lake Ontario Park Master Plan, as well as Toronto Water's plans for addressing local combined sewer outfalls and the operations and upgrades to the Ashbridge's Bay Wastewater Treatment Plant.

The entire study area has been determined to be located on filled-in lakeshore and lake bed, having been filled in between the early nineteenth Century and the present, most extensively from the mid to late nineteenth Century onwards. Potential for terrestrial archaeological remains as such is null as the study area is located entirely on the largely twentieth Century fill deposits in Lake Ontario. Furthermore, no known shipwrecks were found to exist within the boundaries of the study area, and any previously unidentified shipwrecks in the study area would in all likelihood have been destroyed as a result of the continuous dredging of the area since at least 1983. These factors combined indicate that there are no further archaeological concerns for this property.

**Ministry of Tourism, Culture
And Sport**
Culture Programs Unit
Programs and Services Branch
Culture Division
401 Bay Street, Suite 1700
Toronto, ON, M7A 0A7
Telephone: 416/314-7132
Facsimile: 416/314-7175
Email : Jim.Sherratt@ontario.ca

**Ministère du Tourisme de la Culture
et du Sport**
Unité des programmes culturels
Direction des programmes et des services
Division de culture
401, rue Bay, Bureau 1700
Toronto, ON, M7A 0A7
Téléphone: 416/314-7132
Télécopieur: 416/314-7175
Email : Jim.Sherratt@ontario.ca



June 28, 2012

Claire Freisenhausen
CRM Lab
542 Huron Street, Toronto, Ontario
M5R 2R7

RE: Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "Ashbridge's Bay/Coatsworth Cut, Erosion Control Project, Toronto, Ontario," Dated October 15, 2009, Received by MTCS Toronto Office on October 19, 2009, MTCS Project Information Form Number P244-007-2009, MTCS RIMS Number 20CA063

Dear Ms. Freisenhausen:

This office has reviewed the above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18. This review has been carried out in order to determine whether the licensed professional consultant archaeologist has met the terms and conditions of their licence, that the licensee assessed the property and documented archaeological resources using a process that accords with the 1993 *Archaeological Assessment Technical Guidelines* set by the ministry, and that the archaeological fieldwork and report recommendations are consistent with the conservation, protection and preservation of the cultural heritage of Ontario.

This report was subjected to a review that focused specifically on concerns for archaeological resources and/or sites in relation to the outcomes and recommendations of the report. This focused review does not alter or affect your obligation as the licensee to ensure that all reports submitted meet the Ministry technical guidelines and terms and conditions of licence.

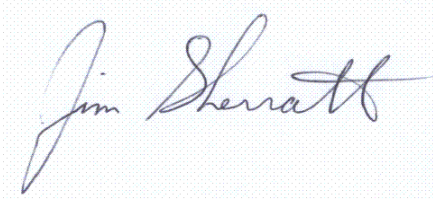
The report indicates that the subject property has low archaeological potential and, consequently, recommends that a Stage 2 assessment is not required.

Based on the information contained in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment is consistent with the ministry's 1993 *Archaeological Assessment Technical Guidelines* and the terms and conditions for archaeological licences. This report will be entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Given the above, this Ministry is satisfied that concerns for archaeological sites have been met for the area assessed as depicted by Figures 1 and 2 of the above titled report.

I trust this information is of assistance. Should you require any further information regarding this matter, please feel free to contact me.

Sincerely,

A handwritten signature in black ink on a light blue grid background. The signature reads "Jim Sherratt" in a cursive style.

Jim Sherratt
Archaeology Team Lead

c. Archaeology Licensing Office

*In no way will the Ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.

Tentative Milestone Schedule
Ashbridge's Bay Erosion and Sediment Control Project
Conservation Ontario Class Environmental Assessment (EA)

PHASE 1	
Item	Date
Re-commencement of Class EA for the Ashbridge's Erosion and Sediment Control Project	March 28, 2013
Technical Advisory Committee (TAC) Meeting #1: <i>Review of project history; discuss existing conditions report; review alternative options and costs, including the "do nothing" scenario; review evaluation criteria and ranking scheme</i>	April 18, 2013
Potential Aboriginal Information Session/Meeting (upon request) #1: <i>Review of project history; review existing conditions; review alternative options and costs, including the "do nothing" scenario; review evaluation criteria and ranking scheme</i>	Week of April 23, 2013 onward
Community Liaison Committee (CLC) Meeting #1: <i>Review of project history; review existing conditions; review alternative options and costs, including the "do nothing" scenario; review evaluation criteria and ranking scheme</i>	April 24, 2013
Public Information Center (PIC) #1: <i>Review of project history; review existing conditions; review alternative options and costs, including the "do nothing" scenario; review evaluation criteria, and ranking scheme</i>	May 15, 2013
PIC #1: End of Public Comment Period for PIC	May 29, 2013
TAC Meeting #2: <i>Present the preferred alternative; identify alternative design concepts for preferred alternative design</i>	June 6, 2013
Potential Aboriginal Engagement Session/Meeting (upon request) #2: <i>Present design alternatives evaluated, and the preliminary design concept for the preferred alternative and address technical questions</i>	Week of June 17, 2013 onward
CLC Meeting #2: <i>Present preferred alternative design and address technical questions; preparation for PIC #2</i>	June 19, 2013
PIC #2: <i>Present design alternatives evaluated, and the preliminary design concept for the preferred alternative and address technical questions</i>	July 10, 2013
PIC #2: End of Public Comment Period for PIC	July 24, 2013
Complete Draft Environmental Study Report	Week of August 5, 2013
TAC #3: <i>Review Draft Environmental Study Report</i>	August 13, 2013

Item	Date
Potential Aboriginal Engagement Session/Meeting (upon request) #3: <i>Review Draft Environmental Study Report</i>	Week of August 20, 2013 onward
CLC Meeting #3: <i>Review of Draft Environmental Study Report</i>	August 21, 2013
Submit Draft Environmental Study Report: available for 30-day public comment period	Week of September 16, 2013
Deadline for comments on Draft Environmental Study Report - Public	Week of October 16, 2013
Deadline for comments on Draft Environmental Study Report – Aboriginal Engagement	Week of October 31, 2013
Final Environmental Study Report Complete	November 2013
PHASE 2	
Detailed Design of a landform to support the approved EAs (pending approval of the Environmental Study Report) with consideration to other waterfront planning initiatives	November 2013
TAC #4: <i>Feedback on Detailed Design for the Landform</i>	November 2013
Potential Aboriginal Engagement Session/Meeting (upon request) #4: <i>Feedback on Detailed Design for the Landform</i>	November 2013
CLC Meeting #4: <i>Feedback on Detailed Design for the Landform</i>	November 2013
Public Information Centre #3: <i>Presentation of Detailed Design for the Landform</i>	November 2013
PHASE 3	
Phased Implementation subject to engineering recommendations and budget availability	December 2013/January 2014

**Ministry of Tourism, Culture
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Culture Programs Unit
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401 Bay Street, Suite 1700
Toronto, ON, M7A 0A7
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401, rue Bay, Bureau 1700
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June 28, 2012

Claire Freisenhausen
CRM Lab
542 Huron Street, Toronto, Ontario
M5R 2R7

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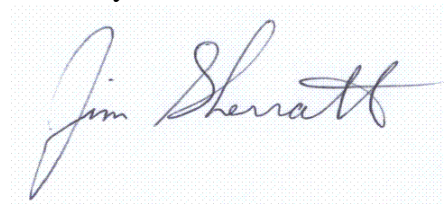
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Sincerely,

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Jim Sherratt
Archaeology Team Lead

c. Archaeology Licensing Office

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**TRCA
Ashbridges Bay Environmental Assessment
Notification #2: Project Update #1**

Courier delivery and email: February 6, 2014

March 28, 2013

Dear _____,

Re: Ashbridges Bay Erosion and Sediment Control Project – Environmental Assessment,
Update #1

We would like to update you on the progress of the Ashbridges Bay Erosion and Sediment Control Environmental Assessment (EA) currently being conducted by Toronto and Region Conservation Authority (TRCA) in partnership with the City of Toronto. This study is proposing to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. You were initially sent correspondence on March 28, 2013 regarding the notice of commencement for this EA.

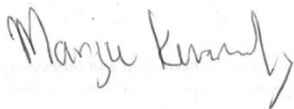
This current notification is intended to provide you with:

- An update on the status of the study
- Descriptions of the alternatives being considered to solve the erosion and sediment control problem
- The results of a draft evaluation of these alternatives
- Next steps and the anticipated timelines for the study

We have included a digital copy of the above items within the Project Update #1 file enclosed with this correspondence. TRCA is asking that you please provide us with any feedback on this material; we are especially seeking your input on what impacts (negative or positive) you feel these alternatives may have on your community's Constitutional and/or Treaty rights, or on your community's interests in the area (Page 13 of the Project Update #1 document). We ask that you please provide comments by March 7, 2014.

If you have any questions or would like more detailed information about the project, please do not hesitate to contact me by phone at (416) 661-6600 Ext. 5270 or by email mkenedy@trca.on.ca.

Sincerely,



Margie Kenedy
Archaeology Resource Management Services
Restoration Services, Toronto and Region Conservation Authority

Enclosed: 1) Ashbridges Bay Project Update #1
Cc: Lisa Turnbull, Project Management Office, TRCA

**ASHBRIDGES BAY EROSION AND SEDIMENT CONTROL PROJECT
ENVIRONMENTAL ASSESSMENT**

UPDATE #1

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PROJECT UPDATE

Background

The Ashbridges Bay Erosion and Sediment Control EA was initiated by the Toronto and Region Conservation Authority in partnership with the City of Toronto in May 2013. This is the third time an Environmental Assessment study has been undertaken to deal with erosion and sediment control issues at Ashbridges Bay. In 2002 the Class EA looked at alternatives creating structures for erosion and sediment control to address the risks to navigation. This EA was halted prematurely while a number of other planning initiatives in the local study area were completed (City of Toronto EAs and Waterfront Toronto's Lake Ontario Park Master Plan). The EA was launched again in 2009 and additional alternatives were developed to provide for the relocation of the boat clubs in Coatsworth Cut to a modified headland at Ashbridge's Bay Park. The EA was halted once again due to the high costs associated with the relocation options.

The objective of the 2013 EA study is:

to identify a preferred solution that will mitigate erosion and sediment deposition at the harbour entrance of Coatsworth Cut in order to ensure safe navigation - while considering the various approved facilities, planning initiatives and current uses in the study area.

Alternatives to Address the Erosion and Sediment Control Problem

The current (2013) EA is building off of the extensive work done in previous years. The first step to move forward was to review the Alternatives from 2002 and 2009 to determine which remained valid. Alternatives were screened in two steps.

Step 1. Preliminary Screening of Previous Alternatives:

The relocation of the boat clubs is not part of the scope of work for the 2013 EA. In light of this all 2002 and 2009 alternatives that dealt with relocation of the boat clubs were not carried forward for consideration in 2013.

Step 2. Secondary Screening of Previous Alternatives:

To reflect current planning and operation conditions, the remaining Alternatives were revisited to determine whether they are viable for consideration.

Four (4) Screening Conditions:

- Allow for continued operations of Ashbridges Bay Wastewater Treatment Plan (ABWTP) overflow gates
- Allow for operation of the existing and future ABTP outfalls
- Allow for the implementation of the conceptual designs for the Coatsworth Cut stormwater treatment wetland and combined sewer overflow high-rate treatment facility (approved City of Toronto facilities as identified in completed Class EA studies)
- Allows for existing land based recreational uses in the area to continue.

Refinement of Alternatives

There are a number of City of Toronto projects that have been approved within the local study area that have not yet implemented. The Alternatives carried forward from 2002 and 2009 needed to be refined to consider the following:

- City of Toronto's (Toronto Water) approved treatment wetland facility; and
- City of Toronto's (Toronto Water) approved high rate treatment facility

For the approved facilities, area required for the concepts in their respective EAs was used to configure project along the shoreline (as per direction from Toronto Water).

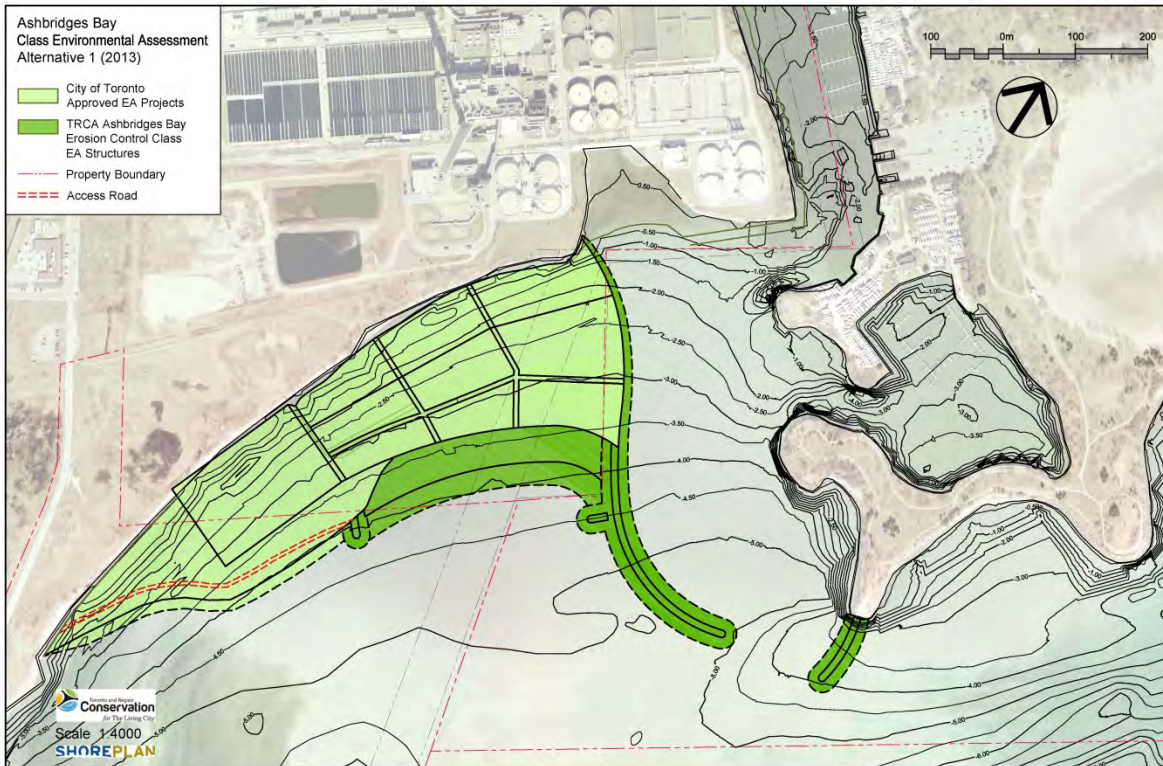
Three newly refined alternatives were then finalized and renumbered for the 2013 EA.

DESCRIPTION OF THE ALTERNATIVES

All of the Alternatives considered for remediating the erosion and sediment control problem at Ashbridges Bay use breakwaters to keep sediment out of the navigation channel. Extensive studies over the years of the coastal conditions in the area have deemed this the most effective solution. The main variation of the alternatives is which side (east or west) of ABTP sea wall gates the breakwater is located. For Alternatives 2 and 3 consideration was given to diverting the flows of the sea wall gates away from the recreational boating areas in order to not adversely affect water quality.

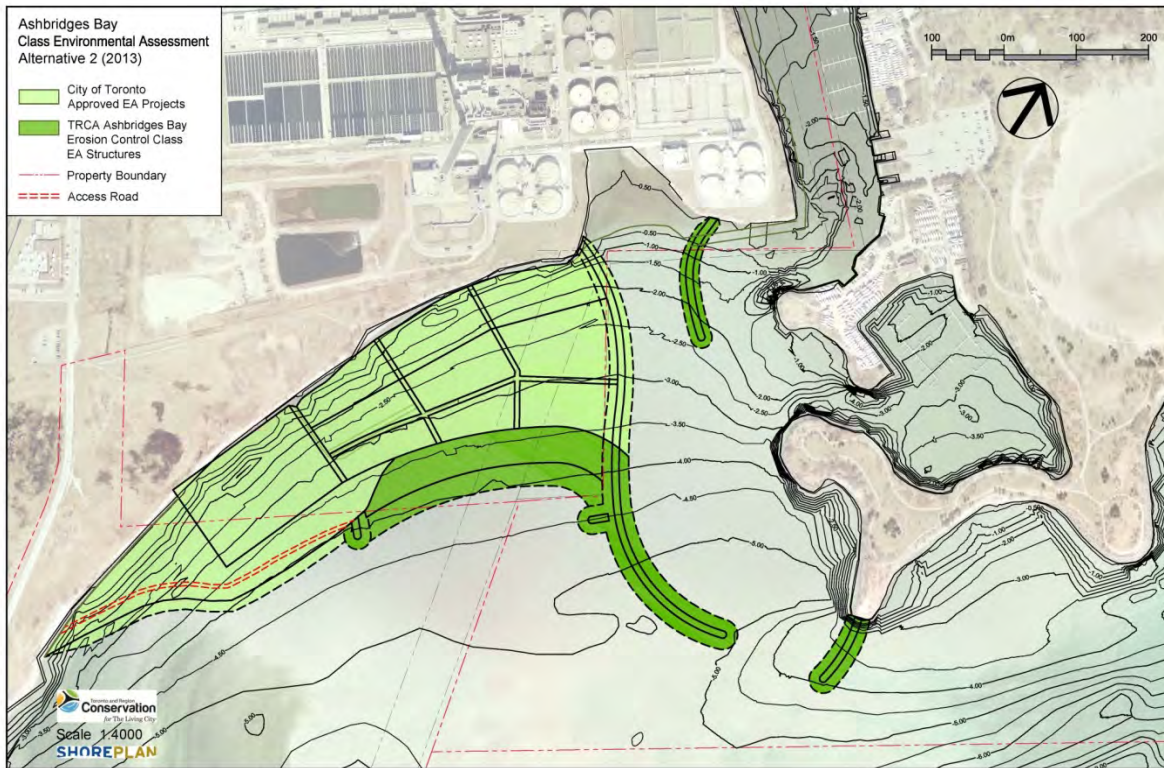
All alternatives consider the provision of public access along the new shoreline in front of the ABWTP. This access will be explored thoroughly once the EA for erosion and sediment control is completed and a comprehensive detailed design is undertaken.

Alternative 1 (2013)



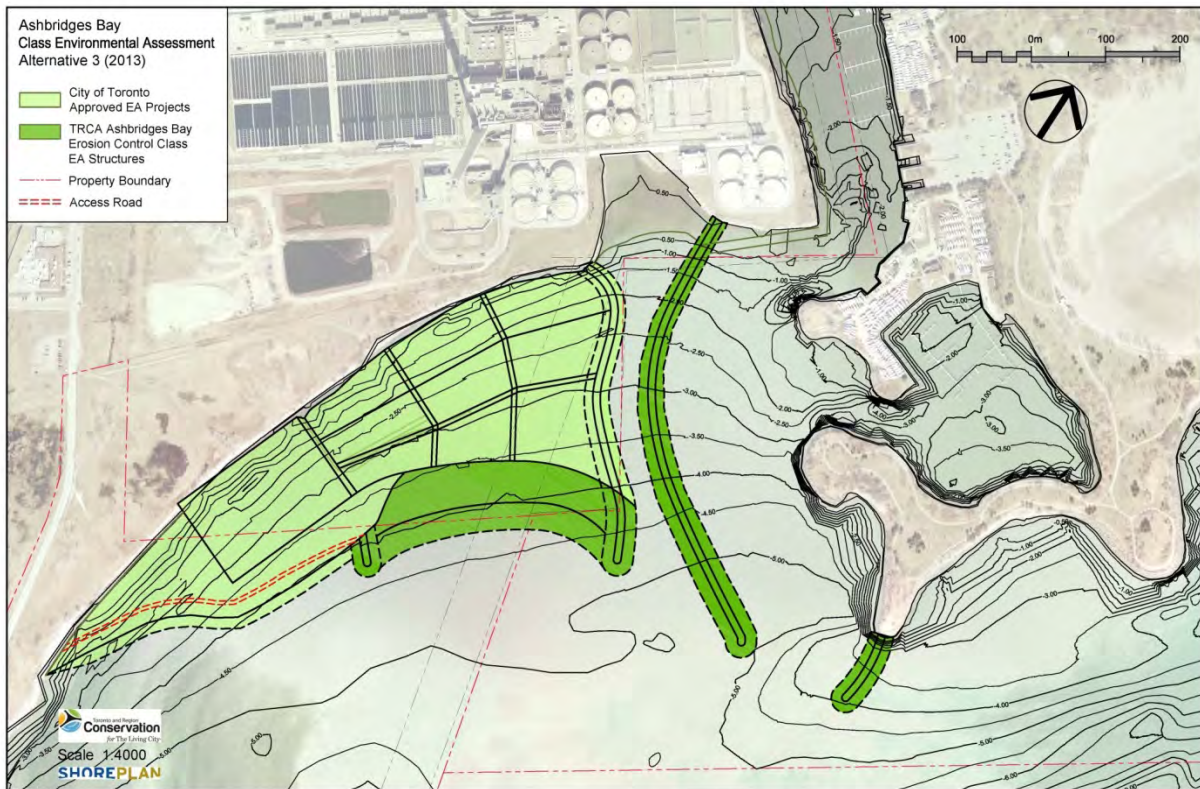
- Alternative 1 has two breakwater extensions referred to as east and west breakwaters
- The east breakwater is approximately 100m long and extends from Headland C of the Ashbridge's Bay Park
- The west breakwater is approximately 625m long and extends from the west side of the Ashbridges Bay Wastewater Treatment Plant sea wall gates
- The entrance created between the two breakwaters is approximately 120m wide and located at the -4 m contour within the lake
- The breakwaters create a semi-sheltered area of approximately 160,000 sq. m
- The shoreline of the entire landform (including City of Toronto planned facilities) is approximately 850m long
- The new shoreline for the erosion and sediment control structure is approximately 400m long and would be a cobble beach
- Public access could be accommodated along the shoreline of the new landform (will be explored in step 2 of the project – detailed design).

Alternative 2 (2013)



- Alternative 2 is a variation of Alternative 1
- The east and the west breakwaters and the landform west of the west breakwater are identical to those described for Alternative 1
- A short central breakwater is added from the east side of the Ashbridges Bay Treatment Plant sea wall gates
- The purpose of this breakwater is to deflect occasional flow from the overflow gates further out away from the mouth of the Coatsworth Cut and further away from the entrance to Ashbridges Bay Yacht Club
- The central breakwater is approximately 200m long with low crest elevation and narrow width

Alternative 3 (2013)



- Alternative 3 shares the same east breakwater with Alternative 1 and 2
- West breakwater is relocated to enclose a smaller area of approximately 116,00 sq. m.
- Discharge of the sea wall gates is directed out through an open channel on the west side of the west breakwater
- A secondary west breakwater is positioned approximately 40m from the primary west breakwater. The spacing of the breakwater was selected to match the approximate width of the overflow gates to allow free open channel flow
- The primary west breakwater is approximately 650m long and the secondary west breakwater is approximately 450m long
- The proposed shore treatment for the erosion and sediment control structure would also be a cobble beach (similar to Alternative 1 and Alternative 2).

EVALUATION OF THE ALTERNATIVES

Evaluation criteria have been developed to consider impacts to: cultural heritage, the natural environment and socio-economics while comparing the technical and cost feasibility. The evaluation was undertaken in a three (3) step process.

Step 1: Determine whether the undertakings for this project has an impact on the criteria (either negative or positive)

Step 2: Carry forward any criteria that the project has an impact on and identify indicators for ranking

Step 3: Evaluate the impact each alternative has on each criteria comparatively. Each Alternative was assigned a ranking of: Preferred; Intermediate Preferred; or Not Preferred

The evaluation draft results were guided by the findings of the Baseline Environmental Inventory (**available upon request**) and incorporate preliminary input from stakeholder consultation. The three alternatives detailed above were assessed along with the “Do Nothing” scenario. For the purpose of this project the “Do Nothing” is considered to be status quo (on-going dredging) as this action is required.

In particular we would appreciate your input into the impacts (negative or positive) these Alternatives may have on cultural heritage, your community’s Constitutional and/or Treaty rights, and your community’s interests in the area.



Evaluation Criteria – Preliminary Screening

Physical Environment Criteria	Typical Questions	Evaluation Status
Water Quality	Does the alternative impact water quality	Further evaluation will be undertaken
Unique Habitat/Landform Impacts	Does alternative impact any unique habitats or landforms in the area?	Further evaluation will be undertaken
Sediment Movement	Does the Alternative impact sediment transport processes?	Further evaluation will be undertaken
Cultural Heritage Criteria	Typical Questions	Evaluation Status
First Nations/Métis Interests	Does alternative impact any identified First Nations or Métis interests in the area?	Further evaluation needed: to be determined in consultation with First Nations/Metis Communities
Cultural Heritage Impacts	Does alternative potentially impact unknown cultural heritage resources in the area?	No – Stage 1 Archeology Report confirms that there is low potential for terrestrial and marine heritage resources and does not recommend a Stage 2 be undertaken. Further evaluation will not be undertaken.



Evaluation Criteria – Preliminary Screening

Natural/Biological Environment Criteria	Typical Questions	Evaluation Status
Aquatic Habitat Impacts	Does alternative result in impacts to aquatic habitat? Does alternative result in a Net Loss/Gain of habitat?	Further evaluation will be undertaken
Terrestrial Habitat Impacts	Does alternative result in impacts to sensitive terrestrial habitat or migration of terrestrial communities?	Further evaluation will be undertaken
Migratory and Breeding Bird Impacts	Does alternative result in impacts to habitat for migratory or breeding bird communities?	Further evaluation will be undertaken
Species of Interest Impacts	Does alternative impact species of interest/concern?	Further evaluation will be undertaken
Fisheries Impacts	Does alternative impact fish community assemblages?	Further evaluation will be undertaken
Soils and groundwater Impacts	Does alternative impact soil/groundwater quality, or is it potentially impacted by contaminated soils/groundwater?	No – There are no groundwater dependent features in close proximity to the project nor is groundwater discharge to the lake of concern given the assimilative capacity of the body of water. Also, no excavation will be undertaken for any of the alternatives.



Evaluation Criteria – Preliminary Screening

Socio-Economic Environment	Typical Question	Evaluation Status
Parks – Public Use and Infrastructure Impacts	Does alternative impact public use and infrastructure in the area?	Further evaluation will be undertaken
Parks Planning – Ashbridge’s Bay Park, Tommy Thompson Park and the Lake Ontario Park Master Plan	Does alternative impact the goals and objectives of existing planning initiatives in the area?	Further evaluation will be undertaken
Boat Club Facility and Operations Impacts	Does alternative impact boat club facilities, programs and operations?	Further evaluation will be undertaken
Recreational Water Use Impacts	Does alternative provide for sheltered / flatwater conditions required by canoes/kayaks?	Further evaluation will be undertaken _
Accessibility and Scenic Views Impact	Does alternative impact public access and/or existing scenic views?	Further evaluation will be undertaken



Evaluation Criteria – Preliminary Screening

Feasibility and Cost Criteria	Typical Questions	Evaluation Status
Capital and Maintenance Costs	Compare alternatives, relative to one another, for cost to construct and maintain.	Further evaluation will be undertaken
Construction Phasing Impacts (Land and Water)	Does construction phasing of alternative result in significant impacts to existing users (staging, access, disruption of use, etc.)?	Further evaluation will be undertaken
Land/Water Lot Requirements	Does alternative require lands or water lots under ownership or lease by other agencies/stakeholders?	No – All lands are owned by TRCA or the City of Toronto. A portion of the waterlot in front of the Ashbridges Bay Wastewater Treatment Plant is owned by the Toronto Port Authority but under long term lease by the City of Toronto. The implementation of this project would fall within the permitted uses within the lease.
Impacts on Other Projects	Does alternative produce impacts to projects not currently identified under Technical Considerations Criteria?	Further evaluation will be undertaken



Evaluation Criteria – Preliminary Screening

Technical Considerations	Typical Questions	Evaluation Status
Public Safety	Does alternative impact public safety during construction and/or day-to-day use following construction?	Further evaluation will be undertaken
Safe Boat Passage	Does alternative impact the movement and interaction between anticipated types of watercraft; the Coast Guard Auxiliary Station; or Federal navigation safety guidelines?	Further evaluation will be undertaken
Shoreline Stability	Does alternative impact wave energy within the area and subsequently shoreline erosion?	Further evaluation will be undertaken
Dredging Impacts	Does alternative reduce annual long term dredging requirements?	Further evaluation will be undertaken



Draft Evaluation: Physical Environment

Criterion		Do Nothing	Alternative 1	Alternative 2	Alternative 3
Sediment Movement	Does the Alternative impact sediment transport processes?	Preferred	Preferred	Preferred	Preferred
Unique Landform Impacts	Does the Alternative impact any unique landforms in the study area?	Not Preferred	Preferred	Preferred	Preferred
Water Quality	Does the Alternative impact water quality?	Intermediate Preferred	Not Preferred	Not Preferred	Preferred

- Alternative 3 is most preferred due to it having the least negative impact on water quality. Its ability to deflect the seawall gate discharge from the marina entrance and inner marina could provide a potential positive impact in *E.coli* levels in the recreational boating areas.



Draft Evaluation: Cultural Heritage

Criterion		Do Nothing	#1	#2	#3
First Nations/Métis Interests	Does the Alternative impact any identified First Nations or Metis Constitutional or Treaty Rights?	Under review: Input requested from First Nations/Métis communities			



Draft Evaluation: Biological Environment

Criterion		Do Nothing	Alternative 1	Alternative 2	Alternative 3
Aquatic Habitat	Does the Alternative result in impacts to aquatic habitat?	Preferred	Not Preferred	Not Preferred	Not Preferred
Fisheries	Does the Alternative impact local fisheries?	Preferred	Not Preferred	Not Preferred	Not Preferred
Terrestrial Habitat	Does the Alternative result in impacts to terrestrial habitat?	Not Preferred	Intermediate Preferred	Intermediate Preferred	Preferred
Migratory and Breeding Bird	Does the Alternative result in impacts to migratory and/or breeding birds and their habitat?	Not Preferred	Intermediate Preferred	Intermediate Preferred	Preferred
Species of Interest	Does the Alternative impact any species of interest/concern?	Preferred	Not Preferred	Not Preferred	Not Preferred

- “Do Nothing” Alternative is most preferred due to minimal negative effect on aquatic habitat, local fisheries and species of interest. However, it should be noted that this alternative does not provide opportunities to improve/create aquatic or terrestrial habitat which would in the long term improve these communities.



Draft Evaluation: Socio-Economic

Criterion		Do Nothing	#1	#2	#3
Parks – Public Use and Parks Infrastructure	Does the Alternative impact public use and park infrastructure?	NP	P	P	P
Parks Planning	Does the Alternative impact the study area parks' planning objectives?	NP	P	P	P
Boat Club Facility and Operations	Does the Alternative impact boat club facilities and operations?	NP	P	P	P
Accessibility and Scenic Views/Aesthetics	Does the Alternative impact public access and existing scenic views/aesthetics?	NP	P	P	IP
Non-motorized Recreational Water Use	Does the Alternative result in impact to the amount of sheltered waters for non-motorized watercraft?	NP	P	P	IP

Alternatives 1 and 2 are most preferred due to:

- least potential to create aesthetically undesirable conditions (the channel to accommodate the sea wall gate discharge with Alternative 3 may have the potential to impact aesthetics); and
- opportunity to provide a semi-sheltered area for non-motorized watercraft use that is larger than Alternative 3



Draft Evaluation: Feasibility and Cost

Criterion		Do Nothing	Alternative 1	Alternative 2	Alternative 3
Capital and Maintenance Costs	Compare Alternatives, relative to one another, for cost to construct and maintenance	Preferred	Preferred	Preferred	Intermediate Preferred
Construction/ Implementation	Does the Alternative construction/implementation result in significant impacts to area users?	Preferred	Not Preferred	Not Preferred	Not Preferred
Impacts on Other Projects	Does the Alternative result in impacts to projects not currently identified under Technical Considerations Criteria?	Not Preferred	Not Preferred	Not Preferred	Preferred

- ‘Do Nothing’ is the most preferred as the on-going implementation of dredging activities provides minimal impacts to the area users.
- Alternative 1 and 2 would equal the cost of approximately 20 years of dredging. It is expected that all alternatives would result in more than 20 years of maintenance free safe navigation.



Draft Evaluation: Technical Considerations

Criterion		Do Nothing	#1	#2	#3
Public Safety	Does the Alternative impact public safety during construction and/or daily use following construction?	NP	P	P	P
Safe Boat Passage	Does the Alternative impact the movement and interaction between anticipated types of watercraft, including the Coast Guard Auxiliary Station operations, or Federal navigation safety guidelines?	NP	P	P	P
Shoreline Stability	Does alternative impact wave energy within the area and subsequently shoreline erosion?	NP	P	P	P
Dredging Impacts	Does alternative reduce annual long term dredging requirements?	NP	P	P	P

Alternatives 1, 2 and 3 are preferred due to:

- elimination of navigational safety risks resulting from sediment accumulation in the Coatsworth Cut channel;
- ability to address Ashbridge's Bay Park shoreline erosion issues; and
- providing for decades of safe navigation without on-going maintenance (dredging).



Draft Evaluation: Summary

Based on Categories

Category	Do Nothing	Alternative 1	Alternative 2	Alternative 3
Physical Environment				Preferred
Biological Environment	Preferred			
Socio-Economic Environment		Preferred	Preferred	
Cultural Heritage				
Cost and Feasibility	Preferred			
Technical Considerations		Preferred	Preferred	Preferred

Based on Individual Criteria

Concept	Not Preferred	Intermediate Preferred	Preferred	Overall Resulting Rank
Do Nothing	13	1	6	Not Preferred
Alternative 1	6	2	12	Intermediate Preferred
Alternative 2	6	2	12	Intermediate Preferred
Alternative 3	4	3	13	Preferred

PRELIMINARY PREFERRED ALTERNATIVE

Based on the draft evaluation and on-going public input, Alternative 3 has been recommended as the Preferred Alternative as it provides the:

- Least impacts to water quality in the recreational areas with a potential positive impact on *E.coli* levels in the recreational boating areas;
- Best integration of current Ashbridges Bay Wastewater Treatment Plant operations (sea wall gates) and flexibility with future approved City of Toronto infrastructure; and
- Decades of safe navigation without on-going maintenance (dredging).

NEXT STEPS

Input received by your community, stakeholders and the public will be considered in the evaluation of the Alternatives and the preferred alternative will be finalized based on the final results. The following steps will then be undertaken:

- Conduct detailed analysis of the environmental impacts of the preliminary preferred alternative and determine if environmental impacts can be mitigated (underway)
- Refine Preferred Alternative based on stakeholder and public input (February/March 2013)
- Finalize Preferred Alternative (March 2013)
- Complete Environmental Study Report (May 2013)
- File Environmental Study Report for public review (July 2014)

TRCA
Ashbridges Bay Environmental Assessment
Notification #3: Project Update #2

Courier delivery and email: September 22, 2014

September 22, 2014

Dear _____,

**Re: Ashbridges Bay Erosion and Sediment Control Project –
Environmental Assessment, Update #2**

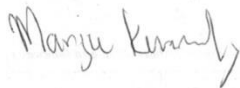
Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, has recently completed a Draft Environmental Study Report (ESR) for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment (EA). The draft report is currently being circulated to key stakeholders for review. This review is being undertaken to solicit comments prior to the finalization of the document and subsequent submission to the Ministry of the Environment and Climate Change for a 30 day public review.

Please find the Executive Summary for the ESR attached below. To review the full draft report please visit: <https://www.dropbox.com/sh/iw5f33gac7m72q0/AChAbUcyaxOE6Uzd84S2cBla?dl=0>
The report is currently broken down into two files in the Dropbox - one for the ESR and the other for the report Appendices. As the document is a very large file we felt this was the best way to manage it at this time.

Comments on the draft report will be taken until **Thursday October 9, 2014, 4pm**. They can be sent to myself via e-mail or on a hard copy of the document. After October 9th TRCA will work to finalize the report for submission to the Ministry of the Environment and Climate Change. Once submitted the report will be posted on the Environmental Bill of Rights (EBR) for a 30 day public review. A notice will be sent to you when the public review is being undertaken to direct you to where you can find information on the EBR.

I want to take this opportunity to thank you again for your input into this process.

Sincerely,



Margie Kenedy
Archaeology Resource Management Services
Restoration Services, Toronto and Region Conservation Authority

Enclosed: 1) Ashbridges Bay EA Draft ESR Executive Summary



**ASHBRIDGES BAY EROSION AND SEDIMENT CONTROL
PROJECT**

CLASS ENVIRONMENTAL ASSESSMENT

DRAFT ENVIRONMENTAL STUDY REPORT: EXECUTIVE SUMMARY

DRAFT

September 2014

Toronto and Region Conservation Authority

DISCLAIMER

This report has been prepared in a working draft form and has not been finalized or formally reviewed. As such it should be taken as an indication only of the material and conclusions that will form the final report. The findings and conclusions presented here may be changed or altered and should not be taken to reflect Toronto and Region Conservation Authority or City of Toronto opinions or conclusions.

DRAFT

EXECUTIVE SUMMARY

Ashbridges Bay is a vibrant community with a host of land and water based recreational opportunities for residents and visitors - all nestled beside the City of Toronto's largest wastewater treatment plant.

Following construction of Ashbridge's Bay Park in the mid-1970s, sediment eroding from the Scarborough Bluffs that was transported westward began to be deposited in the eastern embayment of the Park creating a large beach (Woodbine Beach). As the embayment filled in, a sandbar began to form offshore, causing the sediment moving within the water system to then bypass the park. A large portion of the sediment bypassing Ashbridges Bay Park is now being deposited at the mouth of Ashbridges Bay in the Coatsworth Cut navigation channel.

Coatsworth Cut is located at the western boundary of Ashbridge's Bay Park. The Bay and Cut have serviced several boating clubs since the 1930s and the general public via three public boat launches since 1977. Currently there are several hundred vessels seasonally moored in the area at local yacht and sailing clubs. Various non-motorized vessels (canoes, kayaks and paddleboards) also use the area for recreation and competitive training.

In 1983, Toronto and Region Conservation (TRCA) began dredging operations at the Coatsworth Cut navigation channel to maintain safe boat passage. Maintenance dredging has been conducted 20 times in the past 30 years and is currently required on an annual basis. TRCA has been interested in undertaking remedial works at Ashbridges Bay to find a long term solution for the erosion and sedimentation issues. TRCA began the first Conservation Ontario Class Environmental Assessment (EA) study to address this issue in 2002. At the same time, a number of other planning studies were underway in the area. TRCA suspended their study while the City of Toronto completed and received approval for two EAs which will change the local shoreline to allow for enhanced stormwater and wastewater treatment for the City's growing population. In 2009 TRCA partnered with Waterfront Toronto to once again look at remediating erosion and sediment issues in the area with an expanded project scope that proposed the relocation of existing boat clubs in Ashbridges Bay to a newly created land base on Ashbridges Bay Park. The study was suspended when projected costs exceeded the available budget.

With a refined scope in 2013 the TRCA partnered with the City of Toronto to resume the EA study once again. The Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class EA is Step 1 of the Ashbridges Bay Landform Project. This EA study seeks an erosion and sediment control solution that can be integrated into the City of Toronto's approved facilities which lie within the waterlot south of the Ashbridges Bay Wastewater Treatment Plant. In Step 2 of this project a detailed design exercise, with input from stakeholders and the general public, will be undertaken for the landform. Although this EA has considered and ensured that solutions do not preclude opportunities for things such as public access, trail connections and enhancing coastal and terrestrial habitat, these will be explored in depth for the landform as a whole in Step 2.

The objective of the Ashbridges Bay Erosion and Sediment Control Class EA is to identify a preferred solution that will mitigate erosion and sediment deposition at the harbour entrance of Coatsworth Cut in order to ensure safe navigation - while considering the various approved facilities, planning initiatives and current uses in the study area. Extensive work was undertaken in previous initiations of erosion and sediment control studies in the area which identified a number of remedial alternatives. These alternatives were revisited with the re-initiation of this study and through a screening process those that met the project scope were carried forward and subsequently refined to consider and integrate into the City of Toronto's approved facilities (high rate treatment facility and treatment wetland). The alternative

refinement resulted in three remedial alternatives plus the 'Do Nothing' Alternative being carried forward for evaluation as part of this EA study. The 'Do Nothing' alternative was considered to be status quo - maintaining on-going dredging as it is currently required to keep the navigational channel open.

All three remedial alternatives consist of shore connected breakwaters which are designed to keep sediment from entering the Coatsworth Cut channel. The difference between these alternatives is the positioning of the main breakwater in proximity to the Ashbridges Bay Wastewater Treatment Plant's seawall gates. During heavy rainfall or snowmelt, large amounts of stormwater combine with sanitary sewage in older areas of Toronto that are serviced by one combined sewer. During high flow conditions, a portion of the effluent treated at the wastewater treatment plant is discharged through the seawall gates. The remedial alternatives needed to be designed to allow for the on-going use of the sea wall gates. The distinguishing features (main breakwater position) of the alternatives are as follows:

- Alternative 1: The main breakwater is positioned on the western side of the Ashbridges Bay Wastewater Treatment Plant's sea wall gates.
- Alternative 2: The main breakwater is positioned on the western side of the Ashbridges Bay Wastewater Treatment Plant's sea wall gates and a smaller breakwater is positioned on the east side of the seawall gates to act as a deflector.
- Alternative 3: The main breakwater is positioned on the eastern side of the Ashbridges Bay Treatment Plants' seawall gates and a secondary breakwater is positioned on the west side to form a channel for sea wall gate discharge.

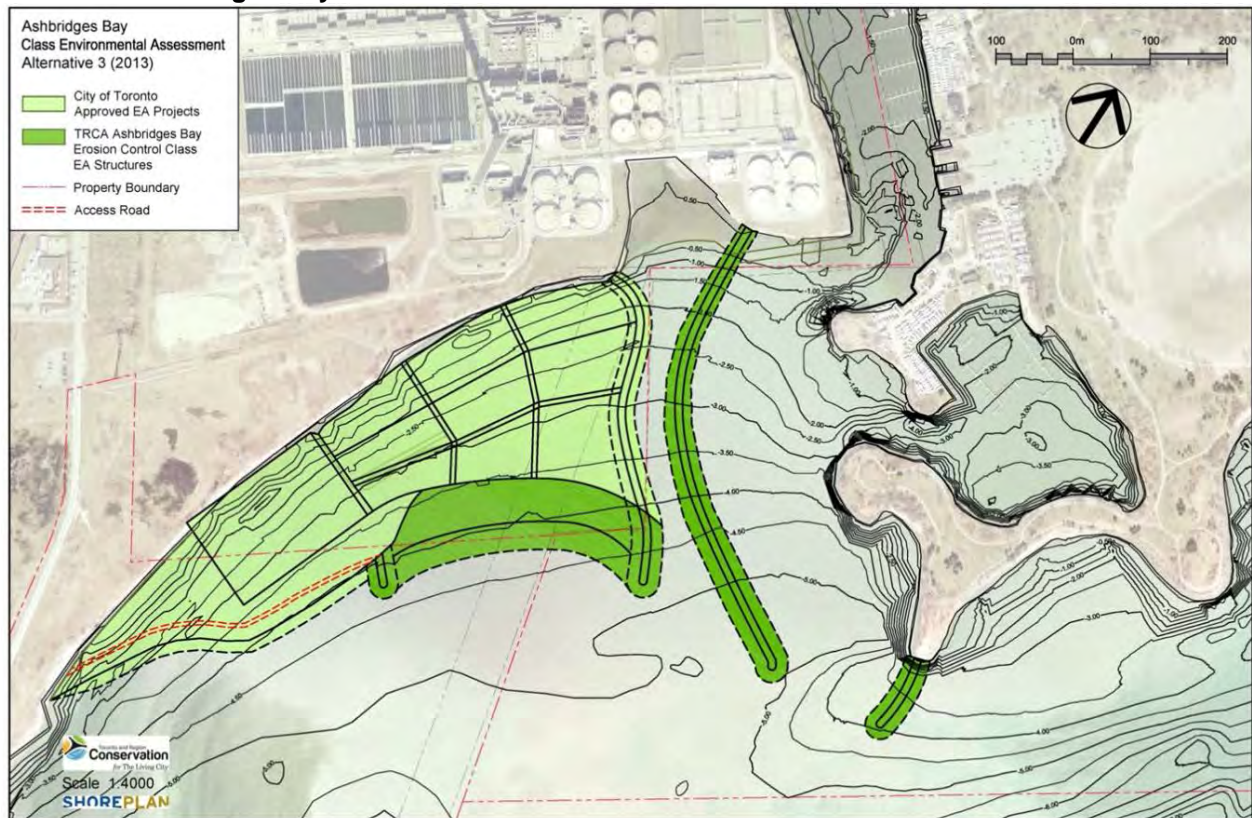
All three of the remedial alternatives feature a smaller breakwater that is shore connected to the headland at Ashbridges Bay Park. In combination with the primary breakwaters for each alternative this breakwater defines the entrance of the new navigational channel. All of the three Alternatives also feature a cobble beach that integrates the breakwaters with the other approved City of Toronto facilities.

The three remedial alternatives, along with the "Do Nothing" were evaluated against each other based on the following:

- Physical Environment;
- Natural and Biological Environment;
- Socio-economic Environment;
- Cultural Environment;
- Feasibility and Cost; and
- Technical Considerations

Alternative 3 was selected as the preferred alternative as a result of the evaluation and subsequent support from stakeholders and the public. The defining factor in the evaluation was Alternative 3's ability to have a potential positive impact on water quality in the recreational boating areas whereas Alternatives 1 and 2 could potentially have negative impacts on Phosphorus and *E. coli* levels. This potential positive impact with Alternative 3 is achieved by the separation of the sea wall gate discharge from the recreational boating areas. Alternative 3 also offers the best integration of existing and planned City of Toronto infrastructure and will provide decades of safe navigation in Coatsworth Cut without dredging.

Ashbridges Bay Erosion and Sediment Control Class EA Preferred Alternative



Upon identification of the preferred solution, a detailed environmental analysis was undertaken to determine mitigation measures. Both temporary and permanent impacts due to construction, operation and maintenance of the undertaking were considered. Information gathered in this process will help inform the detailed design process.

TRCA and the City of Toronto invited participation in the EA process from a number of provincial and federal agencies, and First Nations. A Community Liaison Committee comprised of various local stakeholder groups was also formed to facilitate on-going community involvement at the planning level of the project. Two Public Information Centres (PICs) were held to provide opportunities for the general public to be made aware of the project and to have their concerns addressed. All public information on the project, including newsletter, presentations, and workbooks were made available on TRCA and City of Toronto websites.

TRCA
Ashbridges Bay Environmental Assessment

Additional Correspondence
Between TRCA and Aboriginal Communities

Correspondence with: Beausoleil First Nation

Community Contacted Mailing Address	Beausoleil First Nation Chief Roland Monague, Ms. Sarah Sandy, Mr. Mike Smith 1 0-Gema Miikaan, Christian Island, ON. L9M 0A9
TRCA Correspondence Date Comments Sent Via	28-Mar-13 Notification #1: Notice of Commencement Package Email, Courier Delivery
TRCA Follow-Up Date Contacted Via Comments	5-Jun-13 Sarah Sandy Phone, Email 1) Confirmed Receipt 2) Will review notification package in greater detail, may like greater involvement after second notification 3) Request for regular updates
TRCA Correspondence Date Comments Sent Via	6-Feb-14 Notification #2: Project Update #1 package Email, Courier Delivery
TRCA Follow-Up Date Contacted Via Comments	03-Mar-14 Sarah Sandy Phone No longer an employee, forwarded to Mike Smith, Environmental Specialist
TRCA Follow-Up Date Contacted Via Comments	03-Mar-14 Mike Smith Phone, Email Updated Mike on the project, and forwarded him Notification #1 and Notification #2 packages. Requested input on whether or not alternatives will impact interests or rights. He will respond once the information is reviewed
TRCA Correspondence Date Contacted Via Comments	22-Sep-14 Chief Monague, Ms. Sandy Courier, Email Included Project Update #2 a) Link to Draft ESR b) Executive Summary of Draft EST



Ashbridges Bay EA - Notice of Recommencement and Request for Engagement

Amanda Parks to: sarah

03/28/2013 10:12 AM

Good Morning Ms. Sandy,

Please be advised that Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, intends to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. The Ashbridges Bay Project will be subject to the requirements of the *Class Environmental Assessment for Remedial Flood and Erosion Control Projects*. Please find attached a letter and related documents addressed to the Beausoleil First Nation to assist with your evaluation of interest in this project. This information package is also being sent to yourself and Chief Roland Monague via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkendy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_NoC_Beausoleil_28Mar13.pdf 1_Ashbridges Bay Study Area Map.pdf



2_Ashbridges Bay Project Brief.pdf 3_Stage 1 Archaeological Assessment.pdf



4_Ministry of Tourism, Culture and Sport Letter of Entry.pdf 5_Ashbridges Bay EA Milestone Schedule.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



TRCA - Ashbridges Bay EA

Amanda Parks to: sarah

06/05/2013 09:53 AM

Hello Sarah,

As a follow up to our phone call, I have noted that you would like to continue to receive updates on this project. After our second notification is delivered to your community in July, I will give you a call to discuss if and how Beausoleil First Nation would like to be involved in the Ashbridges Bay EA.

Thank you for your time,

Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



Ashbridges Bay EA - Project Update and Request for Engagement

Amanda Parks to: council

02/06/2014 10:44 AM

Cc: sarah

Good Morning Chief Monague,

This email is in reference to the correspondence delivered to your community on March 28, 2013 regarding the commencement of the Ashbridges Bay Environmental Assessment (EA) initiated by Toronto and Region Conservation Authority (TRCA) in partnership with the City of Toronto. This study is proposing to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. Please find attached below a letter and a related document addressed to your community to provide you with a project update and request for engagement. This information package is also being sent to yourself, Ms. Sarah Sandy, and the Williams Treaty Coordinator Ms. Sandy-McKenzie via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_Update#1_Beausoleil_6Feb14.pdf Ashbridges Bay EA Project Update #1.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



TRCA - Ashbridges Bay EA Update #1 Follow Up

Amanda Parks to: msmith

03/03/2014 11:30 AM

Hello Mike,

As per our phone conversation, I have attached the emails I sent to Ms. Sandy (Resource Management Officer) regarding TRCA's Ashbridges Bay EA. This includes the Notice of Commencement (sent March 3, 2013), and one Update (sent Feb 6, 2013). We are currently asking for comments related to the Update. In particular, TRCA is wondering if any of the alternatives impact Beausoleil's interests in the area, or impact your community's Constitutional or Treaty rights in any way. Your input on these matters will help us to select the preferred alternative, which will be completed this month.

As the notice of commencement is quite large, I have saved the files to a dropbox link, noted below. Please let me know if you have any problems accessing the files. Hard copies of each notification were also sent to Chief Monague and Ms. Sandy via courier.

Notice of Commencement Dropbox Link : <https://www.dropbox.com/sh/u3e0ps6svydzqmt/uETaMqoKip>

Again, if you have any questions at all, please do not hesitate to contact me by phone or email.

Thank you for your time,
Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

NOTICE OF COMMENCEMENT - Sent March 28, 2013

----- Forwarded by Amanda Parks/TRCA on 03/03/2014 11:19 AM -----

From: Amanda Parks/TRCA
To: sarah@chimnissing.ca,
Date: 03/28/2013 10:12 AM
Subject: Ashbridges Bay EA - Notice of Recommencement and Request for Engagement

Good Morning Ms. Sandy,

Please be advised that Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, intends to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. The Ashbridges Bay Project will be subject to the requirements of the *Class Environmental Assessment for Remedial Flood and Erosion Control Projects*. Please find attached a letter and related documents addressed to the Beausoleil First Nation to assist with your evaluation of interest in this project. This information package is also being sent to yourself and Chief Roland Monague via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda

[attachment "Ashbridges Bay_NoC_Beausoleil_28Mar13.pdf" deleted by Amanda Parks/TRCA] [attachment "1_Ashbridges Bay Study Area Map.pdf" deleted by Amanda Parks/TRCA] [attachment "2_Ashbridges Bay Project Brief.pdf" deleted by Amanda Parks/TRCA] [attachment "3_Stage 1 Archaeological Assessment.pdf" deleted by Amanda Parks/TRCA] [attachment "4_Ministry of Tourism, Culture and Sport Letter of Entry.pdf" deleted by Amanda Parks/TRCA] [attachment "5_Ashbridges Bay EA Milestone Schedule.pdf" deleted by Amanda Parks/TRCA]

UPDATE #1 - Sent February 6, 2014

----- Forwarded by Amanda Parks/TRCA on 03/03/2014 11:02 AM -----

From: Amanda Parks/TRCA
To: council@chimnissing.ca,
Cc: sarah@chimnissing.ca
Date: 02/06/2014 10:44 AM
Subject: Ashbridges Bay EA - Project Update and Request for Engagement

Good Morning Chief Monague,

This email is in reference to the correspondence delivered to your community on March 28, 2013 regarding the commencement of the Ashbridges Bay Environmental Assessment (EA) initiated by Toronto and Region Conservation Authority (TRCA) in partnership with the City of Toronto. This study is proposing to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. Please find attached below a letter and a related document addressed to your community to provide you with a project update and request for engagement. This information package is also being sent to yourself, Ms. Sarah Sandy, and the Williams Treaty Coordinator Ms. Sandy-McKenzie via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_Update#1_Beausoleil_6Feb14.pdf Ashbridges Bay EA Project Update #1.pdf



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Thank you."*



Ashbridges Bay EA - Update #2 - Draft ESR

Amanda Parks to: council

Cc: msmith

09/22/2014 11:41 AM

Good Morning,

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, has recently completed a Draft Environmental Study Report (ESR) for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment (EA). The draft report is currently being circulated to key stakeholders for review. This review is being undertaken to solicit comments prior to the finalization of the document and subsequent submission to the Ministry of the Environment and Climate Change for a 30 day public review.

Please find the Executive Summary for the ESR attached below. To review the full draft report please visit: <https://www.dropbox.com/sh/iw5f33gac7m72q0/AACHAbUcyaxOE6Uzd84S2cBla?dl=0> The report is currently broken down into two files in the Dropbox - one for the ESR and the other for the report Appendices. As the document is a very large file we felt this was the best way to manage it at this time.

Comments on the draft report will be taken until **Thursday October 9, 2014, 4pm**. They can be sent to **Margie Kenedy via e-mail or on a hard copy** of the document. After October 9th, TRCA will work to finalize the report for submission to the Ministry of the Environment and Climate Change. Once submitted the report will be posted on the Environmental Bill of Rights (EBR) for a 30 day public review. A notice will be sent to you when the public review is being undertaken to direct you to where you can find information on the EBR.

If you have any questions or comments regarding the attached notice please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.

I want to take this opportunity to thank you again for your input into this process.

Thank you for your time,
Amanda



Draft ESR Executive Summary_22Sept14.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
Cell: 416-895-7185
aparks@trca.on.ca

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Correspondence with: Chippewas of Georgina Island First Nation

Community Contacted	Chippewas of Georgina Island First Nation Chief Donna Big Canoe, Ms. Suzanne Howes, Ms. Sheri Taylor
Mailing Address	P.O. Box 12, RR#2, Sutton West, ON. L0E 1R0
TRCA Correspondence Date	28-Mar-13
Comments Sent Via	Notification #1: Notice of Commencement Package Email, Courier Delivery
TRCA Follow-Up Date	5-Jun-13
Contacted Via	Suzanne Howes Phone, Email
Comments	Left voice mail, no response
TRCA Correspondence Date	6-Feb-14
Comments Sent Via	Notification #2: Project Update #1 package Email, Courier Delivery
TRCA Follow-Up Date	03-Mar-14
Contacted Via	Sheri Taylor Phone
Comments	Will review project update package and respond soon.
Georgina Island Correspondence Date	04-Mar-14
Contacted Via	Amanda Parks Email
Comments	Ms. Taylor sent an email with a number of questions related to Ashbridges Bay cultural heritage and environmental impacts of the proposed alternatives
TRCA Correspondence Date	06-Mar-14
Contacted Via	Sheri Taylor, cc Lisa Turnbull (TRCA Project Manager) Email
Comments	Ms. Parks and Ms. Turnbull answered Ms. Taylor's questions about the cultural heritage and environmental impacts of the various proposed alternatives
TRCA Correspondence Date	22-Sep-14
Contacted Via	Chief Donna Big Canoe, Sheri Taylor Courier, Email
Comments	Included Project Update #2 a) Link to Draft ESR b) Executive Summary of Draft EST



Ashbridges Bay EA - Recommencement and Request for Engagement

Amanda Parks to: dbigcanoe

03/28/2013 10:34 AM

Cc: showes

Good Afternoon Chief Donna Big Canoe,

Please be advised that Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, intends to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. The Ashbridges Bay Project will be subject to the requirements of the *Class Environmental Assessment for Remedial Flood and Erosion Control Projects*. Please find attached a letter and related documents addressed to the Chippewas of Georgina Island First Nation to assist with your evaluation of interest in this project. This information package is also being sent via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkendy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_NoC_Georgina Island_28Mar13.pdf 1_Ashbridges Bay Study Area Map.pdf



2_Ashbridges Bay Project Brief.pdf 3_Stage 1 Archaeological Assessment.pdf



4_Ministry of Tourism, Culture and Sport Letter of Entry.pdf 5_Ashbridges Bay EA Milestone Schedule.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



TRCA - Ashbridges Bay Environmental Assessment

Amanda Parks to: showes

06/05/2013 10:22 AM

Good Morning Ms. Howes,

I am writing to confirm your receipt of TRCA's Notice of Recommencement for the **Ashbridges Bay EA** , emailed to you March 28, 2013.

This Environmental Assessment will explore the development of a landform in both TRCA 's and City of Toronto's waterlot to provide for erosion and sediment management within Coatsworth Cut and Ashbridges Bay in the City of Toronto. The Ashbridges Bay EA will include an assessment of impacts on surrounding water quality, sediment transport, flood levels, fish and wildlife habitat, shoreline protection, etc. As noted in the Notification package emailed to you, a Stage 1 Archaeological Assessment (included in the notification package) has been completed for the entire study area and the report has been entered in the Ministry of Tourism, Culture and Sport provincial register. The Archaeological Assessment report recommended that no further archaeological assessment would be required prior to development, as the entire project area is located in a heavily disturbed location consisting of fill .

If you have any questions or concerns related to the project, or would like greater involvement in the project, I would be happy to call you to discuss how the Chippewas of Georgina Island First Nation would like to be engaged with the Ashbridges Bay EA.

Thank you for your time,

Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



Ashbridges Bay EA - Project Update and Request for Engagement

Amanda Parks to: dbigcanoe

02/06/2014 10:53 AM

Cc: sheri.taylor

Good Morning Chief Big Canoe,

This email is in reference to the correspondence delivered to your community on March 28, 2013 regarding the commencement of the Ashbridges Bay Environmental Assessment (EA) initiated by Toronto and Region Conservation Authority (TRCA) in partnership with the City of Toronto. This study is proposing to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. Please find attached below a letter and a related document addressed to your community to provide you with a project update and request for engagement. This information package is also being sent to yourself, Ms. Sheri Taylor, and the Williams Treaty Coordinator Ms. Sandy-McKenzie via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_Update#1_Georgina Island_6Feb14.pdf



Ashbridges Bay EA Project Update #1.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



Ashbridges Bay

Sheri Taylor

to:

Amanda Parks (AParks@TRCA.on.ca)

03/04/2014 11:09 AM

Hide Details

From: Sheri Taylor <sheri.taylor@georginaisland.com>

To: "Amanda Parks (AParks@TRCA.on.ca)" <AParks@TRCA.on.ca>,

Follow Up:

Normal Priority.

History: This message has been replied to and forwarded.

Good Morning

So I have a couple questions or concerns, I'm not sure if they have been addressed already in other received documentation, so please bear with me

- 1) If there is not any cultural heritage impacts then what will further evaluation entail? And needed at all?
- 2) Will the whole shoreline be built out? If so will the beach be dug up and filled in?
- 3) Where will the material be brought in from? Such as sand, gravel, etc.
- 4) What will the impact be on the pre-existing environment from adding earth that's not from there?
- 5) Will there be some kind of fisheries program/aquatic plants program set in place and how will the fisheries be monitored?


Sheri Taylor

Community Consultation Worker

Chippewas of Georgina Island First Nation





Re: Ashbridges Bay 
Amanda Parks to: Sheri Taylor
Cc: Lisa Turnbull

03/06/2014 01:23 PM

Hello Sheri,

I contacted the project manager for the Ashbridges Bay EA, Lisa Turnbull, to help answer some of the questions/concerns you had regarding the project. I have also copied her on this email. Lisa and I have provided answers to your questions below. Please let us know if you would like any further clarification.

1) If there is not any cultural heritage impacts then what will further evaluation entail? And needed at all?

We decided to include two main criteria under the topic of cultural heritage during the preliminary screening phase of the project:

- a) Does the alternative potentially impact any identified First Nations or Métis interests in the area?
- b) Does the alternative potentially impact unknown cultural heritage resources in the area?

The first criterion was not meant to be limited to a focus on cultural heritage resources. It was instead meant to address the present cultural connection of the study area to First Nations and Métis communities. In particular, criterion A above required further evaluation beyond the preliminary screening as to whether or not any of the Alternatives have the potential to impact any identified First Nations or Métis Constitutional or Treaty rights. This is the primary question we are asking of your community.

Where cultural heritage resources are concerned, you are correct – the Stage 1 indicated there is no potential for the discovery of archaeological resources, and thus the no further evaluation of cultural heritage resources will be conducted.

2) Will the whole shoreline be built out? If so will the beach be dug up and filled in?

The shoreline in front of the Ashbridges Bay Wastewater Treatment Plant will be built out to accommodate two previously approved City of Toronto waste water /storm water facilities (shown in light green) (**See attached Image 1 below, as an example**). The dark green areas shown on the Alternative concepts are the new pieces that this Environmental Assessment is considering. They consist of breakwaters for sediment control and a new shoreline on the east. Right now, there is not a beach system in the local area (although there is a significant beach to the east of it - Woodbine Beach). The shoreline in front of the Wastewater Treatment Plant is primarily rubble and was lakefilled in the early 1900s. There is no excavation planned as part of this project.

3) Where will the material be brought in from? Such as sand, gravel, etc.

Materials such as soil, gravel and rubble will be brought in from local sources whenever possible. It is expected that construction sites in the downtown core of Toronto will have materials available that can be accepted to help construct this project. All materials will be inspected to ensure they meet the Ministry of the Environments *Confined* Lakefill standards (Table C-1 Confined Fill Guide Parameter List - "*Fill Quality Guide and Good Management Practices for Shore Infilling in Ontario, March 2011*") or for

the potential public use areas materials must meet *Parkland Criteria* (MOE Tables 2 or 3 standards for soils for Residential Land Uses found in the "*Soil, Groundwater and Sediment Standards for use Under Part XV.1 of the Environmental Protection Act (April 15, 2011)*").

Rock materials (to armour the structures) will need to be purchased. TRCA will ensure the aggregate material required for the construction of the project is from pits and quarries that are regulated by the Province of Ontario. More specifically, the material will come from pits and/or quarries that are in compliance with the provincial operational standards for *Aggregate Resources of Ontario: Provincial Standards* and have the appropriate licenses, wayside permits and aggregate permits required by the Province of Ontario.

4) What will the impact be on the pre-existing environment from adding earth that's not from there?

The major impact will be to the local fisheries and aquatic communities during the construction phase of the project. TRCA and the City of Toronto will work with the Department of Fisheries and Oceans to pursue all necessary permits and determine the extent of habitat compensation that will need to be undertaken as a result of these impacts. It is expected that the bulk of this habitat compensation will be done off site (potentially at Tommy Thompson Park just to the west), however, there are opportunities to enhance fish and aquatic habitat on site in the detailed design. There is currently low fish diversity in the areas in front of the Wastewater Treatment Plant as there is no structural habitat in the area. The incorporation of habitat structures into the breakwaters and shorelines is expected to have a long term positive impact on the fisheries and aquatic community.

5) Will there be some kind of fisheries program/aquatic plants program set in place and how will the fisheries be monitored?

As per above, aquatic habitat compensation will be undertaken. A detailed fish community monitoring program will be implemented to track the response of the local fish community to the proposed works and habitat components. In addition, specific monitoring efforts will be directed at determining the performance and function of the various components of the fish compensation plan. Conditions will be detailed and monitored at the pre-construction, construction and post construction phases of the project.

Again, if you have any further questions, feel free to send me an email or call. Thank you for your time,

Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

Sheri Taylor

Good Morning So I have a couple questions or c...

03/04/2014 11:09:40 AM

From: Sheri Taylor <sheri.taylor@georginaisland.com>



Ashbridges Bay EA - Update #2 - Draft ESR

Amanda Parks to: dbigcanoe
Cc: sheri.taylor

09/22/2014 11:50 AM

Good Morning,

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, has recently completed a Draft Environmental Study Report (ESR) for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment (EA). The draft report is currently being circulated to key stakeholders for review. This review is being undertaken to solicit comments prior to the finalization of the document and subsequent submission to the Ministry of the Environment and Climate Change for a 30 day public review.

Please find the Executive Summary for the ESR attached below. To review the full draft report please visit: <https://www.dropbox.com/sh/iw5f33gac7m72q0/AACHAbUcyaxOE6Uzd84S2cBla?dl=0> The report is currently broken down into two files in the Dropbox - one for the ESR and the other for the report Appendices. As the document is a very large file we felt this was the best way to manage it at this time.

Comments on the draft report will be taken until **Thursday October 9, 2014, 4pm**. They can be **sent to Margie Kenedy via e-mail or on a hard copy** of the document. After October 9th, TRCA will work to finalize the report for submission to the Ministry of the Environment and Climate Change. Once submitted the report will be posted on the Environmental Bill of Rights (EBR) for a 30 day public review. A notice will be sent to you when the public review is being undertaken to direct you to where you can find information on the EBR.

If you have any questions or comments regarding the attached notice **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270**.

I want to take this opportunity to thank you again for your input into this process.

Thank you for your time,
Amanda



Ashbridges Bay_Update#2_Georgina Island_22Sept14.pdfDraft ESR Executive Summary_22Sept14.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
Cell: 416-895-7185
aparks@trca.on.ca

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Thank you."*

Correspondence with: Chippewas of Rama-Mnjikaning First Nation

Community Contacted Mailing Address	Chippewas of Rama-Mnjikaning First Nation Chief Sharon Stinson Henry 5884 Rama Road, Suite 200, Rama, ON. L0K 1T0
TRCA Correspondence Date Comments Sent Via	28-Mar-13 Notification #1: Notice of Commencement Package Email, Courier Delivery
TRCA Follow-Up Date Contacted	n/a As previously requested, directed follow up phone call and email to Williams Treaty First Nation Coordinator-
TRCA Correspondence Date Comments Sent Via	6-Feb-14 Notification #2: Project Update #1 package Email, Courier Delivery
TRCA Follow-Up Date Contacted	n/a As previously requested, directed follow up phone call and email to Williams Treaty First Nation Coordinator-
TRCA Correspondence Date Contacted Via Comments	22-Sep-14 Chief Sharon Stinson Henry Courier, Email Included Project Update #2 a) Link to Draft ESR b) Executive Summary of Draft ESR



Ashbridges Bay EA - Notice of Recommencement and Request for Engagement

Amanda Parks to: k.a.sandy-mckenzie

03/28/2013 10:46 AM

Cc: chiefofmnjikaningfirstnation

Good Morning Ms. Sandy McKenzie,

Please be advised that Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, intends to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. The Ashbridges Bay Project will be subject to the requirements of the *Class Environmental Assessment for Remedial Flood and Erosion Control Projects*. Please find attached a letter and related documents addressed to the Coordinator of the Williams Treaty First Nations to assist with your evaluation of interest in this project. This information package is also being sent via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkendy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_NoC_Coordinator Williams Treaty_28Mar13.pdf 1_Ashbridges Bay Study Area Map.pdf



2_Ashbridges Bay Project Brief.pdf 3_Stage 1 Archaeological Assessment.pdf



4_Ministry of Tourism, Culture and Sport Letter of Entry.pdf 5_Ashbridges Bay EA Milestone Schedule.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



Ashbridges Bay EA - Project Update and Request for Engagement

Amanda Parks to: k.a.sandy-mckenzie

02/06/2014 11:01 AM

Cc: chiefofmnjikaningfirstnation

Good Morning Ms. Sandy-McKenzie,

This email is in reference to the correspondence delivered to you as Coordinator of the Williams Treaty First Nations on March 28, 2013 regarding the commencement of the Ashbridges Bay Environmental Assessment (EA) initiated by Toronto and Region Conservation Authority (TRCA) in partnership with the City of Toronto. This study is proposing to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. Please find attached below a letter and a related document addressed to your community to provide you with a project update and request for engagement. This information package is also being sent to yourself and the Williams Treaty First Nations via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_Update#1_Coordinator Williams Treaty_6Feb14.pdfAshbridges Bay EA Project Update #1.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Ashbridges Bay EA - Update #2 - Draft ESR

Amanda Parks to: k.a.sandy-mckenzie
Cc: chief

09/22/2014 11:50 AM

Good Morning,

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, has recently completed a Draft Environmental Study Report (ESR) for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment (EA). The draft report is currently being circulated to key stakeholders for review. This review is being undertaken to solicit comments prior to the finalization of the document and subsequent submission to the Ministry of the Environment and Climate Change for a 30 day public review.

Please find the Executive Summary for the ESR attached below. To review the full draft report please visit: <https://www.dropbox.com/sh/iw5f33gac7m72q0/AACHAbUcyaxOE6Uzd84S2cBla?dl=0> The report is currently broken down into two files in the Dropbox - one for the ESR and the other for the report Appendices. As the document is a very large file we felt this was the best way to manage it at this time.

Comments on the draft report will be taken until **Thursday October 9, 2014, 4pm**. They can be **sent to Margie Kenedy via e-mail or on a hard copy** of the document. After October 9th, TRCA will work to finalize the report for submission to the Ministry of the Environment and Climate Change. Once submitted the report will be posted on the Environmental Bill of Rights (EBR) for a 30 day public review. A notice will be sent to you when the public review is being undertaken to direct you to where you can find information on the EBR.

If you have any questions or comments regarding the attached notice **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270**.

I want to take this opportunity to thank you again for your input into this process.

Thank you for your time,
Amanda



Ashbridges Bay_Update#2_Coordinator Williams Treaty_22Sept14.pdfDraft ESR Executive Summary_22Sept14.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
Cell: 416-895-7185
aparks@trca.on.ca

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Thank you."*

Correspondence with: Conseil de la Nation Huronne-Wendat

Community Contacted	Huronne-Wendat Nation Chief Line Gros-Louis, Ms. Tina Durand, Ms. Melanie Vincent
Mailing Address	255 Place Chef Michel Laveau, Wendake (Quebec) QC GOA4VO
TRCA Correspondence Date	28-Mar-13
Comments	Notification #1 : Notice of Commencement Package
Sent Via	Email, Courier Delivery
TRCA Correspondence Date	5-Apr-13
Comments	Resent Notification #1
Sent Via	Email
TRCA Follow-Up Date	5-Jun-13
Contacted	Melanie Vincent
Via	Phone, Email
Comments	Left voice mail, email; Requested Ms. Vincent confirm receipt, and identify if Huronne-Wendat would like greater involvement in the project
TRCA Correspondence Date	6-Feb-14
Comments	Notification #2: Project Update #1 package
Sent Via	Email, Courier Delivery
TRCA Follow-Up Date	03-Mar-14
Contacted	Melanie Vincent
Via	Email
Comments	Requested Ms. Vincent confirm receipt of the notification, offered to answer any questions about the project.
Huronne-Wendat Correspondence Date	03-Mar-14
Contacted	Amanda Parks
Via	Email
Comments	Confirmed receipt, will be in contact about the project soon
TRCA Correspondence Date	22-Sep-14
Contacted	Chief Line Gros-Louis, Ms. Tina Durand, Ms. Melanie Vincent
Via	Courier, Email
Comments	Included Project Update #2 a) Link to Draft ESR b) Executive Summary of Draft ESR



Ashbridges Bay EA - Notice of Recommencement and Request for Engagement

Amanda Parks to: melanievincent21

03/28/2013 11:05 AM

Cc: tina.durand

Good Morning Ms. Vincent and Ms. Durand,

Please be advised that Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, intends to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. The Ashbridges Bay Project will be subject to the requirements of the *Class Environmental Assessment for Remedial Flood and Erosion Control Projects*. Please find attached a letter and related documents addressed to the Conseil de la nation Huronne-Wendat to assist with your evaluation of interest in this project.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkendy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_NoC_Huron_28Mar13.pdf 1_Ashbridges Bay Study Area Map.pdf



2_Ashbridges Bay Project Brief.pdf 3_Stage 1 Archaeological Assessment.pdf



4_Ministry of Tourism, Culture and Sport Letter of Entry.pdf 5_Ashbridges Bay EA Milestone Schedule.pdf

Amanda Parks

Tech Assistant, Aboriginal Engagement

Archaeological Resource Management Services

Toronto and Region Conservation Authority

416-661-6600 Ext. 6417

aparks@trca.on.ca

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RE: Ashbridges Bay EA - Notice of Commencement and requestion for engagement
 Tina Durand
 to:
 Amanda Parks
 04/05/2013 11:50 AM
 Cc:
 "Melanie Vincent"
 Hide Details
 From: Tina Durand <tina.durand@cnhw.qc.ca>
 To: "Amanda Parks" <AParks@TRCA.on.ca>,
 Cc: "Melanie Vincent" <melanievincent21@yahoo.ca>

Ms. Parks,

We were having difficulties with our system that is probably why you were not able to send me the documents. No worries though, I was able to open them via You Send It.

Thank you!

Tina Durand
 Secrétaire exécutive jr., secteur politique
 Conseil de la Nation huronne-wendat
 255, Place Chef Michel Laveau
 Wendake (Québec) GoA 4Vo
 418-843-3767

De : Amanda Parks [<mailto:AParks@TRCA.on.ca>]

Envoyé : 4 avril 2013 08:09

À : tina.durand@cnhw.qc.ca

Objet : Ashbridges Bay EA - Notice of Commencement and requestion for engagement

Good Morning Ms. Durand,

I sent several large files to you last week regarding the commencement of the Ashbridges Bay EA project by the Toronto and Region Conservation Authority, in partnership with the City of Toronto. I did not realize until today that the email has bounced back, as the files were too large. As a result, I have sent you an invitation to view a folder containing the documents through 'You Send It.' If you prefer, I can send you a hard copy via courier. Dropbox is another option.

If you have any questions, please do not hesitate to contact me.

Thank you for your time,

Amanda

Amanda Parks
 Tech Assistant, Aboriginal Engagement
 Archaeological Resource Management Services
 Toronto and Region Conservation Authority
 416-661-6600 Ext. 6417
aparks@trca.on.ca



TRCA - Ashbridges Bay EA
Amanda Parks to: melanievincent21

06/05/2013 09:31 AM

Good Morning Melanie,

I am writing to confirm your receipt of TRCA's Notice of Recommencement for the Ashbridges Bay EA, emailed to you March 28, 2013.

This EA will explore the development of a landform in both TRCA and City of Toronto's waterlot to provide for erosion and sediment management within Coatsworth Cut and Ashbridges Bay in the City of Toronto. The Ashbridges Bay EA will include an assessment of impacts on surrounding water quality, sediment transport, flood levels, fish and wildlife habitat, shoreline protection, etc. As noted in the Notification package emailed to you, a Stage 1 Archaeological Assessment (included in the notification package) has been completed for the entire study area and the report has been entered in the Ministry of Tourism, Culture and Sport provincial register. The Archaeological Assessment report recommended that no further archaeological assessment would be required prior to development, as the entire project area is located in a heavily disturbed location consisting of fill.

If you have any questions or concerns related to the project, or would like greater involvement in the project, I would be happy to call you to discuss how the Huron-Wendat would like to be engaged with the Ashbridges Bay EA.

Thank you for your time,

Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



Ashbridges Bay EA - Project Update and Request for Engagement

Amanda Parks to: melanievincent21

02/06/2014 11:08 AM

Cc: tina.durand

Good Morning Melanie,

This email is in reference to the correspondence delivered to the Huronne-Wendat on March 28, 2013 regarding the commencement of the Ashbridges Bay Environmental Assessment (EA) initiated by Toronto and Region Conservation Authority (TRCA) in partnership with the City of Toronto. This study is proposing to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. Please find attached below a letter and a related document addressed to the Huronne-Wendat to provide you with a project update and request for engagement. This information package is also being sent to Chief Gros-Louis via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_Update#1_Huron_6Feb13.pdf Ashbridges Bay EA Project Update #1.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
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Thank you."*



TRCA - Ashbridges Bay EA Update #1 Follow Up

Amanda Parks to: melanievincent21

Cc: tina.durand

03/03/2014 10:44 AM

Good Morning Melanie,

I am writing today as a follow up to the Ashbridges Bay EA update sent to you on February 6, 2014.

I was curious if you had received this update, and whether or not you and your team had time to review it. The update includes a description and evaluation of the various alternatives being considered as solutions to the erosion control and sediment problems in the City of Toronto at Ashbridges Bay.

In particular, TRCA is wondering if any of the alternatives impact your interests in the area, or impact your Constitution or Treaty rights in any way. Your input on these matters will help us to select the preferred alternative, which will be completed this month.

If you have any questions at all, I would be happy to speak with you over the phone.

Thank you so much for your time,
Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



{In Archive} Re: TRCA - Ashbridges Bay EA Update #1 Follow Up

Melanie

to:

Amanda Parks

03/04/2014 08:01 AM

Cc:

"louis.lesage@cnhw.qc.ca", "simon.picard@cnhw.qc.ca"

Hide Details

From: Melanie <melanievincent21@yahoo.ca>

To: Amanda Parks <AParks@TRCA.on.ca>,

Cc: "louis.lesage@cnhw.qc.ca" <louis.lesage@cnhw.qc.ca>, "simon.picard@cnhw.qc.ca" <simon.picard@cnhw.qc.ca>

History: This message has been replied to.

Archive: This message is being viewed in an archive.

Hello Amanda, i received the update and the Huron Wendat Nation Will respond by way of letter very soon. Thank you!

Mélanie

Envoyé de mon iPad

Le 2014-03-03 à 10:44, Amanda Parks <AParks@TRCA.on.ca> a écrit :

Good Morning Melanie,

I am writing today as a follow up to the Ashbridges Bay EA update sent to you on February 6, 2014.

I was curious if you had received this update, and whether or not you and your team had time to review it. The update includes a description and evaluation of the various alternatives being considered as solutions to the erosion control and sediment problems in the City of Toronto at Ashbridges Bay.

In particular, TRCA is wondering if any of the alternatives impact your interests in the area, or impact your Constitution or Treaty rights in any way. Your input on these matters will help us to select the preferred alternative, which will be completed this month.

If you have any questions at all, I would be happy to speak with you over the phone.

Thank you so much for your time,

Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
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Thank you."



Ashbridges Bay EA - Update #2 - Draft ESR

Amanda Parks to: melanievincent21

Cc: tina.durand

09/22/2014 11:50 AM

Good Morning,

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, has recently completed a Draft Environmental Study Report (ESR) for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment (EA). The draft report is currently being circulated to key stakeholders for review. This review is being undertaken to solicit comments prior to the finalization of the document and subsequent submission to the Ministry of the Environment and Climate Change for a 30 day public review.

Please find the Executive Summary for the ESR attached below. To review the full draft report please visit: <https://www.dropbox.com/sh/iw5f33gac7m72q0/AChAbUcyaxOE6Uzd84S2cBla?dl=0> The report is currently broken down into two files in the Dropbox - one for the ESR and the other for the report Appendices. As the document is a very large file we felt this was the best way to manage it at this time.

Comments on the draft report will be taken until **Thursday October 9, 2014, 4pm**. They can be **sent to Margie Kenedy via e-mail or on a hard copy** of the document. After October 9th, TRCA will work to finalize the report for submission to the Ministry of the Environment and Climate Change. Once submitted the report will be posted on the Environmental Bill of Rights (EBR) for a 30 day public review. A notice will be sent to you when the public review is being undertaken to direct you to where you can find information on the EBR.

If you have any questions or comments regarding the attached notice **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270**.

I want to take this opportunity to thank you again for your input into this process.

Thank you for your time,
Amanda



Ashbridges Bay_Update#2_Huron_22Sept13.pdfDraft ESR Executive Summary_22Sept14.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
Cell: 416-895-7185
aparks@trca.on.ca

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Correspondence with: Coordinator of the Williams Treaty First Nations

Community Contacted Mailing Address	Coordinator Williams Treaty First Nations Ms. Karry Sandy-McKenzie 8 Creswick Court, Barrie, ON L4M 2J7
TRCA Correspondence Date Comments Sent Via	28-Mar-13 Notification #1: Notice of Commencement Package Email, Courier Delivery
TRCA Follow-Up Date Contacted Via Comments	5-Jun-13 Karry Sandy-McKenzie Phone, Left Voice Mail, Email Requested Ms. Sandy-McKenzie confirm receipt, and identify if the Williams Treaty Nations would like greater involvement in the project
TRCA Correspondence Date Comments Sent Via	6-Feb-14 Notification #2: Project Update #1 package Email, Courier Delivery
TRCA Follow-Up Date Contacted Via Comments	03-Mar-14 Karry Sandy-McKenzie Phone, Left Voice Mail, Email Requested Ms. Sandy-McKenzie confirm receipt of the notification, offered to answer any questions about the project.
TRCA Correspondence Date Contacted Via Comments	22-Sep-14 Ms. Sandy-McKenzie Courier, Email Included Project Update #2 a) Link to Draft ESR b) Executive Summary of Draft ESR



Ashbridges Bay EA - Notice of Recommencement and Request for Engagement

Amanda Parks to: k.a.sandy-mckenzie

03/28/2013 10:46 AM

Cc: chiefofmnjikaningfirstnation

Good Morning Ms. Sandy McKenzie,

Please be advised that Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, intends to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. The Ashbridges Bay Project will be subject to the requirements of the *Class Environmental Assessment for Remedial Flood and Erosion Control Projects*. Please find attached a letter and related documents addressed to the Coordinator of the Williams Treaty First Nations to assist with your evaluation of interest in this project. This information package is also being sent via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkendy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_NoC_Coordinator Williams Treaty_28Mar13.pdf 1_Ashbridges Bay Study Area Map.pdf



2_Ashbridges Bay Project Brief.pdf 3_Stage 1 Archaeological Assessment.pdf



4_Ministry of Tourism, Culture and Sport Letter of Entry.pdf 5_Ashbridges Bay EA Milestone Schedule.pdf

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Tech Assistant, Aboriginal Engagement
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Thank you."*



TRCA - Ashbridges Bay Environmental Assessment

Amanda Parks to: k.a.sandy-mckenzie

06/05/2013 10:39 AM

Good Morning Ms. Sandy-McKenzie,

I am writing to confirm your receipt of TRCA's Notice of Recommencement for the **Ashbridges Bay EA** , emailed to you as Coordinator for Williams Treaty First nations on March 28, 2013.

This Environmental Assessment will explore the development of a landform in both TRCA 's and City of Toronto's waterlot to provide for erosion and sediment management within Coatsworth Cut and Ashbridges Bay in the City of Toronto. The Ashbridges Bay EA will include an assessment of impacts on surrounding water quality, sediment transport, flood levels, fish and wildlife habitat, shoreline protection, etc. As noted in the Notification package emailed to you, a Stage 1 Archaeological Assessment (included in the notification package) has been completed for the entire study area and the report has been entered in the Ministry of Tourism, Culture and Sport provincial register. The Archaeological Assessment report recommended that no further archaeological assessment would be required prior to development, as the entire project area is located in a heavily disturbed location consisting of fill .

If you have any questions or concerns related to the project, or would like greater involvement in the project, I would be happy to call you to discuss how the Williams Treaty First Nations would like to be engaged with the Ashbridges Bay EA.

Thank you for your time,

Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
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Ashbridges Bay EA - Project Update and Request for Engagement

Amanda Parks to: k.a.sandy-mckenzie

02/06/2014 11:01 AM

Cc: chiefofmnjikaningfirstnation

Good Morning Ms. Sandy-McKenzie,

This email is in reference to the correspondence delivered to you as Coordinator of the Williams Treaty First Nations on March 28, 2013 regarding the commencement of the Ashbridges Bay Environmental Assessment (EA) initiated by Toronto and Region Conservation Authority (TRCA) in partnership with the City of Toronto. This study is proposing to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. Please find attached below a letter and a related document addressed to your community to provide you with a project update and request for engagement. This information package is also being sent to yourself and the Williams Treaty First Nations via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_Update#1_Coordinator Williams Treaty_6Feb14.pdfAshbridges Bay EA Project Update #1.pdf

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Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
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TRCA - Ashbridges Bay EA Update #1 Follow Up
Amanda Parks to: k.a.sandy-mckenzie

03/03/2014 11:59 AM

Hello Ms. Sandy-McKenzie,

As per my phone message, I am writing today as a follow up with you about the Ashbridges Bay EA update sent to you and the Williams Treaty First Nations on February 6, 2014.

I was curious if you had received this update, and whether or not you had time to review it. The update includes a description and evaluation of the various alternatives being considered as solutions to the erosion control and sediment problems in the City of Toronto at Ashbridges Bay.

In particular, TRCA is wondering if any of the alternatives impact Williams Treaty First Nations interests in the area, or impact their Constitutional or Treaty rights in any way. Your input on these matters will help us to select the preferred alternative, which will be completed this month.

If you have any questions at all, I would be happy to speak with you over the phone.

Thank you so much for your time,
Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
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Thank you."*



Ashbridges Bay EA - Update #2 - Draft ESR

Amanda Parks to: k.a.sandy-mckenzie
Cc: chief

09/22/2014 11:50 AM

Good Morning,

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, has recently completed a Draft Environmental Study Report (ESR) for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment (EA). The draft report is currently being circulated to key stakeholders for review. This review is being undertaken to solicit comments prior to the finalization of the document and subsequent submission to the Ministry of the Environment and Climate Change for a 30 day public review.

Please find the Executive Summary for the ESR attached below. To review the full draft report please visit: <https://www.dropbox.com/sh/iw5f33gac7m72q0/AACHAbUcyaxOE6Uzd84S2cBla?dl=0> The report is currently broken down into two files in the Dropbox - one for the ESR and the other for the report Appendices. As the document is a very large file we felt this was the best way to manage it at this time.

Comments on the draft report will be taken until **Thursday October 9, 2014, 4pm**. They can be **sent to Margie Kenedy via e-mail or on a hard copy** of the document. After October 9th, TRCA will work to finalize the report for submission to the Ministry of the Environment and Climate Change. Once submitted the report will be posted on the Environmental Bill of Rights (EBR) for a 30 day public review. A notice will be sent to you when the public review is being undertaken to direct you to where you can find information on the EBR.

If you have any questions or comments regarding the attached notice **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270**.

I want to take this opportunity to thank you again for your input into this process.

Thank you for your time,
Amanda



Ashbridges Bay_Update#2_Coordinator Williams Treaty_22Sept14.pdfDraft ESR Executive Summary_22Sept14.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
Cell: 416-895-7185
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Thank you."*

Correspondence with: Curve Lake First Nation

Community Contacted	Curve Lake First Nation Chief Phyllis Williams, Melissa Dokis, Krista Coppaway, Corey Kinsella
Mailing Address	8 Creswick Court, Barrie, ON L4M 2J7
TRCA Correspondence Date	28-Mar-13
Comments	Notification #1: Notice of Commencement Package
Sent Via	Email, Courier Delivery
TRCA Follow-Up Date	5-Jun-13
Contacted	Melissa Dokis and Krista Coppaway
Via	Phone, Left Voice Mail, Email
Comments	Requested Ms. Dokis and Ms. Coppaway confirm receipt, and identify if the Williams Treaty Nations would like greater involvement in the project
TRCA Correspondence Date	6-Feb-14
Comments	Notification #2: Project Update #1 package
Sent Via	Email, Courier Delivery
TRCA Follow-Up Date	03-Mar-14
Contacted	Melissa Dokis and Corey Kinsella
Via	Phone, Left Voice Mail, Email
Comments	Requested Ms. Dokis and Ms. Kinsella confirm receipt of the notification, offered to answer any questions about the project.
TRCA Correspondence Date	22-Sep-14
Contacted	Chief Phyllis Williams, Melissa Dokis and Lois Taylor
Via	Courier, Email
Comments	Included Project Update #2 a) Link to Draft ESR b) Executive Summary of Draft ESR



Ashbridges Bay ES - Notice of Recommencement and Request for Engagement

Amanda Parks to: mdutytoconsult, kdutytoconsult

03/28/2013 11:18 AM

Good Morning Ms. Dokis and Ms. Coppaway,

Please be advised that Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, intends to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. The Ashbridges Bay Project will be subject to the requirements of the *Class Environmental Assessment for Remedial Flood and Erosion Control Projects*. Please find attached a letter and related documents addressed to Curve Lake First Nation to assist with your evaluation of interest in this project. This information package is also being sent to Chief Phyllis Williams via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkendy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_NoC_Curve Lake_28Mar13.pdf 1_Ashbridges Bay Study Area Map.pdf



2_Ashbridges Bay Project Brief.pdf 3_Stage 1 Archaeological Assessment.pdf



4_Ministry of Tourism, Culture and Sport Letter of Entry.pdf 5_Ashbridges Bay EA Milestone Schedule.pdf

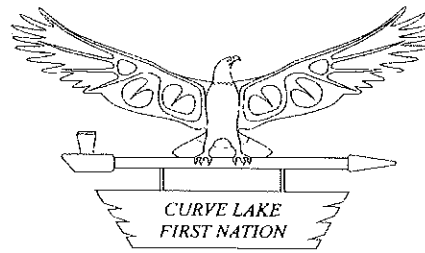
Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
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Thank you."*

GOVERNMENT SERVICES BUILDING
AND CULTURAL CENTRE

PHONE (705) 657-8045
FAX (705) 657-8708



CURVE LAKE, ONTARIO K0L 1R0

April 19, 2013

Margie Kenneday
5 Shoreham Drive
Downsview, Ontario M3N 1S4

Dear Margie Kenneday,

RE: Ashbridges Bay Erosion and Sediment Control Project - Notice of Commencement

We would like to acknowledge receipt of your correspondence, which we received on 4/3/2013 regarding the above noted project.

As you may be aware, the area in which your project is proposed is situated within the Traditional Territory of Curve Lake First Nation. Our First Nation's Territory is incorporated within the Williams Treaty Territory and is the subject of a claim under Canada's Specific Claims Policy. We strongly suggest that you provide Karry Sandy-Mackenzie, Williams Treaty First Nation Claims Coordinator, 8 Creswick Court, Barrie, ON L4M 2S7, with a copy of your proposal as your obligation to consult to also extend to the other First Nations of the Williams Treaty.

Although we have not conducted exhaustive research nor have we the resources to do so, Curve Lake First Nation Council is not currently aware of any issues that would cause concern with respect to our Traditional, Aboriginal and Treaty rights.

Please note that we have particular concern for the remains of our ancestors. Should excavation unearth bones, remains or other such evidence of a native burial site or any Archaeological findings, we must be notified without delay. In the case of a burial site, Council reminds you of your obligations under the *Cemeteries Act* to notify the nearest First Nation Government or other community of Aboriginal people which is willing to act as a representative and whose members have a close cultural affinity to the interred person. As I am sure you are aware, the regulations further state that the representative is needed before the remains and associated artifacts can be removed. Should such a find occur, we request that you contact our First Nation immediately. Curve Lake First Nation also has available, trained Archaeological Liaisons who are able to actively participate in the archaeological assessment process as a member of a field crew, the cost of which will be borne by the proponent.

If any new, undisclosed or unforeseen issues should arise, that has potential for anticipated negative environmental impacts or anticipated impacts on our Treaty and Aboriginal rights we require that we be notified regarding these as well.

Thank you for recognizing the importance of consultation and respecting your duty to consult obligations as determined by the Supreme Court of Canada.

Should you have further questions or if you wish to hire a liaison for a project, please feel free to contact Melissa Dokis or Krista Coppaway at 705-657-8045x222 or dutytoconsult@curvelakefn.ca.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Phyllis Williams". The signature is written in a cursive, flowing style.

Chief Phyllis Williams
Curve Lake First Nation



Ashbridges Bay EA - Project Update and Request for Engagement

Amanda Parks to: chief

02/06/2014 11:12 AM

Cc: kdutytoconsult, mdutytoconsult

Good Morning Chief Williams,

This email is in reference to the correspondence delivered to your community on March 28, 2013 regarding the commencement of the Ashbridges Bay Environmental Assessment (EA) initiated by Toronto and Region Conservation Authority (TRCA) in partnership with the City of Toronto. This study is proposing to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. Please find attached below a letter and a related document addressed to your community to provide you with a project update and request for engagement. This information package is also being sent to yourself and the Williams Treaty Coordinator Ms. Sandy-McKenzie via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_Update #1_Curve LakePW_6Feb14.pdf Ashbridges Bay EA Project Update #1.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
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Thank you."*



TRCA - Ashbridges Bay EA Update #1 Follow Up
Amanda Parks to: mdutytoconsult, kdutytoconsult

03/03/2014 12:07 PM

Hello Melissa and Corey,

As per my phone message, I am writing today to follow up with you about the Ashbridges Bay EA update sent to you on February 6, 2014.

I was curious if you had received this update, and whether or not you had time to review it. The update includes a description and evaluation of the various alternatives being considered as solutions to the erosion control and sediment problems in the City of Toronto at Ashbridges Bay.

In particular, TRCA is wondering if any of the alternatives impact your community's interests in the area, or impact your community's Constitutional or Treaty rights in any way. Your input on these matters will help us to select the preferred alternative, which will be completed this month.

If you have any questions at all, I would be happy to speak with you over the phone, or via email.

Thank you so much for your time,
Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



Ashbridges Bay EA - Update #2 - Draft ESR

Amanda Parks to: chief
Cc: mdutytoconsult, loist

09/22/2014 11:50 AM

Good Morning,

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, has recently completed a Draft Environmental Study Report (ESR) for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment (EA). The draft report is currently being circulated to key stakeholders for review. This review is being undertaken to solicit comments prior to the finalization of the document and subsequent submission to the Ministry of the Environment and Climate Change for a 30 day public review.

Please find the Executive Summary for the ESR attached below. To review the full draft report please visit: <https://www.dropbox.com/sh/iw5f33gac7m72q0/AACHAbUcyaxOE6Uzd84S2cBla?dl=0> The report is currently broken down into two files in the Dropbox - one for the ESR and the other for the report Appendices. As the document is a very large file we felt this was the best way to manage it at this time.

Comments on the draft report will be taken until **Thursday October 9, 2014, 4pm**. They can be **sent to Margie Kenedy via e-mail or on a hard copy** of the document. After October 9th, TRCA will work to finalize the report for submission to the Ministry of the Environment and Climate Change. Once submitted the report will be posted on the Environmental Bill of Rights (EBR) for a 30 day public review. A notice will be sent to you when the public review is being undertaken to direct you to where you can find information on the EBR.

If you have any questions or comments regarding the attached notice **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270**.

I want to take this opportunity to thank you again for your input into this process.

Thank you for your time,
Amanda



Ashbridges Bay_Update #2_Curve Lake_22Sept14.pdfDraft ESR Executive Summary_22Sept14.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
Cell: 416-895-7185
aparks@trca.on.ca

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Thank you."*

**Correspondence with: Haudenosaunee Confederacy Chiefs Council via
Haudenosaunee Development Institute**

Community Contacted Mailing Address	Haudenosaunee Confederacy Chiefs Council Ms. Hazel Hill @ Haudenosaunee Development Institute 16 Sunrise Court, PO Box 714, Ohsweken, ON N0A 1M0
TRCA Correspondence Date Comments Sent Via	28-Mar-13 Notification #1: Notice of Commencement Package Courier Delivery
TRCA Follow-Up Date Contacted Via Comments	5-Jun-13 Hazel Hill Phone, Left Voice Mail, Email Requested Ms. Hill confirm receipt, and identify if the Haudenosaunee Confederacy Chiefs Council would like greater involvement in the project
TRCA Correspondence Date Comments Sent Via	6-Feb-14 Notification #2: Project Update #1 package Email, Courier Delivery
TRCA Follow-Up Date Contacted Via Comments	03-Mar-14 Hazel Hill Phone Spoke with Ms. Hill on the phone, had not reviewed the package.
TRCA Correspondence Date Contacted Via Comments	22-Sep-14 Ms Hazel Hill Courier, Email Included Project Update #2 a) Link to Draft ESR b) Executive Summary of Draft EST
HDI Correspondence Date Contacted Via Comments	9-Oct-14 Amanda Parks Email Provided comments/requests on draft ESR
TRCA Correspondence Date Contacted Via Comments	14-Oct-14 Todd Williams Email Margie Kennedy thanks Mr. Williams for his comments/requests, and indicated TRCA will reply
TRCA Correspondence Date Contacted Via Comments	17-Nov-14 Todd Williams Email TRCA response to HDI comments/requests



TRCA - Ashbridges Bay Environmental Assessment
Amanda Parks to: hdi2

06/05/2013 10:46 AM

Good Morning Ms. Hill,

I am writing to confirm your receipt of TRCA's Notice of Recommencement for the **Ashbridges Bay EA** , emailed to you on March 28, 2013.

This Environmental Assessment will explore the development of a landform in both TRCA 's and City of Toronto's waterlot to provide for erosion and sediment management within Coatsworth Cut and Ashbridges Bay in the City of Toronto. The Ashbridges Bay EA will include an assessment of impacts on surrounding water quality, sediment transport, flood levels, fish and wildlife habitat, shoreline protection, etc. As noted in the Notification package emailed to you, a Stage 1 Archaeological Assessment (included in the notification package) has been completed for the entire study area and the report has been entered in the Ministry of Tourism, Culture and Sport provincial register. The Archaeological Assessment report recommended that no further archaeological assessment would be required prior to development, as the entire project area is located in a heavily disturbed location consisting of fill .

If you have any questions or concerns related to the project, or would like greater involvement in the project, I would be happy to call you to discuss how the Haudenosaunee would like to be engaged with the Ashbridges Bay EA.

Thank you for your time,

Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
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Thank you."*



Ashbridges Bay EA - Project Update and Request for Engagement

Amanda Parks to: hdi2

02/06/2014 11:16 AM

Good Morning Ms. Hill,

This email is in reference to the correspondence delivered to your community on March 28, 2013 regarding the commencement of the Ashbridges Bay Environmental Assessment (EA) initiated by Toronto and Region Conservation Authority (TRCA) in partnership with the City of Toronto. This study is proposing to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. Please find attached below a letter and a related document addressed to your community to provide you with a project update and request for engagement. This information package is also being sent to yourself via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_Update #1_HDI_6Feb14.pdf Ashbridges Bay EA Project Update #1.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
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Thank you."*



{In Archive} TRCA - Ashbridges Bay EA Update #1 Follow Up

Amanda Parks to: HDI

03/03/2014 02:10 PM

Archive:

This message is being viewed in an archive.

Hello Ms. Hill,

As per our phone conversation, I am writing today to follow up with you about the Ashbridges Bay EA update sent to you on February 6, 2014.

I was curious if you had received this update, and whether or not you had time to review it. The update includes a description and evaluation of the various alternatives being considered as solutions to the erosion control and sediment problems in the City of Toronto at Ashbridges Bay.

In particular, TRCA is wondering if any of the alternatives impact your community's interests in the area, or impact your community's Constitutional or Treaty rights in any way. Your input on these matters will help us to select the preferred alternative, which will be completed this month.

If you have any questions at all, I would be happy to speak with you over the phone, or via email.

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Ashbridges Bay EA - Update #2 - Draft ESR

Amanda Parks to: hdi2

09/22/2014 11:49 AM

Good Morning,

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, has recently completed a Draft Environmental Study Report (ESR) for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment (EA). The draft report is currently being circulated to key stakeholders for review. This review is being undertaken to solicit comments prior to the finalization of the document and subsequent submission to the Ministry of the Environment and Climate Change for a 30 day public review.

Please find the Executive Summary for the ESR attached below. To review the full draft report please visit: <https://www.dropbox.com/sh/iw5f33gac7m72q0/AACHAbUcyaxOE6Uzd84S2cBla?dl=0> The report is currently broken down into two files in the Dropbox - one for the ESR and the other for the report Appendices. As the document is a very large file we felt this was the best way to manage it at this time.

Comments on the draft report will be taken until **Thursday October 9, 2014, 4pm**. They can be **sent to Margie Kenedy via e-mail or on a hard copy** of the document. After October 9th, TRCA will work to finalize the report for submission to the Ministry of the Environment and Climate Change. Once submitted the report will be posted on the Environmental Bill of Rights (EBR) for a 30 day public review. A notice will be sent to you when the public review is being undertaken to direct you to where you can find information on the EBR.

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I want to take this opportunity to thank you again for your input into this process.

Thank you for your time,
Amanda



Ashbridges Bay_Update #2_HDI_22Sept14.pdfDraft ESR Executive Summary_22Sept14.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
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HDI Review of:

**Ashbridges Bay Erosion and Sediment Control Project
Class Environmental Assessment
Draft Environmental Study Report**

October 9, 2014

Summary



Figure 1 – Ashbridges Bay Harbour

This report is a review of the Ashbridges Bay Sediment and Erosion Control Project (the Project) - Environmental Study Report (ESR), which is part of a Class Environmental Assessment being completed by the Toronto Region Conservation Authority (TRCA), in partnership with the City of Toronto, to identify a preferred solution that will mitigate sediment deposition within the harbour entrance of Ashbridges Bay.

The mouth of Ashbridges Bay, known as Coatsworth Cut, currently accumulates a significant amount of sediment deposited by lake currents which pose a threat to the safe passage of boats into Ashbridges Bay harbour. A diagram of Ashbridges Bay is shown in Figure 1. The sediment deposition problem at Coatsworth Cut was not always present, but has become prevalent due to the development of landforms around Ashbridges Bay and the accumulation of sediment around these landforms. In short, the lake currents around Coatsworth Cut have changed over time, causing sediment deposition at the harbour entrance to become an issue which has

intensified over the years. Since the 1980's, dredging has been used to remove sediment from Coatsworth Cut to allow for safe navigation into the harbour. The Project seeks to find a permanent and more cost effective solution to this problem. The ESR is the study of the project's potential impact to the environment.

A preferred solution was determined within the ESR. This solution consists of the construction of 3 waterbreaks positioned as shown in Figure 2. Overall the ESR is thorough and no major environmental concerns with the project were identified. However, a few *Comments and Requests* that could be provided to the TRCA are listed below. There is also an opportunity for environmental monitoring, some of which

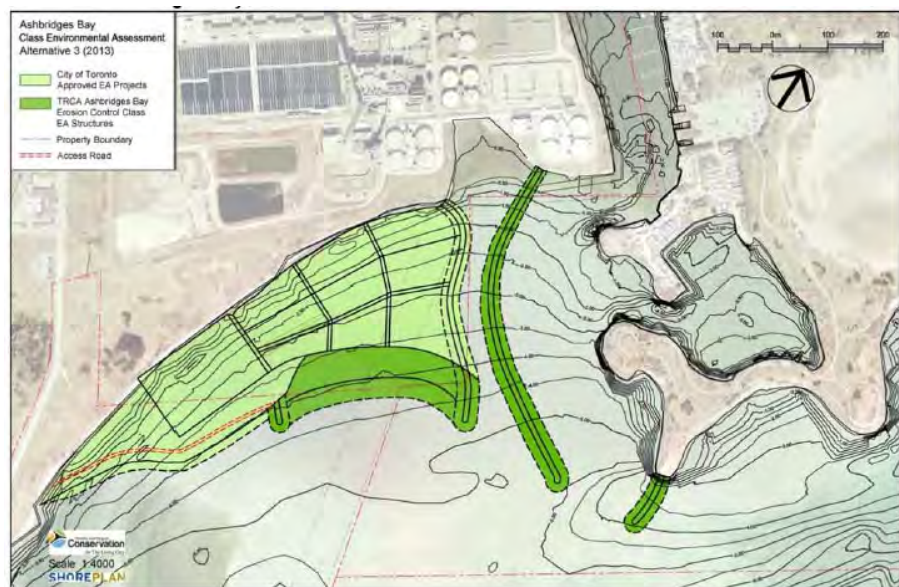


Figure 2 – Ashbridges Bay Erosion and Sediment Control Project Preferred Solution

has also been listed below.

Note that there are previously approved works related to the Ashbridges Bay Treatment Plant and Coatsworth Cut Combined Sewer Outfall which have not been constructed at the time of this report, but will be completed by the time of the construction of the project and have been included in the preliminary design shown in Figure 2. Also, as a general observation the environmental impacts of the project seem less than those of the previously approved works.

Class Environmental Assessment Process Overview

This ESR, dated September 2014, is a draft that was sent out for review by various agencies for comments. TRCA has asked that comments on the document be submitted by 4:00 pm on Thursday, October 9, 2014.

Upon receiving all comments, an updated and final ESR will be completed and released which addresses any concerns raised. Upon the release of the final ESR, a Notice of Completion will be published and all reviewing agencies will be notified. As part of the Class Environmental Assessment process, all stakeholders have the opportunity to submit a Part II order to the Ministry of the Environment within 30 days of the publication of the Notice of Completion to address any outstanding comments or concerns, however, this does not address treaty rights and obligations to uphold the Honor of the Crown.

If any Part II orders are received, the Minister of the Environment has to make a decision to deny the request(s) and allow for project approval under the Class EA, or ask that the proponent (in this case the TRCA) address the outstanding concerns before approval is granted. Addressing the concern may require updating the ESR, which would trigger another mandatory consultation and review process.

Environmental Monitoring Opportunity

As with any construction project, general environmental construction monitoring by HDI is required to protect treaty rights and Haudenosaunee policy. This includes monitoring for compliance with applicable regulation as well as monitoring for standard best management practices and mitigation measures associated with typical construction.

Of particular interest with this project is the construction of access roads and a staging area in potential wildlife and bird habitat. The ESR contains mitigation measures including conformity with migratory and breeding bird timings windows as well as surveying and restoration. Although possible environmental effects are anticipated to be minimal, environmental monitors could be onsite to ensure that the proposed mitigation measures are adhered to.

Finally, due to the nature of constructing within water, the ESR proposes and HDI require turbidity and fisheries monitoring during construction of the project.

Requests/Comments

Request 1

Section 7 states that a comprehensive monitoring program, including turbidity and fisheries monitoring, will be developed in the detailed design phase of the project. HDI requires participation in this monitoring program, as well as necessary and relevant design information be provided for review as part of the ongoing consultation process.

Request 2

That the TRCA and the City of Toronto consider the impact of the Project upon Haudenosaunee Treaty Rights and take steps to engage on those rights and implement treaty right protection measures into the project.

Comment 1

Item No. 8 of Table 5-1 – Summary of the Preferred Alternative detailed Environmental Screening states that the rating of potential environmental affects is Nil since no Environmentally Sensitive Areas are found within the project study area. However, fig. 3-621 shows that *Base of Spit* overlaps with the local study area. Although *Base of Spit* is classified as a Potential environmentally significant area, no thorough explanation or rationale is given as to why it is not considered an ESA.

Comment 2

Section 4.3.3.1 states that none of the alternatives, including the preferred, would cause changes in the existing sediment transport pattern that would affect adjacent littoral cells. It is also understood that the new landforms were modelled using CMS numerical modelling and that operational bathymetric monitoring is proposed. However, due to the overlap of the potential environmentally significant area (*Base of Spit*) at the west end of the local study area, unforeseen operational environmental effects of sedimentation, particularly to any aquatic or riparian vegetation (if existent), could be monitored in the local project study area.

Comment 3

Section 3.3.6 states that aquatic vegetation is limited to sheltered environments, however no mention of riparian vegetation within the local study area is discussed in this section.

Comment 4

Section 3.2.18 states that infilling of existing landforms within the local project area were constructed prior to current guidelines. As such, disturbance to these areas is intended to be minimized. If excavation were to occur, proper mitigation measures and monitoring should be put in place and could be described in sections 5 and 7, respectively.

Mr. Todd Williams
Haudenosaunee Confederacy Chiefs Council
Via Haudenosaunee Development Institute
16 Sunrise Court, PO Box 714
Ohsweken, ON N0A 1M0

5 Shoreham Drive
Downsview, ON
M3N 1S4

November 17, 2014

Dear Mr. Williams,

Thank you for submitting comments on the Draft Environmental Study Report (ESR) for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment (Class EA).

The receipt of your comments coincided with the Toronto and Region Conservation Authority (TRCA) receiving initial clarification from the Ministry of Natural Resources and Forestry (MNRF) on the application of the Nanfan Treaty in the Toronto area. Ontario's current understanding of that area is that the boundary of the Nanfan treaty territory as shown on the Clowes map of 1701 is a line that corresponds in modern day terms to the following: beginning on the northwest shore of Lake Ontario at a point midway between the Humber River and the Etobicoke Creek heading northwest to a point just southwest of Orangeville and then due west to Lake Huron, reaching the shore of Lake Huron at a point about 25 kilometers north of Goderich. MNRF's understanding is based on the Clowes map of 1701 which has been accepted by the courts to depict the geographic location of the Nanfan Treaty. The local and regional study area for the Ashbridges Bay Erosion and Sediment Control Class EA falls outside of this territory. Consequently, this project area is not covered by the Nanfan Treaty.

Environmental Monitoring and Design Review

A comprehensive monitoring program, including turbidity and fisheries monitoring, will be developed in the detailed design phase of the project. This program will be developed to be applied to the pre-construction, actual construction and post construction phases associated with the implementation of the Ashbridges Bay Landform. The Landform design will integrate the preferred alternative associated with this Class EA with two other approved City of Toronto facilities (high rate treatment facility and a treatment wetland). The City of Toronto is currently negotiating an agreement that will have TRCA lead the technical aspects of the detailed design of the Landform. As part of this agreement the TRCA will work with the City of Toronto and applicable regulatory agencies to develop the monitoring program. When the detailed design process has been completed and the appropriate permits have been obtained to allow for implementation to begin, the City of Toronto will contract monitoring services to a qualified party.

Consultation associated with the detailed design of the Ashbridges Bay Landform will be undertaken by the City of Toronto. Design information will be circulated to key stakeholders and interested parties through e-mails and website updates.

We would like to take this opportunity to respond to your comments associated with the Class EA.

Comment 1 Response: Detailed Environmental Screening of the Preferred Alternative – Environmentally Significant Area

A report prepared for the City of Toronto by North-South Environmental Inc. (2012) stated that the Base of Spit is an area that meets a number of the Environmentally Significant Area (ESA) designation criteria. However, the area is not currently recognized as an ESA in the City of Toronto Official Plan. Therefore, it has been identified as a 'potential' ESA in the Draft ESR. TRCA will update the Draft ESR to more clearly state this. TRCA will also review the screening of the preferred alternative to ensure that it accurately reflects potential impacts on this area.

Comment #2 Response: Sediment Transport

Sediment modelling was undertaken for all of the remedial alternatives which indicated that none would have impact on the adjacent littoral cells. Modelling shows that the only impact each alternative would have on sediment transport within the local study area is that the sediment 'sink' will be moved from the navigational channel at Coatsworth Cut to the area behind the proposed breakwater (in front of the new shoreline). The monitoring program, described previously, will be designed to alert any unforeseen operational environmental effects and appropriate mitigation or adaptive management will be employed if necessary.

Comment 3 Response: Riparian Vegetation

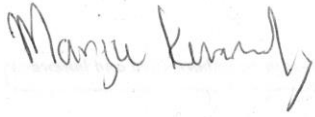
Section 3.3.6.1 discusses both riparian and terrestrial plant species in the local study area. TRCA will review and update this section to ensure this is clarified.

Comment 4 Response: Impacts on Existing Landforms

Disturbance to existing landforms is intended to be minimized. However, as noted in your recommendations, TRCA will integrate further information in Section 5 and 7 on potential mitigation and monitoring efforts should excavation of existing landforms be needed.

Should you have any questions, please contact the undersigned at mkenedy@trca.on.ca or at 416-661-6600 ext. 5270.

Sincerely,



Margie Kenedy
Archaeology Resource Management Services
Toronto and Region Conservation Authority

CC Hazel Hill, Director, Haudenosaunee Development Institute
Lisa Turnbull, Project Manager, Toronto and Region Conservation Authority

Correspondence with: Hiawatha First Nation

Community Contacted Mailing Address	Hiawatha First Nation Chief Greg Cowie, Ms. Lori Ritter and Ms. Diane Sheridan 123 Paudash Street, Keene, ON. K0L 2G0
TRCA Correspondence Date Comments Sent Via	28-Mar-13 Notification #1: Notice of Commencement Package Courier Delivery
TRCA Follow-Up Date Contacted Via Comments	5-Jun-13 Lori Ritter and Diane Sheridan Phone, Left Voice Mail, Email Requested Ms. Loucks and Ms. Sheridan confirm receipt, and identify if Hiawatha First Nation would like greater involvement in the project
TRCA Correspondence Date Comments Sent Via	6-Feb-14 Notification #2: Project Update #1 package Email, Courier Delivery
Hiawatha Correspondence Date Contacted Via Comments	6-Feb-14 Amanda Parks Email Confirmed receipt of information, indicated name change
TRCA Follow-Up Date Contacted Via Comments	03-Mar-14 Lori Loucks (formerly Ritter) and Diane Sheridan Phone, Left Voice Mail, Email Offered to answer any questions about the project
TRCA Correspondence Date Contacted Via Comments	22-Sep-14 Chief Cowie, Lori Loucks Courier, Email Included Project Update #2 a) Link to Draft ESR b) Executive Summary of Draft ESR



TRCA - Ashbridges EA

Amanda Parks to: lritter, ds Sheridan

06/05/2013 10:14 AM

Good Morning Ms. Ritter and Ms. Sheridan,

I am writing to confirm your receipt of TRCA's Notice of Recommencement for the **Ashbridges Bay EA** , emailed to you March 28, 2013.

This EA will explore the development of a landform in both TRCA 's and City of Toronto's waterlot to provide for erosion and sediment management within Coatsworth Cut and Ashbridges Bay in the City of Toronto. The Ashbridges Bay EA will include an assessment of impacts on surrounding water quality , sediment transport, flood levels, fish and wildlife habitat, shoreline protection, etc. As noted in the Notification package emailed to you, a Stage 1 Archaeological Assessment (included in the notification package) has been completed for the entire study area and the report has been entered in the Ministry of Tourism, Culture and Sport provincial register. The Archaeological Assessment report recommended that no further archaeological assessment would be required prior to development , as the entire project area is located in a heavily disturbed location consisting of fill .

If you have any questions or concerns related to the project, or would like greater involvement in the project, I would be happy to call you to discuss how Hiawatha First Nation would like to be engaged with the Ashbridges Bay EA.

Thank you for your time,

Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



Ashbridges Bay EA - Project Update and Request for Engagement

Amanda Parks to: chiefcowie
Cc: Iritter, dsheridan

02/06/2014 11:23 AM

Good Morning Chief Cowie,

This email is in reference to the correspondence delivered to your community on March 28, 2013 regarding the commencement of the Ashbridges Bay Environmental Assessment (EA) initiated by Toronto and Region Conservation Authority (TRCA) in partnership with the City of Toronto. This study is proposing to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. Please find attached below a letter and a related document addressed to your community to provide you with a project update and request for engagement. This information package is also being sent to yourself, Ms. Ritter and Ms. Sheridan, and the Williams Treaty Coordinator Ms. Sandy-McKenzie via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_Update #1_Hiawatha_6Feb14.pdf



Ashbridges Bay EA Project Update #1.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
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Thank you."*



{In Archive} RE: Ashbridges Bay EA - Project Update and Request for Engagement

Lori Loucks to: 'Amanda Parks'

02/06/2014 12:00 PM

Please respond to lloucks

History: This message has been replied to.
Archive: This message is being viewed in an archive.

Hi Amanda,

Thank you for the information on Ashbridges Bay. I would like to update you on my contact information. My last name is no longer Ritter. I have changed it to my maiden name of Loucks. My e-mail address is now lloucks@hiawathafn.ca

Any questions don't hesitate to call or email me.

Thanks,
Lori

From: Amanda Parks [mailto:AParks@TRCA.on.ca]
Sent: February-06-14 11:24 AM
To: chiefcowie@hiawathafn.ca
Cc: lritter@hiawathafn.ca; dsheridan@hiawathafn.ca
Subject: Ashbridges Bay EA - Project Update and Request for Engagement

Good Morning Chief Cowie,

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Thank you for your time,

Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417



TRCA - Ashbridges Bay EA Update #1 Follow Up

Amanda Parks to: Lori Loucks, dsheridan

03/03/2014 10:30 AM

Hello Lori and Diane,

I am writing today as a follow up to the Ashbridges Bay EA update sent to you on February 6, 2014.

I was curious if you had received this update, and whether or not you had time to review it. The update includes a description and evaluation of the various alternatives being considered as solutions to the erosion control and sediment problems in the City of Toronto.

In particular, TRCA is wondering if any of the alternatives impact your interests in the area, or impact your Constitution or Treaty rights in any way. Your input on these matters will help us to select the preferred alternative, which will be completed this month.

If you have any questions at all, I would be happy to speak with you over the phone.

Thank you so much for your time,
Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



Ashbridges Bay EA - Update #2 - Draft ESR

Amanda Parks to: chiefcowie

Cc: lloucks

09/22/2014 11:49 AM

Good Morning,

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, has recently completed a Draft Environmental Study Report (ESR) for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment (EA). The draft report is currently being circulated to key stakeholders for review. This review is being undertaken to solicit comments prior to the finalization of the document and subsequent submission to the Ministry of the Environment and Climate Change for a 30 day public review.

Please find the Executive Summary for the ESR attached below. To review the full draft report please visit: <https://www.dropbox.com/sh/iw5f33gac7m72q0/AChAbUcyaxOE6Uzd84S2cBla?dl=0> The report is currently broken down into two files in the Dropbox - one for the ESR and the other for the report Appendices. As the document is a very large file we felt this was the best way to manage it at this time.

Comments on the draft report will be taken until **Thursday October 9, 2014, 4pm**. They can be **sent to Margie Kenedy via e-mail or on a hard copy** of the document. After October 9th, TRCA will work to finalize the report for submission to the Ministry of the Environment and Climate Change. Once submitted the report will be posted on the Environmental Bill of Rights (EBR) for a 30 day public review. A notice will be sent to you when the public review is being undertaken to direct you to where you can find information on the EBR.

If you have any questions or comments regarding the attached notice **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270**.

I want to take this opportunity to thank you again for your input into this process.

Thank you for your time,
Amanda



Ashbridges Bay_Update #2_Hiawatha_22Sept14.pdfDraft ESR Executive Summary_22Sept14.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
Cell: 416-895-7185
aparks@trca.on.ca

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Thank you."*

Correspondence with: Kawartha Nishnawbe First Nation

Community Contacted Mailing Address	Kawartha Nishnawbe Chief Kris Nahrgang PO Box 1432, Lakefield, ON, K0L 2H0
TRCA Correspondence Date Comments Sent Via	28-Mar-13 Notification #1: Notice of Commencement Package Courier Delivery
TRCA Follow-Up Date Contacted Via Comments	5-Jun-13 Chief Kris Nahrgang Phone, Left Voice Mail, Email Requested Chief Nahrgang confirm receipt, and identify if the Kawartha Nishnawbe First Nation would like greater involvement in the project
TRCA Correspondence Date Comments Sent Via	6-Feb-14 Notification #2: Project Update #1 package Email, Courier Delivery
TRCA Follow-Up Date Contacted Via Comments	03-Mar-14 Chief Kris Nahrgang Phone, Left Voice Mail, Email Requested Chief Nahrgang confirm receipt, and offered to answer any questions about the project
TRCA Correspondence Date Contacted Via Comments	22-Sep-14 Chief Nahrgang Courier, Email Included Project Update #2 a) Link to Draft ESR b) Executive Summary of Draft ESR



TRCA - Ashbridges Bay Environmental Assessment

Amanda Parks to: cexplorer

06/05/2013 11:02 AM

Good Morning Chief Nahrgang,

I am writing to confirm your receipt of TRCA's Notice of Recommencement for the **Ashbridges Bay EA** , mailed to you March 28, 2013.

This Environmental Assessment will explore the development of a landform in both TRCA 's and City of Toronto's waterlot to provide for erosion and sediment management within Coatsworth Cut and Ashbridges Bay in the City of Toronto. The Ashbridges Bay EA will include an assessment of impacts on surrounding water quality, sediment transport, flood levels, fish and wildlife habitat, shoreline protection, etc. As noted in the Notification package emailed to you, a Stage 1 Archaeological Assessment (included in the notification package) has been completed for the entire study area and the report has been entered in the Ministry of Tourism, Culture and Sport provincial register. The Archaeological Assessment report recommended that no further archaeological assessment would be required prior to development, as the entire project area is located in a heavily disturbed location consisting of fill .

If you have any questions or concerns related to the project, or would like greater involvement in the project, I would be happy to call you to discuss how the Kawartha Nishnawbe First Nation would like to be engaged with the Ashbridges Bay EA.

Thank you for your time,

Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



Ashbridges Bay EA - Project Update and Request for Engagement

Amanda Parks to: cexplorer

02/06/2014 11:27 AM

Good Morning Chief Nahrgang

This email is in reference to the correspondence delivered to your community on March 28, 2013 regarding the commencement of the Ashbridges Bay Environmental Assessment (EA) initiated by Toronto and Region Conservation Authority (TRCA) in partnership with the City of Toronto. This study is proposing to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. Please find attached below a letter and a related document addressed to your community to provide you with a project update and request for engagement. This information package is also being sent to yourself via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_Update#1_Kawartha_6Feb14.pdf Ashbridges Bay EA Project Update #1.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



{In Archive} TRCA - Ashbridges Bay EA Update #1 Follow Up

Amanda Parks to: cexplorer

03/03/2014 02:16 PM

Archive: This message is being viewed in an archive .

Hello Chief Nahrgang,

As per my voice message, I am writing today to follow up with you about the Ashbridges Bay EA update sent to you on February 6, 2014.

I was curious if you had received this update, and whether or not you had time to review it. The update includes a description and evaluation of the various alternatives being considered as solutions to the erosion control and sediment problems in the City of Toronto at Ashbridges Bay .

In particular, TRCA is wondering if any of the alternatives impact your community's interests in the area, or impact your community's Constitutional or Treaty rights in any way. Your input on these matters will help us to select the preferred alternative, which will be completed this month.

If you have any questions at all, I would be happy to speak with you over the phone, or via email.

Thank you so much for your time,
Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
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Thank you."*



Ashbridges Bay EA - Update #2 - Draft ESR

Amanda Parks to: cexplorer

09/22/2014 11:49 AM

Good Morning,

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, has recently completed a Draft Environmental Study Report (ESR) for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment (EA). The draft report is currently being circulated to key stakeholders for review. This review is being undertaken to solicit comments prior to the finalization of the document and subsequent submission to the Ministry of the Environment and Climate Change for a 30 day public review.

Please find a letter to your community and an Executive Summary for the ESR attached below. To review the full draft report please visit:

<https://www.dropbox.com/sh/iw5f33gac7m72q0/AChAbUcyaxOE6Uzd84S2cBla?dl=0> The report is currently broken down into two files in the Dropbox - one for the ESR and the other for the report Appendices. As the document is a very large file we felt this was the best way to manage it at this time.

Comments on the draft report will be taken until **Thursday October 9, 2014, 4pm**. They can be **sent to Margie Kenedy via e-mail or on a hard copy** of the document. After October 9th, TRCA will work to finalize the report for submission to the Ministry of the Environment and Climate Change. Once submitted the report will be posted on the Environmental Bill of Rights (EBR) for a 30 day public review. A notice will be sent to you when the public review is being undertaken to direct you to where you can find information on the EBR.

If you have any questions or comments regarding the attached notice **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

I want to take this opportunity to thank you again for your input into this process.

Thank you for your time,
Amanda



Ashbridges Bay_Update#2_Kawartha_22Sept14.pdfDraft ESR Executive Summary_22Sept14.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
Cell: 416-895-7185
aparks@trca.on.ca

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Correspondence with: Metis Nation of Ontario

Community Contacted Mailing Address	Metis Nation of Ontario MNO Consultation Unit, James Wagar 500 Old St. Patrick Street, Unit D, Ottawa, ON K1N 9G4
TRCA Correspondence Date Comments Sent Via	28-Mar-13 Notification #1: Notice of Commencement Package Courier Delivery
TRCA Follow-Up Date Contacted Via Comments	5-Jun-13 James Wagar Phone, Email Spoke about Metis Councils potential involvement in Ashbridges Bay project; TRCA to resend Notification #1 to Mr. Wagar, who will review and respond
TRCA Correspondence Date Comments Sent Via	6-Feb-14 Notification #2: Project Update #1 package Email, Courier Delivery
TRCA Follow-Up Date Contacted Via Comments	03-Mar-14 James Wagar Phone, Left Voice Mail, Email Requested Mr. Wagar confirm receipt, and offered to answer any questions about the project
TRCA Correspondence Date Contacted Via Comments	22-Sep-14 Consultation Unit, James Wagar Courier, Email Included Project Update #2 a) Link to Draft ESR b) Executive Summary of Draft ESR

June 5, 2013

Attn: James Wagar
Lands, Resources, and Consultation
75 Sherbourne St. Suite 311
Toronto, ON, M5A 2P9

Dear Mr. Wagar

As per our phone conversation on June 5, 2013, I have attached a CD containing the Notice of Commencement Packages for two Environmental Assessments currently being undertaken by Toronto and Region Conservation Authority. The projects are entitled "East Don Trail Environmental Assessment" and "Ashbridges Bay Erosion and Sediment Control Project." These packages were also sent to the Metis Nation of Ontario Head Offices in Ottawa at an earlier date. If the Metis Nation of Ontario would like to participate in either of these projects the Toronto and Region Conservation Authority would be pleased to answer any questions or arrange for a meeting. We look forward to working with you.

Sincerely,

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeology Resource Management Services
Restoration Services, Toronto and Region Conservation Authority
(Tel): 416-661-6600 ext. 6417
(Cell): 416-895-7185
aparks@trca.on.ca

Enclosed:

1 CD containing:

Ashbridges Bay EA Folder

Ashbridges Bay Notice of Commencement Letter

Ashbridges Bay Study Area Map

Ashbridges Bay Project Brief

Stage 1 Archaeological Assessment for Ashbridges Bay and Coatsworth Cut

Ministry of Tourism, Culture and Sport Letter of Entry into Register

Ashbridges Bay EA Milestone Schedule

East Don Trail EA Folder

East Don Trail Notice of Commencement Letter

East Don Trail Project Study Area Map

East Don Trail Project Brief

East Don Trail Project Public Information Sheet

East Don Trail Project Environmental Assessment Schedule



Ashbridges Bay EA - Project Update and Request for Engagement

Amanda Parks to: consultations

02/06/2014 11:49 AM

Cc: jamesw

Good Morning,

This email is in reference to the correspondence delivered to your community on March 28, 2013 regarding the commencement of the Ashbridges Bay Environmental Assessment (EA) initiated by Toronto and Region Conservation Authority (TRCA) in partnership with the City of Toronto. This study is proposing to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. Please find attached below a letter and a related document addressed to your community to provide you with a project update and request for engagement. This information package is also being sent to the MNO head office and Mr. Wagar via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_Update#1_MNO_6Feb14.pdf Ashbridges Bay EA Project Update #1.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
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Thank you."*



TRCA - Ashbridges Bay EA Update #1 Follow Up
Amanda Parks to: jamesw

03/03/2014 10:35 AM

Hello Mr. Wagar,

I am writing today as a follow up to the Ashbridges Bay EA update sent to you and the Metis Nation of Ontario head office on February 6, 2014.

I was curious if you had received this update, and whether or not any of the community councils had interest in commenting on this update. The update includes a description and evaluation of the various alternatives being considered as solutions to the erosion control and sediment problems in the City of Toronto at Ashbridges Bay.

In particular, TRCA is wondering if any of the alternatives impact Metis interests in the area, or impact Metis Constitution or Treaty rights in any way. Input on these matters will help us to select the preferred alternative, which will be completed this month.

If you have any questions at all, I would be happy to speak with you or the community council presidents over the phone.

Thank you so much for your time,
Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



Ashbridges Bay EA - Update #2 - Draft ESR

Amanda Parks to: consultations

Cc: jamesw

09/22/2014 11:57 AM

Good Morning,

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, has recently completed a Draft Environmental Study Report (ESR) for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment (EA). The draft report is currently being circulated to key stakeholders for review. This review is being undertaken to solicit comments prior to the finalization of the document and subsequent submission to the Ministry of the Environment and Climate Change for a 30 day public review.

Please find the Executive Summary for the ESR attached below. To review the full draft report please visit: <https://www.dropbox.com/sh/iw5f33gac7m72q0/AACHAbUcyaxOE6Uzd84S2cBla?dl=0> The report is currently broken down into two files in the Dropbox - one for the ESR and the other for the report Appendices. As the document is a very large file we felt this was the best way to manage it at this time.

Comments on the draft report will be taken until **Thursday October 9, 2014, 4pm**. They can be **sent to Margie Kenedy via e-mail or on a hard copy** of the document. After October 9th, TRCA will work to finalize the report for submission to the Ministry of the Environment and Climate Change. Once submitted the report will be posted on the Environmental Bill of Rights (EBR) for a 30 day public review. A notice will be sent to you when the public review is being undertaken to direct you to where you can find information on the EBR.

If you have any questions or comments regarding the attached notice **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270**.

I want to take this opportunity to thank you again for your input into this process.

Thank you for your time,
Amanda



Ashbridges Bay_Update#2_MNO_22Sept14.pdfDraft ESR Executive Summary_22Sept14.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
Cell: 416-895-7185
aparks@trca.on.ca

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Thank you."*

Correspondence with: Mississaugas of Alderville First Nation

Community Contacted Mailing Address	Mississaugas of Alderville First Nation Chief James Marsden, Mr. David Simpson P.O. Box 46, RR#4, Roseneath, ON. K0K 2X0
TRCA Correspondence Date Comments Sent Via	28-Mar-13 Notification #1: Notice of Commencement Package Courier Delivery
TRCA Follow-Up Date Contacted Via Comments	5-Jun-13 David Simpson Phone, Left Voice Mail, Email Requested Mr. Simpson confirm receipt, and identify if the Mississaugas of Alderville First Nation would like greater involvement in the project
TRCA Correspondence Date Comments Sent Via	6-Feb-14 Notification #2: Project Update #1 package Email, Courier Delivery
Alderville Correspondence Date Contacted Via Comments	11-Feb-14 Margie Kenedy, TRCA Email Letter received via email stating that Ashbridges Bay EA project has minimal potential to impact community interests, and requested regular updates regarding archaeological findings, burial sites, and environmental impacts, should any occur.
TRCA Correspondence Date Contacted Via Comments	22-Sep-14 Chief Marsden, David Simpson Courier, Email Included Project Update #2 a) Link to Draft ESR b) Executive Summary of Draft ESR



TRCA - Ashbridges Bay Environmental Assessment

Amanda Parks to: dsimpson

06/05/2013 11:07 AM

Good Morning Mr. Simpson,

I am writing to confirm your receipt of TRCA's Notice of Recommencement for the **Ashbridges Bay EA** , mailed to you March 28, 2013.

This Environmental Assessment will explore the development of a landform in both TRCA 's and City of Toronto's waterlot to provide for erosion and sediment management within Coatsworth Cut and Ashbridges Bay in the City of Toronto. The Ashbridges Bay EA will include an assessment of impacts on surrounding water quality, sediment transport, flood levels, fish and wildlife habitat, shoreline protection, etc. As noted in the Notification package emailed to you, a Stage 1 Archaeological Assessment (included in the notification package) has been completed for the entire study area and the report has been entered in the Ministry of Tourism, Culture and Sport provincial register. The Archaeological Assessment report recommended that no further archaeological assessment would be required prior to development, as the entire project area is located in a heavily disturbed location consisting of fill .

If you have any questions or concerns related to the project, or would like greater involvement in the project, I would be happy to call you to discuss how the Mississaugas of Alderville First Nation would like to be engaged with the Ashbridges Bay EA.

Thank you for your time,

Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Ashbridges Bay EA - Project Update and Request for Engagement

Amanda Parks to: jbmarsden
Cc: dsimpson

02/06/2014 11:30 AM

Good Morning Chief Marsden,

This email is in reference to the correspondence delivered to your community on March 28, 2013 regarding the commencement of the Ashbridges Bay Environmental Assessment (EA) initiated by Toronto and Region Conservation Authority (TRCA) in partnership with the City of Toronto. This study is proposing to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. Please find attached below a letter and a related document addressed to your community to provide you with a project update and request for engagement. This information package is also being sent to yourself, Ms. Simpson, and the Williams Treaty Coordinator Ms. Sandy-McKenzie via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_Update#1_Alderville_6Feb14.pdf Ashbridges Bay EA Project Update #1.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
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Thank you."*



ALDERVILLE FIRST NATION
11696 Second Line
P.O. Box 46
Roseneath, Ontario K0K 2X0
Phone: (905) 352-2011
Fax: (905) 352-3242

Chief: James R. Marsden
Councillor: Julie Bothwell
Councillor: Jody Holmes
Councillor: Dave Mowat
Councillor: Angela Smoke

February 11, 2014

Toronto and Region Conservation
5 Shoreham Drive
Downsview, ON M3N 1S4

Att: Margie Kenedy

Re: Ashbridges Cay Erosion and Sediment Control Project – Environmental Assessment, Update #1

Dear Margie Kenedy,

Thank you for your consultation request to Alderville First Nation regarding the above noted project which is being proposed within our Traditional and Treaty Territory. We appreciate the fact that Toronto and Region Conservation recognizes the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult Process.

As per the Alderville First Nation Consultation Protocol, your proposed project is deemed a level 3, having minimal potential to impact our First Nations' rights, therefore, please keep Alderville apprised of any archaeological findings, burial sites or any environmental impacts, should any occur. I can be contacted at the mailing address above or electronically via email, at the email address below.

In good faith and respect,

Dave Simpson
Lands and Resources
Communications Officer
Alderville First Nation

dsimpson@aldervillefirstnation.ca

Tele: (905) 352-2662
Fax: (905) 352-3242



Ashbridges Bay EA - Update #2 - Draft ESR

Amanda Parks to: jbmarsden
Cc: dsimpson

09/22/2014 11:58 AM

Good Morning,

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, has recently completed a Draft Environmental Study Report (ESR) for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment (EA). The draft report is currently being circulated to key stakeholders for review. This review is being undertaken to solicit comments prior to the finalization of the document and subsequent submission to the Ministry of the Environment and Climate Change for a 30 day public review.

Please find the Executive Summary for the ESR attached below. To review the full draft report please visit: <https://www.dropbox.com/sh/iw5f33gac7m72q0/AChAbUcyaxOE6Uzd84S2cBla?dl=0> The report is currently broken down into two files in the Dropbox - one for the ESR and the other for the report Appendices. As the document is a very large file we felt this was the best way to manage it at this time.

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If you have any questions or comments regarding the attached notice **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

I want to take this opportunity to thank you again for your input into this process.

Thank you for your time,
Amanda



Ashbridges Bay_Update#2_Alderville_22Sept14.pdfDraft ESR Executive Summary_22Sept14.pdf

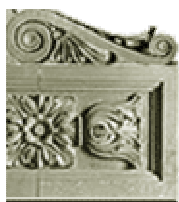
Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
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416-661-6600 Ext. 6417
Cell: 416-895-7185
aparks@trca.on.ca

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Thank you."*

Correspondence with: Mississaugas of Scugog Island First Nation

Community Contacted Mailing Address	Mississaugas of Scugog Island First Nation Mr. Dave Mowat 22521 Island Road, Port Perry, ON. L9L 1B6
TRCA Correspondence Date Comments Sent Via	28-Mar-13 Notification #1: Notice of Commencement Package Courier Delivery
Scugog Island Correspondence Date Contacted Via Comments	18-Apr-13 Margie Kenedy Email TRCA received response letter from Consultation Specialist detailing some historical concerns for the area; Suggested that historic and current reflections on the Mississauga Nation be reflected in redevelopment of area.
TRCA Follow-Up Date Contacted Via Comments	5-Jun-13 Dave Mowat Phone Spoke about some of the historic changes that occurred along the waterfront
TRCA Correspondence Date Comments Sent Via	6-Feb-14 Notification #2: Project Update #1 package Email, Courier Delivery
Scugog Island Correspondence Date Contacted Via Comments	03-Mar-14 Dave Mowat Phone, Left Voice Mail, Email Requested Mr. Mowat confirm receipt, and offered to answer any questions about the project
TRCA Correspondence Date Contacted Via Comments	22-Sep-14 Chief Kelly LaRocca, Dave Mowat Courier, Email Included Project Update #2 a) Link to Draft ESR b) Executive Summary of Draft ESR



Fw: Ashbridges Bay Project Response Letter
 Margie Kenedy
 to:
 Amanda Parks
 04/18/2013 01:26 PM
 Hide Details
 From: Margie Kenedy/MTRCA
 To: "Amanda Parks" <AParks@TRCA.on.ca>,

1 Attachment



Ashbridges Bay Erosion Response Letter.docx

FYI. I didn't open it yet. Not sure if this the same letter...
 Sent from my BlackBerry
 cell 416 677 5186

From: Monica Sanford [msanford@scugogfirstnation.com]
Sent: 04/18/2013 05:25 PM GMT
To: Margie Kenedy
Subject: Ashbridges Bay Project Response Letter

Hi Margie,

Please find the attached letter regarding Dave Mowat response to the Ashbridges Bay Erosion and Sediment Control project. I also faxed the signed letter to you.

In Spirit of Kindness,

Monica Sanford

Community Consultation Administrative Assistant
 Mississaugas of Scugog Island First Nation
 22521 Island Road
 Port Perry, ON
 L9L 1B6
 Phone: (905) 985-3337
 Fax: (905) 985-8828
 Email: msanford@scugogfirstnation.com

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22521 ISLAND ROAD PORT PERRY, ON L9L 1B6 TEL: 905-985-3337 FAX: 905-985-8828
www.scugogfirstnation.com

March 28, 2014

Margie Kenedy
Toronto and Region Conservation
5 Shoreham Drive
Downsview, ON.
M3N 1S4

Re: Ashbridges Bay Erosion and Sediment Control Project-EA

Dear M. Kenedy:

Regarding the **Ashbridges Bay Erosion and Sediment Control Project-EA**, I want to thank you for allowing us to weigh in on the matter. Given the information provided in the historical overview via the project CD (March 28/13) I wish to say that my first impression was one of alarm at the extent to which the Toronto Harbour/Ashbridges Bay waterfront area has been impacted over the generations. Raw sewage, regular dredging, infilling, just the human impact alone puts the issue in daunting perspective.

It is extremely difficult to comment in light of this impact; knowing also that at many points along the Lake Ontario waterfront (not far from the project site) where Anishinabeg harvesting occurred and where efforts to sustain such harvesting occurred, that in fact human/urban encroachment defeated this activity to a large extent. Take the Mississauga fisheries to the southwest of the project site, at the Credit River and Twelve Mile Creek.

Since at least 1806 the issue of encroachment and pollution along the Toronto/Mississauga waterfront has been one expressed in the words of such people as the Mississauga Chief Quenepenon (*Giniw-bine*) of the Otter Clan who said in 1806 regarding the Credit River that ***“We have already mentioned to you, that our Waters in this River are so filthy & disturbed by washing with Sope & other dirt, that fish refuse coming into the River as usual, by which are [sic] families are in great distress for want of food.”*** (Donald Smith, *Peter Jones, the Mississaugas of the Credit and the Indian Department of Upper Canada, 1825-1847*).

I believe all agencies concerned with the Toronto waterfront need to understand that the First Nations concerns pre-date any and all concerns. The project CD states that by the 1870s there were

9 outfalls depositing raw sewage into Toronto Harbour necessitating regular dredging of the slips. Rather than clean up the effluent contaminating the harbor the outfall pipes were moved further out in to the bay. To reiterate, *Giniw-bine* had raised the dirty water alarm in the same relative vicinity 7 decades before! (The Credit is approximately 18 miles or less away from the present project site). Not until 100 years after *Giniw-bine* spoke was therein interceptor sewer system delivering Toronto's sewage to a treatment plant approved by city ratepayers. That plant became operational in 1913 according to your information.

So while the project site confines itself to Ashbridges Bay and while it is about erosion control, I have seized upon an opportunity to cite the historic concerns of the Mississauga Nation regarding Toronto waters. My point being that history shows First Nations observations on depleted water quality to have been real, substantiated, and of great socio-economic burden going back 200 years. That we now have the opportunity to speak to such projects as this is important, but at the same time worrisome given the historic realities. We have to put our trust in agencies such as yours that the correct response to the issue at hand will be undertaken. What I might recommend is that the Mississauga Nation, its place, position and historic reflections along the waterfront be in turn reflected in any and all redevelopments along the Toronto waterfront.

Thank you,

Dave Mowat,
Consultation Specialist



Ashbridges Bay EA - Project Update and Request for Engagement

Amanda Parks to: klarocca
Cc: dmowat

02/06/2014 11:33 AM

Good Morning LaRocca,

This email is in reference to the correspondence delivered to your community on March 28, 2013 regarding the commencement of the Ashbridges Bay Environmental Assessment (EA) initiated by Toronto and Region Conservation Authority (TRCA) in partnership with the City of Toronto. This study is proposing to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. Please find attached below a letter and a related document addressed to your community to provide you with a project update and request for engagement. This information package is also being sent to yourself, Ms. Mowat, and the Williams Treaty Coordinator Ms. Sandy-McKenzie via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_Update#1_Scugog_6Feb14.pdf Ashbridges Bay EA Project Update #1.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



Archive:

{In Archive} TRCA - Ashbridges Bay EA Update #1 Follow Up

Amanda Parks to: dmowat

03/03/2014 02:25 PM

This message is being viewed in an archive .

Hello Dave,

As per my voice message, I am writing today to follow up with you about the Ashbridges Bay EA update sent to you on February 6, 2014.

I was curious if you had received this update, and whether or not you had time to review it. The update includes a description and evaluation of the various alternatives being considered as solutions to the erosion control and sediment problems in the City of Toronto at Ashbridges Bay .

In particular, TRCA is wondering if any of the alternatives impact your community's interests in the area, or impact your community's Constitutional or Treaty rights in any way. Your input on these matters will help us to select the preferred alternative, which will be completed this month.

If you have any questions at all, I would be happy to speak with you over the phone. I am out of the office tomorrow, but will be in for the rest of the week.

Thank you so much for your time,
Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Ashbridges Bay EA - Update #2 - Draft ESR

Amanda Parks to: klarocca
Cc: dmowat

09/22/2014 11:57 AM

Good Morning,

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, has recently completed a Draft Environmental Study Report (ESR) for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment (EA). The draft report is currently being circulated to key stakeholders for review. This review is being undertaken to solicit comments prior to the finalization of the document and subsequent submission to the Ministry of the Environment and Climate Change for a 30 day public review.

Please find the Executive Summary for the ESR attached below. To review the full draft report please visit: <https://www.dropbox.com/sh/iw5f33gac7m72q0/AChAbUcyaxOE6Uzd84S2cBla?dl=0> The report is currently broken down into two files in the Dropbox - one for the ESR and the other for the report Appendices. As the document is a very large file we felt this was the best way to manage it at this time.

Comments on the draft report will be taken until **Thursday October 9, 2014, 4pm**. They can be sent to **Margie Kenedy via e-mail or on a hard copy** of the document. After October 9th, TRCA will work to finalize the report for submission to the Ministry of the Environment and Climate Change. Once submitted the report will be posted on the Environmental Bill of Rights (EBR) for a 30 day public review. A notice will be sent to you when the public review is being undertaken to direct you to where you can find information on the EBR.

If you have any questions or comments regarding the attached notice please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.

I want to take this opportunity to thank you again for your input into this process.

Thank you for your time,
Amanda



Ashbridges Bay_Update#2_Scugog_22Sept14.pdfDraft ESR Executive Summary_22Sept14.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
Cell: 416-895-7185
aparks@trca.on.ca

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Thank you."*

Correspondence with: Mississaugas of the New Credit First Nation

Community Contacted Mailing Address	Mississaugas of the New Credit First Nation Chief Bryan LaForme, Margaret Sault, Carolyn King 2789 Mississauga Road, R.R. #6, Hagersville, N0A 1H0
TRCA Correspondence Date Comments Sent Via	28-Mar-13 Notification #1: Notice of Commencement Package Courier Delivery
TRCA Follow-Up Date Contacted Via Comments	5-Jun-13 Margaret Sault Phone, Left Voice Mail, Email Requested Ms. Sault confirm receipt, and identify if the Mississaugas of the New Credit First Nation would like greater involvement in the project
TRCA Correspondence Date Comments Sent Via	6-Feb-14 Notification #2: Project Update #1 package Email, Courier Delivery
TRCA Follow-Up Date Contacted Via Comments	03-Mar-14 Margaret Sault, Carolyn King Phone, Left Voice Mail, Email Requested Ms. Sault confirm receipt, and offered to answer any questions about the project
TRCA Correspondence Date Contacted Via Comments	22-Sep-14 Chief Bryan LaForme, Margaret Sault, Carolyn King Courier, Email Included Project Update #2 a) Link to Draft ESR b) Executive Summary of Draft ESR



TRCA - Ashbridges Bay Environmental Assessment

Amanda Parks to: margaret.sault

06/05/2013 11:15 AM

Good Morning Ms. Sault,

I am writing to confirm your receipt of TRCA's Notice of Recommencement for the **Ashbridges Bay EA** , mailed to you March 28, 2013.

This Environmental Assessment will explore the development of a landform in both TRCA 's and City of Toronto's waterlot to provide for erosion and sediment management within Coatsworth Cut and Ashbridges Bay in the City of Toronto. The Ashbridges Bay EA will include an assessment of impacts on surrounding water quality, sediment transport, flood levels, fish and wildlife habitat, shoreline protection, etc. As noted in the Notification package emailed to you, a Stage 1 Archaeological Assessment (included in the notification package) has been completed for the entire study area and the report has been entered in the Ministry of Tourism, Culture and Sport provincial register. The Archaeological Assessment report recommended that no further archaeological assessment would be required prior to development, as the entire project area is located in a heavily disturbed location consisting of fill .

If you have any questions or concerns related to the project, or would like greater involvement in the project, I would be happy discuss with you how the Mississaugas of the New Credit First Nation would like to be engaged with the Ashbridges Bay EA.

Thank you for your time,

Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Ashbridges Bay EA - Project Update and Request for Engagement

Amanda Parks to: bryanlaforme

02/06/2014 11:38 AM

Cc: margaret.sault, carolyn.king

Good Morning Chief LaForme,

This email is in reference to the correspondence delivered to your community on March 28, 2013 regarding the commencement of the Ashbridges Bay Environmental Assessment (EA) initiated by Toronto and Region Conservation Authority (TRCA) in partnership with the City of Toronto. This study is proposing to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. Please find attached below a letter and a related document addressed to your community to provide you with a project update and request for engagement. This information package is also being sent to yourself, Ms. Sault, and Ms. King via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_Update#1_NewCredit_6Feb14.pdf Ashbridges Bay EA Project Update #1.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



{In Archive} TRCA - Ashbridges Bay EA Update #1 Follow Up

Amanda Parks to: margaret.sault

03/03/2014 02:38 PM

Cc: Julie.Laforme

Archive: This message is being viewed in an archive .

Hello Ms. Sault,

I am writing today to follow up with you about the Ashbridges Bay EA update sent to you on February 6, 2014.

I was curious if you had received this update, and whether or not you had time to review it. The update includes a description and evaluation of the various alternatives being considered as solutions to the erosion control and sediment problems in the City of Toronto at Ashbridges Bay. Each alternative uses breakwaters to keep sediment out of the navigation channel of Ashbridges Bay and Coatsworth Cut.

In particular, TRCA is wondering if any of the alternatives impact your community's interests in the area, or impact your community's Constitutional or Treaty rights in any way. Your input on these matters will help us to select the preferred alternative, which will be completed this month.

I would be happy to speak with you over the phone if you have any questions about the project that can help you comment on you community's interest. I am out of the office tomorrow, but will be in for the rest of the week.

Thank you so much for your time,
Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



Ashbridges Bay EA - Update #2 - Draft ESR

Amanda Parks to: bryanlaforme
Cc: margaret.sault, carolyn.king

09/22/2014 11:57 AM

Good Morning,

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, has recently completed a Draft Environmental Study Report (ESR) for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment (EA). The draft report is currently being circulated to key stakeholders for review. This review is being undertaken to solicit comments prior to the finalization of the document and subsequent submission to the Ministry of the Environment and Climate Change for a 30 day public review.

Please find the Executive Summary for the ESR attached below. To review the full draft report please visit: <https://www.dropbox.com/sh/iw5f33gac7m72q0/AACHAbUcyaxOE6Uzd84S2cBla?dl=0> The report is currently broken down into two files in the Dropbox - one for the ESR and the other for the report Appendices. As the document is a very large file we felt this was the best way to manage it at this time.

Comments on the draft report will be taken until **Thursday October 9, 2014, 4pm**. They can be **sent to Margie Kenedy via e-mail or on a hard copy** of the document. After October 9th, TRCA will work to finalize the report for submission to the Ministry of the Environment and Climate Change. Once submitted the report will be posted on the Environmental Bill of Rights (EBR) for a 30 day public review. A notice will be sent to you when the public review is being undertaken to direct you to where you can find information on the EBR.

If you have any questions or comments regarding the attached notice **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270**.

I want to take this opportunity to thank you again for your input into this process.

Thank you for your time,
Amanda



Ashbridges Bay_Update#2_NewCredit_22Sept14.pdfDraft ESR Executive Summary_22Sept14.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
Cell: 416-895-7185
aparks@trca.on.ca

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Thank you."*

Correspondence with: Moose Deer Point First Nation

Community Contacted Mailing Address	Moose Deer Point Chief Baron King P.O. Box 119, 3720 Twelve Mile Bay Road, MacTier, ON, P0C 1H0
TRCA Correspondence Date Comments Sent Via	28-Mar-13 Notification #1: Notice of Commencement Package Courier Delivery
TRCA Follow-Up Date Contacted Via Comments	5-Jun-13 Chief Baron King Phone, Left Voice Mail, Email Requested Chief King confirm receipt, and identify if the Moose Deer Point First Nation would like greater involvement in the project
TRCA Correspondence Date Comments Sent Via	6-Feb-14 Notification #2: Project Update #1 package Email, Courier Delivery
TRCA Follow-Up Date Contacted Via Comments	03-Mar-14 Chief Baron King Phone, Left Voice Mail, Email Requested Chief King confirm receipt, and offered to answer any questions about the project
TRCA Correspondence Date Contacted Via Comments	22-Sep-14 Chief Barron King Courier, Email Included Project Update #2 a) Link to Draft ESR b) Executive Summary of Draft ESR



TRCA - Ashbridges Bay Environmental Assessment

Amanda Parks to: chief

06/05/2013 10:50 AM

Good Morning Chief King,

I am writing to confirm your receipt of TRCA's Notice of Recommencement for the **Ashbridges Bay EA** , mailed to you March 28, 2013.

This Environmental Assessment will explore the development of a landform in both TRCA 's and City of Toronto's waterlot to provide for erosion and sediment management within Coatsworth Cut and Ashbridges Bay in the City of Toronto. The Ashbridges Bay EA will include an assessment of impacts on surrounding water quality, sediment transport, flood levels, fish and wildlife habitat, shoreline protection, etc. As noted in the Notification package emailed to you, a Stage 1 Archaeological Assessment (included in the notification package) has been completed for the entire study area and the report has been entered in the Ministry of Tourism, Culture and Sport provincial register. The Archaeological Assessment report recommended that no further archaeological assessment would be required prior to development, as the entire project area is located in a heavily disturbed location consisting of fill .

If you have any questions or concerns related to the project, or would like greater involvement in the project, I would be happy to call you to discuss how the Moose Deer Point First Nation would like to be engaged with the Ashbridges Bay EA.

Thank you for your time,

Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
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Ashbridges Bay EA - Project Update and Request for Engagement

Amanda Parks to: chief

02/06/2014 11:41 AM

Good Morning Chief King,

This email is in reference to the correspondence delivered to your community on March 28, 2013 regarding the commencement of the Ashbridges Bay Environmental Assessment (EA) initiated by Toronto and Region Conservation Authority (TRCA) in partnership with the City of Toronto. This study is proposing to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. Please find attached below a letter and a related document addressed to your community to provide you with a project update and request for engagement. This information package is also being sent to you via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_Update#1_MooseDeerPoint_6Feb14.pdf Ashbridges Bay EA Project Update #1.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
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{In Archive} TRCA - Ashbridges Bay EA Update #1 Follow Up

Amanda Parks to: chief

03/03/2014 01:26 PM

Archive:

This message is being viewed in an archive .

Good Afternoon Chief King,

I am writing today as a follow up to the Ashbridges Bay EA update sent to you on February 6, 2014.

I was curious if you had received this update, and whether or not you had time to review it. The update includes a description and evaluation of the various alternatives being considered as solutions to the erosion control and sediment problems in the City of Toronto at Ashbridges Bay .

In particular, TRCA is wondering if any of the alternatives impact your community's interests in the area, or impact your community's Constitutional or Treaty rights in any way. Your input on these matters will help us to select the preferred alternative, which will be completed this month.

If you have any questions at all, I would be happy to speak with you over the phone.

Thank you so much for your time,
Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
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Ashbridges Bay EA - Update #2 - Draft ESR

Amanda Parks to: chief

09/22/2014 11:57 AM

Good Morning,

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Please find the Executive Summary for the ESR attached below. To review the full draft report please visit: <https://www.dropbox.com/sh/iw5f33gac7m72q0/AChAbUcyaxOE6Uzd84S2cBla?dl=0> The report is currently broken down into two files in the Dropbox - one for the ESR and the other for the report Appendices. As the document is a very large file we felt this was the best way to manage it at this time.

Comments on the draft report will be taken until **Thursday October 9, 2014, 4pm**. They can be **sent to Margie Kenedy via e-mail or on a hard copy** of the document. After October 9th, TRCA will work to finalize the report for submission to the Ministry of the Environment and Climate Change. Once submitted the report will be posted on the Environmental Bill of Rights (EBR) for a 30 day public review. A notice will be sent to you when the public review is being undertaken to direct you to where you can find information on the EBR.

If you have any questions or comments regarding the attached notice **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

I want to take this opportunity to thank you again for your input into this process.

Thank you for your time,
Amanda



Ashbridges Bay_Update#2_MooseDeerPoint_22Sept14.pdf Draft ESR Executive Summary_22Sept14.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
Cell: 416-895-7185
aparks@trca.on.ca

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Thank you."*

Correspondence with: Six Nations of the Grand River

Community Contacted Mailing Address	Six Nations of the Grand River Paul General Six Nations Wildlife EcoCentre, 2676 4th Line Road, P.O Box 5000, Ohsweken ON, N0A 1M0
TRCA Correspondence Date Comments Sent Via	28-Mar-13 Notification #1: Notice of Commencement Package Courier Delivery
TRCA Follow-Up Date Contacted Via Comments	5-Jun-13 Paul General Phone, Left Voice Mail, Email Requested Mr. General confirm receipt, and identify if the Six Nations of the Grand River would like greater involvement in the project
TRCA Correspondence Date Comments Sent Via	6-Feb-14 Notification #2: Project Update #1 package Email, Courier Delivery
TRCA Follow-Up Date Contacted Via Comments	03-Mar-14 Paul General Phone, Email Spoke with Lands and Resources Director who noted there are no current concerns with any of the proposed alternatives, and would send an email stating so (not received); TRCA sent follow up email.
TRCA Correspondence Date Contacted Via Comments	22-Sep-14 Chief Ava Hill, Paul General Courier, Email Included Project Update #2 a) Link to Draft ESR b) Executive Summary of Draft ESR



TRCA - Ashbridges Bay Environmental Assessment

Amanda Parks to: pgeneral

06/05/2013 11:49 AM

Good Afternoon Mr. General,

I am writing to confirm your receipt of TRCA's Notice of Recommencement for the **Ashbridges Bay EA** , mailed to you March 28, 2013.

This Environmental Assessment will explore the development of a landform in both TRCA 's and City of Toronto's waterlot to provide for erosion and sediment management within Coatsworth Cut and Ashbridges Bay in the City of Toronto. The Ashbridges Bay EA will include an assessment of impacts on surrounding water quality, sediment transport, flood levels, fish and wildlife habitat, shoreline protection, etc. As noted in the Notification package emailed to you, a Stage 1 Archaeological Assessment (included in the notification package) has been completed for the entire study area and the report has been entered in the Ministry of Tourism, Culture and Sport provincial register. The Archaeological Assessment report recommended that no further archaeological assessment would be required prior to development, as the entire project area is located in a heavily disturbed location consisting of fill .

If you have any questions or concerns related to the project, or would like greater involvement in the project, I would be happy discuss with you how Six Nations of the Grand River would like to be engaged with the Ashbridges Bay EA.

Thank you for your time,

Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Ashbridges Bay EA - Project Update and Request for Engagement

Amanda Parks to: wkm
Cc: pgeneral

02/06/2014 11:45 AM

Good Morning Chief Montour,

This email is in reference to the correspondence delivered to your community on March 28, 2013 regarding the commencement of the Ashbridges Bay Environmental Assessment (EA) initiated by Toronto and Region Conservation Authority (TRCA) in partnership with the City of Toronto. This study is proposing to carry out remedial erosion control works to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridges Bay Park in the City of Toronto. Please find attached below a letter and a related document addressed to your community to provide you with a project update and request for engagement. This information package is also being sent to you and Mr. General via regular mail.

If you have any questions or comments regarding the attached notice, would like to be kept informed of the project process, or would like further information regarding the project **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270.**

Thank you for your time,

Amanda



Ashbridges Bay_Update#1_Six NationsPG_6Feb14.pdf Ashbridges Bay EA Project Update #1.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



Archive:

{In Archive} TRCA - Ashbridges Bay EA Update #1 - Follow Up

Amanda Parks to: pgeneral

03/03/2014 01:18 PM

This message is being viewed in an archive .

Hi Paul,

Thank you for taking the time to speak with me today about the Ashbridges Bay EA update sent to you on February 6, 2014. The update included a description and evaluation of the various alternatives being considered as solutions to the erosion control and sediment problems in the City of Toronto at Ashbridges Bay.

As per our phone conversation, TRCA is wondering if any of the alternatives impact your community's interests in the area, or impact your community's Constitutional or Treaty rights in any way. Your input on these matters will help us to select the preferred alternative, which will be completed this month.

Thank you in advance for your email response.

Hope you have a great afternoon,
Amanda

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
aparks@trca.on.ca

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Thank you."*



Ashbridges Bay EA - Update #2 - Draft ESR

Amanda Parks to: avahill
Cc: pgeneral

09/22/2014 11:57 AM

Good Morning,

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, has recently completed a Draft Environmental Study Report (ESR) for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment (EA). The draft report is currently being circulated to key stakeholders for review. This review is being undertaken to solicit comments prior to the finalization of the document and subsequent submission to the Ministry of the Environment and Climate Change for a 30 day public review.

Please find the Executive Summary for the ESR attached below. To review the full draft report please visit: <https://www.dropbox.com/sh/iw5f33gac7m72q0/AACHAbUcyaxOE6Uzd84S2cBla?dl=0> The report is currently broken down into two files in the Dropbox - one for the ESR and the other for the report Appendices. As the document is a very large file we felt this was the best way to manage it at this time.

Comments on the draft report will be taken until **Thursday October 9, 2014, 4pm**. They can be **sent to Margie Kenedy via e-mail or on a hard copy** of the document. After October 9th, TRCA will work to finalize the report for submission to the Ministry of the Environment and Climate Change. Once submitted the report will be posted on the Environmental Bill of Rights (EBR) for a 30 day public review. A notice will be sent to you when the public review is being undertaken to direct you to where you can find information on the EBR.

If you have any questions or comments regarding the attached notice **please contact Margie Kenedy at mkenedy@trca.on.ca or (416) 661-6600 ext.5270**.

I want to take this opportunity to thank you again for your input into this process.

Thank you for your time,
Amanda



Ashbridges Bay_Update#2_Six NationsPG_22Sept14.pdfDraft ESR Executive Summary_22Sept14.pdf

Amanda Parks
Tech Assistant, Aboriginal Engagement
Archaeological Resource Management Services
Toronto and Region Conservation Authority
416-661-6600 Ext. 6417
Cell: 416-895-7185
aparks@trca.on.ca

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Thank you."*

Appendix J

Public Consultation Materials

4. Community Liaison Committee (CLC) Documentation

CLC Invitation (Sample Letters)

CLC Terms of Reference

CLC Meeting # 1 – May 15, 2013 (Agenda, Presentation, Meeting Report)

CLC Meeting #2 – September 5, 2013 (Agenda, Presentation, Attendance Sheet,
Meeting Report)

CLC Meeting #3 – November 29, 2013 (Agenda, Presentation, Workbook, Attendance
Sheet, Meeting Report, Comments Received)

Review of the Draft Environmental Study Report (Notification, Comments Received)

SENT VIA E-MAIL & HARDCOPY

Lisa Turnbull
Toronto and Region Conservation Authority
5 Shoreham Drive
Toronto, Ontario M3N 1S4

April 25, 2013

CFN: 48797

Councillor Mary-Margaret McMahon
Toronto City Hall
100 Queen Street West, Suite B28
Toronto, ON M5H 2N2

SUBJECT: Commencement of the Ashbridges Bay Erosion and Sediment Control Class Environmental Assessment and Invitation to Participate in the Community Liaison Committee

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, is re-commencing a Conservation Ontario Class Environmental Assessment (Class EA) study for the Ashbridges Bay Erosion and Sediment Control Project. TRCA is undertaking the Class EA to identify a preferred alternative that will address navigation risks caused by erosion and sediment deposition, while taking into consideration the various approved facilities and planning initiatives in the area. The Notice of Study Commencement is enclosed.

Stakeholder consultation is an integral part of the environmental assessment process and as such, a Community Liaison Committee (CLC) will be formed to facilitate engagement and communication throughout the Class EA process. CLC members will be asked to participate in both the Class EA process (May – October 2013) and the detailed design exercise that will follow (January 2014).

We are formally extending this invitation for you to participate in the CLC. Enclosed is a copy of the CLC Terms of Reference, outlining the roles, membership and function of the CLC.

The first meeting of the CLC for the Ashbridges Bay Class EA is on **Wednesday May 15, 2013**, from 6:30-8:30pm. This initial meeting will provide CLC members with the opportunity to become acquainted with other members, TRCA and City of Toronto staff, along with the consultant team that will be working on the Class EA study. Topics for discussion at the first

meeting will include a presentation of the work plan, an overview of the current conditions in the study area and a review of erosion and sediment control remedial alternatives considered in the previous EA studies. A formal agenda will be distributed at a later date.

Please contact me directly by Monday May 6, 2013 if you are interested in participating in the CLC. If you are unable to participate but have interest in being circulated on information as the project proceeds we can add you to our mailing list for key updates. If you have any questions or concerns please feel free to contact the undersigned at: 416-661-6600 ext. 5645, or by email at: lturnbull@trca.on.ca

Addressing sedimentation and shoreline stability at Ashbridges Bay has been a long term priority for the TRCA and the City of Toronto. We welcome you to be a part of the Class EA study process.

Sincerely,



Lisa Turnbull
Project Manager II
Project Management Office
Restoration Services
416-661-6600 ext. 5645
lturnbull@trca.on.ca
www.trca.on.ca/ashbridgesbayproject_ea

Enclosures: -Community Liaison Committee Terms of Reference
 -Notice of Study Commencement

cc: Ted Bowering, City of Toronto, Toronto Water

SENT VIA E-MAIL & HARDCOPY
April 25, 2013

Greater Beach Neighbourhood
Email: GBNAtoronto@gmail.com

To Whom It May Concern,

Request for Representatives to Participate on the Ashbridges Bay Erosion and Sediment Control Environmental Assessment Community Liaison Committee

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, is re-commencing a Conservation Ontario Class Environmental Assessment (Class EA) study for the Ashbridges Bay Erosion and Sediment Control Project. TRCA is undertaking the Class EA to identify a preferred alternative that will address navigation risks caused by erosion and sediment deposition, while taking into consideration the various approved facilities and planning initiatives in the area. The Notice of Study Commencement is enclosed.

Stakeholder consultation is an integral part of the environmental assessment process and as such, a Community Liaison Committee (CLC) will be formed to facilitate engagement and communication throughout the Class EA process. CLC members will be asked to participate in both the Class EA process (May – October 2013) and the detailed design exercise that will follow (January 2014).

We are formally extending this invitation for you to appoint a representative to the CLC. Your association's participation on the CLC will help to ensure that we reach a broad spectrum of interested and informed people within the community. Enclosed is a copy of the CLC Terms of Reference, outlining the roles, membership and function of the CLC.

The first meeting of the CLC for the Ashbridges Bay Class EA is on **Wednesday May 15, 2013**, from 6:30-8:30pm. This initial meeting will provide CLC members with the opportunity to become acquainted with other members, TRCA and City of Toronto staff, along with the consultant team that will be working on the Class EA study. Topics for discussion at the first meeting will include a presentation of the work plan, an overview of the current conditions in the study area and a review of erosion and sediment control remedial alternatives considered in the previous EA studies. A formal agenda will be distributed at a later date.

Please contact me directly by Monday May 6, 2013 to confirm your participation on the CLC. At this time, I would ask that you provide contact information (name, address, phone and e-mail) for your individual representative along with an indication of their availability to attend the meeting proposed for May 15, 2013. Please also nominate an alternate who can attend if the representative becomes unavailable. If you have any questions, please feel free to contact me at 416-661-6600 ext. 5645, or by email at: lturnbull@trca.on.ca

Addressing sedimentation and shoreline stability at Ashbridges Bay has been a long term priority for the TRCA and the City of Toronto. We welcome you to be a part of the Class EA study process and we look forward to your participation on the Community Liaison Committee.

Sincerely,



Lisa Turnbull
Project Manager II
Project Management Office
Restoration Services
416-661-6600 ext. 5645
lturnbull@trca.on.ca
www.trca.on.ca/ashbridgesbayproject_ea

Enclosures: -Community Liaison Committee Terms of Reference
 -Notice of Study Commencement



**ASHBRIDGES BAY EROSION AND SEDIMENT CONTROL PROJECT –
CONSERVATION ONTARIO
CLASS ENVIRONMENTAL ASSESSMENT**

**COMMUNITY LIAISON COMMITTEE
TERMS OF REFERENCE**

April 2013



**ASHBRIDGES BAY EROSION AND SEDIMENT CONTROL PROJECT
CONSERVATION ONTARIO CLASS ENVIRONMENTAL ASSESSMENT
COMMUNITY LIASION COMMITTEE MEMBERSHIP
TERMS OF REFERENCE**

1.0 BACKGROUND

The Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, is re-commencing a Conservation Ontario Class Environmental Assessment (EA) to resolve long-term shoreline stability and sediment issues at the mouth of Coatsworth Cut and Ashbridge's Bay Park. The Park lies on the north shore of Lake Ontario, in Toronto, Ontario.

Following construction of Ashbridge's Bay Park, sediment eroding from the Scarborough Bluffs was transported westward and deposited in the eastern embayment creating a large beach (Woodbine Beach). As the embayment filled in, a sandbar began to form offshore, causing the sediment to bypass the park and be deposited in front of the Ashbridges Bay Water and Sewage Treatment Plant along with the entrance of Coatsworth Cut.

In 1983, Toronto and Region Conservation Authority (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 ever increasing dredging volumes and associated expenses, TRCA began to investigate shoreline modification options that would eliminate the need for annual maintenance dredging in 1999.

The timeline below is a summary of the efforts made in recent years to tackle the erosion and sediment issues and find a long term, sustainable solution. Appendix A gives more detailed background information.

Timeline at a Glance

- Mid-1970's: Ashbridge's Bay Park constructed
- Early 1980's: Start of dredging at mouth of Coatsworth Cut
- 1990's: Reports by Sandwell (1991) & Baird (1999) indicate ~10,000.00 m³ of sand per year bypass the headland. Dredging volumes and costs in Coatsworth Cut increase in the 1990s.
- 2002: TRCA initiated Class EA to address sediment and erosion issues
- 2004: TRCA suspended Class EA while other waterfront planning initiatives are completed
- 2008: Toronto Water completes Coatsworth Cut Municipal Class EA along with Ashbridges Bay (formerly Main) Treatment Plant - Individual EA. Waterfront Toronto also completes Lake Ontario Park Master Plan (LOP)
- 2009: TRCA recommences their Class EA to address sediment and erosion along with facilitating public access.
- 2010: TRCA suspends their 2009 Class EA – Projected cost estimated at \$20 - \$40 million which exceeded available budget
- 2012: Don Central Waterfront EA completed
- April 2012: Toronto City Council directs Toronto Water to enter into a joint initiative with TRCA to undertake an EA Study at Ashbridges Bay
- 2013: TRCA re-initiates the Conservation Ontario Class EA

2.0 PROJECT SCOPE

The primary objective of the 2013 Class EA study is to address erosion and sedimentation issues within Coatsworth Cut and Ashbridge's Bay Park with consideration to the other approved facilities and waterfront planning initiatives in the area. The EA will pick up where the 2009 Class EA left off and identify the design alternatives that still remain valid given the change in project scope.

The EA process will consider:

- the City of Toronto's approved facilities (as identified in completed EAs) in the vicinity of the Ashbridges Bay Treatment Plant;
- the creation of coastal and terrestrial habitats;
- improvements in public and ecological connectivity to and along the waterfront as per the objectives of the Lake Ontario Park Master Plan and the Tommy Thompson Park Master Plan.

The planning and design of the remedial works of the Local Study Area will involve::

- exploring the development of a landform in TRCA's waterlot south of Coatsworth Cut and within the City of Toronto's waterlot south of the Ashbridges Bay Wastewater Treatment Plant., to provide for erosion and sediment management while taking into consideration the conceptual designs for the Coatsworth Cut stormwater treatment wetland and combined sewer overflow high-rate treatment facility (approved City of Toronto facilities as identified in completed Class EA studies);
- assessing impacts on surrounding water quality, sediment transport, flood levels, fish and wildlife habitat, shoreline protection, recreational opportunities, marine navigation and recreational boating;
- conducting broad public consultation with affected stakeholders; and
- considering existing waterfront planning initiatives.

TRCA will ensure that the design options considered through the Class EA process will:

- seek to reduce sedimentation and dredging requirements at the mouth of Coatsworth Cut and the entrance to Ashbridge's Bay Yacht Club;
- take into consideration opportunities for the future development of a public waterfront linkage between Tommy Thompson Park and Ashbridge's Bay Park (as per the Lake Ontario Park Master Plan);
- consider potential impacts to the new and existing outfall and sea wall gates for Toronto Water's Ashbridges Bay Wastewater Treatment Plant;
- reflect shoreline and habitat recommendations as outlined in the Toronto Waterfront Aquatic Habitat Restoration Strategy and Terrestrial Natural Heritage Strategy;
- take into consideration the Tommy Thompson Park Master Plan Environmental Assessment and plans for shoreline enhancements in the areas of the Park that abut the Ashbridges Bay Treatment Plant; and
- illustrate TRCA's planned works in relation to the conceptual design of the City of Toronto's approved facilities (Coatsworth Cut stormwater treatment wetland and combined sewer overflow high-rate treatment facility), as identified in completed Class EA studies.

The Class EA study will not include:

- any further explorations pertaining to moving the boat clubs out of Coatsworth Cut. The needs and current uses of these clubs will be part of the socio-economic considerations but their relocation is no longer within the scope of this EA.

More details on the study area and project process can be found in Appendix B.

3.0 CONSULTATION PLAN

The Consultation and Communication Strategy for the Ashbridges Bay Erosion and Sediment Control Project Class EA recognizes the need for accountability to the public and stakeholders. Therefore the TRCA is setting up a Community Liaison Committee (CLC) made up of stakeholder representatives. The CLC will help to ensure that community residents, local groups, associations, and organizations that share an interest in Ashbridge's Bay and the project are kept informed and involved in the EA process. It is planned that the CLC meet three times between May and October 2013, with a fourth and final meeting in early 2014.

Three Public Information Centre meetings (PICs) will be held for the project. The PICs will provide opportunities for the community to provide feedback and comments on the study. Two will be held during the EA process (June and September 2013) and one during the detailed design phase of the project (early 2014).

4.0 ROLES AND RESPONSIBILITIES OF THE COMMUNITY LIAISON COMMITTEE

The CLC will provide a mechanism for stakeholder input and information gathering to inform the planning and design of the project consistent with the purpose of the EA. The key function of the CLC will be to act as the voice of the community for the Ashbridges Bay Erosion and Sediment Control EA by:

- Identifying public/stakeholder issues and positions related to the impact and design of the project;
- offering potential advice or solutions to resolve these issues;
- assisting the TRCA and the City in reaching out and maintaining communication with community residents, local groups, associations, and organizations that share an interest in Ashbridges Bay and the project, including helping to share information with their represented organization; and
- attending and assisting at the Public Information Centre public meetings organized by TRCA and the City of Toronto to assist in providing information to the public along with receiving their feedback.

To help ensure the Committee works effectively, CLC members are asked to respect the following code of conduct:

- Be willing to serve on the CLC by attending all or the majority of CLC meetings and commit to the work it entails;
- Prepare for meetings by reviewing any materials provided in advance by the TRCA (including notes from previous meetings), and providing direct input into the process;
- Show respect for, listen to and consider the opinions of other members at CLC meetings;
- Strive at all times to ensure that the best interests of all community members are taken into account;
- Inform TRCA of any situation that may be either a conflict of interest or a potential conflict of interest with their CLC obligations;
- Inform TRCA if not attending a CLC meeting and send their organization's designated alternative; and
- Ensure all media requests are directed to the TRCA Project Manager, Lisa Turnbull. All media coverage will be tracked and subsequently be circulated to the CLC at the next scheduled meeting.

5.0 COMMUNITY LIAISON COMMITTEE MEETINGS AND ATTENDANCE

During the Class EA, approximately three CLC meetings will be held during key decision-making points in the EA, and prior to the Public Information Centre public meetings. The meeting is currently planned for Wednesday May 15. Proposed meeting dates for August and October will be discussed with the committee. Once the Class EA process has been completed the CLC will be asked to participate in the next phase of the project – detailed design. A fourth meeting of the CLC is anticipated to be held in early 2014 for this phase of the project.

The CLC is not a formal commenting or decision-making body of TRCA or for the Class EA study. The goal of the CLC is to provide a mechanism for two-way communication and consultation between the project team and stakeholders (discuss issues, bring forward viewpoints/opinions, provide feedback and suggestions). The CLC will not have a formal voting structure, but instead will promote discussion. Each meeting will be chaired by a 3rd party facilitator, and attended by the members of the CLC, as well as staff from the TRCA and City of Toronto. Over the course of the EA, project consultants may be asked to attend CLC meetings to discuss specific issues with the committee.

Members are expected to attend meetings consistently. Members that are unable to attend should send the organizations' designated Alternate. Alternates shall be briefed and provided with the necessary documents by the CLC member they are replacing. The member should also debrief the alternate member after each CLC meeting so they remain current. Groups not in attendance at a scheduled meeting will be encouraged to add their viewpoints to meeting notes via written correspondence to TRCA by the established deadlines. Groups are not permitted to send more than one representative to CLC meetings.

CLC meetings will be:

- Conducted in a local facility;
- Scheduled at least two weeks in advance of the proposed meeting date;
- Held in the evening;
- Approximately two hours in length; and
- Run in a series of formats depending on the content of the given meeting.

5.1 Record Keeping

The proceedings of each CLC meeting will be kept in the form of notes, rather than verbatim minutes, which will be taken by a note taker designated by the 3rd party facilitator. The meeting notes will be a record of who attended and the main points of discussion at the CLC meeting.

The meeting notes will be circulated in draft to the CLC in advance of the next meeting. At the beginning of each meeting the notes from the previous meeting will be discussed and either approved by the CLC members present at the meeting or appropriately modified during the meeting, and then approved. Once finalized, the minutes shall be in format reports and submitted as part of the EA process.

6.0 MEMBERSHIP OF THE COMMUNITY LIAISON COMMITTEE

The CLC is intended to include a broad representation of stakeholders. It will include boaters, interests groups, local businesses and residents who are representative of the community and the users of Ashbridges Bay. The following groups have been invited to appoint one representative and an alternate to the CLC:

- Beaches Lions Club
- Friends of the Spit
- Portlands Action Committee
- Ashbridge's Bay Yacht Club
- Navy League of Canada
- Balmy Beach Canoe Club
- South Riverdale Health Centre
- Council of Commodores
- Toronto Hydroplane and Sailing Club
- Toronto Ornithological Club
- Toronto Field Naturalists
- Greater Beach Neighbourhood Association
- Beach Waterfront Association
- Greening Ward 32

In addition, the City Councillors, MPs and MPPs for each of the following wards or ridings will be circulated on information pertaining to the Class EA and invited to attend CLC meetings if interested.

- Councillor, Ward 32 (Beaches-East York)
- Councillor, Ward 30 (Toronto Danforth)
- MPP, Beaches-East York
- MPP, Toronto Danforth
- MP, Beaches-East York
- MP, Toronto Danforth

7.0 TERM OF THE COMMUNITY LIAISON COMMITTEE

The Committee members will serve on the CLC for the length of the EA and the subsequent detailed design process. This is expected to be approximately ten months, commencing in May 2013.

APPENDIX A

PROJECT BACKGROUND IN DETAIL

Following construction of Ashbridge's Bay Park, sediment eroding from the Scarborough Bluffs was transported westward and deposited in the eastern embayment creating a large beach. As the embayment filled in, a sandbar began to form offshore, causing the sediment to bypass the park. In 1999, the engineering firm Baird and Associates estimated that 10,000 m³ of sediments are transported around the Ashbridges headlands every year. Particle tracking indicates that most of this sediment is deposited in front of the Ashbridges Bay Water and Sewage Treatment Plant, with some 2,000 m³ making its way into the entrance of Coatsworth Cut.

In 1983, TRCA began dredging operations at the mouth of Coatsworth Cut to maintain the navigation channel. Ever increasing dredging volumes and associated expenses prompted TRCA to investigate a more permanent solution. In 2002, TRCA initiated a Conservation Ontario Class Environmental Assessment (EA) to remediate navigation hazards due to sediment accumulation at the mouth of Coatsworth Cut. The purpose of the EA was to develop and evaluate preliminary detailed design plans to reduce or eliminate sediment deposition in the area. The preliminary detailed design process produced six design alternatives which were evaluated based on considerations for the positive and negative impacts on the existing physical, biological, socioeconomic and cultural environments, as well as technical concerns, cost and feasibility. However, the Class EA was suspended pending completion of other planning initiatives related to the City of Toronto's Wet Weather Flow Management Master Plan and the Lake Ontario Park Master Plan.

Following the suspension of TRCA's Class EA study, the City of Toronto completed a Municipal Class EA for the Coatsworth Cut CSO and Stormwater Outfalls Control in November, 2007. The Coatsworth Cut Class EA (Schedule C) considered alternatives to improve water quality conditions within the Coatsworth Cut area. The preferred alternative includes source and conveyance controls throughout the sewershed as well as a 10 hectare treatment wetland, proposed south of the Ashbridges Bay Wastewater Treatment Plant within the City's waterlot. Other planned projects as part of the City's implementation of the Wet Weather Flow Master Plan include a combined sewer overflow high-rate treatment facility within the City's waterlot south of the Ashbridges Bay Wastewater Treatment Plant. The proposed design concept of this treatment facility, as determined through the City's Don River and Central Waterfront Class Environmental Assessment Study, would provide treatment for flow captured from 50 combined sewer outfalls that currently discharge to the Lower Don River and Inner Harbour. This planned treatment facility meets the City's interest in improving water quality conditions within the Don River and Central Waterfront area.

A 2008 plan for Lake Ontario Park prepared by Waterfront Toronto recommended major modifications to Ashbridge's Bay Park and adjacent shorelines, including a waterfront pedestrian connection, wetlands, recreational areas and boating activities. On May 13, 2009, Waterfront Toronto received board approval to proceed with Phase 1 of Lake Ontario Park, which included construction of a new landform at Ashbridge's Bay Park to facilitate relocation of the boat clubs currently located in Coatsworth Cut to the boat basin occupied solely by Ashbridge's Bay Yacht Club. At Authority Meeting #6/09 held on July 24, 2009, Resolution #A116/09 directed TRCA staff to work cooperatively with City of Toronto and Waterfront Toronto to achieve this vision. As part of TRCA's contribution, staff committed

to reopen and complete the Class EA process to address local shoreline erosion and sedimentation issues. The original alternative designs identified in the TRCA's Erosion and Sediment Control Class EA were re-examined, in addition to the new alternative identified as per the Lake Ontario Park Master Plan.

Two rounds of meetings were held with Technical and Community Advisory Committee members to introduce the project objectives, receive input and present new alternatives that would control sediment deposition, prevent shoreline erosion and relocate the boat clubs in Coatsworth Cut to the headland of Ashbridges Bay. Several one-on-one meetings with the individual boat clubs were also undertaken. Through the development of alternatives, it was determined that the potential costs to achieve the boat club relocation and shoreline management objectives of the project would range from \$20M to \$40M. These costs were deemed to exceed the available funding, and therefore the Class EA was suspended once again in January 2010.

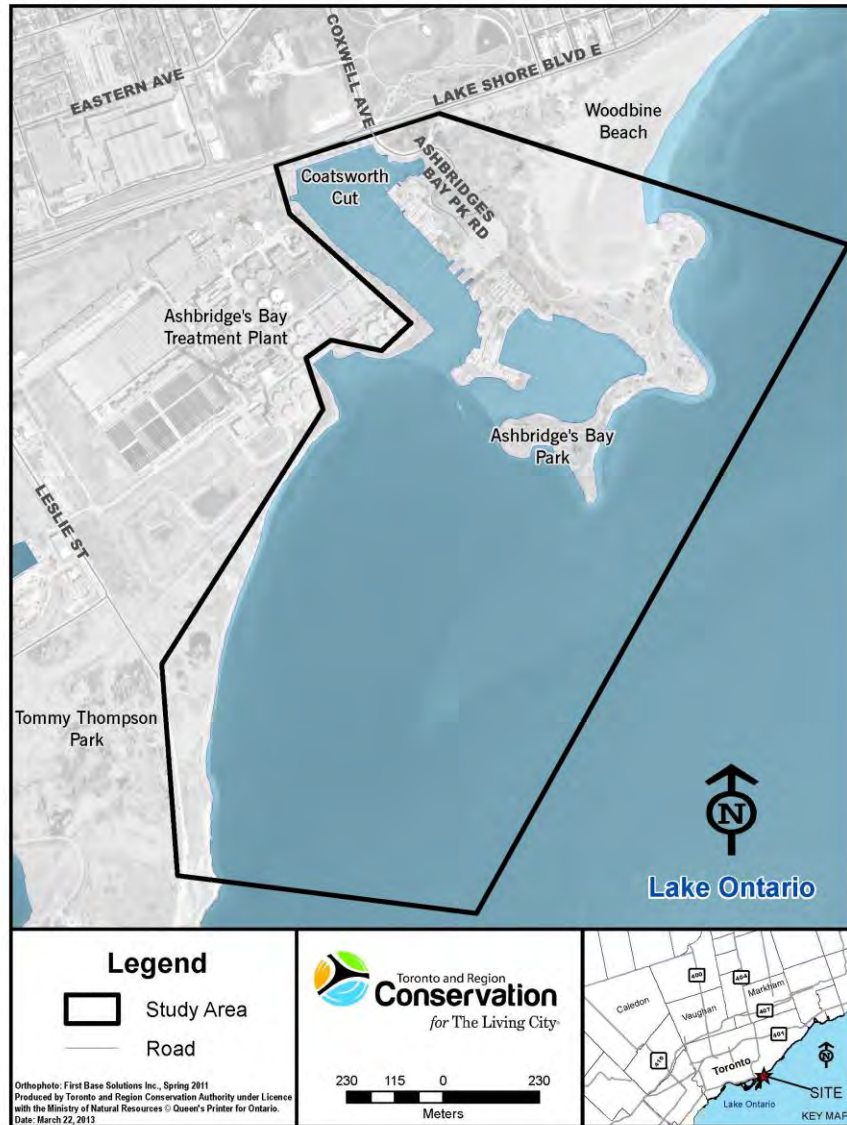
Reports Completed as Part of the 2009 Class EA (Prior to Suspension)

- Baseline Environmental Conditions Report (TRCA, Sept 2010)
- Interim Coastal Engineering Report (Shoreplan Engineering, Sept 2010)
- Stage 1 Terrestrial Archaeological Assessment (TRCA/CRM Lab, 2009)
- Community Liaison Committee and Technical Advisory Committee Draft Consultation Report (TRCA, Sept 2010)

In April 2012, Toronto City Council approved a motion to direct Toronto Water to enter into a joint initiative with TRCA to undertake an EA Study at Ashbridge's Bay and further that TRCA be requested to lead the EA in collaboration with Toronto Water, Parks, Forestry and Recreation Division, and Waterfront Toronto, subject to available funding from the City of Toronto. In response to this TRCA, in partnership with the City of Toronto, is recommencing their Conservation Ontario Class EA to address the outstanding erosion and sediment issues at Ashbridges Bay in order to develop a solution to resolve the on-going navigation hazards created by sediment deposition while taking into consideration the various approved EAs and proposed facilities in the area and the *objectives of the Lake Ontario Park Master Plan*. With a number of the recommendations of the City of Toronto's *Wet Weather Flow Management Master Plan* implemented or being planned for future implementation, the issues faced in TRCA's 2002 Class EA are expected to be mitigated. Further, with the relocation of the Coatsworth Cut Boat Clubs no longer being explored, and hence not within the scope of a re-initiated Class EA for Erosion and Sediment Control, the cost of implementation will be greatly reduced and thus not a limiting factor.

STUDY AREA

Ashbridges Bay is located on the north shore of Lake Ontario in Toronto, Ontario. Within the local study area, Coatsworth Cut serves as an access route to the lake for several boat clubs, and a public boat launch, and offers sheltered water for sailing, kayaking, and canoeing. Lands surrounding the local study area include Woodbine Beach, Ashbridge's Bay Park, Tommy Thompson Park, and Ashbridges Bay Treatment Plant.



PROJECT PROCESS

TRCA, in partnership with the City of Toronto, is re-initiating a Conservation Ontario Class EA to address erosion and sedimentation issues within Coatsworth Cut and Ashbridge's Bay Park. The 2013 EA will pick up where the 2009 Class EA left off and identify the design alternatives that still remain valid given the change in project scope. The Preferred Alternative design will be evaluated and selected with input from a Community Liaison Committee and the general public. The conceptual designs of the approved facilities in the local area and cumulative effects in the local study area on (for example) coastal processes, water quality, water circulation will be considered.

Once the necessary studies have been completed an Environmental Study Report containing detailed documentation of existing conditions, the preferred remedial design and record of public consultation will be published and made available for public comment (30 days).

Pending completion of the Class EA process it is anticipated that TRCA, in partnership with the City of Toronto, will proceed to detailed design of a landform to accommodate all of the approved EAs in the study area. The final detailed design would be an integrated approach which based on the conceptual designs of the approved EAs in the study area. This design would provide the footprint for the approved design concepts developed in the City of Toronto EAs and the solution to the erosion and sediment control issue (approved alternative design for TRCA's Class EA). Public access will be a consideration during detailed design and construction would be phased subject to the engineering recommendations and budget availability.



**Ashbridges Bay Erosion and Sediment Control Project
Conservation Ontario Class Environmental Assessment (EA)
COMMUNITY LIAISON COMMITTEE #1**

Wednesday May 15, 2013
Toronto Beaches Lions Club – 10 Ashbridge's Bay Park Road
6:30pm – 8:45 pm
Chair: Suzannah Kinsella, Swerhun Inc.

AGENDA

- | | |
|---|--------------------|
| 1. Introductions and Roles and Responsibilities
(Suzannah Kinsella, Swerhun Inc.) | 6:30 – 6:45 |
| 2. Project Background (Lisa Turnbull, TRCA) <ul style="list-style-type: none">a. Problem Identificationb. Timeline and Previous Studies/Initiativesc. Work Completed in 2009 | 6:45 – 6:55 |
| 3. 2013 Conservation Ontario Class EA Recommencement
(Lisa Turnbull, TRCA) <ul style="list-style-type: none">a. Processb. Objectivesc. Scoped. Study Areae. Conservation Ontario Class EA Overview | 6:55 – 7:05 |
| Questions and Clarification | 7:05 – 7:15 |
| 4. Existing Conditions <ul style="list-style-type: none">a. Biological, Physical, Cultural and Socioeconomic Conditions
(Nancy Gaffney, TRCA)b. Coastal Processes (Milo Sturm, Shoreplan Engineering) | 7:15 – 7:35 |
| Questions and Clarification | 7:35 – 7:45 |

- 5. Sediment Control Alternatives (Lisa Turnbull, TRCA) 7:45 – 8:10
 - a. Screening of Previous Alternatives
 - b. Draft Evaluation Criteria

Discussion: Screening and Evaluation Criteria: Is anything missing?


8:10 – 8:30

- 6. Next Steps: Schedule, Public Information Center 8:30 – 8:45



Ashbridges Bay Erosion and Sediment Control Class EA:
CLC Meeting #1
May 15, 2013




Agenda

- 6.30pm Introductions & Roles & Responsibilities
- 6.45pm Project Background
- 6.55pm 2013 Class Environmental Assessment (EA) Project Overview
- 7.05pm Questions for clarification
- 7.15pm Existing Conditions & Coastal Processes
- 7.35pm Questions for clarification
- 7.45pm Sediment Control Alternatives: Screening & Evaluation Criteria
- 8.10pm Discussion: Screening & Evaluation Criteria: Is anything missing?
- 8.30pm Next Steps: Schedule; Public Information Centre
- 8.45pm End


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Roles of the CLC

- **Identify public/stakeholder issues and positions** related to the impact and design of the project;
- **Offer potential advice or solutions** to resolve these issues;
- **Assist the TRCA and the City in reaching out and maintaining communication** with community residents, local groups, associations, and organizations that share an interest in Ashbridges Bay and the project, including helping to share information with their represented organization; and
- **Attend and assist at the Public Information Centre public meetings** organized by TRCA and the City of Toronto to assist in providing information to the public along with receiving their feedback.


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Objectives of Tonight's CLC

1. Understand the background to the Ashbridges Bay Erosion and Sediment Control Class Environmental Assessment project
2. Give feedback on the Screening & Evaluation Criteria for the alternatives aiming to solve the sedimentation issue


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Background




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Problem Identification

- Mid-1970's: Ashbridge's Bay Park constructed
- Early 1980's: Start of dredging in Coatsworth Cut
- 1990's: Reports by Sandwell (1991) & Baird (1999) indicate ~10,000.00 m³ of sand per year bypass the Ashbridge's Bay Park headland
- Dredging volumes and costs have increased throughout the 1990s. In 2012 \$210,250 was spent to remove 3,000 cubic meters of sediment. Annual maintenance dredging is needed to ensure safe navigation.




1972



1980


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Timeline and Previous EA Studies

- **2002: TRCA initiated Class EA to address sediment and erosion issues**
- 2004: TRCA suspended Class EA while other planning initiatives in the area were completed
- 2008: Toronto Water completes Coatsworth Cut Class EA and Waterfront Toronto completes Lake Ontario Park Master Plan (LOP)
- **2009: TRCA recommences Class EA to address sediment, erosion and facilitate public access and the potential relocation of Boat Clubs in Coatsworth Cut**
- 2009: Waterfront Toronto and City suspend Class EA – Projected cost estimated at \$20 - \$40 million which exceeded available budget
- 2012: Don Central Waterfront EA completed
- **2013: TRCA and the City of Toronto recommence Class EA**

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Work Undertaken Prior to the Suspension of the 2009 EA

- Baseline Environmental Conditions Report (Sept 2010)
- Interim Coastal Engineering Report (Sept 2010)
- Stage 1 Archaeological Assessment Complete (2009)
- Community Liaison Committee and Technical Advisory Committee established. Consultation with these groups and other stakeholders are documented in a draft Consultation Report (Sept 2010)
- Six alternative remedial designs (with variations) prepared


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2013 Project Re commencement




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Background

- City Council Approval for Landform Study (Humber and Ashbridges Bay) – April 2012
- Step 1 for Ashbridges Bay is the completion of a Class EA in partnership with the City of Toronto
- TRCA Approval to enter into joint initiative with City of Toronto to undertake studies – June 2012

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Ashbridges Bay Erosion and Sediment Control Project Process - 2013

Step 1: CO Class EA Study (April 2013 – December 2013):

- Complete Class EA study to deal with the erosion and sediment control landform structure – October 2013
- Report back to City of Toronto Council in November 2013 (prior to filing Notice of Completion); seek approval to proceed with detailed design of landform pending completion of EA process
- File Environmental Study Report for mandatory 30-day public review period – January 2014


Step 2: Detailed Design (2014) - Pending City of Toronto Council approval

- Undertake detailed design of a landform south of the Ashbridge's Bay Treatment Plant that would utilize materials available from local infrastructure projects to:
 - Create the footprint for the treatment facility and treatment wetland (based on approved concepts in their respective EAs)
 - Provide for erosion and sediment control

Step 3: Construction Strategy (Spring 2014)


- Secure permits and prepare construction strategy for landform

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2013 Class EA Objective

To identify a preferred solution that will mitigate the risk to navigation due to sediment erosion and deposition at the harbour entrance of Ashbridges Bay and Coatsworth Cut *while considering the various approved facilities , planning initiatives and current uses in the study area.*



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Class EA Scope


The EA process will build upon the work completed to date through the TRCA's 2009 EA and consider:

- the City of Toronto's approved facilities (as identified in completed EAs) in the vicinity of the Ashbridges Bay Treatment Plant;
- the creation of coastal and terrestrial habitats;
- improvements in public and ecological connectivity to and along the waterfront as per the objectives of the Lake Ontario Park Management Plan and the Tommy Thompson Park Master Plan.

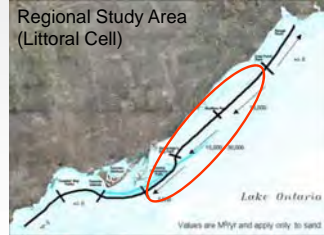

The Class EA study will not include:

- any further explorations pertaining to moving the boat clubs out of Coatsworth Cut. The needs and current uses of these clubs will be part of the socio-economic considerations but their relocation is no longer within the scope of this EA.

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2013 Study Area

Legend
 Study Area
 Road

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Conservation Ontario Class EA

Definition of Eligible Undertakings:

- Remedial flood and erosion control projects
- Undertaken by Conservation Authority
- To protect human life and property in previously developed areas
- Single purpose

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CO CLASS EA: Phase 1 – Selection of Program

ID Problem: Sediment deposition creating navigation hazard

Assess Program Option: Erosion Control Program

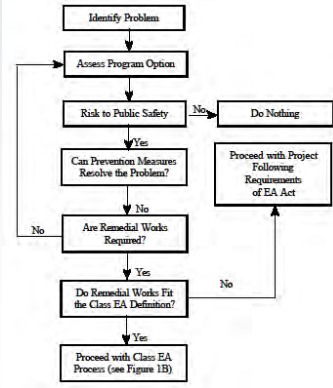
Risk to Public Safety: Yes

Can Prevention Measures Resolve the Problem: No – Increasing dredging costs unsustainable. Relocation of navigation entirely from Coatsworth Cut area examined but deemed to be not viable.


Are Remedial Works Required? Yes – Examine opportunities to reduce the need for dredging and risk to boating public

Do Remedial Works Fit the Class EA Definition? Yes – Shoreline modifications to divert and intercept sediment (generated through coastal processes) away from navigation areas

Proceed with Class EA Process: Yes

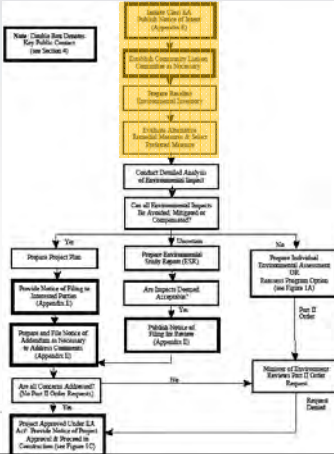


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CO CLASS EA: Phase 2 – Identify/Evaluate Alternatives

- Initiate Class EA: Published Notice of Commencement in Beaches Mirror on May 2, 2013
- Establish CLC: CLC Meeting #1 - May 15, 2013
- Prepare Baseline Inventory: Nearly complete
- Evaluate Alternative Remedial Measures & Select Preliminary Preferred:
 - Screening of 2002 and 2009 Alternatives to be presented tonight
 - Preliminary evaluation criteria for Alternatives to be presented tonight
- Public Information Center (PIC) #1 – Proposed for June 19, 2013 at the Fire Academy
 - Present background, project objectives, Alternatives moving forward from 2002 and 2009 and preliminary evaluation criteria

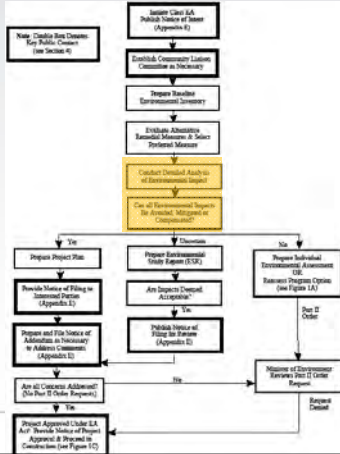


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CO CLASS EA: Phase 3 - Select Preferred Design

- Conduct Detailed Analysis of Environmental Impacts – To Be Initiated
- Can All Environmental Impacts be Mitigated? – TBD
- CLC #2 and Public Information Center #2: Present results of alternative evaluation, Preferred Alternative and results of Environmental Impacts Analysis




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CO CLASS EA: Phase 4 – Prepare Class EA ESR

Assuming Impacts are negligible or acceptable:

- Prepare ESR and circulate for agency/public input
- File ESR for 30 day review and issue Notice of Completion (January 2014)
- Respond to Potential Bump-up requests




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Questions and Clarification




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Existing Conditions




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Existing Conditions: Physical Environment (TRCA) - ANSI (Earth Science)

- Scarborough Bluffs
- 3.24km from Ashbridge's Bay Park
- 14km long
- Major supply of sediment to Ashbridges Bay
- Armoured over recent years




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Existing Conditions: Physical Environment (TRCA) - Soils/Groundwater

- Ashbridge's Bay Park and Tommy Thompson Park artificial lakefill: construction rubble, riprap, & armourstone.
- Much of material placed in 1970s (or earlier), prior to current day guidelines. Intent is to minimize disturbance of existing lakefill.
- Natural deposits of sand/silty sand in surrounding waters



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Existing Conditions: Physical Environment (TRCA) - Water quality/ Unique Features


WATER QUALITY & CHEMISTRY (2002)

Guidelines exceeded for:


- Total Coliform
- Fecal Coliform
- E.Coli
- Ammonia
- Total P
- Nitrate
- Zinc (in east station, not west)

UNIQUE FEATURES

- Coatsworth Cut, remnant of original Ashbridges Bay Wetland
- Woodbine Beach artificially created, partially overlying eastern end of original sand spit



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Existing Conditions: Biological Environment (Aquatic)

- Warm to coolwater fishery adjacent to very large coldwater fishery



Most Abundant – Alewife, Emerald Shiner, White Sucker (82% combined)

Recent Observations – Longnose Gar (2008)


Top Predators – Brown Trout, Chinook, Northern Pike (4% combined)

Species of Concern – American Eel (1993)

Non-native Species – 9 species: Brown Trout, Chinook, rainbow smelt, alewife, goldfish, white perch, round Goby, Carp





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Existing Conditions: Biological Environment (Aquatic)

- Sparse habitat structure
- Macrophytes limited to Boat Basin & Coatsworth Cut (waterweed and pondweeds)
- Nuisance levels of weeds common in mid-summer due to elevated Phosphorus
- Remaining areas primarily sand and silty sand due to siltation, exposure to waves and depth
- Boat basin is rubble and boulder substrates
- Habitats used for foraging and sheltering




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Existing Conditions: Biological Environment (Terrestrial)- ESA & ANSI (Biological)

- Environmental Significant Area – Tommy Thompson Park (TTP)
- 6 vegetation communities
 - Open field
 - Wet meadow
 - Willow thickets
 - mature & intermediate cottonwood woodland communities
- 390 plant species (1 provincially, 7 regionally, and 6 locally rare)
- No terrestrial wildlife corridors, though evidence that some mammals migrate wander along the Eastern Beaches, and to the Don River
- ESA (TTP) is a major bird migratory stopover and breeding area
- No wildlife and species of concern in Ashbridge's Bay, though some plants in ESA




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Existing Conditions: Cultural Environment (First Nations)




- Stage 1 Archaeological Assessment Complete (TRCA/CRM Labs, October 2009)
- The report indicated that the study area has low terrestrial and marine archaeological potential and, consequently, recommended that a Stage 2 assessment is not required
- The Ministry of Tourism, Culture and Sport accepted the Stage 1 report as being consistent with the Ministry's 1993 *Archaeological Assessment Technical Guidelines* and the terms and conditions for archaeological licences and as a result entered it into the Ontario Public Register of Archaeological Reports on June 28, 2012

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Existing Conditions: Cultural Environment (Recreation)



- Recreational park uses (beach programming, scenic and naturalized park lands, trails)
- Aesthetic and scenic landscapes
- Public Boat Launch (busiest in central Toronto)


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Existing Conditions: Cultural Environment - Boat Clubs


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Existing Conditions: Socioeconomic Environment (Ownership)

Ownership


- Ashbridge's Bay Wastewater Treatment Plant (ABTP)
 - Outfall (existing and future)
 - Overflow gates
 - Approved treatment wetland and treatment facilities in waterlot south of plant
- TRCA property
 - Ashbridge's Bay Park managed by Toronto Parks (Woodbine Beach, Ashbridge's Bay, Boat Club leases, Rotary Club)
 - TTP eastern shore managed by TRCA




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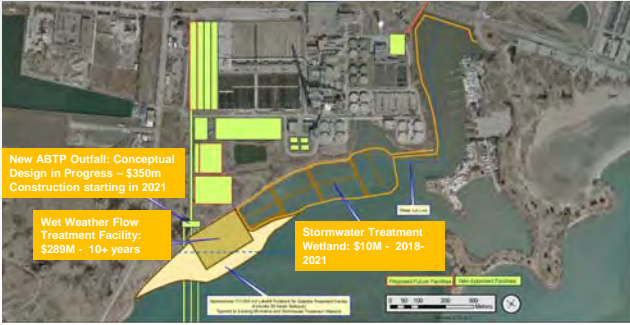
Existing Conditions: Socioeconomic Environment (Approved EAs)




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Existing Conditions: Socioeconomic Environment (Design Concepts for Facilities Associated with Approved EA studies)




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Existing Conditions: Socioeconomic Environment – Other Planning Initiatives


- Lake Ontario Park Master Plan
- Tommy Thompson Park Master Plan EA



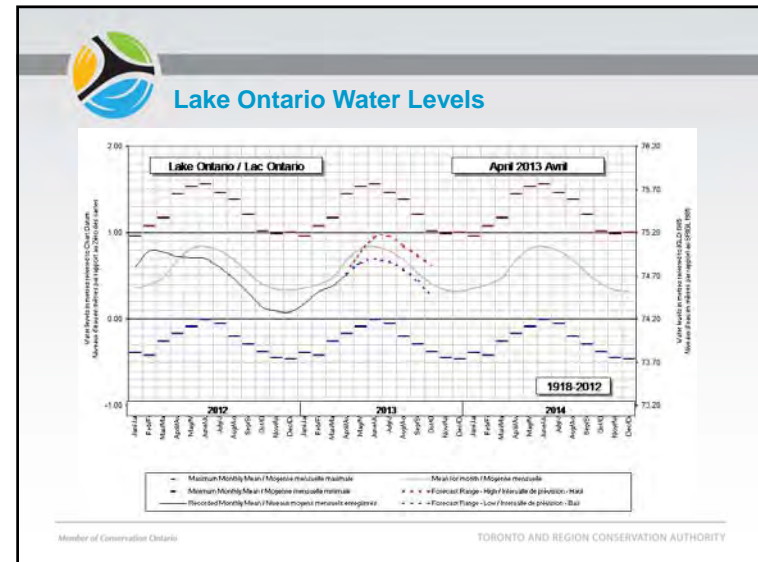
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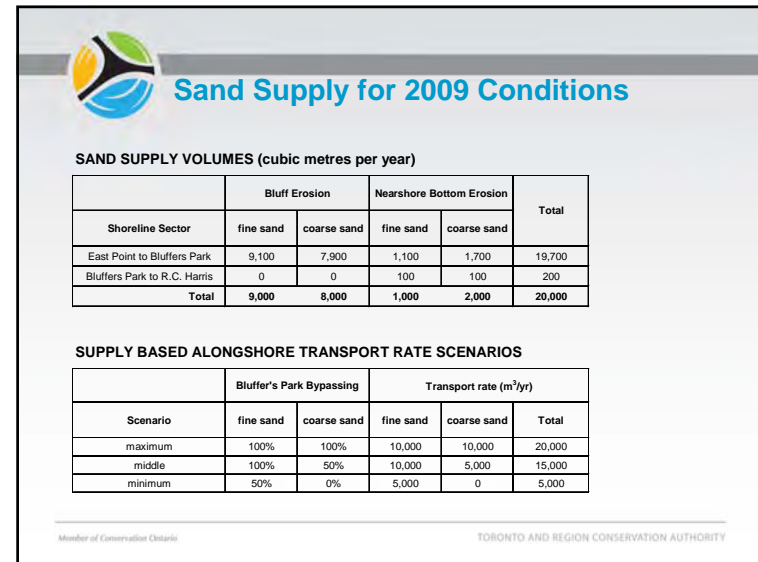
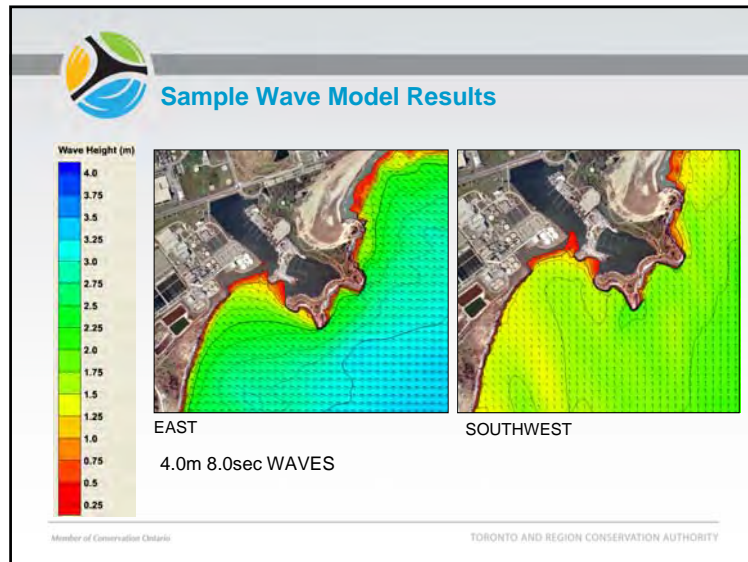
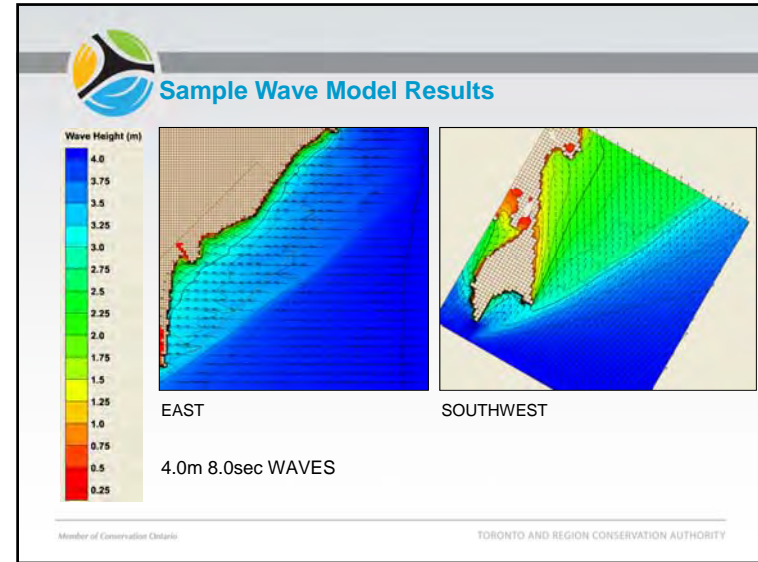
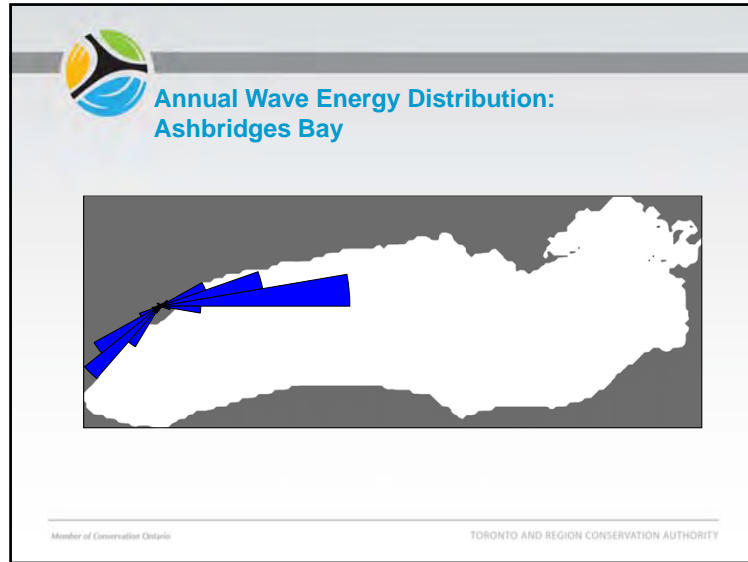


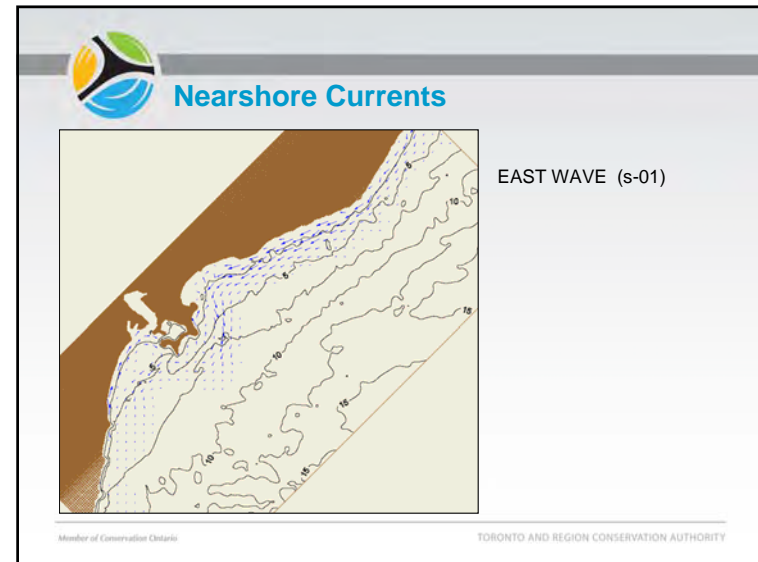
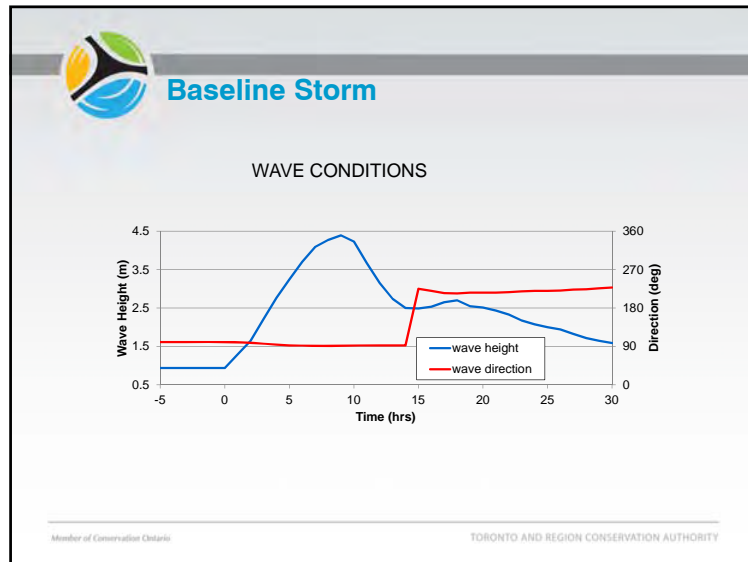
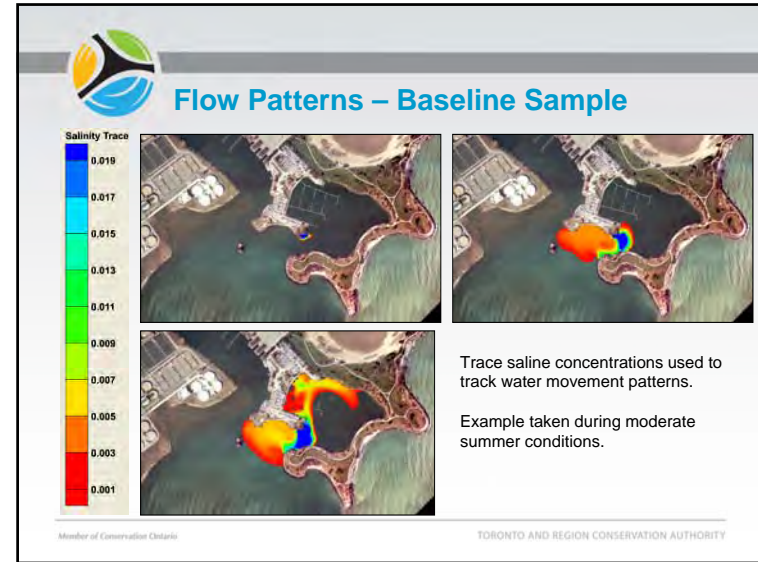
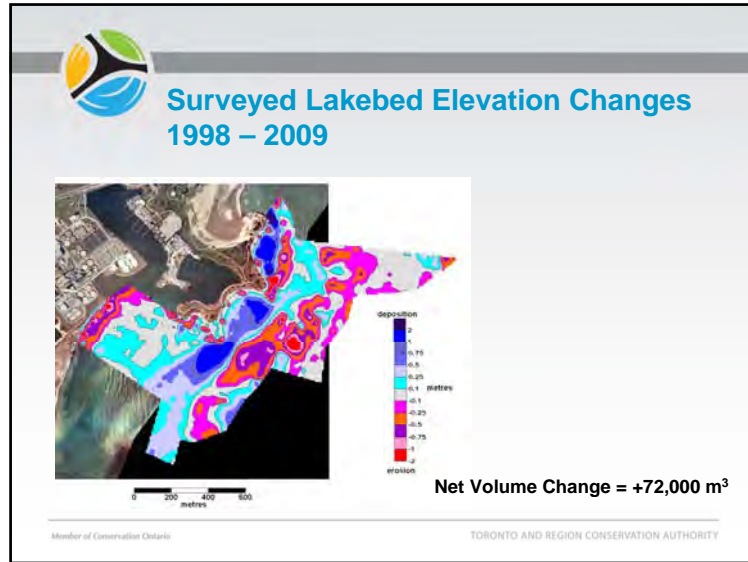
Existing Conditions – Coastal Shoreplan Engineering Inc.

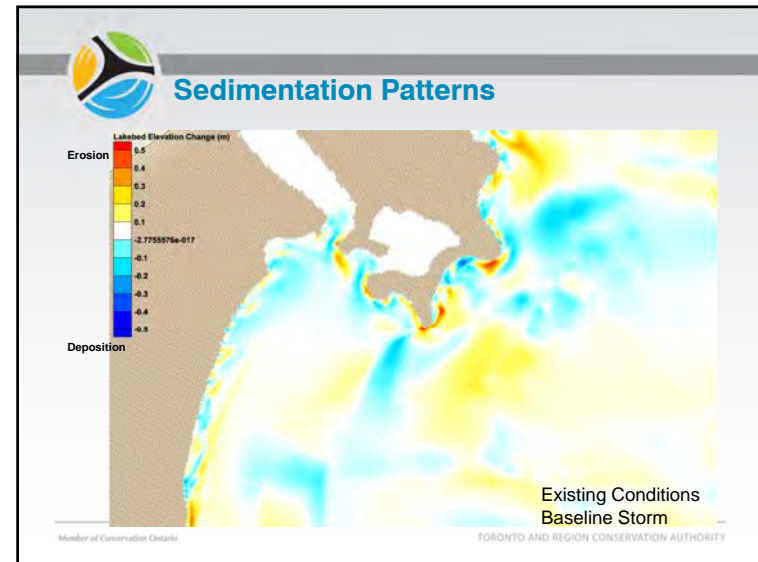
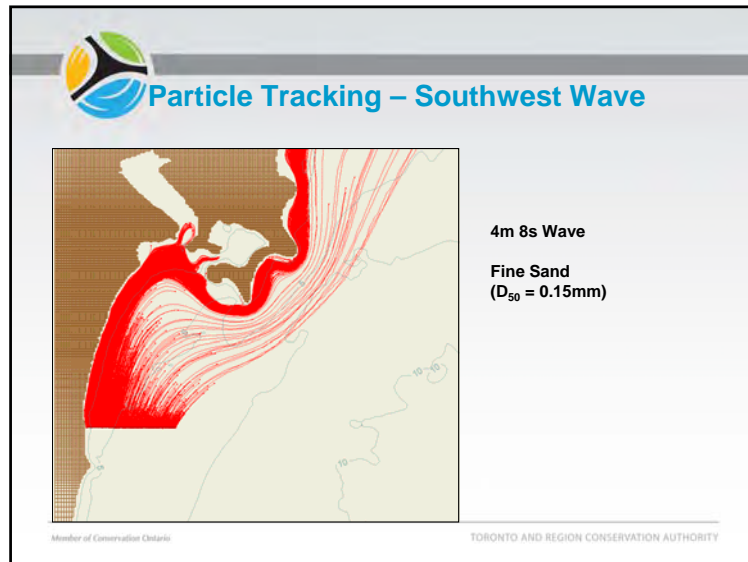
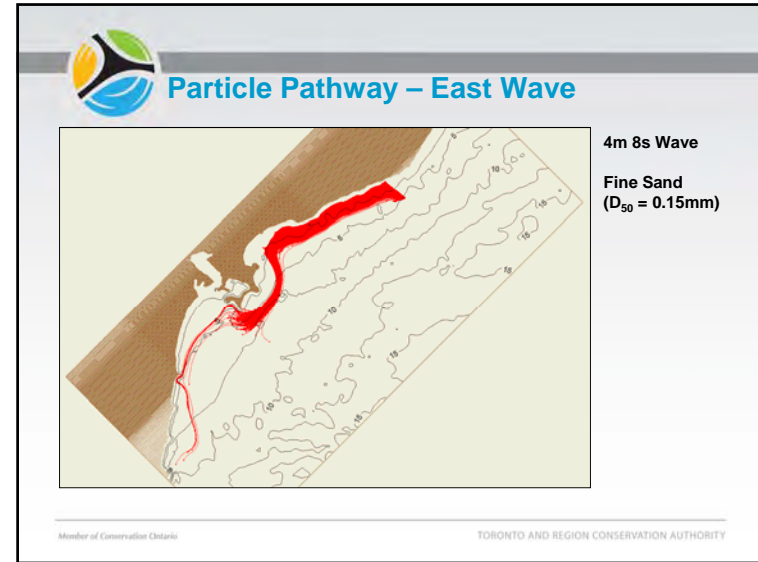
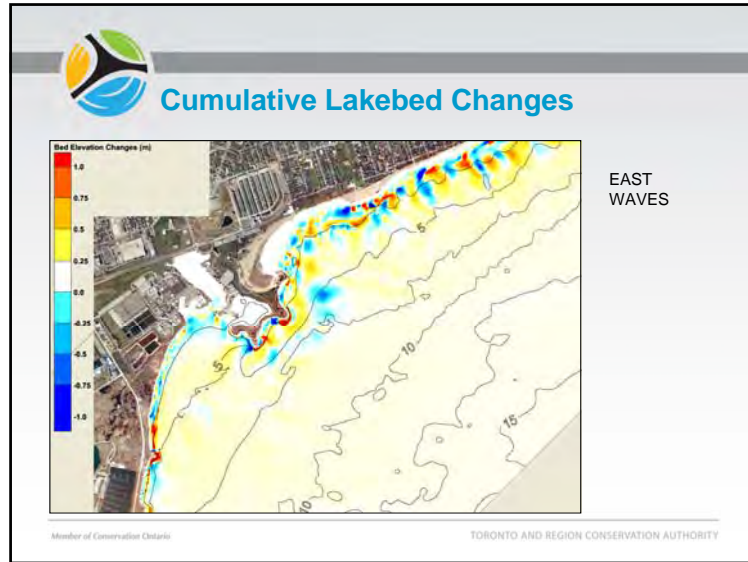


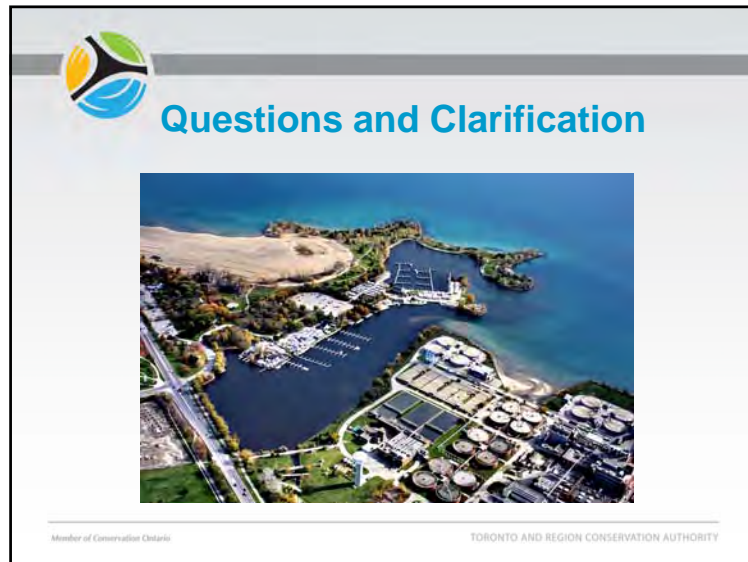
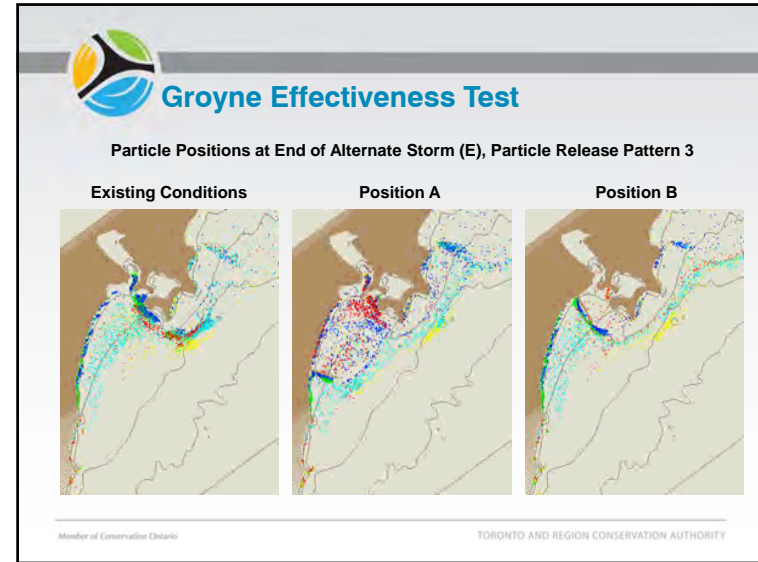
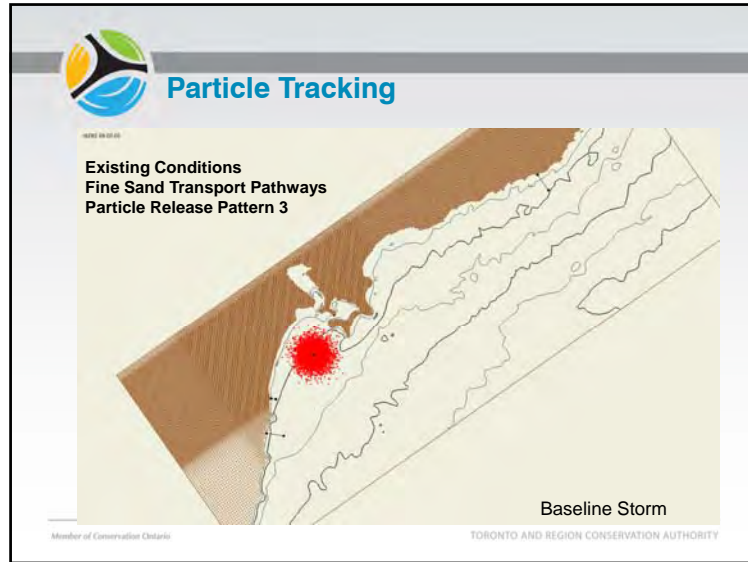
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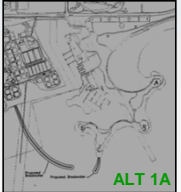


Preliminary Screening of 2002 & 2009 Alternatives

- In 2002 the Class EA looked at alternatives creating structures for erosion and sediment control to address the risks to navigation.
- In 2009 refinements of the original alternatives were made to provide for the relocation of the boat clubs in Coatsworth Cut.
- The relocation of the boat clubs will not be part of the scope of work for the 2013 Class EA.
- **In light of the revised project scope for 2013 all 2002 and 2009 alternatives that deal with relocation of the boat clubs will not be carried forward as part of the preliminary screening.**

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Alternative 1 & 1A (2002); 2 & 2A (2009): CARRIED FORWARD

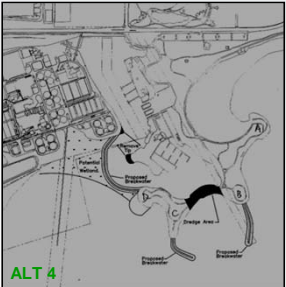





- All alternatives showed breakwater structures for erosion and sediment control to address the risks to navigation

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Alternative 4 (2002) and 6 (2009): CARRIED FORWARD












Alternative 6: Dredging Woodbine Beach to increase the volume of sand being captured on the east side of Ashbridge's Bay headland


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Alternative 3 (2002) & 3A (2009) and all variations of Alternative 5 – SCREENED OUT

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Screening of Remaining Alternatives

To reflect current planning and operation conditions, the remaining Alternatives were revisited to determine whether they are viable for consideration.

Four (4) Screening Conditions:

- Allow for continued operations of Ashbridges Bay Treatment Plan (ABTP) overflow gates
- Allow for operation of the existing and future ABTP outfalls
- Allow for the implementation of the conceptual designs for the Coatsworth Cut stormwater treatment wetland and combined sewer overflow high-rate treatment facility (approved City of Toronto facilities as identified in completed Class EA studies)
- Allows for existing land based recreational uses in the area to continue.


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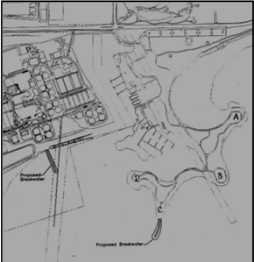
Overview of Screening Results for Remaining Alternatives

Screening Criteria	Do Nothing	ALT 1	ALT 1A	ALT 2	ALT 2A	ALT 4	ALT 6
Impact on overflow gates	N	N	N	N	N	Y	N
Impact on existing and proposed outfall	N	N	N	N	N	N	N
Impact on City of Toronto's approved facilities	N	N	N	N	N	N	N
Impact on current land based recreational uses in area	N	N	N	N	N	Y	Y

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Alternative 1 & 1A (2002) – CARRIED FORWARD



Alternative 1

- 120m breakwater west of ABTP Overflow Gates
- 100m extension of Headland "C" Ashbridge's Bay


Screening Criteria	ALT 1	1A
Impact on overflow gates	N	N
Impact on existing and proposed outfall	N	N
Impact on City of Toronto's approved facilities	N	N
Impact on current land based recreational uses in area	N	N




Alternative 1a

- 600m breakwater west of ABTP Overflow Gates (overlying existing outfall)
- 100m extension of Headland "C" Ashbridge's Bay

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Alternative 2 and 2A (2002) – CARRIED FORWARD



Alternative 2

- 175 to 200m breakwater east of ABTP Overflow Gates
- 100m extension of Headland "C" Ashbridge's Bay


Screening Criteria	ALT 2	2A
Impact on overflow gates	N	N
Impact on existing and proposed outfall	N	N
Impact on City of Toronto's approved facilities	N	N
Impact on current land based recreational uses in area	N	N



Alternative 2a

- 600m breakwater east of ABTP Overflow Gates
- 200m groyne west of ABTP Overflow Gates
- 100m extension of Headland "C" Ashbridge's Bay


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FINAL Screening Summary

Alternative	Alternative Methods	Status
Do Nothing – Continued Maintenance Dredging	Do Nothing	Required
Alternative 1 and 1A Breakwater West of Overflow	Small or Large Breakwater	CARRIED FORWARD in 2013
Alternative 2, 2A Breakwaters East of Overflow	Small or Large Large Breakwater	CARRIED FORWARD in 2013
Alternative 4 and 4A New Harbour Entrance	Southern Harbour Entrance, Boat Clubs not Moved	Screened out in 2013
Alternative 6	Beach Dredging	Screened out in 2009 and 2013

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Draft Evaluation Criteria

Alternatives will be evaluated against a range of criteria grouped in the following five (5) categories:

- Cultural Heritage Environment
- Feasibility and Costs
- Natural Environment
- Socio-economic Environment
- Technical Considerations

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Draft Evaluation Criteria

Cultural Heritage Criteria	Typical Questions
First Nations Interests	Does alternative impair any identified First Nations' interests in the area?
Cultural Heritage Impacts	Does alternative potentially impact unknown cultural heritage resources in the area?
Accessibility and Scenic Views Impact	Does alternative impair or limit public access and/or existing scenic views?

Feasibility and Cost Criteria	Typical Questions
Capital and Maintenance Costs	Compare alternatives, relative to one another, for cost to construct and maintain
Construction Phasing Impacts (Land and Water)	Does construction phasing of alternative result in significant impacts to existing users (staging, access, disruption of use, etc.)?
Land/Water Lot Requirements	Does alternative require lands or water lots under ownership or lease by other agencies/stakeholders?
Impacts on Other Projects	Does alternative produce impacts to projects not currently identified under Technical Considerations Criteria?

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Draft Evaluation Criteria

Natural Environment Criteria	Typical Questions
Aquatic Habitat Impacts	Does alternative result in harmful alteration, disruption or destruction of aquatic habitat? Does alternative result in a Net Loss of habitat?
Terrestrial Habitat Impacts	Does alternative result in alteration, disruption or destruction of sensitive terrestrial habitat or disrupt migration of terrestrial communities?
Species of Interest Impacts	Does alternative impact species of interest/concern?
Fisheries Impacts	Does alternative impact fish community assemblages and usage of area?
Unique Habitat/Landform Impacts	Does alternative impact an unique habitats or landforms in the area?
Soils and groundwater Impacts	Does alternative potentially impact soil/groundwater quality, or is potentially impacted by contaminated soils/groundwater?

Socio-Economic Environment	Typical Question
Parks – Public Use and Infrastructure Impacts	Does alternative impact public use and infrastructure in the area?
Parks Planning – Ashbridge's Bay Park, Tommy Thompson Park and the Lake Ontario Park Master Plan	Does alternative impact the goals and objectives of existing planning initiatives in the area?
Boat Club Facility and Operations Impacts	Does alternative impact boat club facilities, programs and operations?

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Draft Evaluation Criteria

Technical Considerations	Typical Questions
Public Safety	Is the public at risk during construction and/or day-to-day use following construction?
Water Circulation	Does water circulation decrease as a result of the alternative?
Safe Boat Passage	Does alternative impair the movement and interaction between anticipated types of watercraft; allow for Coast Guard Auxiliary Station; or allow sufficient space to meet Ontario navigation safety guidelines?
Shoreline Stability	Does alternative concentrate wave energy within the area, promoting intensification of shoreline erosion?
Dredging Impacts	Does alternative provide for a substantial reduction in dredging?
Impacts on approved facilities in the City of Toronto's waterlot at ABTP and within Coatsworth Cut	Does alternative impede the City's planned facilities in the waterlot south of Ashbridges Bay Treatment Plant (ABTP) or works to be undertaken in Coatsworth Cut as per the approved Environmental Assessment studies?
Climate Change Impacts	Is the alternative able to adjust / function / adapt in the event of changing lake levels due to Climate Change?
Recreational Water Use Impacts	Does alternative provide for sheltered / flatwater conditions required by canoes/kayaks?
Impacts to ABTP Operations and Plans	Does alternative impact ABTP Operations/Plans?


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Open Discussion: Alternative Screening and Draft Evaluation Criteria: Is anything missing?




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Next Steps

- Refine Evaluation Criteria based on input from CLC#1 and PIC#1
- Evaluate Alternatives Carried Forward
- Select Preliminary Preferred Alternative based on evaluations
- Conduct Detailed Analysis of Environmental Impacts
- Determine if Environmental Impacts can be Mitigated
- Present Preferred Alternative to CLC and at PIC
- Refine Preferred Alternative
- Complete Environmental Study Report
- File Environmental Study Report for public review

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Draft Milestone Schedule: 2013 - 2014

April 2013	Formally re-initiate Class EA
May 2013	Community Liaison Committee (CLC) Meeting #1
June 19, 2013	Public Information Center (PIC) #1
July 24, 2013	CLC Meeting #2:– <i>Present preferred alternative and detailed environmental analysis of impacts</i>
Aug 21, 2013	PIC #2: - <i>Present preferred alternative and detailed environmental analysis of impacts</i>
Sept 25, 2013	CLC Meeting #3– <i>Review of Environmental Study Report</i>
Jan 2014	Draft Environmental Study Report (ESR) available for public comment
Feb 2014	Deadline for comments on ESR:
April 2014	CLC and PIC for detailed design of the landform

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Public Information Center #1

- June 19, 2013 – Fire Academy
- Information Booths Outlining Info Presented Tonight
- Encourage participation of CLC members
- Will receive public comments for two (2) weeks following the meeting
- Report summarizing comments will be prepared

Ashbridges Bay Erosion and Sediment Control Class Environmental Assessment:
Community Liaison Committee (CLC) Meeting #1: May 15th, 2013
The Toronto Beaches Lions Club
6:30 – 8:45 pm

This report was written by Vanessa AvRuskin and Suzannah Kinsella from SWERHUN Facilitation, the independent note taker and facilitator who are part of the Ashbridges Bay facilitation team. It reflects the key points raised and is not intended to serve as a verbatim transcript. This report was subject to the review of the participants at the meeting.

Meeting Overview: *This was the first meeting of the Community Liaison Committee (CLC). The purpose of this meeting was to understand the background to the Ashbridges Bay Erosion and Sediment Control Class Environmental Assessment (EA) project and to give feedback on the Screening and Evaluation Criteria for the alternatives aiming to solve the sedimentation issue which are causing a navigation hazard at the harbor entrances of Coatsworth Cut and Ashbridges Bay Park.*

KEY OUTCOMES

- 1. Members suggested additions and amendments to the draft evaluation criteria for the sediment control alternatives, including: specifying impacts to birds in the natural environment criteria; integrating the consideration of not only negative impacts but also those that are potentially positive impacts for all evaluation criteria; and correcting the technical considerations to include meeting federal navigation regulations.**
- 2. Members suggested that a true cost benefit analysis of providing viable navigable waters in the area should be undertaken to detail the socio-economic considerations for this project.**
- 3. Members wanted to understand why this third attempt at resolving the sedimentation issue would succeed when the previous two attempts had failed. Toronto Regional Conservation Authority (TRCA) cited that the completion and more comprehensive understanding of related, nearby projects and planning initiatives along with the refinement of the project scope to not include the relocation of the boat clubs (which was cost prohibitive in 2009) will both be factors in ensuring this issue is addressed. Essentially this EA project is looking at going ‘back to basics’ to focus on erosion and sediment control in the area. The City of Toronto (Toronto Water) is also focused on implementing two approved projects that involve lakefilling and shoreline reconfiguration in this area (a treatment facility and treatment wetland) and the completion of the Class EA to deal with erosion and sediment control issues is the remaining study needed to ensure an integrated detailed design approach can be undertaken for the area.**

4. **Updated maps of the study area that show all the current clubs in Ashbridges Bay/Coatsworth Cut and recent changes/additions such as docks were requested by members.**
5. **The northern section of Coatsworth Cut is experiencing an increase in sandbars and members sought clarity on whether this issue would be considered in this Class EA process.**
6. **With erosion from Scarborough Bluffs a continuing issue and concern in terms of contribution to sediment build up, members wanted to understand how plans to prevent such erosion were linked to this Class EA.**

I. Welcome and Agenda Review

Suzannah Kinsella opened the meeting by reviewing the proposed agenda and reviewing her role. There were no objections to the agenda or the CLC's terms of reference.

II. Reviewing Project Background and 2013 Recommencement

Lisa Turnbull, the Toronto and Region Conservation Authority (TRCA) Project Manager for the Ashbridges Bay Class EA, presented the background of this project. The Class EA is being undertaken by TRCA in partnership with the City of Toronto (Toronto Water). Lisa discussed the initial problem identification and the efforts of the previous two Class EAs in 2002 and 2009, along with the reasons for their suspension.

She also gave background about the current EA including its process, objectives, scope and study area. Emphasis was made that the 2013 Class EA for erosion and sediment control is step 1 in the overall project process. The City of Toronto (Toronto Water) is focused on implementing two approved projects that involve lakefilling and shoreline reconfiguration in the waterlot south of the Ashbridges Bay Treatment Plant (a treatment facility and treatment wetland). The remediation design for erosion and sediment control needs to consider these facilities, their effects on coastal processes and shoreline protection. The completion of the Class EA for erosion and sediment control is the last piece of planning/studies that needs to be done in the local study area. Once this Class EA is complete, it is anticipated that Step 2 will be a detailed design exercise to integrate all the approved design concepts in the local area. At this time considerations such as public access, construction phasing and potential cost efficiencies will be explored.

Lisa mentioned that a map showing Coatsworth Cut at the northern end of the Cut is to be amended to show this label further south.

Questions of clarification from the CLC:

- Is relocation of the clubs going to be looked at again? *There is no intention to move clubs and their relocation is no longer within the scope of the Class EA. The Class EA will look at ensuring safe navigation through the harbor entrances to the existing boat clubs in their current locations.*
- Will there be a connection between Tommy Thompson Park and the Ashbridges Bay Park? *The Class EA process will ensure that a future connection will not be precluded and public access options will be considered in the detailed design stage once the Class EA is complete. However, the physical provision of this connection is not within the scope of the Class EA.*
- There seems to be a contradiction regarding both preservation of wetlands and retaining developed property. *The statement that refers to the “protection of life and property in previously developed areas” pertains to the eligible undertaking that can be done under a Class EA. In terms of preserving existing wetlands, this would be an overarching goal of any remedial action. It is not anticipated that new wetlands would be created as part of the remedial solution for the area. The wetland development to be undertaken in the waterlot south of the Ashbridges Bay Treatment Plant is part of an already approved and separate City of Toronto EA and it is a treatment wetland as opposed to a natural habitat.*
- Though sediment is part of the issue, the other issue is that lake levels are dropping – this needs consideration. *This issue will be covered and considered in existing coastal conditions.*
- Will the navigation to Coatsworth Cut be retained? Members found this wording in the presentation confusing: “To identify a preferred solution that will mitigate the risk to navigation due to sediment erosion and deposition”. *Preserving navigation of Coatsworth Cut is the objective of this Class EA and the language surrounding this will be clarified.*
- Page numbers on slides were requested for future presentations.

III. Existing Conditions

Nancy Gaffney, TRCA’s Waterfront Specialist, gave background information on the biological, physical, cultural and socioeconomic conditions. Milo Sturm, Shoreplan Engineering, discussed the coastal processes.

Questions of clarification from the CLC:

- The Toronto Beaches Lions Club is missing from the previously existing developments map. *This map will be updated to include this club as well as other occupants in this area.*
- Is there new sediment coming from the erosion of the Scarborough Bluffs and/or east of them? *Though it was always suspected, new data suggests that it is happening. We are updating studies this year.*
- There seems to be an increase in seiches/surges both in frequency and intensity – members cited 2 four feet seiches in the last two years. Does this need to be studied? What would the impact of this be in terms of inflow and outflow? *We will be looking at a model of water level changes to flow but it is not expected that we can prevent them from happening as they occur primarily as a result of*

changes in atmospheric pressure. The desire will be for the solution not to magnify the effects of the seiches. .

- There are sandbars north of the navigation channel – will the solutions help prevent build up of these sandbars? Is the TRCA looking at that condition? *It would be hard to model north of the cut because waves inside that cut won't be as accurate. Therefore we can discuss the mouth of the Bay but not north of it. It is not within our scope to look beyond the navigation channels.*
- Is there a project to prevent or resolve the sediment erosion from the Scarborough Bluff? *TRCA is continuing to move eastwardly on the Scarborough Bluffs to secure erosion and sediment sources. The cost is prohibitive and we're working on funding to continue this work. The sediment at Ashbridges Bay is not only what is coming from the Bluff but sediment that already exists within the water system and littoral cell (a shoreline compartment where sediment travels and generally no input or output of sediment takes place across its boundaries).*
- Can sediment be dealt with by the Groyne in this presentation? Is it a viable solution? *Even if the sources of sediment are taken care of, you still have 10,000 tons of existing sediment in the lake itself. However, a Groyne could be part of a viable solution.*

IV. Sediment Control Alternatives

Lisa Turnbull presented the screening of previous alternative solutions and the draft criteria for current solutions.

Questions of clarification from the CLC:

The alternative solution maps are not showing current docks. *The maps will be updated to reflect current conditions during the evaluation stage. For the purpose of the screening the alternative concepts presented in 2002 and 2009 were not altered.*

Discussion: Screening and Evaluation Criteria: Is anything missing?

Cultural Heritage –

One participant asked about the participation of First Nations. *They are invited to be engaged and receive information and updates as requested. First Nation engagement is undertaken by TRCA Archeological staff. No concerns from First Nations have been raised to date. A Stage 1 Archeological Assessment has been completed that recommended a Stage 2 Assessment was not needed given the low possibility for terrestrial or aquatic cultural resources.*

Does accessibility include mobility? *Yes, accessibility includes mobility, visual ability, it covers a broad spectrum.*

Feasibility and Cost Criteria -

Is there any form of true cost benefit analysis – including the cost of losing the viability of the boat clubs or fees for sea cadet training; and the cost of saving the shoreline versus cost of sediment control in Ashbridges Bay?

This is a good point and the TRCA will look at how they could include this as part of the socio economic analysis.

One participant asked if a groyne could be used instead of all the other solutions. *The slide showing a groyne illustrated how sediment could be deflected and dispersed. Groyne type solutions in different locations are part of the potential alternative solutions.*

Natural Environment - If fisheries have been separated out as a sub section, could the same be done for birds? *Yes, we can do that.*

Technical-

Regarding safe boat passage – need to correct this criteria to replace Ontario guidelines (which don't exist) to Federal guidelines.

How is water circulation affected? Does it decrease or improve?

Positive and negative effects on water circulation will be considered as part of the evaluation of each alternative but until these scenarios are modeled we can't answer this.

General questions regarding criteria were raised –

Why not look at possible improvements instead of focusing on negatives? This could encourage more positive results. *This can be looked at, where appropriate, for all evaluation criteria.*

Is wetlands carved out? How do we define wetland? *Wetland habitat is not found within the local study area. Creating new wetland habitat is not within the scope of this project. The wetland mentioned is a City of Toronto approved EA concept for a treatment wetland associated with the Ashbridges Bay Treatment Plant.*

Have climate change impacts been considered? We have some control over the water levels. The seaway commission and joint commission have met, shippers want high waters, land owners want low water or environmentalists want natural levels. This man-made issue should be considered. *Yes, these factors will be considered.*

Questions of clarification from the CLC:

One member was glad that some alternatives from the previous process were carried forward. However the member expressed concern regarding completion of the process. Why is this time different than the past two Class EA's?

With the 2013 Class EA we are essentially going 'back to basics', the scope is tighter and the timing is right. In 2002 the timing was not good because other initiatives in the same area were in the midst of completion. In 2009 the cost of relocating the boat clubs halted the process because these costs far exceeded the available funds for implementation. City of Toronto (Toronto Water) is also focused on implementing two approved projects that involve lakefilling and shoreline reconfiguration in this area (a treatment facility and treatment wetland) and an integrated approach for the erosion and sediment control remediation needs to be undertaken with these projects.

V. Next Steps

Suzannah Kinsella wrapped up the meeting by thanking participants for coming. She let the participants know that a draft of notes from the workshop would be distributed to them for review prior to being finalized.

The date and location of the Public Information Centre session on June 19th 6.30-8.30pm at the Fire Station, 895 Eastern Ave, was confirmed. CLC members were asked to inform their members and communities of this session and for members to attend if possible.

VI. Attendees

CLC Members

Susan Stuart, Balmy Beach Canoe Club
Sarah Box, Friends of the Spit
Scott Feltman, Greening Ward 32
Carol McCague, Toronto Beaches Lions Club
Sandy Gauthier, Toronto Beaches Lions Club
Nolly Havermoek, Toronto Beaches Lions Club
Bob Kortright, Toronto Field Naturalists
John Edwards, Toronto Hydroplane & Sailing Club
Beverly Edwards, Toronto Ornithological Club
Angus Armstrong, Toronto Port Authority
Robert Hedley, Ashbridges Bay Yacht Club
Ron Anderson, Navy League of Canada
Rachel Lewis, Navy League of Canada

TRCA

Lisa Turnbull
Nancy Gaffney
Laura Stephenson
Erica Dewell

Toronto Water

Ted Bowering

Shoreplan

Milo Sturm

Swerhun | Facilitation & Decision Support

Suzannah Kinsella
Vanessa AvRuskin

**Ashbridges Bay Erosion and Sediment Control Project
Conservation Ontario Class Environmental Assessment (EA)
COMMUNITY LIAISON COMMITTEE #1**

AGENDA

- | | |
|---|-----------|
| 1. Introductions and Roles and Responsibilities
(Suzannah Kinsella, Swerhun Inc.) | 6.30-6.45 |
| 2. Project Background (Lisa Turnbull, TRCA) | 6.45-6.55 |
| a. Problem Identification | |
| b. Timeline and Previous Studies/Initiatives | |
| c. Work Completed in 2009 | |
| 3. 2013 Conservation Ontario Class EA Recommencement
(Lisa Turnbull, TRCA) | 6.55-7.05 |
| a. Process | |
| b. Objectives | |
| c. Scope | |
| d. Study Area | |
| e. Conservation Ontario Class EA Overview | |
| Questions and Clarification | 7.05-7.15 |
| 4. Existing Conditions | 7.15-7.35 |
| a. Biological, Physical, Cultural and Socioeconomic Conditions
(Nancy Gaffney, TRCA) | |
| b. Coastal Processes (Milo Sturm, Shoreplan Engineering) | |
| Questions and Clarification | 7.35-7.45 |
| 5. Sediment Control Alternatives | 7.45-8.10 |
| a. Screening of Previous Alternatives | |
| b. Draft Evaluation Criteria | |
| Discuss: Screening and Evaluation Criteria: Is anything missing? | 8.10-8.30 |
| 6. Next Steps,, Public Information Centre #1 | 8.30-8.45 |



**Ashbridges Bay Erosion and Sediment Control Project
Conservation Ontario Class Environmental Assessment (EA)
COMMUNITY LIAISON COMMITTEE #2**

Thursday September 5, 2013

Toronto Beaches Lions Club – 10 Ashbridge's Bay Park Road

6:30pm – 8:30 pm

Chair: Suzannah Kinsella, Swerhun Inc.

AGENDA

1. Introductions and Housekeeping Items
(Suzannah Kinsella, Swerhun Inc.)
2. Review of Minutes from CLC #1
(Lisa Turnbull, TRCA)
3. Dredging: 2013 Activities and Follow up to Requests from CLC members
(Lisa Turnbull, TRCA)
4. Overview of Cost Benefit Analysis Exercise
(Lisa Turnbull, TRCA)
5. Summary of Input Received from Public Information Center #1
(Lisa Turnbull, TRCA)
6. Refined Alternatives
(Lisa Turnbull, TRCA and Milo Sturm, Shoreplan Engineering)
7. Evaluation of Alternatives
 - a. Evaluation Process
 - b. Finalized Evaluation Criteria
 - c. Preliminary Results of Coastal Modelling
(Lisa Turnbull, TRCA and Milo Sturm, Shoreplan Engineering)
8. Next Steps and Proposed Meeting Schedule
(Lisa Turnbull, TRCA)




Ashbridges Bay Erosion and Sediment Control Class EA: CLC Meeting #2

September 5, 2013






1




Agenda

- 6.30pm Welcome and Agenda Review
- 6.35pm Review of Minutes from CLC #1
- 6.45pm Follow-up Items from CLC #1:
 - Dredging Activities
 - Cost Benefit Analysis Exercise
- 7:00pm Feedback from PIC#1
- 7:15pm Refreshment Break
- 7:25pm Description of Refined Alternatives
- 7:50pm Evaluation of Alternatives: Update on Method and Progress
- 8:20pm Next Steps
- 8.30pm End

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2013 Class EA Objective


Refined to reflect CLC comments:

To identify a preferred solution that will mitigate erosion and sediment deposition at the harbour entrance of Coatsworth Cut in order to ensure safe navigation - while considering the various approved facilities, planning initiatives and current uses in the study area.



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Roles of the CLC

- **Identify public/stakeholder issues and positions** related to the impact and design of the project;
- **Offer potential advice or solutions** to resolve these issues;
- **Assist the TRCA and the City in reaching out and maintaining communication** with community residents, local groups, associations, and organizations that share an interest in Ashbridges Bay and the project, including helping to share information with their represented organization; and
- **Attend and assist at the Public Information Centre public meetings** organized by TRCA and the City of Toronto to assist in providing information to the public along with receiving their feedback.

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Objectives of Tonight's CLC

1. Follow up on outstanding items from the last CLC meeting
2. Review feedback received from the PIC and present the final evaluation criteria
3. Understand the refined alternatives
4. Provide an update on the Evaluation Process and highlight key factors
5. Update on project progress and key next steps

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Dredging Activities



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Dredging

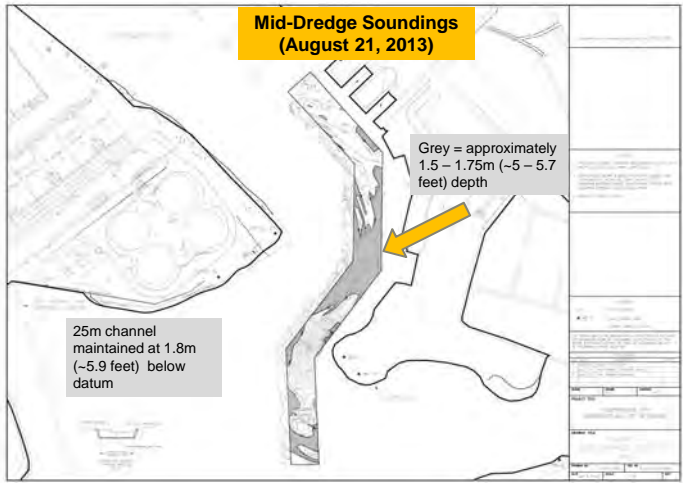
- 2013 dredging in the Coatsworth Cut navigation channel is underway and nearly complete (approximately 1,000 m3 remains to be removed)
- Total volume to be removed = 4,100 m3



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Mid-Dredge Soundings (August 21, 2013)



Grey = approximately 1.5 – 1.75m (~5 – 5.7 feet) depth


25m channel maintained at 1.8m (~5.9 feet) below datum

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Request to Consider Expanding Dredging

- The areas users indicated were problematic lie primarily either within the northern waterlot for the ABTP or the navigation channel into Coatsworth Cut.
- The navigation channel will continue to be maintained and addressed as part of this project and expanding the area that has traditionally been dredged will be considered once the remedial solution has been implemented (pending available funds).
- Toronto Water has indicated that they will not be looking at dredging areas of the Ashbridges Bay Treatment Plant waterlot for recreational uses.



- Additional dredging would have to be initiated and financed by the clubs in the area and would be pending necessary landowner and agency (Provincial and Federal) approvals.
- In other areas of Lake Ontario TRCA has offered boat clubs advice and assistance working through the approvals and permitting processes required.


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Cost Benefit Analysis



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Characterizing Social and Economic Value

Although we do not have the resources to undertake a full cost benefit analysis, the clubs in the study area were surveyed and information was collected to help characterize the cultural and economic benefits they bring to the community. The survey results will be presented cumulatively as part of the socioeconomic section of the Baseline Environmental Inventory.


Example of data collected:

- Social value
 - programs for members aged 5 and above
 - approx. 600 volunteers
 - subsidies and special programming
- Local economy contribution
 - 7 full-time and 45 seasonal staff
 - approx. 2,000 members; 75-99% of revenue spent within the City of Toronto
 - approx. 4,300 visitors in 2012-2013


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Overview of Feedback from PIC#1




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Overview of Public Information Center #1

- The first of two planned Public Information Centres (PIC) was held on June 17, 2013.
- The PIC targeted input from the public on the:
 - Alternative concepts being considered to help solve the sediment problem
 - Draft evaluation criteria which will be used to assess the alternative concepts
- An open house format was held at the Toronto Fire Academy from 6:30 to 8:30 p.m. for members of the public to preview some key display panels and to talk informally with the Project Team (TRCA, City of Toronto - Toronto Water and Shoreplan Engineering).
- Attendees were given a workbook (later placed on website) to inform and encourage input. Input was received for two weeks following the meeting.
- The meeting was attended by six (6) members of the public, one (1) member of City Council, two (2) Steering Committee members and four (4) CLC members.**

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PIC #1 -

Comments on the alternative concepts included:

- 1A and 2A will negatively impact dingy and small sailing craft training west of ABYC harbor as these alternatives will restrict or eliminate space used for training by ABYC
- Alternative 2A and watercraft traffic:
 - Want sufficient space where two breakwaters are close together. Otherwise, may create boat traffic bottleneck there, particularly in the summer season.
- Alternative 2A vs. 1A:
 - 2A provides for more length, but less space for various club members to navigate around each other.
 - 1A provides for space and is thus safer for users.
- Hopes were expressed that the alternative could enable improved water circulation in the cut, a benefit for both sailors and canoeists.

- Comments were considered in the refinement of the alternatives that were carried forward.
- Federal navigation standards will be upheld in the design of all Alternatives. Impacts to current users, including changes in wave conditions, will be analysed and considered in the evaluation of the Alternatives.

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PIC #1 -


Consideration could be given to reconfiguring points of park headlands to allow for more space

- At this time removal or alteration of current land is not being considered because of the impacts it would have to existing uses of the current landowners/leases.

There was interest in how the EA Process might improve the situation for canoeists in Coatsworth Cut, for example dredging a larger area for the canoe club and potentially using Toronto Water's treatment wetland as a place to shelter canoes.

- Dredging beyond the navigational channel is outside of the scope of this project.
- Toronto Waters facility will be a treatment wetland only and public access in this area will not be available. A buffer will also be created between this facility and any public access considered on the proposed landform to ensure public safety.

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PIC #1 -


There was concern expressed that in most Environmental Assessments the method of evaluating/scoring does not allow for comparison between each alternative. There need to be a range of scoring that is significant enough to account for the range in impacts. Simple words like 'major' and 'minor' impacts should not be used to describe the evaluation criteria and results. The evaluation needs to be quantifiable.

- Scoring for the evaluation has not yet been developed and comments will be considered when this is undertaken. Preliminary thoughts are that scoring from negative 3 to positive 3 would be used to capture the range of impacts each alternative may have. The impacts each alternatives has in relation to the other will be compared. A simple code or visual tool may be used in addition to the numerical score to help with public interpretation.

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Refreshment Break




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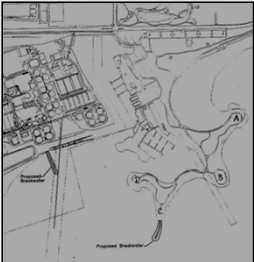
Sediment Control Alternatives



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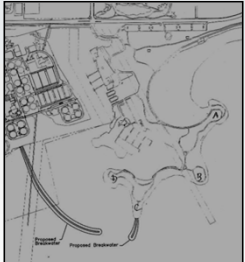


Alternative 1 & 1A (2002) – CARRIED FORWARD



Alternative 1


- 120m breakwater west of ABTP Overflow Gates
- 100m extension of Headland "C" Ashbridges Bay



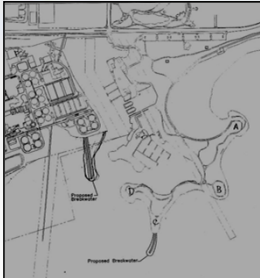
Alternative 1a

- 600m breakwater west of ABTP Overflow Gates (overlying existing outfall)
- 100m extension of Headland "C" Ashbridges Bay

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Alternative 2 and 2A (2002) – CARRIED FORWARD



Alternative 2


- 175 to 200m breakwater east of ABTP Overflow Gates
- 100m extension of Headland "C" Ashbridges Bay



Alternative 2a

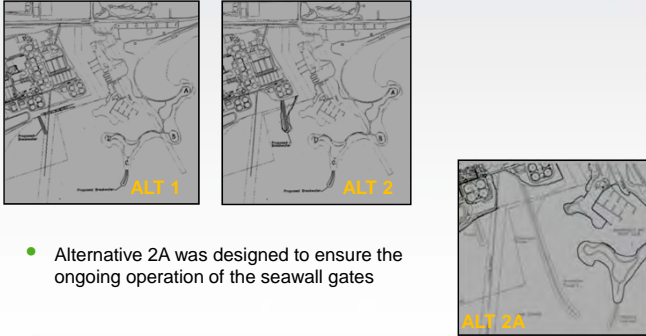
- 600m breakwater east of ABTP Overflow Gates
- 200m groyne west of ABTP Overflow Gates
- 100m extension of Headland "C" Ashbridges Bay

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Refined Alternatives

- Alternative 1 and Alternative 2 were not refined based on their inability to be integrated with the other approved facilities in the local study area.



- Alternative 2A was designed to ensure the ongoing operation of the seawall gates

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Refined Alternatives


Alternatives were refined to take into account:

- On-going operation of the seawall gates
- Toronto Waters' approved treatment wetland facility (10 ha)
- Toronto Waters' approved high rate treatment facility (with a 50m buffer)

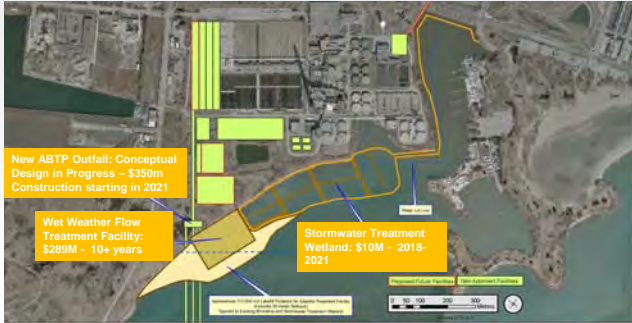
For the approved facilities, area required for the concepts in their respective EAs was used to configure project along the shoreline (as per direction from Toronto Water).

Three newly refined alternatives were finalized and renumbered for the 2013 EA.

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


Design Concepts for Facilities Associated with Approved EA Studies

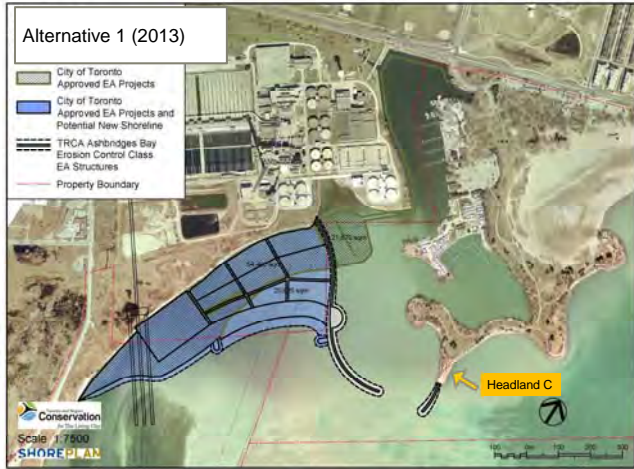


- New ABTP Outfall: Conceptual Design in Progress - \$350m Construction starting in 2021
- Wet Weather Flow Treatment Facility: \$289M - 10+ years
- Stormwater Treatment Wetland: \$10M - 2018-2021

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Alternative 1 (2013)



Legend:

- City of Toronto Approved EA Projects
- City of Toronto Approved EA Projects and Potential New Shoreline
- TRCA Ayrindges Bay Erosion Control Class EA Structures
- Property Boundary

Scale 1:7500
SHORE PLAN

Headland C

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Alternative 1: Description

- Alternative 1 consists of two breakwater extensions referred to as east and west breakwaters.
- The east breakwater is approximately 100 m long and extends from Headland C of the Ashbridge's Bay Park.
- The west breakwater is approximately 625 m long and extends from the west side of the ABTP
- The entrance created between these two breakwaters is approximately 120 meters wide. It is located at the -4 m contour.
- The breakwaters create a semi-sheltered area of approximately 160,000 sq. m.
- The location of the treatment wetland needs to be modified by relocating approximately one fifth (22,000 sq. m.) of the proposed treatment wetland
- The shoreline of the landform is approximately 850 meters long with one half (400 m) being cobble beach and the remainder is proposed to be an armour stone revetment.
- Public access is accommodated along the revetment and the crest of the beach.
- A lookout is located on the east side of the west breakwater just behind the crest of the beach.

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Alternative 2 (2013)



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Alternative 2: Description

- Alternative 2 is a variation of Alternative 1.
- The east and the west breakwaters and the land form west of the west breakwater are identical to those described above for Alternative 1.
- Short central breakwater is added from the east side of the overflow gates of the MTP.
- The purpose of this breakwater is to deflect occasional flow from the overflow gates further out away from the mouth of the Coatsworth Cut and further away from ABYC entrance.
- The central breakwater is approximately 200 meters long with low crest elevation of and narrow width.

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Alternative 3 (2013)



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Alternative 3: Description

- Alternative 3 shares the same east breakwater with Alternative 1 and 2
- West breakwater is relocated to enclose a smaller area of approximately 116,00 sq. m.
- Discharge of the overflow gates is directed out through an open channel on the west side of the west breakwater.
- A secondary west breakwater is positioned approximately 40 m from the primary west breakwater. The spacing of the breakwater was selected to match the approximate width of the overflow gates to allow free open channel flow.
- The primary west breakwater is approximately 650 m long and the secondary west breakwater is approximately 450 m long.
- The location of the treatment wetland is modified by relocating approximately 25% or 26,000 sq. m.
- The proposed shore treatment along the modified land form west of the secondary west breakwater is very similar to that described for Alternative 1.
- No public access across the open channel is provided.

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Cross Section of Structures (All Alternatives)

- The proposed breakwaters are to be constructed using quarry run core and rip rap and armour stone exterior.
- The quarry run and some of the rip rap could be substituted with suitable concrete rubble if supply is available at the time of construction.
- The east breakwater and the outer portions of the west breakwater is expected to be constructed with a low cross-section that is armoured on the top.
- The low cross-section will allow occasional overtopping during severe storms and high water levels. Such a crest treatment does not accommodate public access but minimizes in-water footprint and visual obstructions.


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Evaluation of Alternatives



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Evaluation Process


Step 1: Determine whether the undertakings for this project has an impact on the criteria (either negative or positive)

Step 2: Carry forward any criteria that the project has an impact on

Step 3: Evaluate the impact each alternative has on each criteria comparatively

- Scoring currently proposed would be a -3 to +3 range with 0 being neutral
- The range of the scoring has not been finalized as the preliminary results from the water quality modelling need to be considered to ensure that the proper range of scoring is used for a comparative evaluation amongst the Alternatives


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Water Quality Modelling

- The City of Toronto's Lake Ontario MIKE-3 hydrodynamic and water quality model is being used to assess the impact the Alternatives will have on water quality.
- This model will be run for both:
 - existing conditions; and
 - implementation of local Wet Weather Flow projects (the treatment wetland, new outfall/decommission of the sea wall gates).
- Total Phosphorus (TP), Total Suspended Solids (TSS), Copper (Cu) and E.coli levels will be modelled in the following locations:
 - Coatsworth Cut Boat Basin (2 points)
 - ABYC Boat Basin
 - Inside the Breakwaters for each Alternative
 - Woodbine Beach/Beaches Park (2 points)
 - Harris Water Intake
 - Tommy Thompson Park (3 points)
 - Center Island
 - Cherry Beach

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Evaluation Criteria

Cultural Heritage Criteria	Typical Questions
First Nations/Métis Interests	Does alternative impact any identified First Nations or Métis interests in the area?
Cultural Heritage Impacts	Does alternative potentially impact unknown cultural heritage resources in the area?
Accessibility and Scenic Views Impact	Does alternative impact public access and/or existing scenic views?

Feasibility and Cost Criteria	Typical Questions
Capital and Maintenance Costs	Compare alternatives, relative to one another, for cost to construct and maintain.
Construction Phasing Impacts (Land and Water)	Does construction phasing of alternative result in significant impacts to existing users (staging, access, disruption of use, etc.)?
Land/Water Lot Requirements	Does alternative require lands or water lots under ownership or lease by other agencies/stakeholders?
Impacts on Other Projects	Does alternative produce impacts to projects not currently identified under Technical Considerations Criteria?

* Impacts can be positive or negative

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Evaluation Criteria

Natural Environment Criteria	Typical Questions
Aquatic Habitat Impacts	Does alternative result in impacts to aquatic habitat? Does alternative result in a Net Loss/Gain of habitat?
Terrestrial Habitat Impacts	Does alternative result in impacts to sensitive terrestrial habitat or migration of terrestrial communities?
Migratory and Breeding Bird Impacts	Does alternative result in impacts to habitat for migratory or breeding bird communities?
Species of Interest Impacts	Does alternative impact species of interest/concern?
Fisheries Impacts	Does alternative impact fish community assemblages?
Unique Habitat/Landform Impacts	Does alternative impact any unique habitats or landforms in the area?
Soils and groundwater Impacts	Does alternative impact soil/groundwater quality, or is it potentially impacted by contaminated soils/groundwater?
Water Quality	Does the alternative impact water quality in the local or regional study area?

* Impacts can be positive or negative

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Evaluation Criteria

Socio-Economic Environment	Typical Question
Parks – Public Use and Infrastructure Impacts	Does alternative impact public use and infrastructure in the area?
Parks Planning – Ashbridge's Bay Park, Tommy Thompson Park and the Lake Ontario Park Master Plan	Does alternative impact the goals and objectives of existing planning initiatives in the area?
Boat Club Facility and Operations Impacts	Does alternative impact boat club facilities, programs and operations?

* Impacts can be positive or negative

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Evaluation Criteria

Technical Considerations	Typical Questions
Public Safety	Does alternative impact public safety during construction and/or day-to-day use following construction?
Water Circulation	Does alternative impact water circulation?
Safe Boat Passage	Does alternative impact the movement and interaction between anticipated types of watercraft, the Coast Guard Auxiliary Station, or Federal navigation safety guidelines?
Shoreline Stability	Does alternative impact wave energy within the area and subsequently shoreline erosion?
Dredging Impacts	Does alternative reduce annual long term dredging requirements?
Climate Change Impacts	Is the alternative able to adjust / function / adapt in the event of changing lake levels due to Climate Change?
Recreational Water Use Impacts	Does alternative provide for sheltered / flatwater conditions required by canoes/kayaks?


* Impacts can be positive or negative

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Preliminary Results of Coastal Modelling

SHOREPLAN



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Design Wave Conditions

LEGEND

Wave Height (m)

- 0.0
- 0.5
- 1.0
- 1.5
- 2.0
- 2.5
- 3.0
- 3.5
- 4.0

Map Scale: 1:5000
Map Date: 2012
Map Author: [Name]
Map Title: [Title]


EXISTING CONDITIONS

ALTERNATIVE 1

ALTERNATIVE 2

ALTERNATIVE 3

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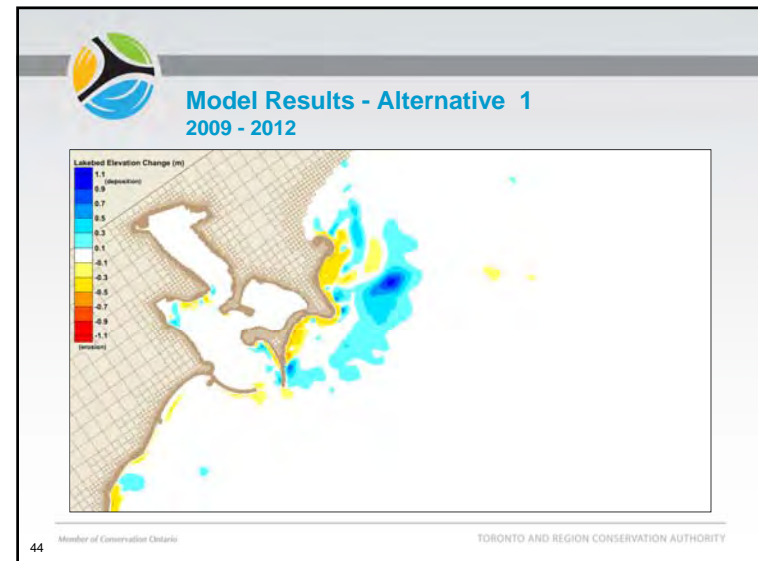
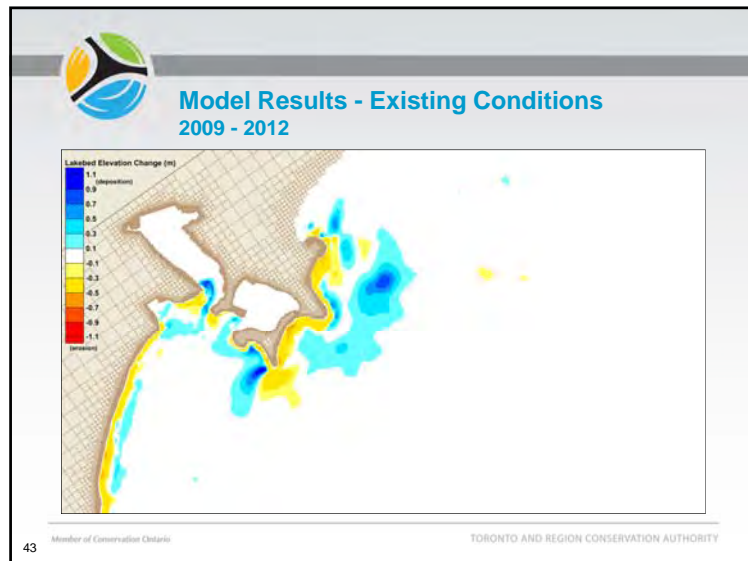
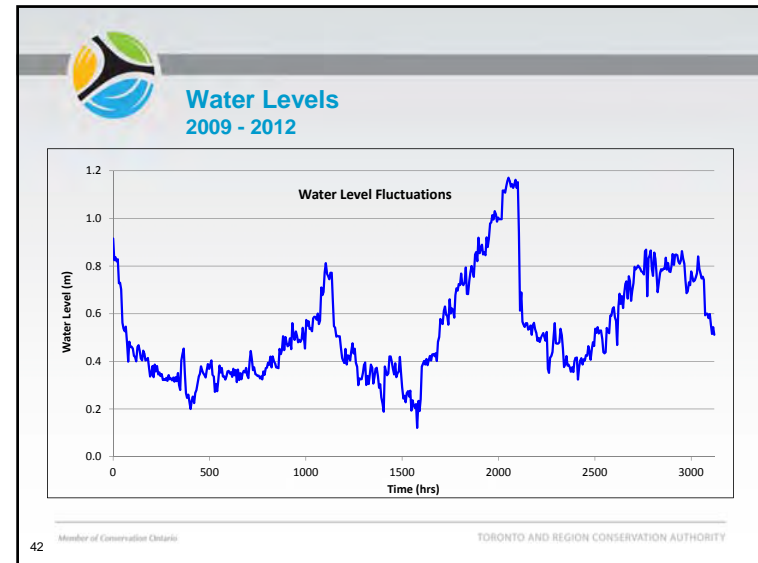
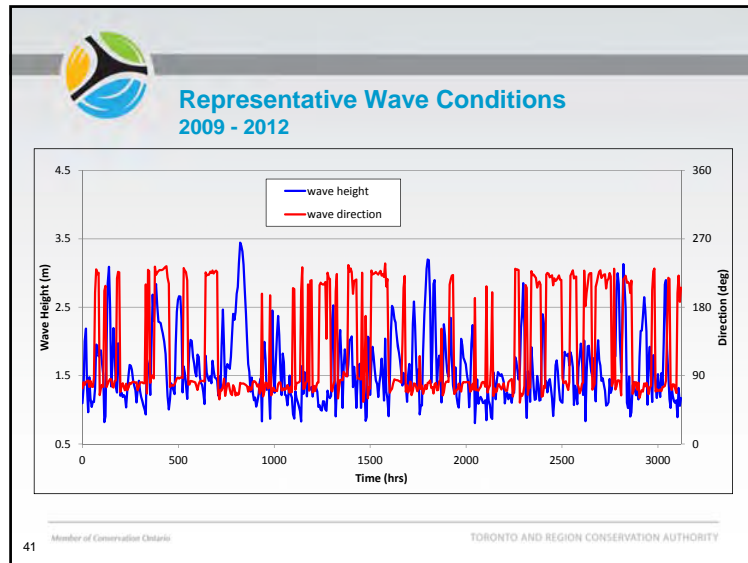
Surveyed Lakebed Elevation Changes 2009 - 2012

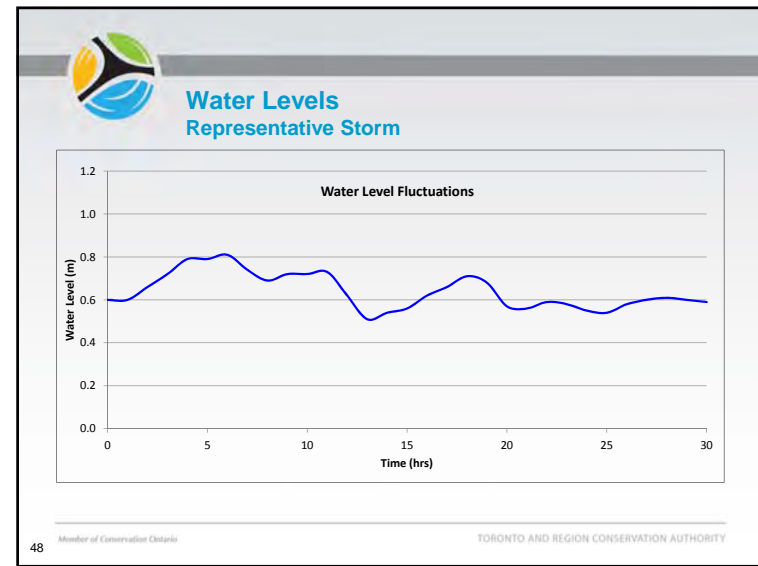
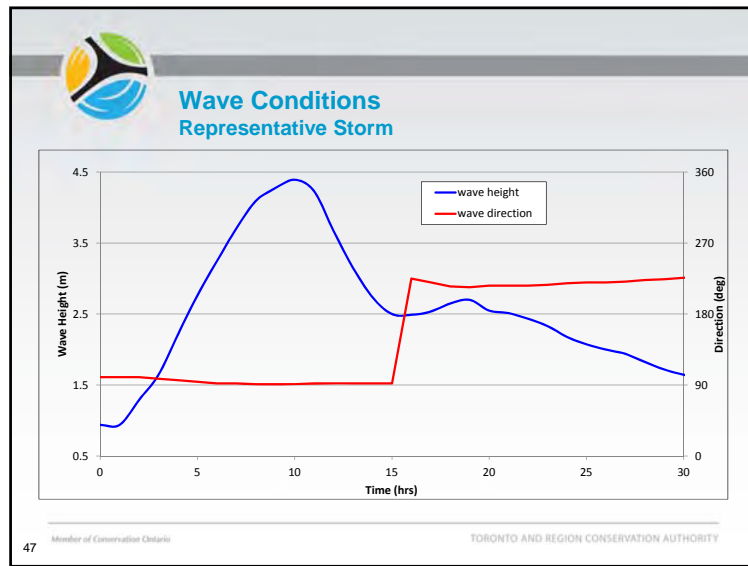
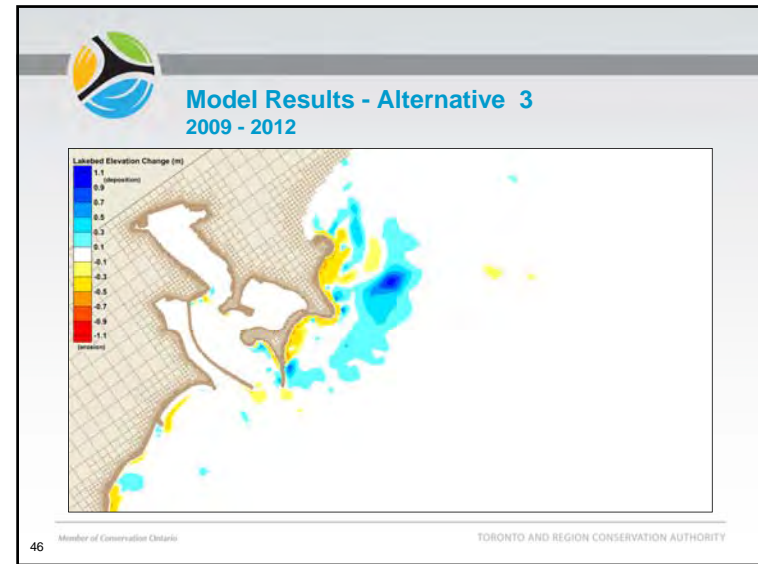
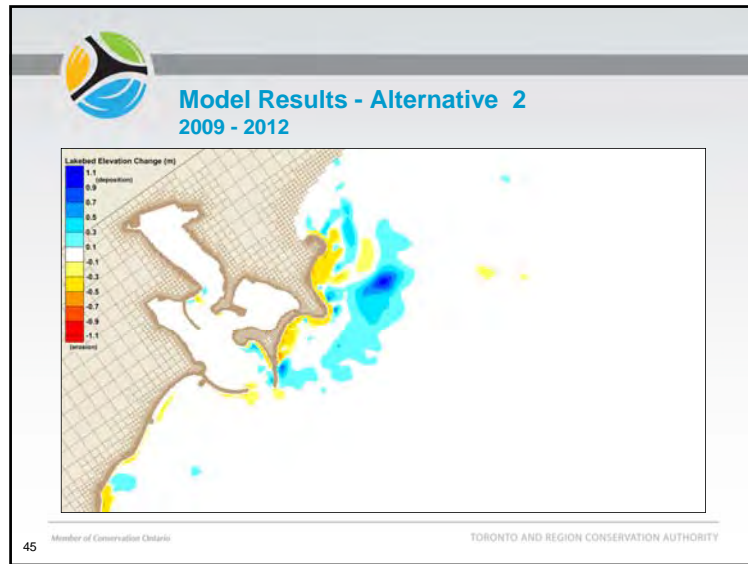
Lakebed Elevation Change (m)

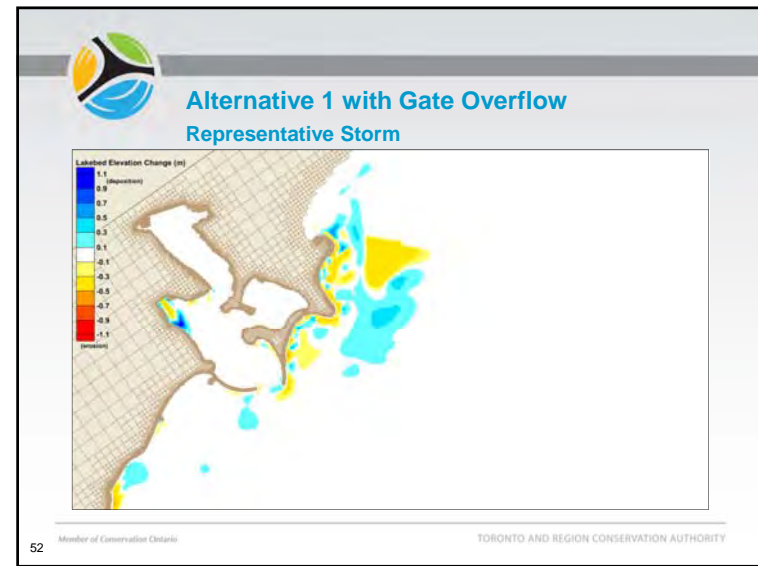
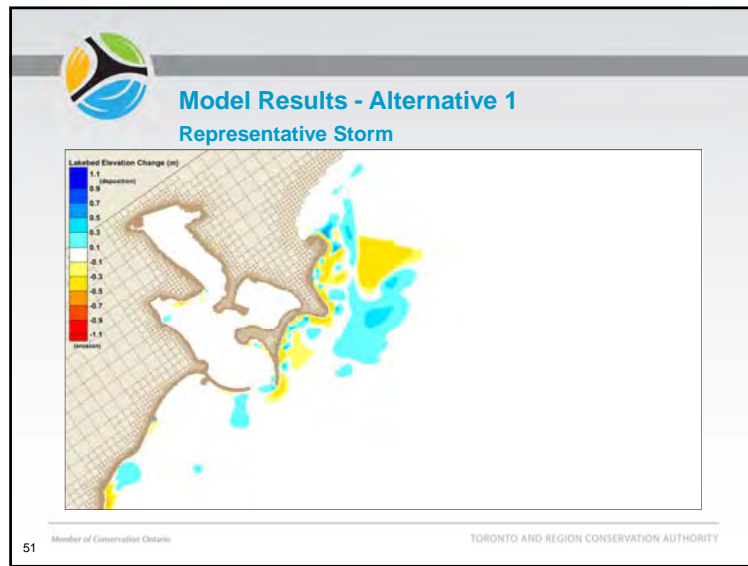
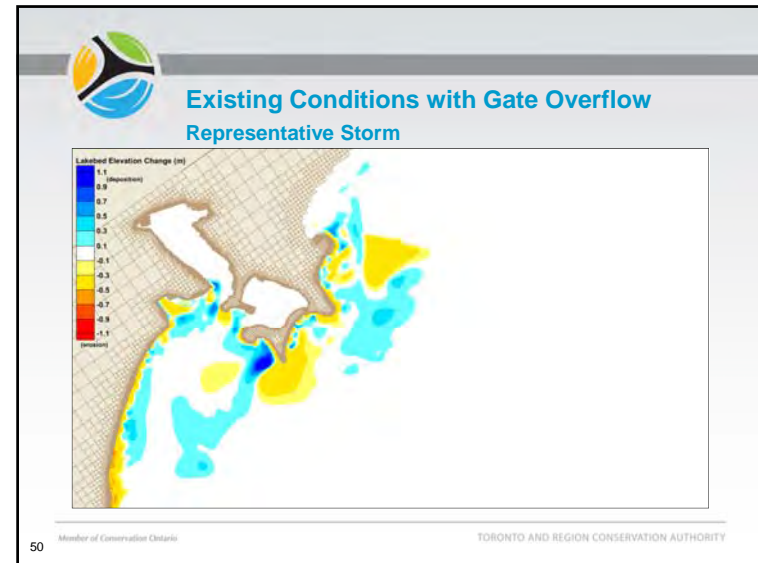
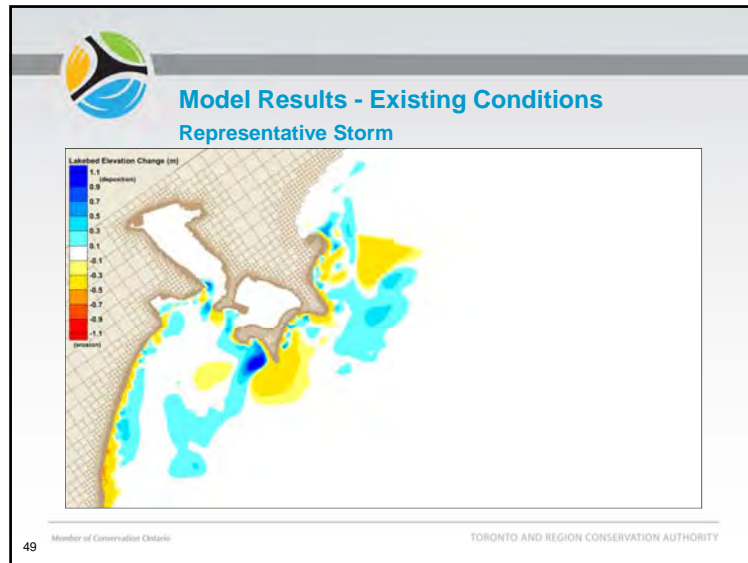
- 1.1
- 0.9
- 0.7
- 0.5
- 0.3
- 0.1
- 0.1
- 0.3
- 0.5
- 0.7
- 0.9
- 1.1

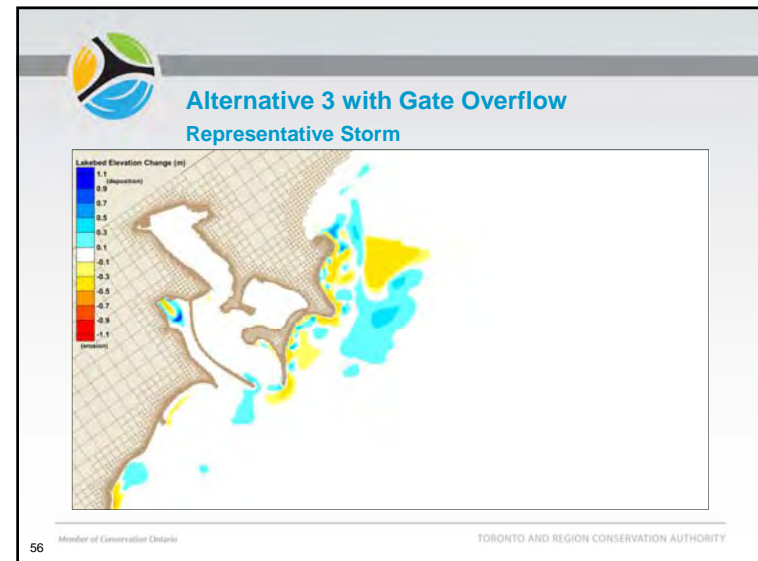
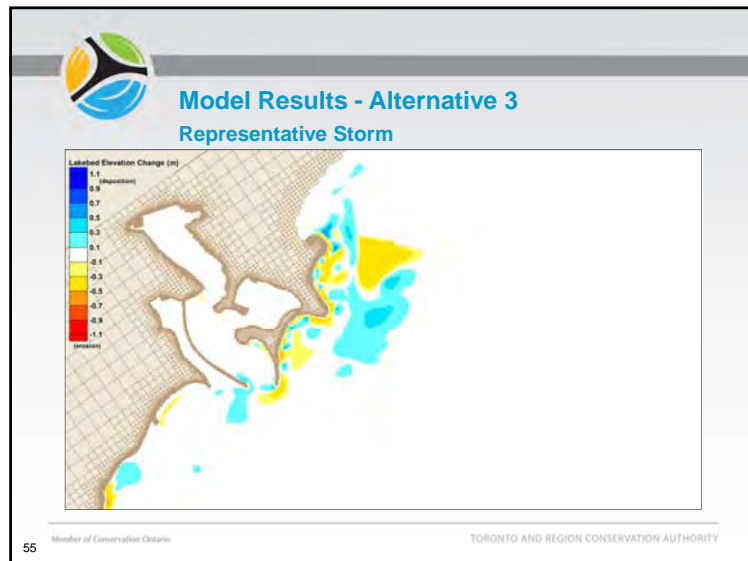
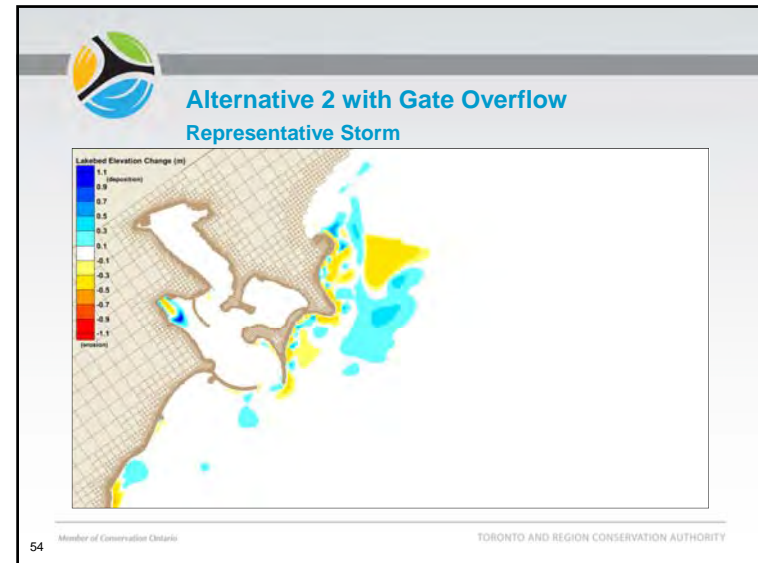
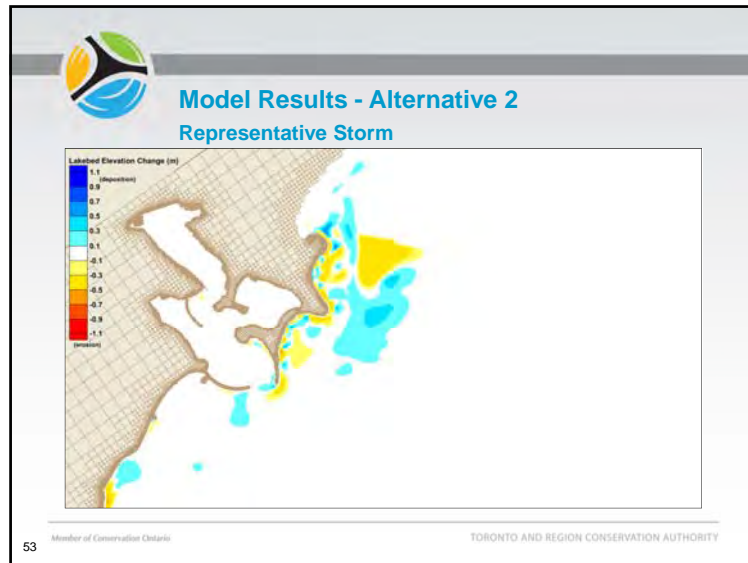
Limit of area common to both surveys


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Next Steps



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Ashbridges Bay Erosion and Sediment Control Project Process - 2013

Step 1: CO Class EA Study (April 2013 – December 2013):

- Complete Class EA study to deal with the erosion and sediment control landform structure – November 2013
- Report back to City of Toronto Council in December 2013 (prior to filing Notice of Completion); seek approval to proceed with detailed design of landform pending completion of EA process
- File Environmental Study Report for mandatory 30-day public review period – January 2014


Step 2: Detailed Design (2014) - Pending City of Toronto Council approval

- Undertake detailed design of a landform south of the Ashbridge's Bay Treatment Plant that would utilize materials available from local infrastructure projects to:
 - Create the footprint for the treatment facility and treatment wetland (based on approved concepts in their respective EAs)
 - Provide for erosion and sediment control

Step 3: Construction Strategy (Spring 2014)

- Secure permits and prepare construction strategy for landform


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Project Specific Next Steps

- Complete water quality modelling
- Finalize evaluation scoring method and complete evaluation of Refined Alternatives
- Select Preliminary Preferred Alternative based on evaluations
- Conduct detailed analysis of environmental impacts
- Determine if environmental impacts can be mitigated
- Present Preliminary Preferred Alternative to CLC
- Refine Preferred Alternative
- Present Preferred Alternative to PIC
- Finalize Preferred Alternative
- Complete Environmental Study Report
- File Environmental Study Report for public review

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Draft Milestone Schedule: 2013 - 2014

April 2013	Formally re-initiate Class EA
May 2013	Community Liaison Committee (CLC) Meeting #1
June 19, 2013	Public Information Center (PIC) #1
Sept 5, 2013	CLC Meeting #2 – <i>Present refined alternatives</i> ← We are here
Early Oct 2013	CLC Meeting #3 - <i>Present results of evaluation, preliminary preferred alternative and detailed environmental analysis of impacts</i>
Late Oct 2013	PIC #2 - <i>Present preferred alternative and detailed environmental analysis of impacts</i>
November 2013	Draft ESR to CLC for review (CLC #4 if needed)
Jan 2014	Environmental Study Report (ESR) filed with the MOE and available for public comment
Feb 2014	Deadline for comments on ESR
April 2014	CLC and PIC for detailed design of the landform

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Public Information Center #2

- Late October – Location TBD
- Format: Information Panels Outlining Evaluation of the Refined Alternatives and the Preferred Alternative
- Encourage participation of CLC members
- Will receive public comments for two (2) weeks following the meeting
- Report summarizing comments will be prepared

Ashbridges Bay Erosion and Sediment Control Environmental Assessment (EA): Community Liaison Committee (CLC) Meeting #2: September 5th, 2013

The Toronto Beaches Lions Club

6:30 – 8:30 pm

MINUTES

This report was written by Bianca Wylie and Suzannah Kinsella of SWERHUN Facilitation. It reflects the key points raised and is not intended to serve as a verbatim transcript.

Meeting Overview: *This was the second meeting of the Community Liaison Committee (CLC). The purpose of this meeting was to present an update on the work done by the project team since the first CLC meeting, including feedback from PIC 1, the updated alternatives, updated criteria and initial data on modeling wave impacts and sediment.*

KEY MESSAGES

- 1. Participants appreciated and enjoyed the presentation and the opportunity to review and discuss the data and modeling done to date.**
- 2. Some participants were strongly opposed to including a terminus on the breakwater in any of the design alternatives which was perceived as facilitating a bridge across Ashbridge's Bay.** Participants expressed that this is not desired, and should not be included in any of the alternatives.

I. Welcome & Agenda Review

The facilitator Suzannah Kinsella opened the meeting by reviewing the proposed agenda and reviewing her role as well as the purpose of the meeting: to look at the progress that is being made on the sediment control alternatives, and the plans to evaluate the options. Suzannah also reviewed the public consultation schedule - that the next CLC meeting will be in early October, followed by Public Information Center (PIC)# 2 in late October.

Finally, Suzannah asked for comments on the first CLC meeting summary. There were no issues raised, and the attendees agreed it accurately reflected the content of the first meeting.

II. Area Update

Lisa Turnbull, the Toronto and Region Conservation Authority (TRCA) Project Manager for the Ashbridges Bay EA, shared a few points prior to her presentation. One update was on the dredging activities currently underway – she said there were approximately five days of work left, but the exact date of completion was subject to contractor availability and weather. Lisa confirmed that Toronto Water would currently not consider dredging at the top of the channel, where some recreational activities happen. Typically clubs fund dredging needed close to their facilities. The TRCA has provided guidance to clubs and groups in other areas when they needed to get permission from the City to dredge. - If anyone wants help with contacts to begin that process, Lisa told CLC members to contact her.

Questions of clarification from the CLC:

- We talk about dredging the channel for federal purposes. What are we trying to dredge, who are we trying to serve with this? *TRCA's responsibility, as a land owner, is to manage navigation in the channel. Around the slips it's the responsibilities of the clubs. It is not a federal user that needs to use the channel, the federal government sets the requirement for navigation (the width and depth) – for it to be a safe channel from the clubs out to the lake.*
- Is the objective of this study to maintain the accessibility of the water for the uses in the area? *Maintaining the lease areas is the responsibility of the clubs. The objective is to maintain access for all the groups into the harbor entrance of Coatsworth Cut.*
- Is there a conflict with the objective? If you want it to have access, but then you won't support full access? *Right now TRCA's responsibility is to the public docks (as shown on slide 8). TRCA did review the previous leases with the boat clubs and the responsibility for dredging in the lease areas was not articulated. It was suggested that discussions pertaining to this responsibility are undertaken by the clubs and their City lease contact.*
A CLC member then decided it was preferred to see the ideas presented tonight and then decide if the CLC feel they need to continue with this discussion.
- *Is it possible to have recreational activity beyond the wetlands?* No. Toronto Water wanted to reinforce that the wetland is associated with the treatment area. It's a functional wetland and not for recreational use.
- Slide 16 required a correction to correctly capture my feedback, In the third line, the first word should change from "alternative" to "criteria" – the edit should appear as follows:
"There was concern expressed that in most Environmental Assessments the method of evaluating/scoring does not allow for comparison between each alternative criteria."

Suzannah confirmed that this change would be applied to all future materials and updated in the existing materials.

III. Sediment Control Alternatives

Lisa Turnbull gave background information on the new alternatives being presented, and the rationale for the new names of alternatives 1-3. Milo Sturm, Shoreplan Engineering, discussed wave and wind modeling. Throughout the presentation, the team answered questions from the CLC, which are listed below.

Alternatives 1 and 2

- *Is there any discharge from the treatment plant in this channel for Alternative 3? Yes, it will flow through the channel.*
- *How do we ensure how it will not be contained, and that it flows out through the lake? The study for water quality is ongoing and underway.*
- *How has the potential bridge over Ashbridges Bay influenced the design of the alternatives? There is no influence at all. We have added a terminus to serve as a lookout point within the area. We know Waterfront Toronto has a long-term vision for creating a connection – we also know we are always going to have boats in the area so any design they would look at will have to take this into account.*

Feedback and Advice from the CLC on the Alternatives

Creating a trail for users to get to a lookout. One participant noted that if you can't get to the lookout without the bridge then it should not be there. If there is public access on that beach, people will go and find a way to have a point – the furthest you can go, becomes the lookout. People will create their own trail/lookout.

Remove the terminus on the breakwater. One participant reminded the CLC that there is no bridge or connection for Lake Ontario Park within the scope of this study, that it adds to the cost (the terminus) and that it should be removed completely. There was a strong sentiment from the CLC to remove the terminus, as nothing that could facilitate a bridge should be included in any of the alternatives.

Alternative 3 and 4

- *When will the seawall gates be removed? They will be decommissioned when the new outfall is built. Although the City of Toronto is trying to accelerate the implementation of the project, it is currently seven or more years away from construction.*
- *Is there a picture that shows what you would build if the seawall gates were no longer needed? That is a main element of alternative 3 – we need to think about it in two stages, one stage is with the seawall gates, the second stage is once they are removed.*
- *If a wetland is created, is it correct to assume that something was going to happen in front of the gates? The wetland is connected to the CSOs, it is not connected to the gates. There will be a separate sewer to move things to the wetlands, but the gates would still be operating.*

- *If the gates were closed, why would you opt to go to the easterly break wall instead of the western one? Why not move the wetlands further west?* That would essentially be Alternatives 1 and 2. Right now we need to provide ongoing operation of the seawall gates. The only thing that could happen if alternative 3 is preferred, we wouldn't necessarily have to make the channel once the gates are decommissioned.
- *If you built one wall, why do we need the second wall – is that not Toronto Water's issue to manage?* TRCA will be looking at whether the first pieces of work approved would be the headland (to the east) for 2015. The project team needs to start defining the sequencing of construction and we need to work with Toronto Water for best way to do the build out.
- *Why is the wall that will come out from the peninsula 100 m?* It takes us back to previous options from '09 – Sediment transport at that depth is most effective. You can navigate around it and it provides reasonable sediment control.
- *Is the east wall intended to control pollution?* Yes, that wall is built for that purpose. 2020 is the time for the outfall mechanism to be operational.
- *Does that point about deflection of pollution mean that if the seawall gate were removed prior to completion of this project, that in alternative 2 you wouldn't need the eastern section?* Correct – if the gates are closed, we do not need the small east breakwater in Alternative 2. There is possibility that we could show the elements of each Alternative as different colours to define when we phase them, this may help clarify how alternative 2 and 3 will be implemented.

The project team noted that the structures will be 77.5 metres above sea level (2.5 metres above lake level).

Feedback on Alternative 3

Consider using Lakeshore Park in Etobicoke as an example in an upcoming presentation, perhaps for the PIC. That wall was built relatively recently, and would provide an illustration of how this might look.

One participant commented that it was much longer than expected. Another participant commented that they liked this alternative, but that this was dependent on how much dredging could be done before hand to help manage it.

IV. Process Review – Evaluation Methodology and Criteria

Lisa noted that water quality monitoring has to be completed before the evaluation process can go further, as the team needs the preliminary results to help define the scoring range. These results will be available at the next CLC meeting.

Questions and Answers about the methodology section:

- *Currently we have 0-3 in the chart, is it changing?* We need to look at this after we have the results of the water quality modeling to see whether this will change. We will have an update on that at the next meeting.
- *Looking at some of the evaluation criteria, will a potential bridge to Lake Ontario Park be part of the decision-making criteria? We want to impact them as much as possible, and we want to get rid of the bridge.* There are planning initiatives out there and we need to state how we may affect them.
- *Regarding the Water Quality modeling, is there anything going to be done at the Lakeshore in terms of assessment?* See slide 33 –There are two points within the basin, one is at the top (north) and the other at the entrance to Coatsworth Cut.
- *Wasn't an EA done for the wetlands? Wouldn't that EA have had to include water quality modeling?* Yes, and we're using the basic info, not reinventing that but then we have to add on the impact of the new alternatives. The Water modeling is about analyzing existing conditions and the implementation of the Wet Weather Flow projects, so there are essentially two outputs from the model.
- *How do we interpret the wave modelling as part of the plan to keep sediment out of the bay?* The waves add to the sediment, so the less waves the less sediment.
- *It was discussed at the last meeting, to do some studies within the Bay about where the problem areas are – were those conducted?* We gathered information from stakeholders about where the problem spots are. The sediment modelling that we are doing includes the Bay. It only deals with sand sediment, it does not include clay. But that will by some degree be addressed by water quality modelling.
- *Is it not better for sediment control with alternative 3?* The differences are very minor.
- *On pages 22 & 23 there is discrepancy with the water lot diagrams; which one is accurate? One is blue, one is red.* The TRCA will have to follow up regarding which water lot diagram is accurate as one map was created internally and the other by the project consultant.

Feedback and Advice from the CLC on the Methodology

Allow for fractional increments in the criteria; put one decimal place in that way you can show minor impacts. The issue with the range is not so much how much one alternative differs from another. If you take water quality as the baseline, the real question is not how much does water quality get affected by one alternative or another.

The scaling has to be correct.

One participant suggested including a weighting on the criteria, and that the CLC should provide input on the weighting. In this example, water quality and navigability should have the highest weighting.

Note: The project team confirmed that it would not put a weight on the criteria, they are going to be weighted equally. The Class EA framework does require a comprehensive evaluation, but does not dictate the methodology.

Another participant reinforced the idea of a range in the scoring, and that this is preferable to the idea of weighting. When you score everything in buckets, it's hard to figure out what the weighting should be. The point of this method is that your scoring should reflect the weight in the score. If it is not as important, should get a lower score.

The criteria and process should focus on keeping the channel navigable. The CLC should focus on this objective and not focus on the bridge as it is not in the scope of this project.

Consider the two pumps used at 50 Point in Grimsby as a potential element in the water circulation solution.

The wind that comes out of the North/NorthWest is helpful for sediment control; it helps move sediment out of the bay.

V. Next Steps

Lisa Turnbull wrapped up the meeting with a quick overview of next steps. She stated that the consultation process is about a month behind schedule, but that the technical work is still on track. The goal is to have the EA process complete by the end of the year and to file for public comment in 2014. Lisa committed to bringing the evaluation topic back to the CLC at the next meeting, likely in October. As of now, the PIC is slated for late October, and will present the preferred alternative and the impact of the analysis.

Suzannah Kinsella wrapped up the meeting by thanking participants for coming. She let the participants know that a draft of notes from the workshop would be distributed to them for review prior to being finalized.

VI. Summary of Action Points

1. Date for next CLC and PIC to be confirmed: TRCA
2. Guidance on dredging requests: Members to contact TRCA as needed
3. Slide 16: change 'alternative' to 'criteria': TRCA
4. Consider using Lakeshore Park in Etobicoke as an example in an upcoming presentation, perhaps for the PIC: TRCA
5. Slide 22 & 23 discrepancy with the water lot diagrams: TRCA to resolve

VII. Attendees

CLC Members

Susan Stuart, Balmy Beach Canoe Club

Sarah Box, Friends of the Spit

Nolly Havermoek, Toronto Beaches Lions Club

John Edwards, Toronto Hydroplane & Sailing Club

Beverly Edwards, Toronto Ornithological Club

Robert Hedley, Ashbridges Bay Yacht Club

Rachel Lewis, Navy League of Canada

Observers

Michael Rosenberg

TRCA

Lisa Turnbull

Nancy Gaffney

Laura Stephenson

Toronto Water

Philip Cheung

Shoreplan

Milo Sturm

Swerhun | Facilitation & Decision Support

Suzannah Kinsella

Bianca Wylie



**Ashbridges Bay Erosion and Sediment Control Project
Conservation Ontario Class Environmental Assessment (EA)
COMMUNITY LIAISON COMMITTEE (CLC) #3**

Thursday November 28, 2013
Ashbridge's Bay Yacht Club – 30 Ashbridge's Bay Park Road
6:30pm – 8:30 pm
Chair: Suzannah Kinsella, Swerhun Inc.

AGENDA

1. Welcome and Agenda Review
(Suzannah Kinsella, Swerhun Inc.)

2. Review of Minutes from CLC #2
(Lisa Turnbull, TRCA)

3. Overview of Water Quality Modelling Results
(Lisa Turnbull, TRCA and Bill Snodgrass, City of Toronto)

QUESTION AND ANSWER PERIOD

4. Baseline Environmental Inventory
(Lisa Turnbull, TRCA)
 - i) Purpose of Document

BASELINE ENVIRONMENTAL INVENTORY FEEDBACK

5. Evaluation of Alternatives
 - i) Introduction to Evaluation (Lisa Turnbull, TRCA)
 - ii) Working Session #1 (Breakout Groups)
 - iii) Working Session #2 (Breakout Groups)

WORKING SESSION FEEDBACK

6. Next Steps
(Lisa Turnbull, TRCA)




Ashbridges Bay Erosion and Sediment Control Class EA:
CLC Meeting #3
November 28, 2013






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Agenda

- 6.30pm Welcome and Agenda Review
- 6.35pm Review of Minutes from CLC #2
- 6.40pm Overview of Water Quality Modelling Results
- 6.55pm Question and Answer: Water Quality Modelling Results
- 7.10pm Baseline Environmental Inventory
 - Overview of Purpose
 - Questions and Comments from CLC Members
- 7.20pm Introduction to Evaluation of Alternatives
- 7.30pm Evaluation of Alternatives: Working Session 1
- 7.50pm Evaluation of Alternatives: Working Session 2
- 8.10pm Working Session Feedback
- 8.25pm Next Steps
- 8.30pm End


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2013 Class EA Objective

To identify a preferred solution that will mitigate erosion and sediment deposition at the harbour entrance of Coatsworth Cut in order to ensure safe navigation - while considering the various approved facilities, planning initiatives and current uses in the study area.



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Objectives of Tonight's CLC

Main objectives:

- Review the results of the water quality modelling
- Provide input on the preliminary evaluation of alternatives

Additional objectives:

- Discuss baseline environmental inventory: clarifications and additions
- Introduce the evaluation process and key background information to consider

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Water Quality Modelling




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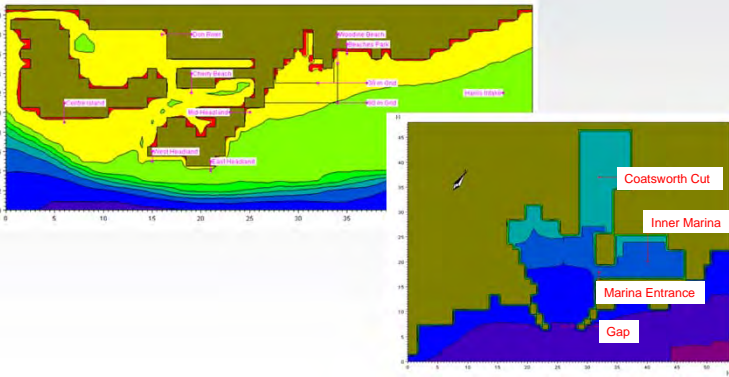
Water Quality Modelling - Methodology

- The City of Toronto's Lake Ontario MIKE-3 hydrodynamic and water quality model was used to assess the impact the Alternatives will have on water quality. It is designed for Lake Ontario conditions and is undertaken at a 30 meter resolution.
- The same model has been used for:
 - ABTP Outfall
 - Don River Central Waterfront EA
 - Region of Durham Outfall
 - Source Protection Planning studies (peer reviewed as part of this initiative)
- The existing conditions presented are average levels for the May 15 to September 8 period.
- This model was run for:
 - Existing conditions, with proposed treatment wetlands lakefilled but not operating and erosion structures (Alternative 1, 2, and 3) – results on following slides
 - Implementation of local Wet Weather Flow projects (the treatment wetland being online) and erosion structures (Alternative 1, 2, and 3) – results not included but statement in conclusions made
- Total Phosphorus (TP), and *E.coli* were modelled at 12 Environmental Endpoint Locations (EEL). Total Suspended Solids and Copper were also reviewed but have not been presented because they showed similar trends and have less significance on recreational uses and aquatic health.


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Water Quality Modelling – EEL Points



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Water Quality Modelling Results – Total Phosphorus (TP)

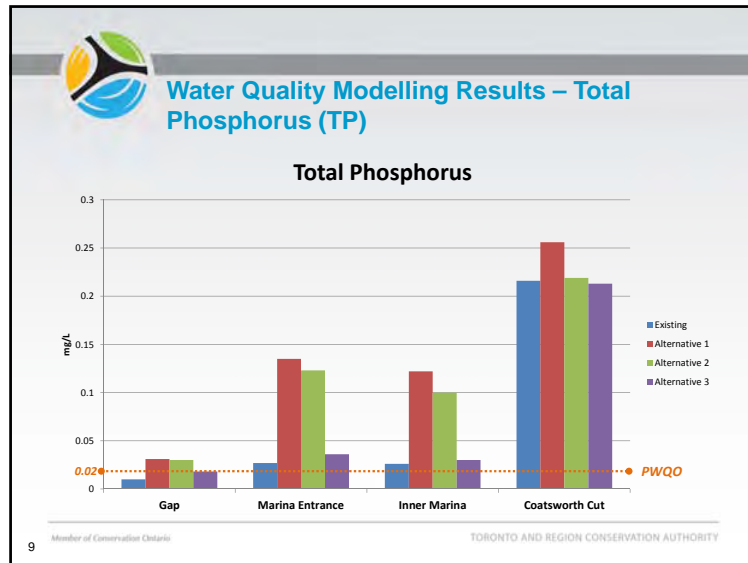
Effects of High TP Levels:

- Eutrophication can occur when there is an un-natural increase of phosphorus in a water body. Eutrophication is the process that occurs when high concentrations of nitrogen and phosphorus, which are both fertilizers, boost algae and aquatic plant growth. As algae and plants die and decompose, dissolved oxygen is consumed. This becomes a problem if the rate of oxygen consumption exceeds the rate of water aeration, thus subjecting aquatic life to the negative effects of low dissolved oxygen (hypoxia or anoxia).
- Provincial Water Quality Objectives (PWQO) for TP are: 0.02 mg/L.

What we see happening with the erosion and sediment control Alternatives:

- A funnelling (concentration of flow) effect is happening where TP levels could be expected to be slightly higher than existing in the 'gap' and the marina entrance (entrance of the ABYC basin) for all Alternatives.
- Alternative 3 deflects the sea wall discharge making levels of phosphorus lower than with Alternative 1 and 2 in Coatsworth Cut, ABYC basin and the marina entrance.

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Water Quality Modelling Results – E.Coli

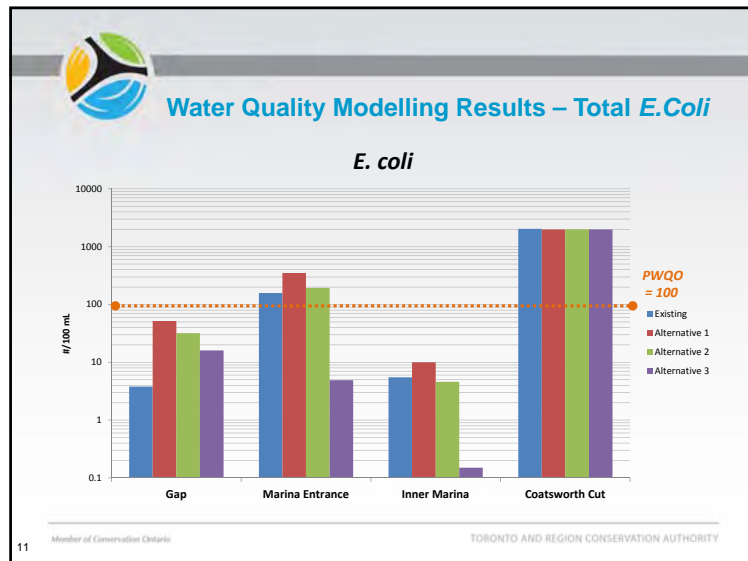
Effects of High E.Coli Levels

- E. coli is the type of bacteria that Ontario health authorities look for when deciding whether to post a beach as safe or not safe. E. coli bacteria together with other harmful micro-organisms are found in animal and human waste. Swimming in waters with E. coli levels greater than the provincial standard is considered to exposes the bather to increased risk of infections. They include ear, nose and throat infections, as well as upset stomach, skin rashes and diarrhea.
- PWQO for E.Coli are 100#/100mL.

What we see happening with the erosion and sediment control Alternatives:

- A funnelling effect is happening where E-coli levels can be expected to be slightly higher than existing in the 'gap'.
- Alternative 3 deflects the sea wall discharge making levels of E-coli lower which could be a potential positive benefit in the inner marina (ABYC basin) and the marina entrance.


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Water Quality Modelling High Level Conclusions

- The Don River, Centre Island, Cherry Beach, Harris Water Intake and Woodbine Beach are not impacted by any of the Alternatives.
- The Alternatives show impacts locally, mainly due to funnelling of the seawall and CSO discharges. These impacts are primarily predicted in the area identified as the 'gap' (just inside the proposed new entrance for all Alternatives).
- Alternative 3 deflects the seawall gate discharge from the marina entrance and inner marina. This could provide a potential positive impact in E.coli levels.
- Although all the Alternatives show a potential for some increases in Phosphorous levels in the gap, marina entrance and inner marina from the existing the increases would expect to be very minimal with Alternative 3 because of the deflection of the seawall gates. Alternative 1 and 2 have the potential to create more substantial impacts.
- When the model was run showing the implementation of the treatment wetland E.coli and Phosphorous levels are predicted to be lower in Coatsworth Cut.

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Water Quality Modelling: QUESTION AND ANSWER




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Baseline Environmental Inventory




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Baseline Environmental Inventory

- Used to provide information in order to evaluate alternative methods of addressing the problem situation
- Provides a baseline from which to monitor the effectiveness of the action, once taken, as well as the types and levels of environmental impacts
- Is a key component of the Environmental Study Report

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Baseline Environmental Inventory: FEEDBACK




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 **Evaluation of Alternatives - Background**



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 **Updated Alternatives**

- Node for potential lookout was removed as a result of CLC comments. The public access components will be investigated further in the detailed design phase.
- Alternatives have been updated to more clearly define the components of the Class EA and the already approved City of Toronto facilities.

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Alternative 1 (2013)

PREVIOUS DRAFT

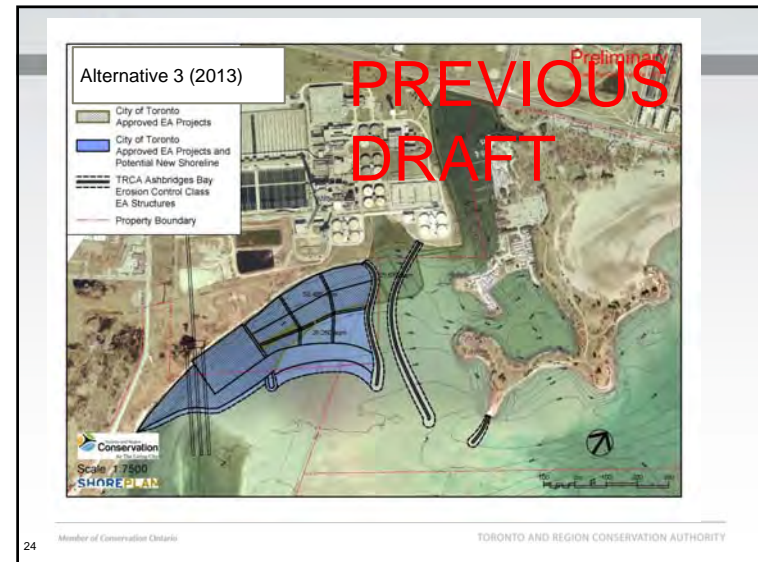
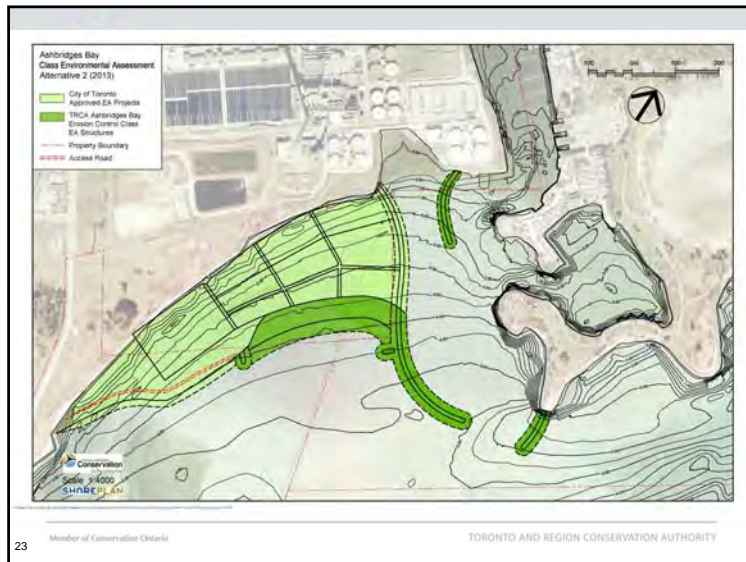
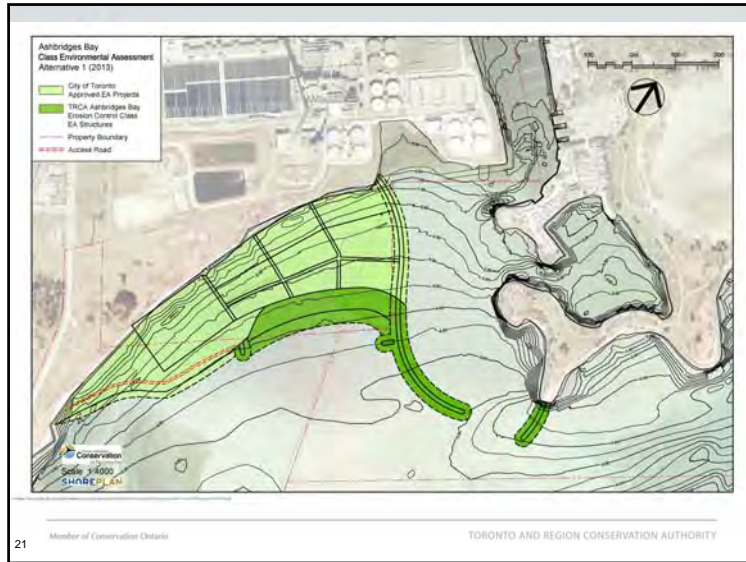


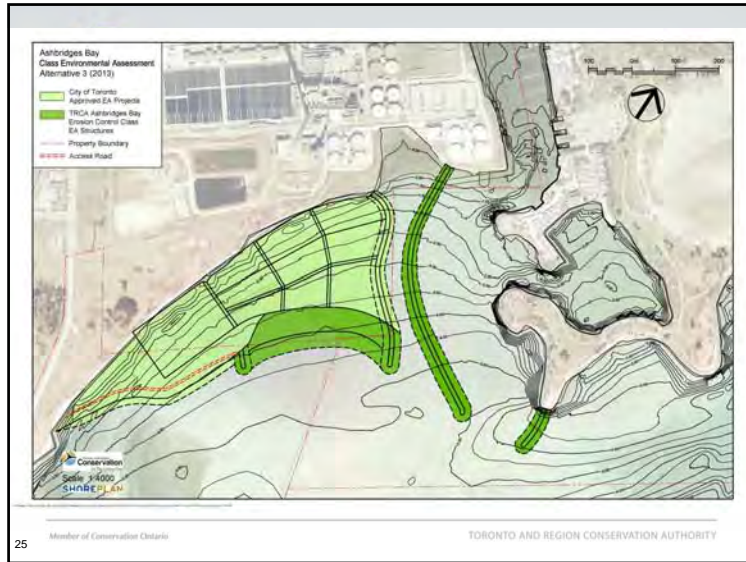
City of Toronto Approved EA Projects
City of Toronto Approved EA Projects and Potential New Shoreline
TRCA Ayrindges Bay Erosion Control Class EA Structures
Property Boundary

Conservation
Scale 1:7500
SHOREPLAN

Headland C

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Breakwater Examples

Port Credit (above)
Burloak Waterfront Park, Burlington (right)

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Cobble Beach Examples

Burloak Waterfront Park
Burlington, Ontario
Implemented 10+ years ago


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Draft Evaluation

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Evaluation Criteria – Preliminary Screening

- To ensure that the proposed solution best meets the project objectives, TRCA, City of Toronto, Shoreplan Engineering Limited, the public and agencies had several discussions to determine evaluation criteria in relation to the physical, biological, cultural, social, economic, and technical engineering elements.
- Because of extensive work undertaken as part of the previously initiated 2002 and 2009 EAs, a number of the criteria established were addressed through a preliminary screening process. The below chart is a comprehensive list of criteria indicating those that did not move forward to the detailed evaluation stage because of existing studies or if they were not applicable to the study works.


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Evaluation Criteria – Preliminary Screening

Physical Environment Criteria	Typical Questions	Evaluation Status
Water Quality	Does the alternative impact water quality?	Further evaluation will be undertaken
Unique Habitat/Landform Impacts	Does alternative impact any unique habitats or landforms in the area?	Further evaluation will be undertaken
Sediment Movement	Does the alternative impact sediment movement in the littoral cell?	Further evaluation will be undertaken
Cultural Heritage Criteria	Typical Questions	Evaluation Status
First Nations/Métis Interests	Does alternative impact any identified First Nations or Métis interests in the area?	Further evaluation needed: to be determined in consultation with First Nations/Metis Communities
Cultural Heritage Impacts	Does alternative potentially impact unknown cultural heritage resources in the area?	No – Stage 1 Archeology Report confirms that there is low potential for terrestrial and marine heritage resources and does not recommend a Stage 2 be undertaken. Further evaluation will not be undertaken.
Accessibility and Scenic Views Impact	Does alternative impact public access and/or existing scenic views?	Further evaluation will be undertaken


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Evaluation Criteria – Preliminary Screening

Feasibility and Cost Criteria	Typical Questions	Evaluation Status
Capital and Maintenance Costs	Compare alternatives, relative to one another, for cost to construct and maintain.	Further evaluation will be undertaken
Construction Phasing Impacts (Land and Water)	Does construction phasing of alternative result in significant impacts to existing users (staging, access, disruption of use, etc.)?	Further evaluation will be undertaken
Land/Water Lot Requirements	Does alternative require lands or water lots under ownership or lease by other agencies/stakeholders?	No – All lands are owned by TRCA or the City of Toronto. A portion of the waterlot in front of the Ashbridges Bay Wastewater Treatment Plant is owned by the Toronto Port Authority but under long term lease by the City of Toronto. The implementation of this project would fall within the permitted uses within the lease.
Impacts on Other Projects	Does alternative produce impacts to projects not currently identified under Technical Considerations Criteria?	Further evaluation will be undertaken


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Evaluation Criteria – Preliminary Screening

Natural/Biological Environment Criteria	Typical Questions	Evaluation Status
Aquatic Habitat Impacts	Does alternative result in impacts to aquatic habitat? Does alternative result in a Net Loss/Gain of habitat?	Further evaluation will be undertaken
Terrestrial Habitat Impacts	Does alternative result in impacts to sensitive terrestrial habitat or migration of terrestrial communities?	Further evaluation will be undertaken
Migratory and Breeding Bird Impacts	Does alternative result in impacts to habitat for migratory or breeding bird communities?	Further evaluation will be undertaken
Species of Interest Impacts	Does alternative impact species of interest/concern?	Further evaluation will be undertaken
Fisheries Impacts	Does alternative impact fish community assemblages?	Further evaluation will be undertaken
Soils and groundwater Impacts	Does alternative impact soil/groundwater quality, or is it potentially impacted by contaminated soils/groundwater?	No – There are no groundwater dependent features in close proximity to the project nor is groundwater discharge to the lake of concern given the assimilative capacity of the body of water. Also, no excavation will be undertaken for any of the alternatives.


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Evaluation Criteria – Preliminary Screening

Socio-Economic Environment	Typical Question	Evaluation Status
Parks – Public Use and Infrastructure Impacts	Does alternative impact public use and infrastructure in the area?	Further evaluation will be undertaken
Parks Planning – Ashbridge’s Bay Park, Tommy Thompson Park and the Lake Ontario Park Master Plan	Does alternative impact the goals and objectives of existing planning initiatives in the area?	Further evaluation will be undertaken
Boat Club Facility and Operations Impacts	Does alternative impact boat club facilities, programs and operations?	Further evaluation will be undertaken
Recreational Water Use Impacts	Does alternative provide for sheltered / flatwater conditions required by canoes/kayaks?	Further evaluation will be undertaken
Accessibility and Scenic Views Impact	Does alternative impact public access and/or existing scenic views?	Further evaluation will be undertaken


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Evaluation Criteria – Preliminary Screening

Technical Considerations	Typical Questions	Evaluation Status
Public Safety	Does alternative impact public safety during construction and/or day-to-day use following construction?	Further evaluation will be undertaken
Water Circulation	Does alternative impact water circulation?	Further evaluation will be undertaken
Water Quality	Does the alternative impact water quality?	Further evaluation will be undertaken
Safe Boat Passage	Does alternative impact the movement and interaction between anticipated types of watercraft; the Coast Guard Auxiliary Station; or Federal navigation safety guidelines?	Further evaluation will be undertaken
Shoreline Stability	Does alternative impact wave energy within the area and subsequently shoreline erosion?	Further evaluation will be undertaken
Dredging Impacts	Does alternative reduce annual long term dredging requirements?	Further evaluation will be undertaken
Climate Change Impacts	Is the alternative able to adjust / function / adapt in the event of changing lake levels due to Climate Change?	Further evaluation will be undertaken

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Draft Evaluation of Alternatives


Consideration:

- Although the Class EA is ensuring the integration of other approved facilities in the area only the impacts of the erosion and sediment control structures are being assessed in this evaluation.
- The 'Do Nothing' Alternative is considered to be status quo (on-going dredging).
- The Steering Committee (TRCA, City of Toronto, Waterfront Toronto) has advised that we move forward with a high level ranking. The Alternatives are very similar and thus rank similarly for many of the criteria making a grading (numerical) system less meaningful. Water quality is the exception.
- This ranking is currently being expressed in colours to help make it easier to visually relate.


LEGEND
 red = least preferred
 yellow = intermediate preferred
 green = most preferred

- Brief notes are included in the following charts however detailed rationale will be included in the ESR.

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Draft Evaluation of Alternatives: WORKING SESSION



**Workbook Provided*

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Draft Evaluation of Alternatives: Working Session FEEDBACK



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Preliminary Evaluation – Physical Criteria

Physical Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes
Sediment Movement	Does the alternative reduce siltation in the Coatsworth Cut channel?				
	Do Nothing/Maintenance Dredging			*	Existing dredging program would need to continue to maintain boat access and issues would continue to exist seasonally (during lower water levels); Current efforts have proven to not be sufficient to remediate navigation hazards for the full recreational boating season
	Alternative 1				Littoral sediment deposition in the existing channel substantially reduced
	Alternative 2				Littoral sediment deposition in the existing channel substantially reduced
Unique Landform Impacts	Does alternative impact any unique habitats or landforms in the area?				Ashbridge's Bay Park is considered to be a unique landform; no unique habitats are identified in the study area
	Do Nothing/Maintenance Dredging			*	On-going erosion will occur on the headlands of Ashbridge's Bay Park
	Alternative 1				Headland at Ashbridge's Bay Park will be stabilized and designed to better withstand coastal processes
	Alternative 2				Headland at Ashbridge's Bay Park will be stabilized and designed to better withstand coastal processes
	Alternative 3				Headland at Ashbridge's Bay Park will be stabilized and designed to better withstand coastal processes

Preliminary Evaluation – Physical Criteria

Physical Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes
Water Quality	Does the alternative impact water quality				
	Do Nothing		*		Current conditions are not desirable. Seawall gates discharge in front of the ABTP and area is currently used for recreational boating.
	Alternative 1			*	Funneling of P and E. coli would occur; Increase in P is predicted in the gap, Coatsworth Cut and inner marina- would potentially increase aquatic plant growth; Some increase in E.coli could be expected in the gap, marina entrance and inner marina; E.coli levels predicted to remain similar to existing in Coatsworth Cut
	Alternative 2			*	Slightly lower P and E. coli levels predicted than Alternative 1; E.-coli levels predicted to remain similar to existing in Coatsworth Cut
	Alternative 3				Seawall gate discharge would be diverted and thus have the potential to have P and E.Coli diverted from recreational boating areas.; Undesirable area would still exist but this would be in the channel where there would be no public access/recreation.; Potential positive benefit for the marina entrance and inner marina for E.coli levels; Slight increase in P for gap and marina entrance predicted.

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Preliminary Evaluation – Natural/Biological

Natural/Biological Environment Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes
Aquatic Habitat Impacts	Does alternative result in impacts to aquatic habitat?				Fish habitat improvements would be required to compensate for the infill area for each alternative
	Do Nothing/Maintenance Dredging				Impact of annual dredging minimal. No loss of aquatic habitat, but also no potential for improvements.
	Alternative 1			*	Footprint = 48,100 sq m; offers ability to improve habitat diversity in design of structures (e.g., cobble beach; surcharged groynes; surcharged revetment); compared to existing conditions, higher expected phosphorus levels may cause excessive growth of aquatic vegetation and thus negatively impact fish habitat
	Alternative 2			*	Footprint = 53,000 sq m; offers ability to improve habitat diversity in design of structures (e.g., cobble beach; surcharged groynes; surcharged revetment); compared to existing conditions, higher expected phosphorus levels may cause excessive growth of aquatic vegetation and thus negatively impact fish habitat
	Alternative 3		*		Footprint = 62,000 sq m; offers ability to improve habitat diversity in design of structures (e.g., cobble beach; surcharged groynes; surcharged revetment); highest potential for improved habitat quality as an expected increase in total phosphorus level and corresponding impact on aquatic vegetation growth is small compared to increases expected for Alternatives 1 and 2

Preliminary Evaluation – Natural/Biological

Natural/Biological Environment Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes
Fisheries Impacts	Does alternative impact fish community assemblages?				
	Do Nothing/Maintenance Dredging				Dredging impacts are low; No loss of habitat but no opportunities for improvement and positive impact on fish community (e.g., currently, open coast shoreline in front of ABTP lacks structural diversity and the fish species number and abundance are low)
	Alternative 1				Limited opportunities to improve habitat and thus have a positive effect on fish community due to higher expected phosphorus levels (compared to existing levels) that may cause excessive growth of aquatic vegetation and thus negatively impact fish community
	Alternative 2				Same as Alternative 1
	Alternative 3				Highest potential for improvement to fish community as an expected increase in total phosphorus level and corresponding impact on aquatic vegetation growth are small compared to increases and potential impacts expected for Alternatives 1 and 2

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Preliminary Evaluation – Natural/Biological

Natural/Biological Environment Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes
Terrestrial Habitat Impacts	Does alternative result in impacts to sensitive terrestrial habitat or migration of terrestrial communities?				Terrestrial habitat impact mitigation measures will be employed during construction; Area included below for terrestrial land base do not include breakwaters
	Do Nothing/Maintenance Dredging				No impacts to terrestrial habitat. No opportunity for improvements to terrestrial habitat in an area that is currently used mainly as industrial land and an urban park
	Alternative 1				16,943 sq m of new land base plus 11,009 sq m cobble beach; Limited habitat improvement and creation opportunities
	Alternative 2				16,943 sq m of new landbase plus 11,009 sq m cobble beach; Limited habitat improvement and creation opportunities
	Alternative 3				17,815 sq m of new land base plus 11,786 cobble beach; Compared to other alternatives, offers increased opportunities for habitat creation and improvement, particularly for ground-nesting waterfowl such as terns

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Preliminary Evaluation – Natural/Biological

Natural/Biological Environment Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes
Migratory and Breeding Bird Impacts	Does alternative result in impacts to habitat for migratory or breeding bird communities?				Special consideration will be given to reduce potential impacts on nesting and migratory birds by regulating site access during construction
	Do Nothing/Maintenance Dredging				No impacts, but also no opportunities for improving waterfowl habitat
	Alternative 1				Will provide new land base for migratory stop overs; May offer limited improvements for stopovers as well as overwintering habitat; Aquatic habitat improvements may result in increased forage opportunities and food sources (e.g., zebra mussels colonizing underwater structures; some degree of fish community abundance and diversity increase as a result of aquatic habitat improvements)
	Alternative 2				Same as Alternative 1
	Alternative 3				Will provide new land base for migratory stop overs; May offer limited improvements for waterfowl and waterbird stopovers as well as overwintering habitat; Aquatic habitat improvements may result in increased forage opportunities and food (e.g., zebra mussels colonizing underwater structures; the most fish community abundance and diversity increase as a result of aquatic habitat improvements). Highest opportunity to create waterfowl nesting habitat (tern nesting habitat) - on isolated eastern breakwater.

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Preliminary Evaluation – Natural/Biological

Natural/Biological Environment Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes
Species of Interest Impacts	Does alternative impact species of interest/concern?				A single record of a fish species of concern – American eel, 1993 - exists for Ashbridges Bay. This record is considered to be an isolated report.
	Do Nothing/Maintenance Dredging				No impacts, but also no potential for habitat improvement
	Alternative 1				Footprint = 48,100 sq m; offers ability to improve habitat diversity in design of structures (e.g., cobble beach; surcharged groynes; surcharged revetment); compared to existing conditions, higher expected phosphorus levels may cause excessive growth of aquatic vegetation and thus negatively impact fish habitat and fish community, including species of interest/concern
	Alternative 2				Footprint = 53,000 sq m; ability to improve aquatic habitat etc. – same as Alternative 1
	Alternative 3				Footprint = 62,000 sq m; highest footprint, but also highest potential for improved habitat quality as an expected increase in total phosphorus level and corresponding impact on aquatic vegetation growth is small compared to increases expected for Alternatives 2 and 3. Improved habitat quality would result in positive impact on fish community, including sensitive species and/or species of concern

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Preliminary Evaluation – Socio-Economic

Socio-Economic Environment	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes
Parks – Public Use and Parks Infrastructure Impacts	Does alternative impact public use and park infrastructure in the area?				
	Do Nothing/Maintenance Dredging			*	Recreational boating from boat launch impacted by unsafe navigation conditions
	Alternative 1	*			No impact to park use (boat launch, public use at park, etc.); ensures safe navigation for recreational boating
	Alternative 2	*			No impact to park use (boat launch, public use at park, etc.); ensures safe navigation for recreational boating
Parks Planning – Ashbridge’s Bay Park, Tommy Thompson Park and the Lake Ontario Park Master Plan	Does alternative impact the goals and objectives of existing planning initiatives in the area?				
	Do Nothing/Maintenance Dredging			*	No impact
	Alternative 1	*			Tommy Thompson Park (TTP): supports shoreline enhancement goals and provides for the ability to integrate designs, improving coastal habitat; Lake Ontario Park Master Plan: Connection from TTP to Ashbridge’s Bay Park could still be considered by Waterfront Toronto.
	Alternative 2	*			same as Alternative 1
Alternative 3	*			same as Alternative 1	

Preliminary Evaluation – Socio-Economic

Socio-Economic Environment	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes
Boat Club Facility and Operations Impacts	Does alternative impact boat club facilities, programs and operations?				
	Do Nothing/Maintenance Dredging			*	Navigation channel will continue to be compromised by sedimentation; livelihood of local boat clubs threatened because of unsafe navigation in and out of their facilities; annual disruptions from maintenance efforts
	Alternative 1	*			Navigation channel will be protected long term from sedimentation; impact is on use of area in front of ABTP for sailing school and canoes; access to open water will take more time
	Alternative 2	*			Navigation channel will be protected long term from sedimentation; impact is on use of area in front of ABTP for sailing school and canoes; access to open water will take more time
Alternative 3	*			Navigation channel will be protected long term from sedimentation; impact is on use of area in front of ABTP for sailing school and canoes; access to open water will take more time	

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Preliminary Evaluation – Socio-Economic

Socio-Economic Environment	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes
Accessibility and Scenic Views Impact	Does alternative impact public access and/or existing scenic views?				
	Do Nothing			*	No increase in accessibility; currently public access areas have views of the ABTP operations
	Alternative 1	*			Will provide some buffer from the land level operations of ABTP; increase in public access
	Alternative 2	*			Same as Alternative 1
Non-motorized Recreational Water Use Impacts	Does alternative provide for sheltered / flatwater conditions required by canoes/kayaks?				
	Do Nothing			*	Sheltered area exists inside of Coatsworth Cut only
	Alternative 1	*			Although the areas behind the breakwater will not be flatwater in all conditions it will provide some shelter; largest sheltered area of all Alternatives
	Alternative 2	*			Although the areas behind the breakwater will not be flatwater in all conditions it will provide some shelter; similar sheltered area to Alternative 1
Alternative 3			*	Smallest sheltered area but still an improvement from existing	

Preliminary Evaluation – Cultural Heritage

Cultural Heritage Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes
First Nations/Métis Interests	Does alternative impact any identified First Nations or Métis interests in the area?				TBD in consultation with First Nations/Métis. Draft evaluation will be provided to assist.
	Do Nothing/Maintenance Dredging				
	Alternative 1				
	Alternative 2				
Alternative 3					

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Preliminary Evaluation – Feasibility/Cost

Feasibility/Cost Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes
Capital and Maintenance Costs	Compare alternatives, relative to one another, for cost to construct and maintain.				Costs included are estimates and show a large range because of the unpredictability of material sources/costs and potential fill revenue which are all economy/market driven. Costs will need to be reviewed in detailed design when implementation timing is finalized.
	Do Nothing/Maintenance Dredging			*	Annual costs for dredging are currently upwards of \$250,000 and not meeting full season needs. This cost is expected to increase annually; it is expected that the cost of dredging would exceed the lowest projected cost of implementation for all alternatives in ~20 years and ~30 years for the highest projected cost (estimating an \$500,000 annual dredging cost)
	Alternative 1	*			\$12.2- 6.6 million; Lowest cost Alternative (smallest volume of armour stone needed for breakwater); no annual maintenance; maintenance would be anticipated every 20 years
	Alternative 2	*			\$12.5- 6.9 million; Additional breakwater (deflector) increases cost nominally from Alternative 1; no annual maintenance; maintenance would be anticipated every 20 years
	Alternative 3		*		\$14.1- 8.7 million; Creation of channel makes this Alternative more costly than 1 and 2; no annual maintenance; maintenance would be anticipated every 20 years

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Preliminary Evaluation – Feasibility/Cost

Feasibility/Cost Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes
Construction/ Implementation Impacts (Land and Water)	Does construction/implementation of alternative result in significant impacts to existing users (staging, access, disruption of use, etc.)?				Construction access is expected to be along Leslie Street. It is expected that truck traffic going to the Leslie Street Spit will decrease over the next few years and as a result any new traffic from this project should not exceed the current volume of trucks. In water construction will not affect recreational boat access to their clubs/boat launch etc.
	Do Nothing/Maintenance Dredging	*			Minimal disruption from dredging activities.
	Alternative 1			*	Will contribute to truck traffic in the local area. Impacts to public use of Ashbridge's Bay Park will be experienced during the construction of the breakwater off of the Park headland (will be constructed in the off season to try to minimize this)
	Alternative 2			*	Same as Alternative 1
	Alternative 3			*	Same as Alternative 1

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Preliminary Evaluation – Feasibility/Cost

Feasibility/Cost Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes
Impacts on Other Projects	Does alternative produce impacts to projects not currently identified under Technical Considerations Criteria?				
	Do Nothing/Maintenance Dredging			*	No impacts identified.
	Alternative 1		*		Integrates other approved EA facilities.
	Alternative 2		*		Integrates other approved EA facilities.
	Alternative 3	*			Offers the best integration of the existing conditions and current ABTP operations (sea wall gates) and flexibility for other approved EA facilities.

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Preliminary Evaluation – Technical

Technical Considerations	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes
Public Safety	Does alternative impact public safety during construction and/or day-to-day use following construction?				
	Do Nothing/Maintenance Dredging			*	Continuation of existing dredging operations have potentially more impact on public safety (severe navigation hazards) than limited time construction operations
	Alternative 1	*			Implementing the breakwater off of Ashbridge's Bay Park would require closure of an area of the trail/park to the public temporarily to keep the public away from the construction site and potential safety hazards; Construction of this component would be recommended to be undertaken in the off season (winter)
	Alternative 2	*			Same as Alternative 1
	Alternative 3	*			Same as Alternative 1

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53 **Preliminary Evaluation – Technical**

Technical Considerations	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes
Safe Boat Passage	Does alternative impact the movement and interaction between anticipated types of watercraft; the Coast Guard Auxiliary Station; or Federal navigation safety guidelines?				
	Do Nothing/Maintenance Dredging			*	Current conditions pose issues for recreational boat traffic and challenges meeting Federal navigation standards
	Alternative 1	*			Design meets/exceeds Federal navigation standards
	Alternative 2	*			Design meets/exceeds Federal navigation standards
	Alternative 3	*			Design meets/exceeds Federal navigation standards
Shoreline Stability	Does alternative impact wave energy within the area and subsequently shoreline erosion?				
	Do Nothing/Maintenance Dredging			*	Portions of the shoreline in Ashbridge's Bay Park shoreline that have maintenance requirements will not be addressed
	Alternative 1	*			Erosion issues will be addressed at Ashbridge's Bay Park
	Alternative 2	*			Erosion issues will be addressed at Ashbridge's Bay Park
	Alternative 3	*			Erosion issues will be addressed at Ashbridge's Bay Park

Preliminary Evaluation – Technical

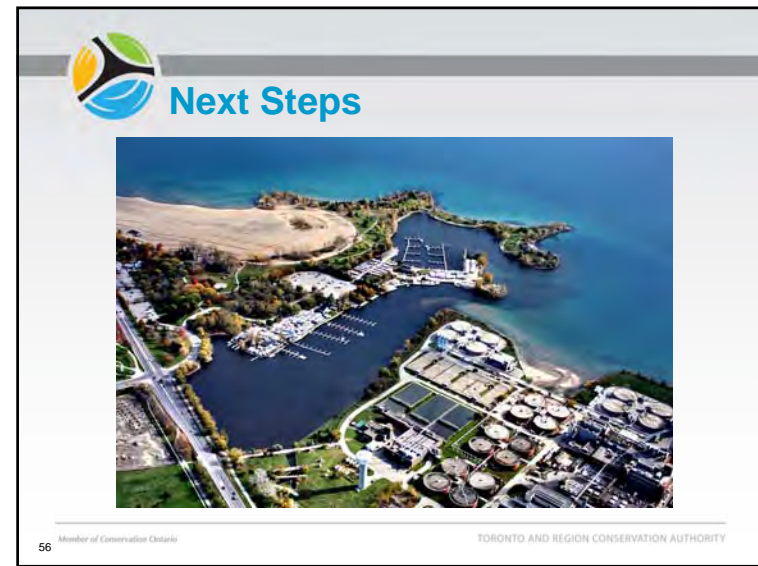
Technical Considerations	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes
Dredging Impacts	Does alternative reduce annual long term dredging requirements?				
	Do Nothing/Maintenance Dredging			*	Annual dredging would need to continue to ensure safe navigation
	Alternative 1	*			Expect to provide decades of safe navigation
	Alternative 2	*			Expect to provide decades of safe navigation
	Alternative 3	*			Expect to provide decades of safe navigation
Climate Change Impacts	Is the alternative able to adjust / function / adapt in the event of changing lake levels due to Climate Change?				Not expecting significant changes in water levels for Lake Ontario and there will be some changes in near shore wave climate but relatively minor close to shore.
	Do Nothing/Maintenance Dredging			*	Ability to adjust (increase dredging) but at an increased annual cost (if water levels drop)
	Alternative 1	*			Alternatives are designed with lake level fluctuations and likely variations in potential changes in wave climate were considered
	Alternative 2	*			Same as Alternative 1
	Alternative 3	*			Same as Alternative 1

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 **Summary of Preliminary Evaluation Undertaken by City of Toronto and TRCA**

Concept	Not Preferred	Intermediate Preferred	Most preferred	Overall Resulting Rank
Do Nothing	16	1	4	Least Preferred
Alternative 1	5	3	13	Intermediate Preferred
Alternative 2	5	3	13	Intermediate Preferred
Alternative 3	4	6	14	Preferred

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Updated Timelines and Next Steps

- November 28: CLC#3 – Present Draft Evaluation and Preliminary Preferred Alternative
- **December 12: Deadline for submission of additional CLC comments on the preliminary evaluation**
- January 2014: PIC #2 - Present Draft Evaluation and Preliminary Preferred Alternative
- February 2014: Complete Draft ESR
- March 2014: Steering Committee and CLC Review of ESR
- May 2014: Submit ESR to City Council
- May/June 2014: Submit ESR to MOE for 30 day public review
- June/July 2014: EA process complete
- July 2014: Begin detailed design of the landform - integration of approved EAs
- Sept/October 2014: CLC and PIC for detailed design
- 2015: Implementation (dependent on budget approval)



Preliminary Evaluation of Alternatives: CLC Workbook

Please hand in at the end of the meeting or send to:

Lisa Turnbull, TRCA – Restoration Services, 5 Shoreham Dr., Downsview, ON – M3N 1S4 lturnbull@trca.on.ca

by: **December 12, 2013**

Name (optional): _____

I would like a copy of my comments sent back to me (circle): YES NO

Natural/Biological Environment Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Aquatic Habitat Impacts	Does alternative result in impacts to aquatic habitat?				Fish habitat improvements would be required to compensate for the infill area for each alternative	
	Do Nothing/Maintenance Dredging	*			Impact of annual dredging minimal. No loss of aquatic habitat, but also no potential for improvements.	
	Alternative 1			*	Footprint = 48,100 sq m; offers ability to improve habitat diversity in design of structures (e.g., cobble beach; surcharged groynes; surcharged revetment); compared to existing conditions, higher expected phosphorus levels may cause excessive growth of aquatic vegetation and thus negatively impact fish habitat	
	Alternative 2			*	Footprint = 53,000 sq m; offers ability to improve habitat diversity in design of structures (e.g., cobble beach; surcharged groynes; surcharged revetment); compared to existing conditions, higher expected phosphorus levels may cause excessive growth of aquatic vegetation and thus negatively impact fish habitat	
	Alternative 3		*		Footprint = 62,000 sq m; offers ability to improve habitat diversity in design of structures (e.g., cobble beach; surcharged groynes; surcharged revetment); highest potential for improved habitat quality as an expected increase in total phosphorus level and corresponding impact on aquatic vegetation growth is small compared to increases expected for Alternatives 1 and 2	

Natural/Biological Environment Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Fisheries Impacts	Does alternative impact fish community assemblages?					
	Do Nothing/Maintenance Dredging	*			Dredging impacts are low; No loss of habitat but no opportunities for improvement and positive impact on fish community (e.g., currently, open coast shoreline in front of ABTP lacks structural diversity and the fish species number and abundance are low)	
	Alternative 1			*	Limited opportunities to improve habitat and thus have a positive effect on fish community due to higher expected phosphorus levels (compared to existing levels) that may cause excessive growth of aquatic vegetation and thus negatively impact fish community	
	Alternative 2			*	Same as Alternative 1	
	Alternative 3		*		Highest potential for improvement to fish community as an expected increase in total phosphorus level and corresponding impact on aquatic vegetation growth are small compared to increases and potential impacts expected for Alternatives 1 and 2	

Natural/Biological Environment Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Terrestrial Habitat Impacts	Does alternative result in impacts to sensitive terrestrial habitat or migration of terrestrial communities?				Terrestrial habitat impact mitigation measures will be employed during construction; Area included below for terrestrial land base do not include breakwaters	
	Do Nothing/Maintenance Dredging			*	No impacts to terrestrial habitat. No opportunity for improvements to terrestrial habitat in an area that is currently used mainly as industrial land and an urban park	
	Alternative 1		*		16,943 sq m of new land base plus 11,009 sq m cobble beach; Limited habitat improvement and creation opportunities	
	Alternative 2		*		16,943 sq m of new landbase plus 11,009 sq m cobble beach; Limited habitat improvement and creation opportunities	
	Alternative 3	*			17,815 sq m of new land base plus 11,786 cobble beach; Compared to other alternatives, offers increased opportunities for habitat creation and improvement, particularly for ground-nesting waterfowl such as terns	

Natural/Biological Environment Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Migratory and Breeding Bird Impacts	Does alternative result in impacts to habitat for migratory or breeding bird communities?				Special consideration will be given to reduce potential impacts on nesting and migratory birds by regulating site access during construction	
	Do Nothing/Maintenance Dredging			*	No impacts, but also no opportunities for improving waterfowl habitat	
	Alternative 1		*		Will provide new land base for migratory stop overs; May offer limited improvements for stopovers as well as overwintering habitat; Aquatic habitat improvements may result in increased forage opportunities and food sources (e.g., zebra mussels colonizing underwater structures; some degree of fish community abundance and diversity increase as a result of aquatic habitat improvements)	
	Alternative 2		*		Same as Alternative 1	
	Alternative 3	*			Will provide new land base for migratory stop overs; May offer limited improvements for waterfowl and waterbird stopovers as well as overwintering habitat; Aquatic habitat improvements may result in increased forage opportunities and food (e.g., zebra mussels colonizing underwater structures; the most fish community abundance and diversity increase as a result of aquatic habitat improvements). Highest opportunity to create waterfowl nesting habitat (tern nesting habitat) - on isolated eastern breakwater.	

Natural/Biological Environment Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Species of Interest Impacts	Does alternative impact species of interest/concern?				A single record of a fish species of concern – American eel, 1993 - exists for Ashbridges Bay. This record is considered to be an isolated report.	
	Do Nothing/Maintenance Dredging	*			No impacts, but also no potential for habitat improvement	
	Alternative 1			*	Footprint = 48,100 sq m; offers ability to improve habitat diversity in design of structures (e.g., cobble beach; surcharged groynes; surcharged revetment); compared to existing conditions, higher expected phosphorus levels may cause excessive growth of aquatic vegetation and thus negatively impact fish habitat and fish community, including species of interest/concern	
	Alternative 2			*	Footprint = 53,000 sq m; ability to improve aquatic habitat etc. – same as Alternative 1	
	Alternative 3		*		Footprint = 62,000 sq m; highest footprint, but also highest potential for improved habitat quality as an expected increase in total phosphorus level and corresponding impact on aquatic vegetation growth is small compared to increases expected for Alternatives 2 and 3. Improved habitat quality would result in positive impact on fish community, including sensitive species and/or species of concern	

Additional Comments on Preliminary Evaluation of Natural/Biological Environment Criteria

***Please include your name on front if you would like follow up**

Socio-Economic Environment	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Parks – Public Use and Parks Infrastructure Impacts	Does alternative impact public use and park infrastructure in the area?					
	Do Nothing/Maintenance Dredging			*	Recreational boating from boat launch impacted by unsafe navigation conditions	
	Alternative 1	*			No impact to park use (boat launch, public use at park, etc.); ensures safe navigation for recreational boating	
	Alternative 2	*			No impact to park use (boat launch, public use at park, etc.); ensures safe navigation for recreational boating	
	Alternative 3	*			No impact to park use (boat launch, public use at park, etc.); ensures safe navigation for recreational boating	
Parks Planning – Ashbridge’s Bay Park, Tommy Thompson Park and the Lake Ontario Park Master Plan	Does alternative impact the goals and objectives of existing planning initiatives in the area?					
	Do Nothing/Maintenance Dredging			*	No impact	
	Alternative 1	*			Tommy Thompson Park (TTP): supports shoreline enhancement goals and provides for the ability to integrate designs, improving coastal habitat; Lake Ontario Park Master Plan: Connection from TTP to Ashbridge’s Bay Park could still be considered by Waterfront Toronto.	
	Alternative 2	*			same as Alternative 1	
	Alternative 3	*			same as Alternative 1	

Socio-Economic Environment	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Boat Club Facility and Operations Impacts	Does alternative impact boat club facilities, programs and operations?					
	Do Nothing/Maintenance Dredging			*	Navigation channel will continue to be compromised by sedimentation; livelihood of local boat clubs threatened because of unsafe navigation in and out of their facilities; annual disruptions from maintenance efforts	
	Alternative 1	*			Navigation channel will be protected long term from sedimentation; impact is on use of area in front of ABTP for sailing school and canoes; access to open water will take more time	
	Alternative 2	*			Navigation channel will be protected long term from sedimentation; impact is on use of area in front of ABTP for sailing school and canoes; access to open water will take more time	
	Alternative 3	*			Navigation channel will be protected long term from sedimentation; impact is on use of area in front of ABTP for sailing school and canoes; access to open water will take more time	

Socio-Economic Environment	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Accessibility and Scenic Views Impact	Does alternative impact public access and/or existing scenic views?					
	Do Nothing			*	No increase in accessibility; currently public access areas have views of the ABTP operations	
	Alternative 1	*			Will provide some buffer from the land level operations of ABTP; increase in public access	
	Alternative 2	*			Same as Alternative 1	
	Alternative 3		*		Will buffer direct view of land level operations of ABTP from channel and ABYC; Channel may be aesthetically undesirable from potential public use areas.; increase in public access	
Non-motorized Recreational Water Use Impacts	Does alternative provide for sheltered / flatwater conditions required by canoes/kayaks?					
	Do Nothing			*	Sheltered area exists inside of Coatsworth Cut only	
	Alternative 1	*			Although the areas behind the breakwater will not be flatwater in all conditions it will provide some shelter; largest sheltered area of all Alternatives	
	Alternative 2	*			Although the areas behind the breakwater will not be flatwater in all conditions it will provide some shelter; similar sheltered area to Alternative 1	
	Alternative 3		*		Smallest sheltered area but still an improvement from existing	

Additional Comments on Preliminary Evaluation of Socio-Economic Criteria

***Please include your name on front if you would like follow up**

Physical Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Sediment Movement	Does the alternative reduce siltation in the Coatsworth Cut channel?					
	Do Nothing/Maintenance Dredging			*	Existing dredging program would need to continue to maintain boat access and issues would continue to exist seasonally (during lower water levels); Current efforts have proven to not be sufficient to remediate navigation hazards for the full recreational boating season	
	Alternative 1	*			Littoral sediment deposition in the existing channel substantially reduced	
	Alternative 2	*			Littoral sediment deposition in the existing channel substantially reduced	
	Alternative 3	*			Littoral sediment deposition in the existing channel substantially reduced	
Unique Landform Impacts	Does alternative impact any unique habitats or landforms in the area?				Ashbridge's Bay Park is considered to be a unique landform; no unique habitats are identified in the study area	
	Do Nothing/Maintenance Dredging			*	On-going erosion will occur on the headlands of Ashbridge's Bay Park	
	Alternative 1	*			Headland at Ashbridge's Bay Park will be stabilized and designed to better withstand coastal processes	
	Alternative 2	*			Headland at Ashbridge's Bay Park will be stabilized and designed to better withstand coastal processes	
	Alternative 3	*			Headland at Ashbridge's Bay Park will be stabilized and designed to better withstand coastal processes	

Physical Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Water Quality	Does the alternative impact water quality					
	Do Nothing		*		Current conditions are not desirable. Seawall gates discharge in front of the ABTP and area is currently used for recreational boating.	
	Alternative 1			*	Funneling of P and <i>E. coli</i> would occur; Increase in P is predicted in the gap, Coatsworth Cut and inner marina– would potentially increase aquatic plant growth; Some increase in <i>E.coli</i> could be expected in the gap, marina entrance and inner marina; <i>E.coli</i> levels predicted to remain similar to existing in Coatsworth Cut	
	Alternative 2			*	Slightly lower P and <i>E. coli</i> levels predicted than Alternative 1; <i>E-.coli</i> levels predicted to remain similar to existing in Coatsworth Cut	
	Alternative 3	*			Seawall gate discharge would be diverted and thus have the potential to have P and <i>E.Coli</i> diverted from recreational boating areas.; Undesirable area would still exist but this would be in the channel where there would be no public access/recreation.; Potential positive benefit for the marina entrance and inner marina for <i>E.coli</i> levels; Slight increase in P for gap and marina entrance predicted.	

Additional Comments on Preliminary Evaluation of Physical Criteria

***Please include your name on front if you would like follow up**

Feasibility/Cost Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Capital and Maintenance Costs	Compare alternatives, relative to one another, for cost to construct and maintain.				Costs included are estimates and show a large range because of the unpredictability of material sources/costs and potential fill revenue which are all economy/market driven. Costs will need to be reviewed in detailed design when implementation timing is finalized.	
	Do Nothing/Maintenance Dredging			*	Annual costs for dredging are currently upwards of \$250,000 and not meeting full season needs. This cost is expected to increase annually; It is expected that the cost of dredging would exceed the lowest projected cost of implementation for all alternatives in ~20 years and ~30 years for the highest projected cost (estimating an \$500,000 annual dredging cost)	
	Alternative 1	*			\$12.2- 6.6 million; Lowest cost Alternative (smallest volume of armour stone needed for breakwater); no annual maintenance; maintenance would be anticipated every 20 years	
	Alternative 2	*			\$12.5- 6.9 million; Additional breakwater (deflector) increases cost nominally from Alternative 1; no annual maintenance; maintenance would be anticipated every 20 years	
	Alternative 3		*		\$14.1- 8.7 million; Creation of channel makes this Alternative more costly than 1 and 2; no annual maintenance; maintenance would be anticipated every 20 years	

Feasibility/Cost Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Construction/ Implementation Impacts (Land and Water)	Does construction/implementation of alternative result in significant impacts to existing users (staging, access, disruption of use, etc.)?				Construction access is expected to be along Leslie Street. It is expected that truck traffic going to the Leslie Street Spit will decrease over the next few years and as a result any new traffic from this project should not exceed the current volume of trucks. In water construction will not affect recreational boat access to their clubs/boat launch etc.	
	Do Nothing/Maintenance Dredging	*			Minimal disruption from dredging activities.	
	Alternative 1			*	Will contribute to truck traffic in the local area. Impacts to public use of Ashbridge’s Bay Park will be experienced during the construction of the breakwater off of the Park headland (will be constructed in the off season to try to minimize this)	
	Alternative 2			*	Same as Alternative 1	
	Alternative 3			*	Same as Alternative 1	

Feasibility/Cost Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Impacts on Other Projects	Does alternative produce impacts to projects not currently identified under Technical Considerations Criteria?					
	Do Nothing/Maintenance Dredging			*	No impacts identified.	
	Alternative 1		*		Integrates other approved EA facilities.	
	Alternative 2		*		Integrates other approved EA facilities.	
	Alternative 3	*			Offers the best integration of the existing conditions and current ABTP operations (sea wall gates) and flexibility for other approved EA facilities.	

Additional Comments on Preliminary Evaluation of Feasibility/Cost Criteria

***Please include your name on front if you would like follow up**

Technical Considerations	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Public Safety	Does alternative impact public safety during construction and/or day-to-day use following construction?					
	Do Nothing/Maintenance Dredging			*	Continuation of existing dredging operations have potentially more impact on public safety (severe navigation hazards) than limited time construction operations	
	Alternative 1	*			Implementing the breakwater off of Ashbridge's Bay Park would require closure of an area of the trail/park to the public temporarily to keep the public away from the construction site and potential safety hazards; Construction of this component would be recommended to be undertaken in the off season (winter)	
	Alternative 2	*			Same as Alternative 1	
	Alternative 3	*			Same as Alternative 1	

Technical Considerations	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Safe Boat Passage	Does alternative impact the movement and interaction between anticipated types of watercraft; the Coast Guard Auxiliary Station; or Federal navigation safety guidelines?					
	Do Nothing/Maintenance Dredging			*	Current conditions pose issues for recreational boat traffic and challenges meeting Federal navigation standards	
	Alternative 1	*			Design meets/exceeds Federal navigation standards	
	Alternative 2	*			Design meets/exceeds Federal navigation standards	
	Alternative 3	*			Design meets/exceeds Federal navigation standards	
Shoreline Stability	Does alternative impact wave energy within the area and subsequently shoreline erosion?					
	Do Nothing/Maintenance Dredging			*	Portions of the shoreline in Ashbridge's Bay Park shoreline that have maintenance requirements will not be addressed	
	Alternative 1	*			Erosion issues will be addressed at Ashbridge's Bay Park	
	Alternative 2	*			Erosion issues will be addressed at Ashbridge's Bay Park	
	Alternative 3	*			Erosion issues will be addressed at Ashbridge's Bay Park	

Technical Considerations	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Dredging Impacts	Does alternative reduce annual long term dredging requirements?					
	Do Nothing/Maintenance Dredging			*	Annual dredging would need to continue to ensure safe navigation	
	Alternative 1	*			Expect to provide decades of safe navigation	
	Alternative 2	*			Expect to provide decades of safe navigation	
	Alternative 3	*			Expect to provide decades of safe navigation	
Climate Change Impacts	Is the alternative able to adjust / function / adapt in the event of changing lake levels due to Climate Change?				Not expecting significant changes in water levels for Lake Ontario and there will be some changes in near shore wave climate but relatively minor close to shore.	
	Do Nothing/Maintenance Dredging			*	Ability to adjust (increase dredging) but at an increased annual cost (if water levels drop)	
	Alternative 1	*			Alternatives are designed with lake level fluctuations and likely variations in potential changes in wave climate were considered	
	Alternative 2	*			Same as Alternative 1	
	Alternative 3	*			Same as Alternative 1	

Additional Comments on Preliminary Evaluation of Technical Criteria

***Please include your name on front if you would like follow up**

Summary of Preliminary Evaluation Undertaken by City of Toronto and TRCA

Concept	Not Preferred	Intermediate Preferred	Most preferred	Overall Resulting Rank
Do Nothing	16	1	4	Least Preferred
Alternative 1	5	3	13	Intermediate Preferred
Alternative 2	5	3	13	Intermediate Preferred
Alternative 3	1	6	14	Preferred

Do you agree with the Summary of Evaluation?

Comments on Summary of Evaluation

***Please include your name on front if you would like follow up**

Ashbridges Bay Erosion and Sediment Control Environmental Assessment (EA) Community Liaison Committee (CLC) Meeting #3: November 28, 2013

Ashbridges Bay Yacht Club – 30 Ashbridges Bay Park Road
6:30 – 8:30 pm

MEETING REPORT

This report was written by Alex Heath and Suzannah Kinsella of Swerhun Facilitation. It reflects the key points raised and is not intended to serve as a verbatim transcript. This draft report is subject to the review of the participants at the meeting. If you have any questions, comments or suggested edits, please contact Lisa Turnbull lturnbull@trca.on.ca by Friday January 10, 2014 after which point the record will be finalized.

Meeting Overview: This was the third meeting of the Community Liaison Committee (CLC). The purpose of this meeting was to present an update on the work done by the project team since the second CLC meeting, including an overview of the water quality modeling results, baseline environmental inventory and the preliminary evaluation of the three alternatives.

KEY FEEDBACK FROM CLC MEMBERS

- 1. The project rationale should be explicit that navigation is to be made safer for all types of watercraft that use the Bay** (small, non-motorized sail boats, large sailboats, canoes/kayaks/paddle boards and motor boats) and that each of these types of watercraft have different needs in terms of safe navigation.
- 2. It is important to consider how the decommissioning of the seawall gate and storm sewer outfalls would affect the evaluation of alternatives.** The change in water quality resulting from a decommission would present a very different scenario which would significantly change the evaluation of the alternatives. Under this future scenario, **Alternative 1 would become preferred rather than Alternative 3.**
- 3. To aid people in quickly assessing which alternative is preferred and how it differs from the other two,** create a list that shows which criteria Alternative 3 came out ahead of Alternatives 1 and 2, and which criteria Alternatives 1 and 2 came ahead of Alternative 3.

I. Welcome & Agenda Review

Suzannah Kinsella opened the meeting by reviewing the proposed agenda and reviewing her role as well as the purpose of the meeting. Lisa Turnbull, the Toronto and Region Conservation Authority (TRCA) Project Manager then asked for comments on the second CLC meeting summary. There were no issues raised, and the attendees agreed it accurately reflected the content of the second meeting.

II. Overview of Water Quality Modeling Results

Bill Snodgrass, Senior Engineer, Stormwater Management at the City of Toronto provided an overview of the water quality modeling. This overview included highlights of the modeling methodology and a comparison of total phosphorus and E. coli results. These results were measured at four points in and around Ashbridges Bay (i.e. the Gap, the Marina Entrance, the Inner Marina, and Coatsworth Cut) and compared across four different configurations (i.e. the existing configuration of Ashbridges Bay and the three proposed alternative solutions). Following this presentation, CLC members were asked if they had any questions and/or feedback on the Water Quality Modeling Results.

Questions and Feedback on the Water Quality Modeling Results:

- **Comment:** On slide 7, it appears that Coatsworth Cut is mislabeled – what is shown as Coatsworth cut is actually Ashbridges Bay.
Yes, the ‘monitoring locations’ names used by the modeler will be changed to reflect this.
- **Question:** Are you focusing on total phosphorous and E. coli because they’re reflective of other elements like copper?
The results of the Water Quality Modeling show that phosphorous, E. coli, copper and total suspended solids all exhibit similar trends. We’ve decided to focus the presentation on phosphorus and E. coli as the former is a good indicator of aquatic health and the latter determines how safe it is for people to swim.
- **Question:** What does PWQO mean and what does the dotted red line on slide 11 represent?
PWQO stands for Provincial Water Quality Objective. A PWQO is a Provincial target, which in the case of E.coli, is set for swimming at beaches. This target is based on whole body immersion in water (i.e. immersion beyond just jumping in and jumping out). The red line represents the level of this target.
- **Question:** I was expecting to see water quality in the back of the bay to become worse because of a lack of circulation. There isn’t significant flow through those culverts all the time, so what’s happening when there isn’t any flushing going on?
The water quality modeling results present a season-long average – there could be some spikes at certain times. What these results indicate is that there is not a significant change in overall conditions in the back of the bay.
- **Question:** We know that the back of the bay currently does get flushed out – we can see the currents flowing out of the bay. When the CSOs are diverted to the treatment wetland will we still get the same flushing action?
Yes, with the implementation of the treatment wetland there will still be the same flushing action and water quality will also significantly improve. . We have done an analysis that shows this but have decided not to focus on it here because it is not directly tied to this project.
- **Question:** I understand that you’re saying that water quality is improved by the diversion of the storm sewer outflow, but it seems like this diversion of outflow would eliminate any flushing action from the Bay.
There will still be a flushing action from currents moving through the gap, into the Bay and back out through the gap. Water quality is improved because there won’t be outflows from the combined storm sewers with E. coli flowing into the Bay.

- **Question:** I'm very surprised that there's such a significant difference in water quality between Alternative 3 and the other two alternatives. Why is this the case?
Alternative 3 separates one of the major sources of poor water quality by diverting the sea wall gate outflow away from the Bay.

III. Baseline Environmental Inventory

Following the Overview of Water Quality Modeling Results, Lisa Turnbull provided an overview of the Baseline Environmental Inventory that had been distributed to CLC members ahead of the meeting. She then asked CLC members if they had any questions of clarification and/or feedback on the Baseline Environmental Inventory.

Questions and Feedback on the Baseline Environmental Inventory:

- **Question:** On page 16 of the Inventory, section 1.5 states that the rationale for undertaking this project is to remove sedimentation to make navigation safer. We should expand our thinking on who we are making navigation safer for to include all types of watercraft that use the Bay, including: small, non-motorized sail boats, large sailboats, canoes/kayaks/paddle boards and motor boats. Each of these types of watercraft have different needs in terms of safe navigation. By looking at the gap only as a passage way, we're not thinking fully about the safety of all of these different types of craft. With a narrower gap, paddlers are put back into the mix with large boats when trying to cross through the gap. It will also force watercraft to turn quite sharply to get around the 'island' (i.e. very large sand bar) at Coatsworth Cut. I would suggest the dredging of that 'island'. Safe passage should be for all types of users, paddle craft and small, non-motorized sailboats included.
You're right that we haven't properly captured the variety of recreational boating uses in the rationale as currently stated. We will provide more detail in the rationale to reflect the variety of crafts and their differing needs. We have identified in previous meetings that once a solution is implemented for the erosion and sediment control issue we will look at the dredging needs within the Coatsworth Cut navigation channel. It is expected that we will seek funds to expand the current navigation channel to provide for safe navigation for the variety of users in the Bay.
- **Comment:** The channel in the Bay should be maintained. The dredging that is done right now to maintain the channel barely keeps it at Federal minimums.
- **Question:** The first paragraph on page 10 of the Inventory states that this EA is being undertaken in the context of a number of planning initiatives. Is there a list of these planning initiatives anywhere in the Inventory? There are three listed on page 100, but is that the entirety of the projects that are being taken into consideration?
Section 2.2 lists the planning initiatives and studies being considered. There are three approved Environmental Assessments that we need to integrate with and not interfere with – Ashbridges Bay Treatment Plant Individual EA; Coatsworth Cut CSO and Stormwater Outfalls Control Class EA; Don River and Central Waterfront Class EA . Some of the other planning initiatives include the Tommy Thompson Park Master Plan and the Lake Ontario Park Master Plan (see page 19).

- **Question:** How is access to Tommy Thompson Park being accommodated in this plan?
We would not design something that would preclude access to Tommy Thompson Park being explored by others in the future.
- **Question:** The premise of this entire undertaking is remedial action. In the first CLC meeting I made a point that if the amount of sediment coming into the Bay is anticipated to decrease, such an extensive remedial action as is being considered wouldn't be required. I haven't seen any information how erosion prevention measures being undertaken east of Bluffers Park would impact the total amount of sediment coming into the Bay. If there's no more silt coming in to the Bay from the area around Bluffers Park, is this EA still necessary?
The sediment modeling we've done is based on a reduced supply from current conditions (i.e. it takes into account erosion control measures around Bluffers Park). The supply of silt will never go to zero. Even if it were to go to zero, there is so much sand around Ashbridges Bay that it will continue to circle in even if it's dredged.
- **Comment:** It seems like that at significantly lower cost (through other projects), it would be possible to reduce sedimentation. It seems like sand coming from the east has declined greatly, and will continue to decline. It seems like this is being done to accommodate future projects in the area around Ashbridges Bay rather than to control sediment within Ashbridges Bay.
- **Question:** How is access to Tommy Thompson Park being "not prevented" by this project?
Waterfront Toronto is on our Steering Committee for this project and we are working with them to ensure that this project does not interfere with potential future plans they have to explore access to Tommy Thompson Park.
- **Question:** It seems like a lot turns on the flows coming out of Coatsworth Cut. What fraction of that relates to the seawall gates? They're supposed to be decommissioned at some point. I would like to know how much is coming out of the other outflows that are not going to be decommissioned. How much are issues pertinent to one outflow versus another?
The discharges that immediately affect this area are the bypass at the sea wall, the four storm sewers, other storm sewers further east and others still around the inner harbour. Because a precise timeline on the decommissioning of the sea wall gates has not been established, we're trying to get erosion control structures put in place that accommodates the sea wall gates continuing to discharge for the foreseeable future.
- **Question:** Isn't the purpose of the wetlands to take outflow from the storm sewers? What's the point of showing wetlands if we're assuming that outfalls will continue to exist?
That is the purpose of the wetlands, however we do not have a precise timeline for the construction of all of the infrastructure required to make the wetlands fully functional, and that is why we have to plan erosion control structures that accommodates the storm sewer outfalls continuing to discharge into Ashbridges Bay for the foreseeable future.

IV. Evaluation of Alternatives

Prior to discussing the preliminary evaluation of the three alternatives, Lisa Turnbull presented the updated alternatives to CLC members, highlighting that the node for a potential lookout had been removed and that the three alternatives had been updated to more clearly define the components of this Class EA and the already approved City of Toronto facilities. Both of these refinements were suggested by CLC members at the previous meeting.

Lisa then provided an overview of the evaluation process and results of the preliminary evaluation of the three alternatives grouped by the five categories of criteria (i.e. physical, natural/biological, socio-economic, feasibility/cost, and technical). Following a brief period for questions of clarification/overall comments, CLC members were asked to split into two groups to discuss the results of the preliminary evaluation and provide feedback on suggested refinements. CLC members were also asked to provide additional suggested refinements to the preliminary evaluation by email following the meeting. Notes from the group discussions and additional feedback sent in by CLC members can be found in attachment 1.

Overall Comments on the Evaluation of Alternatives:

- **Comment:** It's great that you've updated the alternatives to make a clearer distinction between the components of this EA and already approved facilities – this makes it easier to compare them. However, it is difficult to compare them under the evaluation framework when there are so many criteria. How do you know what the overall ranking of the alternatives are? Simply counting the numbers of green (preferred), yellow (intermediate preferred) and red (not preferred) doesn't take into account different levels of difference within a given criterion, nor does it take into account the weighting of criteria. I would suggest a simple list that says Alternative 3 came out ahead of Alternatives 1 and 2 on these criteria, and Alternatives 1 and 2 came ahead of Alternative 3 on these criteria. This would be very helpful in providing a quick comparison of the different alternatives.
- **Comment:** It seems like the evaluation criteria have been significantly influenced by the results of the water quality modeling – which was based on the assumption that all outflows would continue. Once those stop coming into the Bay, there's a very different scenario which would significantly change the evaluation of the alternatives. Under this future scenario, Alternative 1 would become preferred rather than Alternative 3.
- **Comment:** It seems like some criteria could be further disaggregated and then a ranking could be provided on these sub-criteria.

V. Next Steps

Lisa Turnbull provided an overview of the project timeline following this meeting, including Public Information Centre #2 proposed for January 2014, the submission of the Environmental Study Report (ESR) to City Council in March 2014, the submission of the ESR to the Ministry of Environment for a 30 day public review in May/June 2014, and the completion of the EA process in June/July 2014.

Lisa also provided an overview of the post-EA timeline, including the commencement of detailed design in July 2014, and CLC/PIC meetings for the detailed design anticipated in September/October 2014.

Suzannah Kinsella wrapped up the meeting by thanking CLC members for their feedback. **She reminded members that they could send in additional feedback on the preliminary evaluation of the alternatives to lturnbull@trca.on.ca by December 12th, 2013.** She let members know that a draft summary of the meeting would be distributed to them for review prior to being finalized.

List of Attendees

CLC Members

Ron Anderson, Navy League of Canada
Don Bland, Toronto Hydroplane & Sailing Club
Beverly Edwards, Toronto Ornithological Club
John Edwards, Toronto Hydroplane & Sailing Club
Robert Hedley, Ashbridges Bay Yacht Club
Bob Kortright, Toronto Field Naturalists
Rachel Lewis, Navy League of Canada
Susan Stuart, Balmy Beach Canoe Club

Observers

Michael Rosenberg

TRCA

Laura Stephenson
Lisa Turnbull
Maria Zintchenko

City of Toronto - Toronto Water

Philip Cheung
Bill Snodgrass

Shoreplan Engineering

Milo Sturm

Swerhun | Facilitation & Decision Support

Alex Heath
Suzannah Kinsella

Ashbridges Bay Erosion and Sediment Control EA: Summary of Comments Submitted Post CLC#3

Date of Comment Submission	Comment Category	Applicable Evaluation Criteria or Subject	Comment
29-Nov-13	Evaluation	Overall	It seems like some criteria could be further disaggregated and then a ranking could be provided on these sub-criteria.
29-Nov-13	Evaluation	Biological	Aquatic Habitat Impacts criterion: [Alternative 3] Preferred, [as it] has a positive impact on Aquatic Habitat and addresses constant dredging necessary for safe marine traffic.
29-Nov-13	Evaluation	Biological	Species of Interest Impacts criterion: [Alternative 3] should be the Preferred option based on the overall improved impact to aquatic vegetation and fish community.
29-Nov-13	Evaluation	Socio-Economic	Parks – Public Use and Parks Infrastructure Impacts criterion: To me knowing the future plans for the overflow stream from the treatment plant this just makes more sense. The over flow would be directed further out into the lake with less chance of making its way back into the Bay / Cut and public areas.
29-Nov-13	Evaluation	Socio-Economic	Boat Club Facility and Operations Impacts criterion: [Alternative 3 is] my Preferred option.
29-Nov-13	Evaluation	Socio-Economic	Accessibility and Scenic Views Impact criterion: Re: Alternative 3 being ranked as Intermediate Preferred: I believe the benefits far outweigh the aesthetics. Question: How would there be an increase in public access if it were deemed aesthetically undesirable?
29-Nov-13	Evaluation	Socio-Economic	Non-motorized Recreational Water Use Impacts criterion: Alternative 1 (Preferred) - Would this not provide the Least sheltered area? Alternative 3 (Intermediate Preferred) - Would this not provide the Largest sheltered area?
29-Nov-13	Evaluation	Physical	Sediment Movement and Unique Landform Impacts criteria: Alternative 3 – my Preferred based on all criteria
29-Nov-13	Evaluation	Feasibility and Cost	Capital and Maintenance Costs criterion: Alternative 3 (ranked Intermediate Preferred) - I still believe this to be the Preferred Alternative. It address's the concerns of erosion. The increased cost will attribute to the growth of the fish communities which ultimately supports Lake Ontario Sport Fishing.
29-Nov-13	Evaluation	General	Though filling immediately west of the middle breakwall is not part of Ashbridges Bay EA, it should be considered. If the fill is added, [impacts on birds and fish habitat] will change [from what is currently considered in the evaluation].



RE: CLC#3 Workbook
Beverley Edwards to: Lisa Turnbull

11/29/2013 12:08 PM

History: This message has been replied to.

Thanks Lisa. Yes, I was referring to the potential construction phasing maps .

Bob noted that when the other water quality projects (re-routing of outfalls, wetland, etc.) are implemented, there would be no need for the middle breakwall in Alternatives 3 or 2. Alternative 1 provides the largest basin for watercraft users and presumably water quality would no longer be a major issue. We didn't have time to explore his comment. He has a point, which I think is worth considering. Perhaps an analysis is required of the costs of dredging until the other projects are done versus building the middle breakwalls in Alt 2 and 3. Obviously if Alternative 1 was chosen, users of the basin would need to "tolerate" the poor water quality until it was implemented.

Bev

To: bave@sympatico.ca
Subject: RE: CLC#3 Workbook
From: LTurnbull@trca.on.ca
Date: Fri, 29 Nov 2013 11:42:41 -0500

Hi Beverley,

Not sure if I will catch you with this response but I wanted to try. Are you referring to Phase 6 on the potential construction phasing maps? If so, this was shown as a future consideration only when the seawall gates are decommissioned. If it was to be implemented an amendment to the EA would have to be undertaken with public consultation. These maps were put together to reflect some of the discussions we had at the last meeting regarding what happens when the sea wall gates are decommissioned. Filling this area would be a possibility if this was the case and there would potentially be additional opportunities for public use etc. We don't consider it in this EA because it is not part of the Alternatives that we are evaluating. It would be written and described in the EA as a potential for amendment, based on the current conditions (sea wall gate operation) changing. Now to go to your point about ranking the Alternatives based on some of characteristics that take into the eastern breakwater being isolated - this is a very good point and I think we are going to have to gather comments from the committee members and look at how we can effectively capture this so as not to bias Alternative 3. It is difficult when we are planning for a condition we know may change and I think even more difficult when we know this change is not in the near future and with some uncertainty.

I am not sure this helps but I did want to let you know that your comments are very valuable and I have flagged that we need to look at this more critically. I was interested in hearing the tail end of discussions with your group about how maybe Alternative 1 is preferred even if it could not be implemented in the short term because of water quality issues. I will await the comments from everyone and as mentioned send the group a summary.

Lisa

Lisa Turnbull | Project Manager II, Project Management Office | Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |
☎ 416.661.6600 ext 5645 | 📠 416.451.8536 | 📠 416.667.6277 | ✉ lturnbull@trca.on.ca | www.trca.on.ca

From: Beverley Edwards <bave@sympatico.ca>
To: Lisa Turnbull <lturnbull@trca.on.ca>,
Date: 11/29/2013 11:02 AM
Subject: RE: CLC#3 Workbook

Hi Lisa,

I just noticed that according to the handout provided last evening , fill will be deposited immediately to the west of the middle breakwall in Alternative 3. This is news to me and I suspect the others at the Biological/Socio group since no-one mentioned it. We noted last evening that the impacts of Alternative 3 would be different on the west side of the middle breakwall than on the east side due to the difference in water quality ; additional fish shelter areas would be created; and that the middle breakwall could provide a safe refuge for birds because people/dogs/predators would not have access. If fill is added, all of the above impacts will change. We also noted that the impacts of Alternative 3 should separately consider each side of the middle breakwall. BTW, we did not consider the potential for a lookout point , which would also change last evening's comments.

I realize that filling immediately west of the middle breakwall is not part of the AB EA but it should be considered.

Due to a family issue, I will be out-of-town for awhile. Since I won't have access to the Internet, I won't be providing additional comments.

Cheers,
Bev Edwards

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Thank you."



RE: CLC#3 Workbook
Beverley Edwards to: Lisa Turnbull

11/29/2013 11:02 AM

History:

This message has been replied to.

Hi Lisa,

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I realize that filling immediately west of the middle breakwall is not part of the AB EA but it should be considered.

Due to a family issue, I will be out-of-town for awhile. Since I won't have access to the Internet, I won't be providing additional comments.

Cheers,
Bev Edwards



RE: CLC#3 Workbook
John Edwards to: Lisa Turnbull
Please respond to commodore

11/30/2013 11:28 AM

History: This message has been replied to.



Hello Lisa;

I have reviewed the document and I am satisfied with both it's contents and the process used to create it. I do however have some comments based on issues that where made at the end of the meeting. These issues spoke to the acceptability of the document.

The first issue dealt with the comparison of the weight of the different options . While I believe I understand the argument and do give it merit, it's impact on this document is minimum. I do not believe there are any issues being compared that are so biased in weight that it would distort the conclusions being reached .

The other issue raised was Water Quality. The point being made was that the more favorable weight for option 3 was based on the circumstances as they exist today. That if other projects where to be completed such as the diversion of the storm sewers this more favourable weighting may no long be true. I believe the Committee is obliged to work in real time and can only deal with the information as exists at this time . I understand the the information about these project exists, however there are no time lines for there completion. Therefore the committee can only use this information to determine if these project would negatively impact the options under review . We cannot assume a positive impact from a project that at present doesn't exist.

Thank you
John Edwards

Commodore

2 A , T , O 4L 3W6
 0 s o n
 Telephone: 416-606-2595 commodore@thsc.ca
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www.thsc.ca

Original message

From: "Lisa Turnbull" <LTurnbull@trca.on.ca>

To:

Dated: 29/11/2013 9:08:05 AM

Subject: CLC#3 Workbook

Hello all -

Thank you for your participation in the CLC meeting last night. As discussed, I have attached the workbook in an electronic format. Please send your comments to me via e-mail or on the hard copies provided to you by: Thursday December 12, 2013.

Please feel free to contact me if you would like to discuss.

Lisa Turnbull | Project Manager II, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext 5645 | 📞 416.451.8536 | 📠 416.667.6277 | ✉ lturnbull@trca.on.ca | www.trca.on.ca

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Thank you."



Re: Reminder - Ashbridges Bay EA CLC Comments Due Tomorrow

roberthedley to: Lisa Turnbull

12/11/2013 11:03 AM

"skinsella@swerhun.com", "Heath, Alex", Laura Stephenson, Nancy

Cc: Gaffney, Maria Zintchenko, "msturm@shoreplan.com", "Cheung, Philip", "commodore@abyc.on.ca"

Lisa: I want to thank you and the TRCA team for pulling together a large body of descriptive information, hydrological analysis and 3 options for our consideration and input. I only have a couple of points that I want to bring to your attention:

1. The picture of the outerbay where the Asbridges Bay Yacht Club docks are located is out of date and doesn't show the newest configuration of docks. If the picture cannot be updated in future versions of the report then I would ask that a notation accompany the picture indicating that the dock configuration shown is old/incorrect.
2. The body of water that will be created by the new seawalls should be more clearly defined in dimensions so, evaluators may consider the water access safety issues. To that end based on input of others at the meeting TRCA should explain in detail what final dredging will take place to make the entire body of water navigable. Given the volume and variety of water craft that will use this area depth and breadth will be a very important component of the final solution.
3. In my opinion option 1 is the best solution provided the City Works department follows through with the new out flow and storm water run off projects within the next 5 years. Option 1 would be the most cost effective of the three options presented to date. It would also be the least impactful on the sea beach.

Regards,

Bob Hedley

Commodore ABYC

Sent from Windows Mail

From: [Lisa Turnbull](#)

Sent: Wednesday, December 11, 2013 10:23 AM

Cc: skinsella@swerhun.com, [Heath, Alex](#), [Laura Stephenson](#), [Nancy Gaffney](#), [Maria Zintchenko](#), msturm@shoreplan.com, [Cheung, Philip](#)

Hello all - Just a reminder that comments on the draft evaluation are due to me tomorrow (Thursday December 12) by the end of the day. If you have additional comments on the Baseline Environmental Inventory please send them at this time also.

We will compile the comments and send them out along with the draft minutes for the meeting ASAP.

Feel free to contact me if you would like to discuss.

Lisa

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |
☎ 416.661.6600 ext 5645 | 📞 416.451.8536 | 📠 416.667.6277 | ✉ lturnbull@trca.on.ca | www.trca.on.ca

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Thank you."



Preliminary Evaluation of Alternatives: CLC Workbook

Please hand in at the end of the meeting or send to:

Lisa Turnbull, TRCA – Restoration Services, 5 Shoreham Dr., Downsview, ON – M3N 1S4

lturnbull@trca.on.ca

by: **December 12, 2013**

Name (optional): Ron Anderson

I would like a copy of my comments sent back to me (circle):

YES

NO

Natural/Biological Environment Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Aquatic Habitat Impacts	Does alternative result in impacts to aquatic habitat?				Fish habitat improvements would be required to compensate for the infill area for each alternative	
	Do Nothing/Maintenance Dredging	*			Impact of annual dredging minimal. No loss of aquatic habitat, but also no potential for improvements.	Agreed
	Alternative 1			*	Footprint = 48,100 sq m; offers ability to improve habitat diversity in design of structures (e.g., cobble beach; surcharged groynes; surcharged revetment); compared to existing conditions, higher expected phosphorus levels may cause excessive growth of aquatic vegetation and thus negatively impact fish habitat	Agreed
	Alternative 2			*	Footprint = 53,000 sq m; offers ability to improve habitat diversity in design of structures (e.g., cobble beach; surcharged groynes; surcharged revetment); compared to existing conditions, higher expected phosphorus levels may cause excessive growth of aquatic vegetation and thus negatively impact fish habitat	Agreed
	Alternative 3		*		Footprint = 62,000 sq m; offers ability to improve habitat diversity in design of structures (e.g., cobble beach; surcharged groynes; surcharged revetment); highest potential for improved habitat quality as an expected increase in total phosphorus level and corresponding impact on aquatic vegetation growth is small compared to increases expected for Alternatives 1 and 2	Preferred , this has a positive impact on Aquatic Habitat and addresses constant dredging necessary for safe marine traffic.

Natural/Biological Environment Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Fisheries Impacts	Does alternative impact fish community assemblages?					
	Do Nothing/Maintenance Dredging	*			Dredging impacts are low; No loss of habitat but no opportunities for improvement and positive impact on fish community (e.g., currently, open coast shoreline in front of ABTP lacks structural diversity and the fish species number and abundance are low)	Agreed
	Alternative 1			*	Limited opportunities to improve habitat and thus have a positive effect on fish community due to higher expected phosphorus levels (compared to existing levels) that may cause excessive growth of aquatic vegetation and thus negatively impact fish community	Agreed
	Alternative 2			*	Same as Alternative 1	Agreed
	Alternative 3		*		Highest potential for improvement to fish community as an expected increase in total phosphorus level and corresponding impact on aquatic vegetation growth are small compared to increases and potential impacts expected for Alternatives 1 and 2	Agreed

Natural/Biological Environment Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Terrestrial Habitat Impacts	Does alternative result in impacts to sensitive terrestrial habitat or migration of terrestrial communities?				Terrestrial habitat impact mitigation measures will be employed during construction; Area included below for terrestrial land base do not include breakwaters	
	Do Nothing/Maintenance Dredging			*	No impacts to terrestrial habitat. No opportunity for improvements to terrestrial habitat in an area that is currently used mainly as industrial land and an urban park	Agreed
	Alternative 1		*		16,943 sq m of new land base plus 11,009 sq m cobble beach; Limited habitat improvement and creation opportunities	Agreed
	Alternative 2		*		16,943 sq m of new landbase plus 11,009 sq m cobble beach; Limited habitat improvement and creation opportunities	Agreed
	Alternative 3	*			17,815 sq m of new land base plus 11,786 cobble beach; Compared to other alternatives, offers increased opportunities for habitat creation and improvement, particularly for ground-nesting waterfowl such as terns	Agreed – addresses all concerns

Natural/Biological Environment Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Migratory and Breeding Bird Impacts	Does alternative result in impacts to habitat for migratory or breeding bird communities?				Special consideration will be given to reduce potential impacts on nesting and migratory birds by regulating site access during construction	
	Do Nothing/Maintenance Dredging			*	No impacts, but also no opportunities for improving waterfowl habitat	Agreed
	Alternative 1		*		Will provide new land base for migratory stop overs; May offer limited improvements for stopovers as well as overwintering habitat; Aquatic habitat improvements may result in increased forage opportunities and food sources (e.g., zebra mussels colonizing underwater structures; some degree of fish community abundance and diversity increase as a result of aquatic habitat improvements)	Agreed
	Alternative 2		*		Same as Alternative 1	Agreed
	Alternative 3	*			Will provide new land base for migratory stop overs; May offer limited improvements for waterfowl and waterbird stopovers as well as overwintering habitat; Aquatic habitat improvements may result in increased forage opportunities and food (e.g., zebra mussels colonizing underwater structures; the most fish community abundance and diversity increase as a result of aquatic habitat improvements). Highest opportunity to create waterfowl nesting habitat (tern nesting habitat) - on isolated eastern breakwater.	Agreed – addresses all concerns

Natural/Biological Environment Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Species of Interest Impacts	Does alternative impact species of interest/concern?				A single record of a fish species of concern – American eel, 1993 - exists for Ashbridges Bay. This record is considered to be an isolated report.	
	Do Nothing/Maintenance Dredging	*			No impacts, but also no potential for habitat improvement	Agreed
	Alternative 1			*	Footprint = 48,100 sq m; offers ability to improve habitat diversity in design of structures (e.g., cobble beach; surcharged groynes; surcharged revetment); compared to existing conditions, higher expected phosphorus levels may cause excessive growth of aquatic vegetation and thus negatively impact fish habitat and fish community, including species of interest/concern	Agreed
	Alternative 2			*	Footprint = 53,000 sq m; ability to improve aquatic habitat etc. – same as Alternative 1	Agreed
	Alternative 3		*		Footprint = 62,000 sq m; highest footprint, but also highest potential for improved habitat quality as an expected increase in total phosphorus level and corresponding impact on aquatic vegetation growth is small compared to increases expected for Alternatives 2 and 3. Improved habitat quality would result in positive impact on fish community, including sensitive species and/or species of concern	I would think this should be the Preferred option based on the overall improved impact to aquatic vegetation and fish community.

Additional Comments on Preliminary Evaluation of Natural/Biological Environment Criteria

***Please include your name on front if you would like follow up**

Socio-Economic Environment	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Parks – Public Use and Parks Infrastructure Impacts	Does alternative impact public use and park infrastructure in the area?					
	Do Nothing/Maintenance Dredging			*	Recreational boating from boat launch impacted by unsafe navigation conditions	Agreed
	Alternative 1	*			No impact to park use (boat launch, public use at park, etc.); ensures safe navigation for recreational boating	Agreed
	Alternative 2	*			No impact to park use (boat launch, public use at park, etc.); ensures safe navigation for recreational boating	Agreed
	Alternative 3	*			No impact to park use (boat launch, public use at park, etc.); ensures safe navigation for recreational boating	To me knowing the future plans for the overflow stream from the treatment plant this just makes more sense. The over flow would be directed further out into the lake with less chance of making its way back into the Bay / Cut and public areas.
Parks Planning – Ashbridge’s Bay Park, Tommy Thompson Park and the Lake Ontario Park Master Plan	Does alternative impact the goals and objectives of existing planning initiatives in the area?					
	Do Nothing/Maintenance Dredging			*	No impact	Agreed
	Alternative 1	*			Tommy Thompson Park (TTP): supports shoreline enhancement goals and provides for the ability to integrate designs, improving coastal habitat; Lake Ontario Park Master Plan: Connection from TTP to Ashbridge’s Bay Park could still be considered by Waterfront Toronto.	Agreed

	Alternative 2	*			same as Alternative 1	Agreed
	Alternative 3	*			same as Alternative 1	Agreed
Socio-Economic Environment	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Boat Club Facility and Operations Impacts	Does alternative impact boat club facilities, programs and operations?					
	Do Nothing/Maintenance Dredging			*	Navigation channel will continue to be compromised by sedimentation; livelihood of local boat clubs threatened because of unsafe navigation in and out of their facilities; annual disruptions from maintenance efforts	Agreed
	Alternative 1	*			Navigation channel will be protected long term from sedimentation; impact is on use of area in front of ABTP for sailing school and canoes; access to open water will take more time	Agreed
	Alternative 2	*			Navigation channel will be protected long term from sedimentation; impact is on use of area in front of ABTP for sailing school and canoes; access to open water will take more time	Agreed
	Alternative 3	*			Navigation channel will be protected long term from sedimentation; impact is on use of area in front of ABTP for sailing school and canoes; access to open water will take more time	My Preferred option

Socio-Economic Environment	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Accessibility and Scenic Views Impact	Does alternative impact public access and/or existing scenic views?					
	Do Nothing			*	No increase in accessibility; currently public access areas have views of the ABTP operations	Agreed
	Alternative 1	*			Will provide some buffer from the land level operations of ABTP; increase in public access	Agreed
	Alternative 2	*			Same as Alternative 1	Agreed
	Alternative 3		*		Will buffer direct view of land level operations of ABTP from channel and ABYC; Channel may be aesthetically undesirable from potential public use areas.; increase in public access	I believe the benefits far outweigh the aesthetics. Question: How would there be an increase in public access if it were deemed aesthetically undesirable?
Non-motorized Recreational Water Use Impacts	Does alternative provide for sheltered / flatwater conditions required by canoes/kayaks?					
	Do Nothing			*	Sheltered area exists inside of Coatsworth Cut only	Agreed
	Alternative 1	*			Although the areas behind the breakwater will not be flatwater in all conditions it will provide some shelter; largest sheltered area of all Alternatives	Would this not provide the Least sheltered area?
	Alternative 2	*			Although the areas behind the breakwater will not be flatwater in all conditions it will provide some shelter; similar sheltered area to Alternative 1	
	Alternative 3		*		Smallest sheltered area but still an improvement from existing	Would this not provide the Largest sheltered area?

Additional Comments on Preliminary Evaluation of Socio-Economic Criteria

***Please include your name on front if you would like follow up**

Physical Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Sediment Movement	Does the alternative reduce siltation in the Coatsworth Cut channel?					
	Do Nothing/Maintenance Dredging			*	Existing dredging program would need to continue to maintain boat access and issues would continue to exist seasonally (during lower water levels); Current efforts have proven to not be sufficient to remediate navigation hazards for the full recreational boating season	Agreed
	Alternative 1	*			Littoral sediment deposition in the existing channel substantially reduced	Agreed
	Alternative 2	*			Littoral sediment deposition in the existing channel substantially reduced	Agreed
	Alternative 3	*			Littoral sediment deposition in the existing channel substantially reduced	My Preferred based on all Criteria
Unique Landform Impacts	Does alternative impact any unique habitats or landforms in the area?				Ashbridge's Bay Park is considered to be a unique landform; no unique habitats are identified in the study area	
	Do Nothing/Maintenance Dredging			*	On-going erosion will occur on the headlands of Ashbridge's Bay Park	Agreed
	Alternative 1	*			Headland at Ashbridge's Bay Park will be stabilized and designed to better withstand coastal processes	Agreed
	Alternative 2	*			Headland at Ashbridge's Bay Park will be stabilized and designed to better withstand coastal processes	Agreed
	Alternative 3	*			Headland at Ashbridge's Bay Park will be stabilized and designed to better withstand coastal processes	My Preferred based on all Criteria

Physical Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Water Quality	Does the alternative impact water quality					
	Do Nothing		*		Current conditions are not desirable. Seawall gates discharge in front of the ABTP and area is currently used for recreational boating.	Agreed
	Alternative 1			*	Funneling of P and <i>E. coli</i> would occur; Increase in P is predicted in the gap, Coatsworth Cut and inner marina– would potentially increase aquatic plant growth; Some increase in <i>E.coli</i> could be expected in the gap, marina entrance and inner marina; <i>E.coli</i> levels predicted to remain similar to existing in Coatsworth Cut	Agreed
	Alternative 2			*	Slightly lower P and <i>E. coli</i> levels predicted than Alternative 1; <i>E-.coli</i> levels predicted to remain similar to existing in Coatsworth Cut	Agreed
	Alternative 3	*			Seawall gate discharge would be diverted and thus have the potential to have P and <i>E.Coli</i> diverted from recreational boating areas.; Undesirable area would still exist but this would be in the channel where there would be no public access/recreation.; Potential positive benefit for the marina entrance and inner marina for <i>E.coli</i> levels; Slight increase in P for gap and marina entrance predicted.	Agreed

Additional Comments on Preliminary Evaluation of Physical Criteria

***Please include your name on front if you would like follow up**

Feasibility/Cost Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Capital and Maintenance Costs	Compare alternatives, relative to one another, for cost to construct and maintain.				Costs included are estimates and show a large range because of the unpredictability of material sources/costs and potential fill revenue which are all economy/market driven. Costs will need to be reviewed in detailed design when implementation timing is finalized.	
	Do Nothing/Maintenance Dredging			*	Annual costs for dredging are currently upwards of \$250,000 and not meeting full season needs. This cost is expected to increase annually; It is expected that the cost of dredging would exceed the lowest projected cost of implementation for all alternatives in ~20 years and ~30 years for the highest projected cost (estimating an \$500,000 annual dredging cost)	Agreed
	Alternative 1	*			\$12.2- 6.6 million; Lowest cost Alternative (smallest volume of armour stone needed for breakwater); no annual maintenance; maintenance would be anticipated every 20 years	Agreed
	Alternative 2	*			\$12.5- 6.9 million; Additional breakwater (deflector) increases cost nominally from Alternative 1; no annual maintenance; maintenance would be anticipated every 20 years	Agreed
	Alternative 3		*		\$14.1- 8.7 million; Creation of channel makes this Alternative more costly than 1 and 2; no annual maintenance; maintenance would be anticipated every 20 years	I still believe this to be the Preferred Alternative. It address's the concerns of erosion. The increased cost will attribute to the growth of the fish communities which ultimately supports Lake Ontario Sport Fishing.

Feasibility/Cost Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Construction/ Implementation Impacts (Land and Water)	Does construction/implementation of alternative result in significant impacts to existing users (staging, access, disruption of use, etc.)?				Construction access is expected to be along Leslie Street. It is expected that truck traffic going to the Leslie Street Spit will decrease over the next few years and as a result any new traffic from this project should not exceed the current volume of trucks. In water construction will not affect recreational boat access to their clubs/boat launch etc.	
	Do Nothing/Maintenance Dredging	*			Minimal disruption from dredging activities.	Agreed
	Alternative 1			*	Will contribute to truck traffic in the local area. Impacts to public use of Ashbridge’s Bay Park will be experienced during the construction of the breakwater off of the Park headland (will be constructed in the off season to try to minimize this)	Agreed
	Alternative 2			*	Same as Alternative 1	Agreed
	Alternative 3			*	Same as Alternative 1	Agreed

Feasibility/Cost Criteria	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Impacts on Other Projects	Does alternative produce impacts to projects not currently identified under Technical Considerations Criteria?					
	Do Nothing/Maintenance Dredging			*	No impacts identified.	Agreed
	Alternative 1		*		Integrates other approved EA facilities.	Agreed
	Alternative 2		*		Integrates other approved EA facilities.	Agreed
	Alternative 3	*			Offers the best integration of the existing conditions and current ABTP operations (sea wall gates) and flexibility for other approved EA facilities.	Agreed

Additional Comments on Preliminary Evaluation of Feasibility/Cost Criteria

***Please include your name on front if you would like follow up**

Technical Considerations	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Public Safety	Does alternative impact public safety during construction and/or day-to-day use following construction?					
	Do Nothing/Maintenance Dredging			*	Continuation of existing dredging operations have potentially more impact on public safety (severe navigation hazards) than limited time construction operations	Agreed
	Alternative 1	*			Implementing the breakwater off of Ashbridge's Bay Park would require closure of an area of the trail/park to the public temporarily to keep the public away from the construction site and potential safety hazards; Construction of this component would be recommended to be undertaken in the off season (winter)	Agreed
	Alternative 2	*			Same as Alternative 1	Agreed
	Alternative 3	*			Same as Alternative 1	Agreed

Technical Considerations	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Safe Boat Passage	Does alternative impact the movement and interaction between anticipated types of watercraft; the Coast Guard Auxiliary Station; or Federal navigation safety guidelines?					
	Do Nothing/Maintenance Dredging			*	Current conditions pose issues for recreational boat traffic and challenges meeting Federal navigation standards	Agreed
	Alternative 1	*			Design meets/exceeds Federal navigation standards	Agreed
	Alternative 2	*			Design meets/exceeds Federal navigation standards	Agreed
	Alternative 3	*			Design meets/exceeds Federal navigation standards	Agreed
Shoreline Stability	Does alternative impact wave energy within the area and subsequently shoreline erosion?					
	Do Nothing/Maintenance Dredging			*	Portions of the shoreline in Ashbridge's Bay Park shoreline that have maintenance requirements will not be addressed	Agreed
	Alternative 1	*			Erosion issues will be addressed at Ashbridge's Bay Park	Agreed
	Alternative 2	*			Erosion issues will be addressed at Ashbridge's Bay Park	Agreed
	Alternative 3	*			Erosion issues will be addressed at Ashbridge's Bay Park	Agreed

Technical Considerations	Questions/Design Concept	Preferred	Intermediate Preferred	Not Preferred	Notes	CLC Comments -Do you agree with ranking? -Additional considerations for Notes
Dredging Impacts	Does alternative reduce annual long term dredging requirements?					
	Do Nothing/Maintenance Dredging			*	Annual dredging would need to continue to ensure safe navigation	Agreed
	Alternative 1	*			Expect to provide decades of safe navigation	Agreed
	Alternative 2	*			Expect to provide decades of safe navigation	Agreed
	Alternative 3	*			Expect to provide decades of safe navigation	Agreed
Climate Change Impacts	Is the alternative able to adjust / function / adapt in the event of changing lake levels due to Climate Change?				Not expecting significant changes in water levels for Lake Ontario and there will be some changes in near shore wave climate but relatively minor close to shore.	
	Do Nothing/Maintenance Dredging			*	Ability to adjust (increase dredging) but at an increased annual cost (if water levels drop)	Agreed
	Alternative 1	*			Alternatives are designed with lake level fluctuations and likely variations in potential changes in wave climate were considered	Agreed
	Alternative 2	*			Same as Alternative 1	Agreed
	Alternative 3	*			Same as Alternative 1	Agreed

Additional Comments on Preliminary Evaluation of Technical Criteria

***Please include your name on front if you would like follow up**

Summary of Preliminary Evaluation Undertaken by City of Toronto and TRCA

Concept	Not Preferred	Intermediate Preferred	Most preferred	Overall Resulting Rank
Do Nothing	16	1	4	Least Preferred
Alternative 1	5	3	13	Intermediate Preferred
Alternative 2	5	3	13	Intermediate Preferred
Alternative 3	1	6	14	Preferred

Do you agree with the Summary of Evaluation?

Yes I agree with the Summary of Evaluation

Comments on Summary of Evaluation

***Please include your name on front if you would like follow up**



RE: CLC#3 Workbook
Ron Anderson to: Lisa Turnbull

11/29/2013 12:04 PM

History: This message has been replied to.

Hi Lisa,

Here is a copy of the workbook with my comments.
I just want to say that I am impressed with the way these meetings have gone and the material presented.

While I understand that this is based on the Ashbridges Bay Erosion and Sediment Control, for me it is hard not to consider the other long term effects / benefits that will come into play once the Water Treatment Plant does its thing.

I believe that all will agree Alternative #3 to be the "Most Preferred".

Regards,
Ron

From: Lisa Turnbull [mailto:LTurnbull@trca.on.ca]
Sent: Friday, November 29, 2013 9:08 AM
Cc: skinsella@swerhun.com; msturm@shoreplan.com; Laura Stephenson; Maria Zintchenko; Cheung, Philip; wsnodgr@toronto.ca
Subject: CLC#3 Workbook

Hello all -
Thank you for your participation in the CLC meeting last night. As discussed, I have attached the workbook in an electronic format. Please send your comments to me via e-mail or on the hard copies provided to you by: Thursday December 12, 2013.

Please feel free to contact me if you would like to discuss.

[Lisa Turnbull](#) | Project Manager II, Project Management Office |

[Toronto and Region Conservation Authority](#) | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |
☎ 416.661.6600 ext 5645 | 📠 416.451.8536 | 📠 416.667.6277 | ✉ lturnbull@trca.on.ca | www.trca.on.ca

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Thank you." Workbook - CLC#3 November 28.docx



Ashbridges Bay Sediment study

Sue Stuart to: Lisa Turnbull

Please respond to Sue Stuart

12/10/2013 01:26 PM

History:

This message has been replied to.

Greetings of the season Lisa,

My comments are not extensive. Firstly in regard the Draft Baseline Environmental Inventory Draft:

1. I have mentioned on a couple of occasions now my concern for the narrow scope of the channel and I believe you understand this. The rationale on page 16 does not adequately explain the need for a navigational channel and additional safe deep water beside it for non-motorized craft, hence the need for dredging of the total opening of the Cut. Without that, the risk to safety of those in small boats, being directed into this narrow passage, is very serious. Canoes and kayaks attempt to stay out of the marked channel but can't do so if the sediment islands prevent it.
2. Page 20 mentions a waterfall - what does this mean?
3. I've already commented that the listing of plates 7&8 as Coatsworth Cut is inaccurate.
4. Also, the naming of Ashbridges Bay in some of the reports as Coatsworth Cut needs changing.
5. You mentioned you would clarify the property ownership line in Ashbridges Bay. The Nov. 28 workbook shows the line down the centre of the Bay with virtually little access out of the Bay - rather worrisome for boat club owners.

In regards to the evaluation of criteria:

1. Safe Boat Passage Page 53, none of the alternatives are preferred without attention to the sediment as I mentioned above. The comments as stated only seem to be applicable to large motorized craft. So this area of comments needs expansion.
2. Page 47 -non-motorized water use: Alternatives are preferred only if the slope on the eastern side of the east breakwall is designed to absorb and not reflect wave action and is of sufficient height and width to allow planting, again to act as a wind deflector.

All for now, Sue

Ashbridges Bay Erosion and Sediment Control EA: Summary of Comments Submitted Post CLC#3

Date of Comment Submission	Comment Category	Applicable Evaluation Criteria or Subject	Comment
29-Nov-13	Evaluation	Approach	Consider impacts of Alternative 3 separately for each side of the middle breakwall.
29-Nov-13	Potential Impacts	Opportunities	Consider the potential for a lookout point.
29-Nov-13	Evaluation	General	[Another CLC member] noted that when the other water quality projects (re-routing of outfalls, wetland, etc.) are implemented, there would be no need for the middle breakwall in Alternatives 3 or 2. Alternative 1 provides the largest basin for watercraft users and presumably water quality would no longer be a major issue. Perhaps an analysis is required of the costs of dredging until the other projects are done versus building the middle breakwall in Alt 2 and 3. Obviously if Alternative 1 was chosen, users of the basin would need to "tolerate" the poor water quality until it was implemented.
30-Nov-13	Evaluation	Method	[Regarding] the comparison of the weight of the different options: While I believe I understand the argument and do give it merit, its impact on this document is minimal. I do not believe there are any issues being compared that are so biased in weight that it would distort the conclusions being reached.
30-Nov-13	Evaluation	General	[Regarding] the more favorable weight for option 3 was based on the circumstances as they exist today. That if other projects where to be completed such as the diversion of the storm sewers this more favorable weighting may no long be true. I believe the Committee is obliged to work in real time and can only deal with the information as exists at this time. I understand the information about these projects exists, however there are no time lines for their completion. Therefore the committee can only use this information to determine if these projects would negatively impact the options under review. We cannot assume a positive impact from a project that at present doesn't exist.
11-Dec-13	Existing Conditions	General	The picture of the outer bay where the Ashbridges Bay Yacht Club docks are located is out of date and doesn't show the newest configuration of docks. If the picture cannot be updated in future versions of the report then I would ask that a notation accompany the picture indicating that the dock configuration shown is old/incorrect.

Ashbridges Bay Erosion and Sediment Control EA: Summary of Comments Submitted Post CLC#3

Date of Comment Submission	Comment Category	Applicable Evaluation Criteria or Subject	Comment
11-Dec-13	Evaluation	Future Conditions	The body of water that will be created by the new seawalls should be more clearly defined in dimensions so evaluators may consider the water access safety issues.
11-Dec-13	Evaluation	Future Conditions	To that end, based on input of others at the meeting, TRCA should explain in detail what final dredging will take place to make the entire body of water navigable. Given the volume and variety of watercraft that will use this area depth and breadth will be a very important component of the final solution.
11-Dec-13	Evaluation	General	In my opinion option 1 is the best solution provided the City Works department follows through with the new outflow and storm water runoff projects within the next 5 years. Option 1 would be the most cost effective of the three options presented to date. It would also be the least impactful on the sea bead.
29-Nov-13	Evaluation	General	While I understand that this is based on the Ashbridges Bay Erosion and Sediment Control, for me it is hard not to consider the other long term effects / benefits that will come into play once the Water Treatment Plant does its thing. I believe that all will agree Alternative #3 to be the "Most Preferred".
10-Dec-13	Materials	BEI	BEI: The rationale on page 16 does not adequately explain the need for a navigational channel and additional safe deep water beside it for non-motorized craft, hence the need for dredging of the total opening of the Cut. Without that, the risk to safety of boats, being directed into this narrow passage, is very serious. Canoes and kayaks attempt to stay out of the marked channel but can't do so if the sediment islands prevent it. those in small boats, being directed into this narrow passage, is very serious. Canoes and kayaks attempt to stay out of the marked channel but can't do so if the sediment islands prevent it.
10-Dec-13	Reports and Presentations	BEI	BEI: Page 20 mentions a waterfall - what does this mean?
10-Dec-13	Reports and Presentations	BEI	BEI: The listing of plates 7&8 as Coatsworth Cut is inaccurate.
10-Dec-13	Reports and Presentations	General	The naming of Ashbridges Bay in some of the reports as Coatsworth Cut needs changing.

Ashbridges Bay Erosion and Sediment Control EA: Summary of Comments Submitted Post CLC#3

Date of Comment Submission	Comment Category	Applicable Evaluation Criteria or Subject	Comment
10-Dec-13	Existing Conditions	Property Ownership	Property ownership in Ashbridges Bay: The Nov. 28 workbook shows the line down the centre of the Bay with virtually little access out of the Bay - rather worrisome for boat club owners.
10-Dec-13	Evaluation	Socio-Economic	Safe Boat Passage criterion: None of the alternatives are preferred without attention to the sediment. The comments as stated only seem to be applicable to large motorized craft. So this area of comments needs expansion.
10-Dec-13	Evaluation	Socio-Economic	Non-motorized [Recreational] Water Use Impacts criterion: Alternatives are preferred only if the slope on the eastern side of the east breakwall is designed to absorb and not reflect wave action and is of sufficient height and width to allow planting, again to act as a wind deflector.



Ashbridges Bay EA Draft ESR : Deadline for Comments is October 9

Lisa Turnbull to:

09/18/2014 11:13 AM

Cc:

Hello all -

I hope everyone had a great summer.

We now have a Draft Environmental Study Report (ESR) available for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment. The report can be accessed at:

<https://www.dropbox.com/sh/iw5f33gac7m72q0/AChAbUcyaxOE6Uzd84S2cBlA?dl=0>

The report is currently broken down into two files in the Dropbox - one for the ESR and the other for the report Appendices. As the document is a very large file we felt this was the best way to manage it at this time. I will also note that Community Liaison Committee (CLC) members have already reviewed and commented on the first portion of the report itself. If you would like to focus your efforts I would suggest more intensively reviewing the document from page 135 onward.

Comments on the draft report will be taken until **Thursday October 9, 2014, 4pm**. They can be sent to myself via e-mail or on a hard copy of the document. After October 16 we will work to finalize the report for submission to the Ministry of the Environment and Climate Change. Once submitted the report will be posted on the Environmental Bill of Rights (EBR) for a 30 day public review. I will be sending all CLC members notice when the public review is being undertaken and direct you to where you can find information on the EBR.

Please feel free to contact me if you have any questions, concerns or issues accessing the files. I want to take this opportunity to thank you again for your input into this process. I look forward to continuing to working with all of you in the detailed design phase in the New Year.

Regards,

Lisa Turnbull | Sr. Project Manager, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext 5645 | 📞 416.451.8536 | 📠 416.667.6277 | ✉ lturnbull@trca.on.ca | www.trca.on.ca

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Re: Reminder: Ashbridges Bay EA Draft ESR : Deadline for Comments is October 9

roberthedley to: lturnbull@trca.on.ca

10/08/2014 11:04 PM

Cc: [REDACTED]

Lisa: I've just finished reading the Draft Environmental Study Report (ESR) for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment. I found the report to be a very factual and accurate representation of the past-present EAs conducted on the Ashbridges Bay and surrounding areas of Eastern Toronto.

The findings and recommendations also accurately recount the process and fairly represent the public advisory input. As the representative from the Ashbridges Bay Yacht Club participating on the Public Advisory Committee I support the findings and recommendations of the report. I am looking forward to further participation in the detailed planning process and other opportunities related to this and other projects that may impact Ashbridges Bay and the Eastern Beaches of Toronto.

Sincerely yours,

Robert W Hedley Ph.D.

Commodore

Ashbridges Bay Yacht Club

Sent from Surface

From: lturnbull@trca.on.ca

Sent: Tuesday, October 7, 2014 3:29 PM

Just a friendly reminder that comments on the draft Ashbridges Bay Erosion and Sediment Control Class EA ESR are due by 4pm this Thursday.

[Lisa Turnbull](#) | Sr. Project Manager, Project Management Office |

[Toronto and Region Conservation Authority](#) | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

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----- Forwarded by Lisa Turnbull/TRCA on 10/07/2014 03:28 PM -----

From: Lisa Turnbull/TRCA

To:

Cc: roberthedley@rogers.com, susanlstuart@yahoo.ca, birdingsarah@hotmail.com, andersonr@agi.ca, rmlewis@rogers.com, nolly@rogers.com, "Bob Kortright" <bobwsk@sympatico.ca>, "Angus Armstrong" <AArmstrong@torontoport.com>,

blandone@hotmail.com, summersalt447@gmail.com, president@torontobirding.ca

Date: 09/18/2014 11:13 AM

Subject: Ashbridges Bay EA Draft ESR: Deadline for Comments is October 9

Hello all -

Appendix J

Public Consultation Materials

5. Public Information Centres (PICs) Documentation

PIC #1 – June 17, 2013 (Notice, Display Panels, Attendance Sheet, Workbook, Comments and Workbook Received and Response Provided, PIC #1 and CLC #1 Consultation Report)

PIC #2 – February 6, 2014 (Notice, Display Panels, Comment Form, Attendance Sheet, Comments Received and Responses Provided; CLC #2, CLC #3 and PIC #2 Consultation Report)

NOTICE OF PUBLIC INFORMATION CENTRE ASHBRIDGES BAY EROSION AND SEDIMENT CONTROL PROJECT

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, is conducting a *Conservation Ontario Class Environmental Assessment* study to address erosion and sediment control issues at Ashbridges Bay. The study is being undertaken to identify solutions to address the existing navigation risk caused by sediment deposition at the harbour entrances of Coatsworth Cut and Ashbridges Bay Park, while considering approved projects and waterfront planning initiatives in the area. The study area is shown on the map below.

Please join us at our first Public Information Centre to learn more about the study, existing conditions in the area, the alternatives to be considered, and the next steps in the study process. The Public Information Centre will be a drop-in open house that will provide an opportunity for you to view display boards, discuss the project with the TRCA, City of Toronto and consultant staff, and provide input into the planning process. Details are as follows:

Date: Wednesday, June 19, 2013

Time: 6:30pm to 8:30pm

Location: Toronto EMS and Fire Academy, 895 Eastern Avenue, Toronto, Main Auditorium



If you have any questions or comments and/or would like to be placed on the study mailing list to receive further information, please contact:

Lisa Turnbull, Project Manager II
Project Management Office
Restoration Services
Toronto & Region Conservation Authority
5 Shoreham Drive
Downsview, Ontario, M3N 1S4
Tel: (416) 661-6600 ext.5645
Fax: (416) 667-6277
TTY: (416) 338-0889
E-mail: lturnbull@trca.on.ca
Visit: www.trca.on.ca/ashbridgesbayproject_ea

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



Local Study Area for Class Environmental Assessment



This notice issued: June 6, 2013 in the Beach Mirror

Ashbridges Bay Erosion and Sediment Control Project

Public Information Center #1
June 19, 2013

Welcome



Ashbridges Bay Erosion and Sediment Control Project

Local Study Area



Regional Study Area



Coastal processes between East Point Park in Scarborough and Ashbridges Bay in Toronto define the regional study area



Ashbridges Bay Erosion and Sediment Control Project

The Purpose of Tonight's Event

Welcome to the first Public Information Center for the Ashbridges Bay Erosion and Sediment Control Project Class Environmental Assessment. This evening we will introduce the project and seek your feedback. The open house materials will be made available on the project web page on June 20, 2013 at: www.trca.on.ca/ashbridgesbay

We want your input....

Please share your questions, ideas and concerns. We invite you to speak directly to TRCA or City staff (identified by their name tag).

Our goal for tonight is to have attendees:

1. Understand the background to the Ashbridges Bay Erosion and Sediment Control Class Environmental Assessment project
2. Give feedback on the Evaluation Criteria for the alternatives aiming to solve the sedimentation issue

Workbooks are available at the registration table.

Completed books can be left in the comment box or submitted by July 3, 2013 (instructions included in the workbook).

Thank you for your participation!



Ashbridges Bay Erosion and Sediment Control Project

What is the Problem/Opportunity?

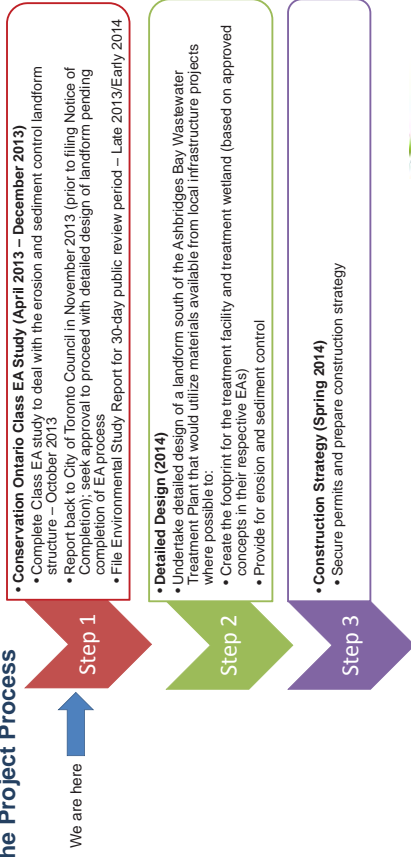
Every year, the mouth of Coatsworth Cut has to be dredged to remove sediment and ensure safe navigation.

- Mid-1970's: Ashbridge's Bay Park constructed
- Early 1980's: Start of dredging in Coatsworth Cut to maintain navigation
- 1990's: Reports indicate that approximately 10,000m³ of sand per year bypass the Ashbridge's Bay Park headland and much of this settles in front of the Ashbridges Bay Wastewater Treatment Plant and in the navigation channels at Coatsworth Cut and Ashbridge's Bay Park
- Dredging volumes and costs increased throughout the 1990s resulting in the need for annual dredging
- City of Toronto has completed a number of Environmental Assessments in the local area and there is an opportunity to integrate an erosion and sediment control solution with other approved concepts to consider efficiencies where possible



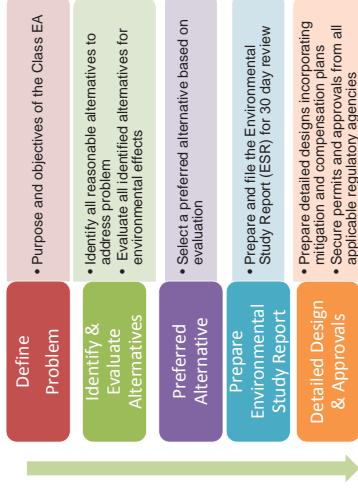
Ashbridges Bay Erosion and Sediment Control Project

The Project Process



Ashbridges Bay Erosion and Sediment Control Project

Conservation Ontario Class Environmental Assessment Process



Step 1 of this Project is being completed in accordance with Conservation Ontario Class Environmental Assessment (EA) for Remedial Flood and Erosion Control Projects.



Ashbridges Bay Erosion and Sediment Control Project

Public Engagement

A Community Liaison Committee (CLC) has been established and a minimum of two (2) Public Information Centres will be held to engage the public at key phases of the Class Environmental Assessment process.

- Role of the CLC:**
- **Identify public/stakeholder issues and positions** related to the impact and design of the project;
 - **Offer potential advice or solutions** to resolve these issues;
 - **Assist the TRCA and the City in reaching out and maintaining communication** with community residents, local groups, associations, and organizations that share an interest in Ashbridges Bay and the project, including helping to share information with their represented organization; and
 - **Attend and assist at the Public Information Centre public meetings** organized by TRCA and the City of Toronto to assist in providing information to the public along with receiving their feedback.



Ashbridges Bay Erosion and Sediment Control Project

History of Studies and Initiatives in the Local Area

- **2002: TRCA first initiated Class EA to address sediment and erosion issues**
- **2004: TRCA suspended Class EA** while other planning initiatives in the area were completed
- **2008: City of Toronto completes Coatsworth Cut Class EA and Waterfront Toronto completes Lake Ontario Park Master Plan**
- **2009: TRCA and Waterfront Toronto recommence Class EA with a new objective to relocate the local boat clubs out of Coatsworth Cut onto a modified headland structure**
- **2009: Waterfront Toronto suspend Class EA** due to projected costs which exceeded available budget
- **2012: City of Toronto completes the Don River Central Waterfront Class EA**
- **2013: TRCA and the City of Toronto recommence Class EA (the current project)**



Ashbridges Bay Erosion and Sediment Control Project

2013 Class Environmental Assessment Objective

To identify a preferred solution that will mitigate the risk to navigation due to sediment erosion and deposition at the harbour entrance of Ashbridges Bay and Coatsworth Cut while considering the various approved facilities, planning initiatives and current uses in the study area.

2013 Class Environmental Assessment Scope

The Environmental Assessment (EA) process will build upon the work completed to date through TRCA's 2002 and 2009 EAs and explore the development of a landform to provide erosion and sediment control while considering:

- the City of Toronto's approved facilities (as identified in completed EAs) in the vicinity of the Ashbridges Bay Wastewater Treatment Plant;
- the creation of coastal and terrestrial habitats;
- improvements in public and ecological connectivity to and along the waterfront as per the objectives of the Lake Ontario Park Management Plan and the Tommy Thompson Park Master Plan.

The Class EA study will not include:

- any further explorations pertaining to moving the boat clubs out of Coatsworth Cut. The needs and current uses of these clubs will be part of the socio-economic considerations but their relocation is no longer within the scope of this EA.



Ashbridges Bay Erosion and Sediment Control Project

Existing Conditions - Coastal

Sand Supply for 2009 Conditions

SAND SUPPLY VOLUMES (cubic metres per year)

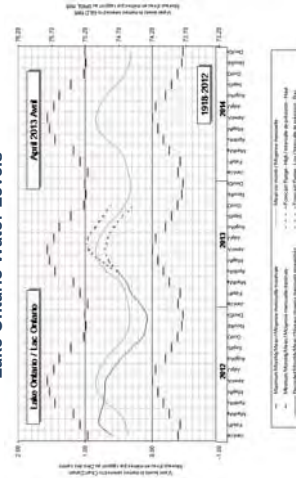
Shoreline Sector	Bluff Erosion		Nearshore Bottom Erosion		Total
	fine sand	coarse sand	fine sand	coarse sand	
East Point to Bluffers Park	9,100	7,500	1,100	1,700	19,700
Bluffers Park to R.C. Harris	0	0	100	100	200
Total	9,100	8,000	1,000	2,000	20,000

SUPPLY BASED ALONGSHORE TRANSPORT RATE SCENARIOS

Scenario	Transport rate (m ³ /yr)			
	fine sand	coarse sand	fine sand	coarse sand
maximum	100%	100%	10,000	10,000
medium	100%	50%	10,000	5,000
minimum	50%	0%	5,000	0
Total			20,000	15,000



Lake Ontario Water Levels



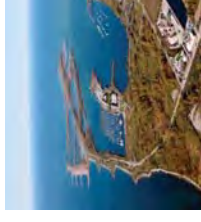
Ashbridges Bay Erosion and Sediment Control Project

Existing Conditions

The existing conditions of Ashbridges Bay and surrounding environs will provide the information needed to evaluate the alternative options developed through the EA process, and a baseline from which to monitor the types and level of environmental impacts that may result from implementing the Preferred Alternative.

Physical Environment

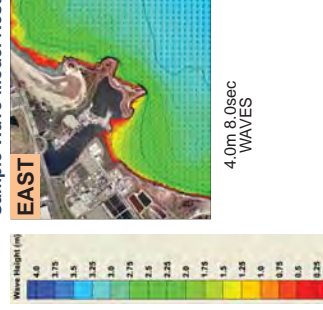
- Coatsworth Cut, remnant of original Ashbridges Bay Wetland
- Woodbine Beach artificially created, partially overlying eastern end of original sand spit
- Ashbridges Bay Park and Tommy Thompson Park artificial lakefill
- Natural deposits of sand/silt/sand in surrounding waters
- Scarborough Bluffs (ANS) are just over 3km from Ashbridges Bay and a major supply of sediment
- Ashbridges Bay Wastewater Treatment Plant in local study area which includes sea wall gates and an outfall
- Four (4) combined sewer overflows currently discharging to Ashbridges Bay/Coatsworth Cut
- Water quality guidelines are often exceeded in Coatsworth Cut



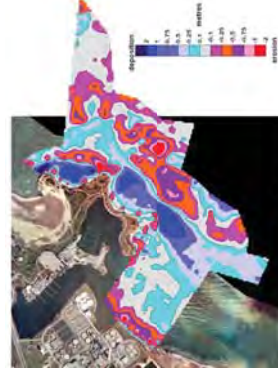
Ashbridges Bay Erosion and Sediment Control Project

Existing Conditions - Coastal

Sample Wave Model Results



Surveyed Lakebed Elevation Changes 1998 – 2009



Ashbridges Bay Erosion and Sediment Control Project

Existing Conditions

- **Biological Environment - Aquatic**
- Warm to coolwater fishery adjacent to very large coldwater fishery
- Most Abundant fish species—Alewife, Emerald Shiner, White Sucker (82% combined)
- Sparse habitat structure used for foraging and shelter
- Macrophytes limited to Boat Basin & Coatsworth Cut (waterweed and pondweeds)
- Nuisance levels of weeds common in mid-summer due to elevated Phosphorus

Biological Environment - Terrestrial

- Environmental Significant Area – Tommy Thompson Park (TTP)
- 390 plant species (1 provincially, 7 regionally, and 6 locally rare)
- No terrestrial wildlife corridors, though evidence that some mammals migrate along the Eastern Beaches, and to the Don River
- TTP is a major bird migratory stopover and breeding area



Ashbridges Bay Erosion and Sediment Control Project

Screening of Alternatives

Preliminary Screening of 2002 and 2009 Alternatives

- In light of the revised project scope all 2002 and 2009 Alternatives that deal with relocation of the boat clubs were not carried forward as a result of the preliminary screening.

Alternative	Alternative Methods	Status
Do Nothing – Continued Maintenance Dredging	Do Nothing	Required
Alternative 1 and 1A	Small or Large Breakwater West of Overflow Gates at Treatment Plant	CARRIED FORWARD in 2013
Alternative 2 and 2A	Small or Large Breakwater East of Overflow at Treatment Plant	CARRIED FORWARD in 2013
Alternative 4 and 4A	New Southern Harbour Entrance (modified headland at Ashbridge's Bay Park), Boat Clubs not Moved	Screened out in 2013 because of impacts to current land based public use
Alternative 6	Dredging of Woodbine Beach	Screened out in 2009 and 2013 due to severe impact to current public use



Ashbridges Bay Erosion and Sediment Control Project

Existing Conditions

- **Cultural Environment**
- Recreational park uses (beach programming, naturalized park lands, trails)
- Aesthetic and scenic landscapes
- Public Boat Launch (busiest in central Toronto)
- Three Boat Clubs and the Beaches Lions Club located within Coatsworth Cut and Ashbridge's Bay Yacht Club located within the park headland
- Stage 1 Archaeological Assessment completed (TRCA CRM Labs, October 2009), which indicated that the study area has low terrestrial and marine archaeological potential and recommended that a Stage 2 Archaeological Assessment is not required

Socioeconomic Environment

- Ownership
- City of Toronto - Ashbridges Bay Treatment Plant and southern waterfront
- TRCA - Owns Ashbridge's Bay Park however it is managed by Toronto Parks (Woodbine Beach, and Boat Club leases included)
- Tommy Thompson Park eastern shore owned and managed by TRCA



Ashbridges Bay Erosion and Sediment Control Project

Alternative Evaluation

Alternatives will be evaluated against a range of criteria grouped in the following five (5) categories:

- Cultural Heritage Environment
- Feasibility and Costs
- Natural Environment
- Socio-economic Environment
- Technical Considerations

Draft Evaluation Criteria have been developed but we need your feedback! Please pick up a workbook to provide input **OR** speak to staff for more information. Is anything missing? Is anything unclear?



Ashbridges Bay Erosion and Sediment Control Project

Draft Evaluation Criteria

Cultural Heritage Criteria	Typical Questions
First Nations/Metis Interests	Does alternative impact any identified First Nations or Metis interests in the area?
Cultural Heritage Impacts	Does alternative potentially impact unknown cultural heritage resources in the area?
Accessibility and Scenic Views Impact	Does alternative impact public access and/or existing scenic views?
Feasibility and Cost Criteria	Typical Questions
Capital and Maintenance Costs	Compare alternatives, relative to one another, for cost to construct and maintain
Construction Phasing Impacts (Land and Water)	Does construction phasing of alternative result in significant impacts to existing users (staging, access, disruption of use, etc.)?
Land/Water Lot Requirements	Does alternative require lands or water lots under ownership or lease by other agencies/stakeholders?
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* Impacts can be positive or negative



Ashbridges Bay Erosion and Sediment Control Project

Draft Evaluation Criteria

Natural Environment Criteria	Typical Questions
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Ashbridges Bay Erosion and Sediment Control Project

Draft Evaluation Criteria

Socio-Economic Environment	Typical Question
Parks – Public Use and Infrastructure Impacts	Does alternative impact public use and infrastructure in the area?
Parks Planning – Ashbridge's Bay Park, Tommy Thompson Park and the Lake Ontario Park Master Plan	Does alternative impact the goals and objectives of existing planning initiatives in the area?
Boat Club Facility and Operations Impacts	Does alternative impact boat club facilities, programs and operations?

* impacts can be positive or negative



Ashbridges Bay Erosion and Sediment Control Project

Draft Evaluation Criteria

Technical Considerations	Typical Questions
Public Safety	Does alternative impact public safety during construction and/or day-to-day use following construction?
Water Circulation	Does alternative impact water circulation?
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* impacts can be positive or negative



Ashbridges Bay Erosion and Sediment Control Project

Next Steps



**ASHBRIDGES BAY EROSION AND SEDIMENT CONTROL PROJECT
PUBLIC INFORMATION CENTRE #1**

Name	Mailing Address (Optional)	E-mail Address (Optional)	Would you like to be added to the Mailing List? (Yes/No)
PLEASE PRINT			
Sean Harvey	55 John St.	sharvey@toronto.ca	
Bob Hedley	[REDACTED]	[REDACTED]	
[REDACTED]	[REDACTED]	[REDACTED]	
Bev Edwards	CIC member	—	—
Sue Stant	CIC "	[REDACTED]	
[REDACTED]	[REDACTED]	[REDACTED]	
James Roche	WT	jroche@waterfrontoronto.ca	
M2	City Hall	Councillor — mekmahen@toronto.ca	
JOHN CARNEY	FOS	on file.	
Michael Rosen			
[REDACTED]	[REDACTED]	[REDACTED]	
Bob Koufright			



**ASHBRIDGES BAY EROSION AND SEDIMENT CONTROL PROJECT
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Name	Mailing Address (Optional)	E-mail Address (Optional)	Would you like to be added to the Mailing List? (Yes/No)
PLEASE PRINT			
[REDACTED]			NO



Ashbridges Bay Erosion and Sediment Control Project Public Information Center #1 June 19, 2013: **WORKBOOK**

SHOREPLAN



Member of Conservation Ontario

Ashbridges Bay Erosion and Sediment Control Project

This workbook has been put together to provide members of the public an opportunity to participate in the Ashbridges Bay Erosion and Sediment Control Environmental Assessment (EA) Project. At this first Public Meeting we are specifically looking for input on the:

1. Draft evaluation criteria which will be used to assess the alternative concepts

If you have any questions or require assistance filling in this workbook please contact:

Lisa Turnbull

Toronto and Region Conservation Authority

416-661-6600 x5645

lturnbull@trca.on.ca

Ashbridges Bay Erosion and Sediment Control Project

The Project Process

We are here →



Ashbridges Bay Erosion and Sediment Control Project

2013 Class Environmental Assessment Objective

To identify a preferred solution that will mitigate the risk to navigation due to sediment erosion and deposition at the harbour entrance of Ashbridges Bay and Coatsworth Cut while considering the various approved facilities, planning initiatives and current uses in the study area.

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The Environmental Assessment (EA) process will build upon the work completed to date through TRCA's 2002 and 2009 EAs and explore the development of a landform to provide erosion and sediment control while considering:

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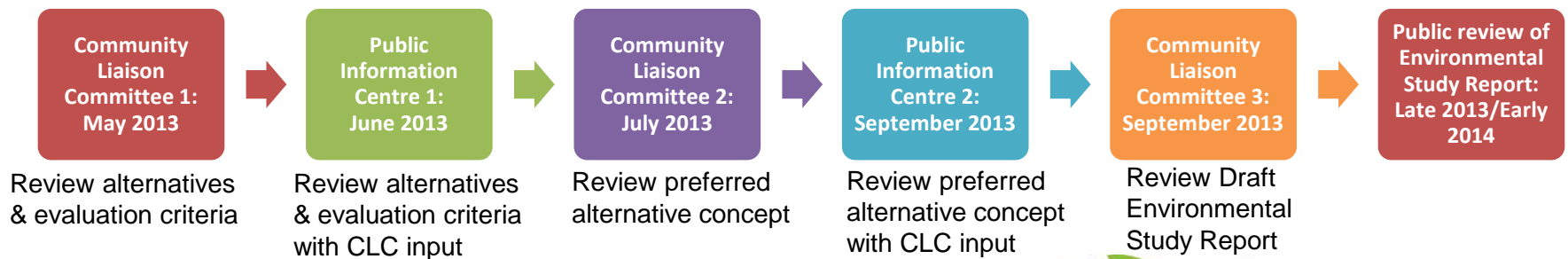
Ashbridges Bay Erosion and Sediment Control Project

Public Engagement

A Community Liaison Committee (CLC) has been established and a minimum of two (2) Public Information Centres will be held to engage the public at key phases of the Environmental Assessment process.

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Ashbridges Bay Erosion and Sediment Control Project

Preliminary Screening of 2002 and 2009 Alternatives

- In light of the revised project scope for 2013 all 2002 and 2009 Alternatives that deal with relocation of the boat clubs were not carried forward as a result of the preliminary screening.

Screening of Remaining 2002 and 2009 Alternatives

To reflect current planning and operation conditions, the remaining Alternatives were revisited to determine whether they are viable for consideration.

Four (4) Screening Conditions were applied:

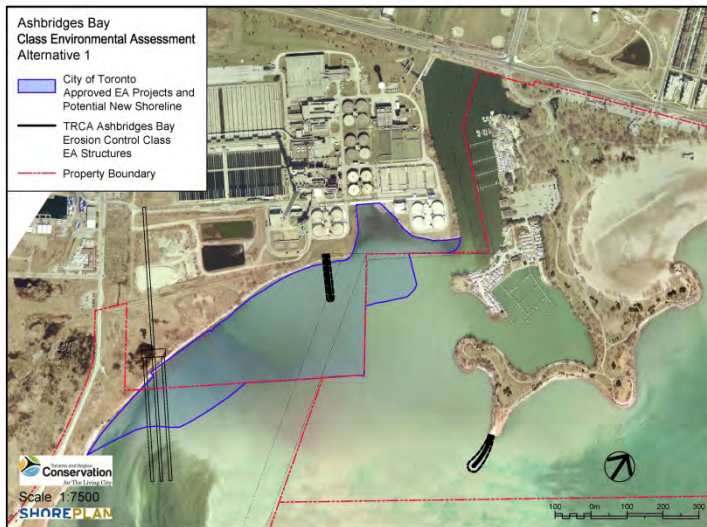
- Allow for continued operations of Ashbridges Bay Treatment Plan (ABTP) overflow gates
- Allow for operation of the existing and future ABTP outfalls
- Allow for the implementation of the conceptual designs for the Coatsworth Cut stormwater treatment wetland and combined sewer overflow high-rate treatment facility (approved City of Toronto facilities as identified in completed Class EA studies)
- Allows for existing land based recreational uses in the area to continue.

Alternative	Alternative Methods	Status
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Alternative 1 and 1A	Small or Large Breakwater West of Overflow Gates at Treatment Plant	CARRIED FORWARD in 2013
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Ashbridges Bay Erosion and Sediment Control Project

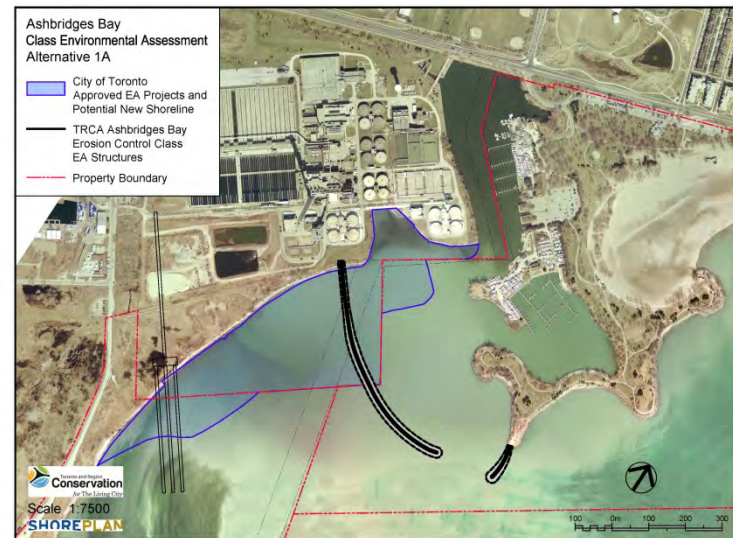
Alternatives Carried Forward as a Result of Screening

- Highlighted area shows where the City of Toronto has approved EA projects.
- All alternatives are high level concepts that will be refined during the evaluation stage and revised to reflect the new potential shoreline associated with City of Toronto approved concepts. **These figures are presented for screening purposes only.**



Alternative 1

- 120m breakwater west of overflow gates
- 100m extension of headland at Ashbridge's Bay Park



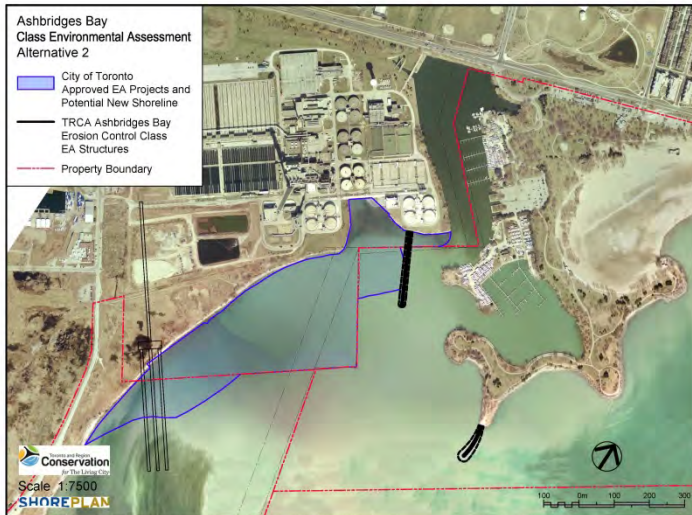
Alternative 1A

- 600m breakwater west of overflow gates
- 100m extension of headland at Ashbridge's Bay Park

Ashbridges Bay Erosion and Sediment Control Project

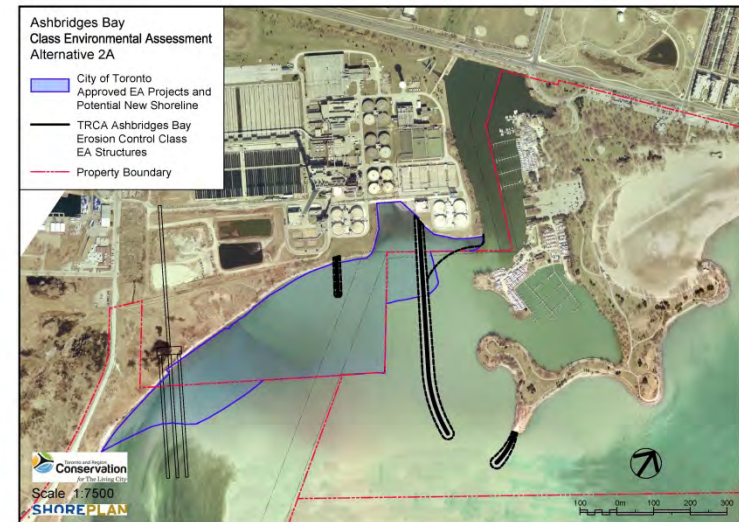
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Alternative 2

- 175 to 200m breakwater east of Overflow Gates
- 100m extension of headland Ashbridges Bay



Alternative 2A

- 600m breakwater east of ABTP Overflow Gates
- 200m groyne west of Overflow Gates
- 100m extension of headland Ashbridges Bay

Ashbridges Bay Erosion and Sediment Control Project

Alternative Evaluation

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Draft Evaluation Criteria have been developed. We are looking for your feedback on the list that follows. Please speak to staff if you have any questions or need assistance.



Ashbridges Bay Erosion and Sediment Control Project

Draft Evaluation Criteria

Cultural Heritage Criteria	Typical Questions
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Ashbridges Bay Erosion and Sediment Control Project

Draft Evaluation Criteria

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Ashbridges Bay Erosion and Sediment Control Project

Draft Evaluation Criteria

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Ashbridges Bay Erosion and Sediment Control Project

Draft Evaluation Criteria

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Ashbridges Bay Erosion and Sediment Control Project

Questions:

Do you have any feedback for the project team on the draft evaluation criteria for assessing the Alternatives?

Is anything missing? Is anything unclear?

Please write your thoughts below OR make notes directly on the charts.

Ashbridges Bay Erosion and Sediment Control Project

Question:

Is there information regarding the project that you feel was missing from this Public Information Center that you would like to obtain or inquire about?

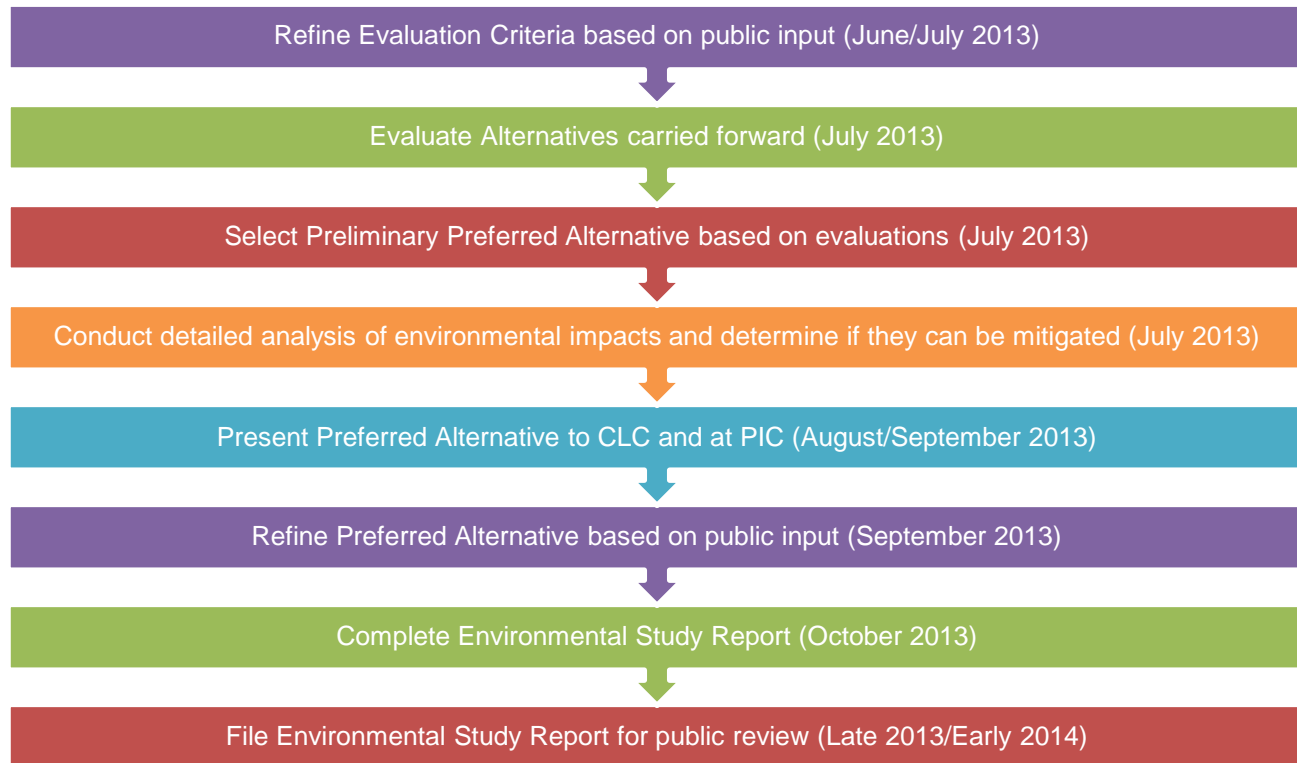
Ashbridges Bay Erosion and Sediment Control Project

Question:

Do you have any additional comments for the project team?

Ashbridges Bay Erosion and Sediment Control Project

Next Steps



Ashbridges Bay Erosion and Sediment Control Project

Please Share Your Thoughts with us!

Please leave your completed workbook at the door on the way out OR if you'd like more time to write your comments, please send them no later than Wednesday July 3, 2013 to:

ATTN: Lisa Turnbull
mail: Toronto and Region Conservation Authority
Restoration Services
5 Shoreham Drive,
Downsview, ON M3N 1S4
Facsimile: (416) 667-6277
e-mail: lturnbull@trca.on.ca

Feel free to pull out the sheets with comments on them if you wish to keep the other material.

Copies of the workbook and display boards will be available on Thursday June 20, 2013 at:
www.trca.on.ca/ashbridgesbayproject_ea



Ashbridges Bay

Erosion and Sediment Control Project

Questions:

Do you have any feedback for the project team on the draft evaluation criteria for assessing the Alternatives?

Is anything missing? Is anything unclear?

Please write your thoughts below OR makes notes directly on the charts.

In considering sheltered water for canoes & kayaks, would like to know projected wave conditions for each alternative in Ashbridges Bay & cut and just outside in the Lake where our high performance team practices on occasion depending on water conditions.



Toronto and Region
Conservation
for The Living City

Ashbridges Bay Erosion and Sediment Control Project

Question:

Is there information regarding the project that you feel was missing from this Public Information Center that you would like to obtain or inquire about?



Ashbridges Bay

Erosion and Sediment Control Project

Question:

Do you have any additional comments for the project team?

Please see attached report from the
Balmy Beach Canoe Club.
Also, as requested, the diagram
showing sandbars.



Toronto and Region
Conservation
for The Living City

Ashbridges Bay Erosion and Sediment Control Project

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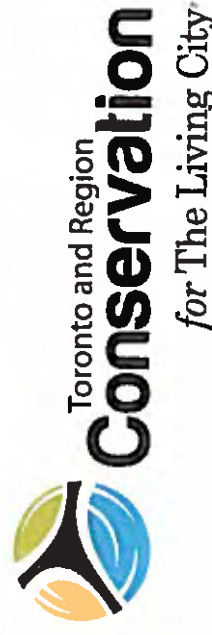
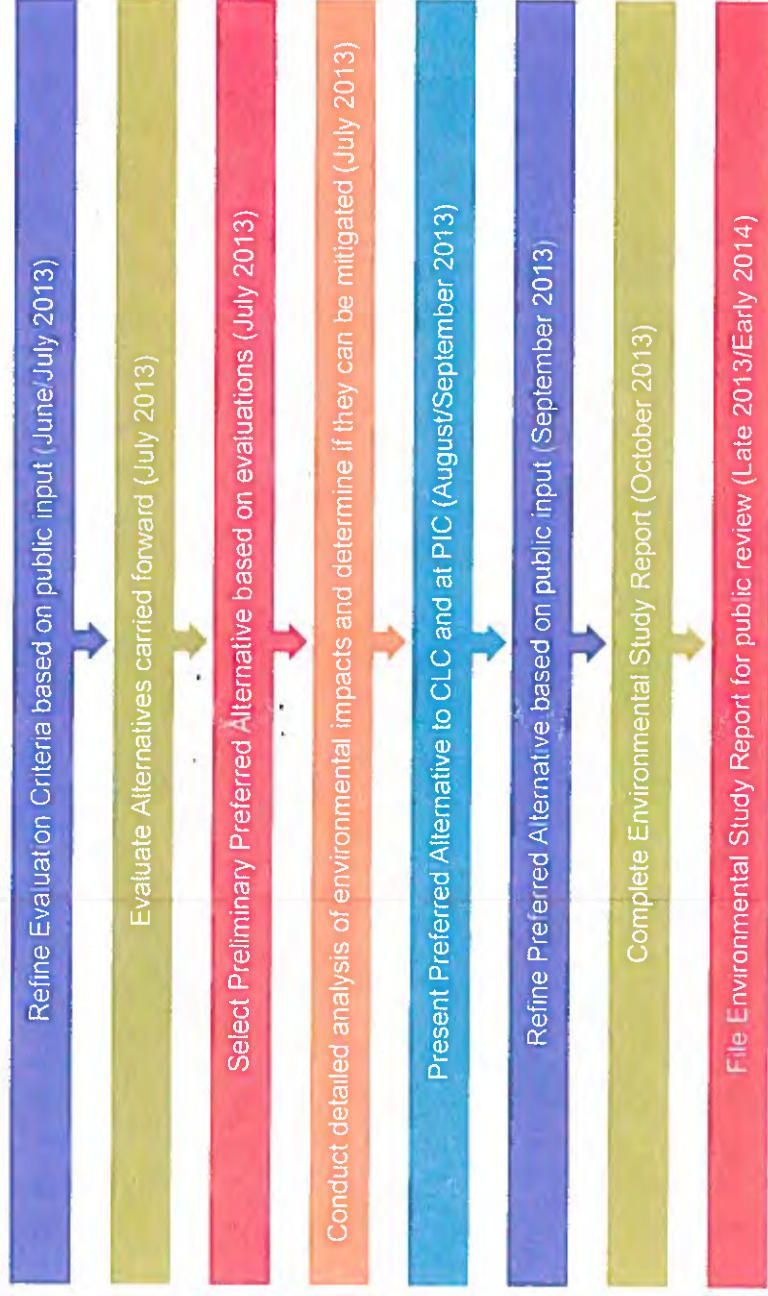


Toronto and Region
Conservation
for The Living City

Ashbridges Bay

Erosion and Sediment Control Project

Next Steps



Web Wimmer & Family
36,000 m²
Kathiel (Kathleen) for
110,000 m²
Weldand 80,000 m²



**THE
BALMY BEACH
CANOE CLUB**

FOOT OF BEECH AVENUE, TORONTO, ONTARIO, CANADA M4E 1A7/CLUB(416)691-9962/FAX(416)691-9691/BOATHOUSE(416)-691-9802

June 30, 2013

Lisa Turnbull
Toronto Region Conservation Authority

Dear Lisa,

I am responding on behalf of the Board of Directors of the Balmy Beach Canoe Club to the Ashbridges Bay Erosion and Sediment Control Project.

We favour 1A with modification as long as that alternative does not jeopardize future Lake Ontario Plans for a transect from the Spit or baselands to Ashbridges Bay which would give us the desired long calm water that we need for sprint canoe/kayak training and regatta preparation.

2A provides too much congestion for all boaters: sailboats exiting to the lake, junior sailors, sea cadets and paddlers staying within the groyne area. This could be a safety issue.

The modification we would suggest, if it doesn't interfere with LOP plans as noted above, is to reconfigure 1A to start the groyne east of the overflow gates and then turn it west to give more space for boaters east of it. Another possibility would be to tunnel the overflow gates runoff to exit west of the groyne. The waves from these gates to the east inside the groyne make paddling very difficult.

We also recommend that any breakwall be banked significantly to absorb waves and mitigate their bouncing back.

It would seem that there is some excess land at the tip of the Water Treatment Plant entrance at the Cut which could be removed to avoid congestion – same for ABYC point tip.

The conduit, which is proposed to carry the storm water out to the proposed wetland to the south of the treatment plant, is currently planned as open. We recommend that it be closed and either buried deep in the Bay or elevated on the treatment plant land. There is little enough width to paddle as is. Any further reduction would have a major impact on our programs.

I am enclosing your map depicting the areas where water depth is a problem. We hope a full dredging of the Bay will occur with particular emphasis on these problem areas. The sand sediment of the two Cut areas was completely exposed out of water last fall.

We further recommend that the public boat launches be reduced to only one and outfitted with docks for access by non motorized craft only. You'll know that the original launch was expanded in the 1970's when Ashbridges Bay Park was expanded. There seems to be ample space in the Outer Harbour Marina area for a launch and parking on land owned by the City. This is a more appropriate place for motorized craft.

Having occasional power boat and jetski users in the Ashbridges Bay/Cut area creates dangerous conditions for the ABYC entry young sailors, navy cadets and our young and disabled paddlers in particular. There have been times when jetskiers have circled our paddlers creating waves, a situation which they seem to think is fun. We live in harmony in the Bay as the regular users understand the needs of all boaters. Occasional users do not demonstrate this at all times..

In addition, with a possible groyne out into the lake, the area will be more congested and safety could be compromised for all.

Further, with the creation of the Park and subsequent beach filling in to the east, there are considerably more users, principally volleyball players, for the public parking lot. There is insufficient parking for the regular users now. Currently there are about 215 single car spaces and 18 double spaces for cars with trailers

(making a potential of 36 single spaces) and possibly several more if the launches were not there. Sometimes some of these trailer spaces are used. The other night none were. You'll know that parking a single car here nets a huge fine. The spaces could be better used for singles.

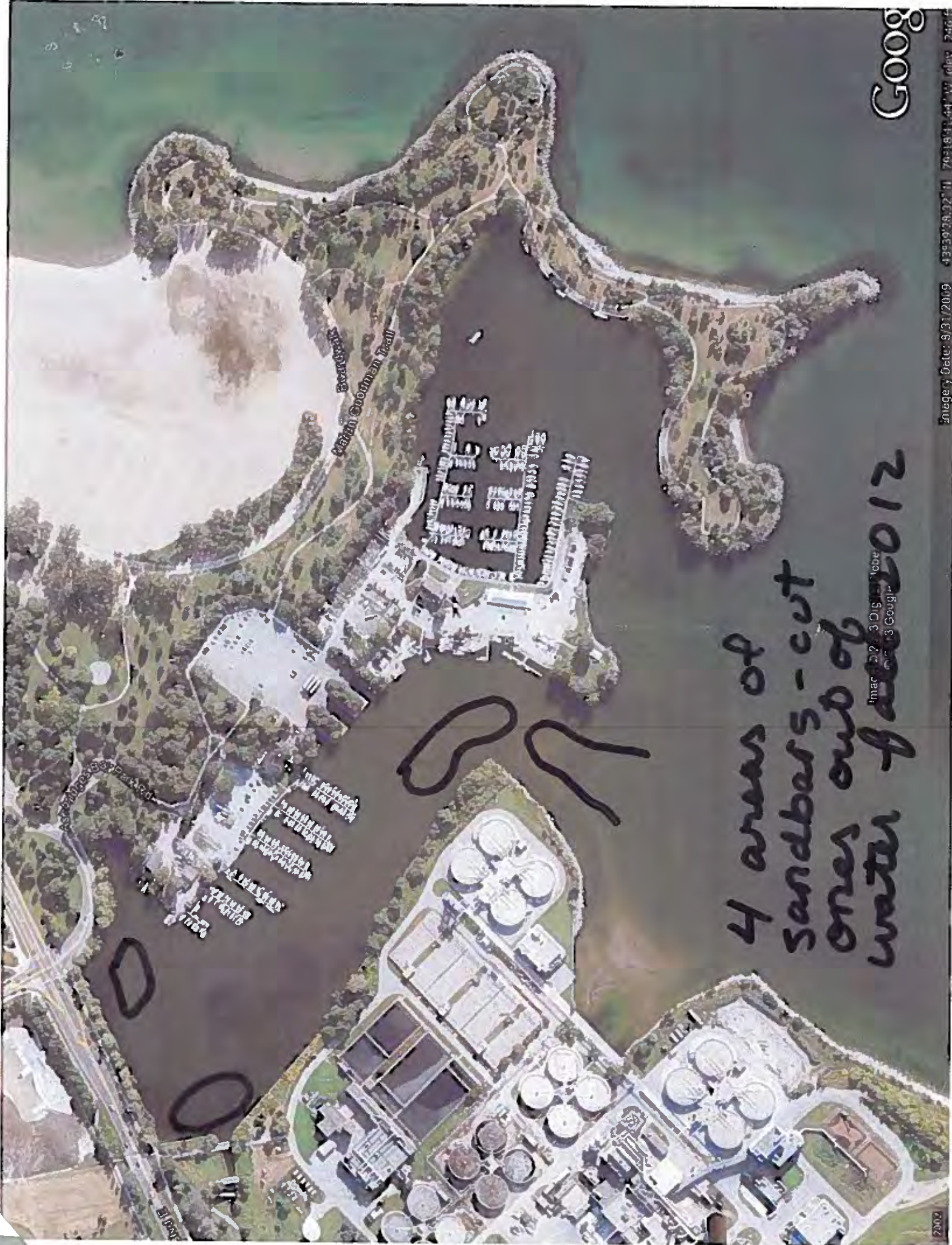
The launch use is no longer monitored, I understand, as to number of boats or origin. I doubt that the persons launching from Ashbridges Bay are neighbourhood persons as storing a boat on home property requires space not readily available in the Beach/Leslieville/ Coxwell areas so travelling to the Outer Harbour may not be a hardship.

We are interested in knowing more about the future treatment plant and its possible impact on the Bay users.

Sincerely,



Sue and Bob Stuart
Waterfront Co-ordinators,
Balmy Beach Canoe Club



4 areas of sandbars - cut ones out of water - ~~2012~~

Imagery Date: 3/31/2019

Google

Imagery Date: 3/31/2019 43°39'29.32" N 79°18'11.44" W elev: 246 ft

Ashbridges Bay Erosion and Sediment Control Class Environmental Assessment

Report on Key Input from Community Liaison Committee (CLC) 1, May 15th 2013 and Public Information Centre (PIC) #1, June 17th 2013

Prepared by: Swerhun Facilitation and Decision Support

Community Liaison Committee 1: May 15, 2013

Meeting Overview: *This was the first meeting of the Community Liaison Committee (CLC). The meeting was held at the Beaches Lions Club from 6:30 – 8:30pm. Presentations were made by Toronto and Region Conservation and Shoreplan Engineering. The purpose of this meeting was to understand the background to the Ashbridges Bay Erosion and Sediment Control Class Environmental Assessment (EA) project and to give feedback on the Screening and Evaluation Criteria for the alternatives aiming to solve the sedimentation issue which are causing a navigation hazard at the harbor entrances of Coatsworth Cut and Ashbridges Bay Park.*

KEY INPUT

- 1. Members suggested additions and amendments to the draft evaluation criteria for the sediment control alternatives, including: specifying impacts to birds in the natural environment criteria; integrating the consideration of not only negative impacts but also those that are potentially positive impacts for all evaluation criteria; and correcting the technical considerations to include meeting federal navigation regulations.**
- 2. Members suggested that a true cost benefit analysis of providing viable navigable waters in the area should be undertaken to detail the socio-economic considerations for this project.**
- 3. Members wanted to understand why this third attempt at resolving the sedimentation issue would succeed when the previous two attempts had failed. Toronto Region Conservation Authority (TRCA) cited that the completion and more comprehensive understanding of related, nearby projects and planning initiatives along with the refinement of the project scope to not include the relocation of the boat clubs (which was cost prohibitive in 2009) will both be factors in ensuring this issue is addressed. Essentially this EA project is looking at going ‘back to basics’ to focus on erosion and sediment control in the area. The City of Toronto (Toronto Water) is also focused on implementing two approved projects that involve lakefilling and shoreline reconfiguration in this area (a treatment facility and treatment wetland) and the completion of the Class EA to deal with erosion and sediment control issues is the remaining study needed to ensure an integrated detailed design approach can be undertaken for the area.**

4. **Updated maps of the study area that show all the current clubs in Ashbridges Bay/Coatsworth Cut and recent changes/additions such as docks were requested by members.**
5. **The northern section of Coatsworth Cut is experiencing an increase in sandbars and members sought clarity on whether this issue would be considered in this Class EA process.**
6. **With erosion from Scarborough Bluffs a continuing issue and concern in terms of contribution to sediment build up, members wanted to understand how plans to prevent such erosion were linked to this Class EA.**

Attendees

CLC Members

Susan Stuart, Balmy Beach Canoe Club
Sarah Box, Friends of the Spit
Scott Feltman, Greening Ward 32
Carol McCague, Toronto Beaches Lions Club
Sandy Gauthier, Toronto Beaches Lions Club
Nolly Havermoek, Toronto Beaches Lions Club
Bob Kortright, Toronto Field Naturalists
John Edwards, Toronto Hydroplane & Sailing Club
Beverly Edwards, Toronto Ornithological Club
Angus Armstrong, Toronto Port Authority
Robert Hedley, Ashbridges Bay Yacht Club
Ron Anderson, Navy League of Canada
Rachel Lewis, Navy League of Canada

Toronto and Region Conservation (TRCA)

Lisa Turnbull
Nancy Gaffney
Laura Stephenson
Erica Dewell

Toronto Water

Ted Bowering

Shoreplan

Milo Sturm

Swerhun | Facilitation & Decision Support

Suzannah Kinsella
Vanessa AvRuskin

Public Information Centre 1: June 17, 2013

1. **Overview:** *This was the first of two planned Public Information Centres (PIC), scheduled as part of the Class EA process. Attendees used PIC to gain an understanding of the project and the potential solutions to the sediment deposition problem.*

The PIC targeted input from the public on the:

1. *Alternative concepts being considered to help solve the sediment problem*
2. *Draft evaluation criteria which will be used to assess the alternative concepts*

Notice for the meeting was published in the Beaches Mirror on June 6, 2013. An open house format was held at the Toronto Fire Academy from 6:30 to 8:30 p.m. for members of the public to preview some key display panels, to talk informally with the Project Team (TRCA, City of Toronto - Toronto Water and Shoreplan Engineering). Panels on display included the background and objectives of the project, descriptions and images of the preliminary alternatives and the draft evaluation criteria. Attendees were given a workbook to inform and encourage input. The workbook was subsequently posted on the TRCA's website so that members of the general public, not in attendance, could provide comments if they wished to do so. The meeting was attended by six members of the public, one member of City Council, two Steering Committee members and four Community Liaison Committee members.

KEY INPUT

1. **Comments and questions on the alternative concepts included:**

- a. **1A and 2A will negatively impact dingy and small sailing craft training west of ABYC harbor as these alternatives will restrict or eliminate space used for training by ABYC**
- b. **Alternative 2A and watercraft traffic:**
Want sufficient space where two breakwaters are close together. Otherwise, may create boat traffic bottleneck there, particularly in the summer season.
- c. **Alternative 2A vs. 1A:**
2A provides for more length, but less space for various club members to navigate around each other.
1A provides for space and is thus safer for users.
- d. **Perhaps consideration could be given to reconfiguring points of park headlands to allow for more space**
- e. **Which side of the sea gates will the alternative be sited?**
- f. **What impact would the alternative have on a connection with Tommy Thompson Park?**
- g. **Hopes were expressed that the alternative could enable improved water circulation in the cut, a benefit for both sailors and canoeists.**

- 2. There was interest in how the EA Process might improve the situation for canoeists in Coatsworth Cut, for example dredging a larger area for the canoe club and potentially using Toronto Water's treatment wetland as a place to shelter canoes.**

- 3. There was concern expressed that in most Environmental Assessments the method of evaluating/scoring does not allow for comparison between each alternative. There need to be a range of scoring that is significant enough to account for the range in impacts. Simple words like 'major' and 'minor' impacts should not be used to describe the evaluation criteria and results. The evaluation needs to be quantifiable.**

NOTICE OF PUBLIC INFORMATION CENTRE ASHBRIDGES BAY EROSION AND SEDIMENT CONTROL PROJECT

Toronto and Region Conservation Authority (TRCA), in partnership with the City of Toronto, is conducting a *Conservation Ontario Class Environmental Assessment* study to address erosion and sediment control issues at Ashbridges Bay. The study is being undertaken to identify solutions to address the existing navigation risk caused by sediment deposition at the harbour entrances of Coatsworth Cut and Ashbridges Bay Park, while considering approved projects and waterfront planning initiatives in the area. The study area is shown on the map below.

Please join us at our second Public Information Centre to learn about the study, the evaluation of the alternatives, the preferred alternative, and the next steps in the study process. The Public Information Centre will be a drop-in open house that will provide an opportunity for you to view display boards, discuss the project with the TRCA, City of Toronto and consultant staff, and provide input into the planning process.

Details are as follows:

Date: Thursday February 6, 2014

Time: 6:30pm to 8:30pm

Location: Toronto EMS and Fire Academy, 895 Eastern Avenue, Toronto, Main Auditorium



If you have any questions or comments and/or would like to be placed on the study mailing list to receive further information, please contact:

Lisa Turnbull, Project Manager II
Project Management Office
Restoration Services
Toronto & Region Conservation Authority
5 Shoreham Drive

Downsview, Ontario, M3N 1S4

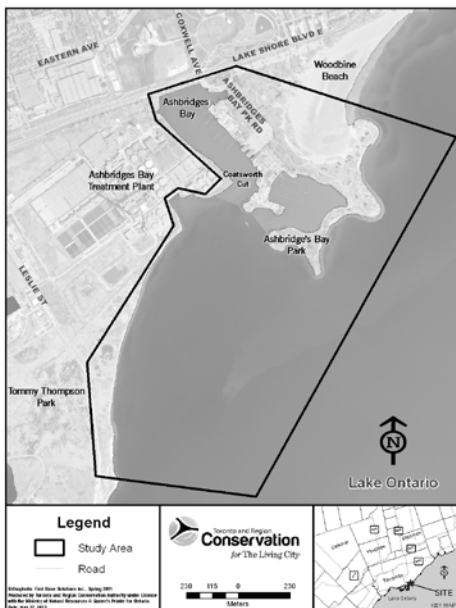
Tel: (416) 661-6600 ext.5645

Fax: (416) 667-6277

TTY: (416) 338-0889

E-mail: lturnbull@trca.on.ca

Visit: www.trca.on.ca/ashbridgesbayproject_ea



Local Study Area for Class Environmental Assessment

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



Ashbridges Bay Erosion and Sediment Control Project

Public Information Centre #2
February 6, 2014

Welcome



Ashbridges Bay Erosion and Sediment Control Project

The Purpose of Tonight's Event

Welcome to the second Public Information Centre for the Ashbridges Bay Erosion and Sediment Control Project Class Environmental Assessment.

This evening will provide information on the evaluation of the alternatives considered, the preferred alternative, and seek your feedback.

The materials from tonight's event will be made available on the project web page at: www.trca.on.ca/ashbridgesbay

We want your input...

Please share your questions, ideas and concerns. We invite you to speak directly to TRCA or City staff (identified by their name tag).

Our goal for tonight is to have attendees:

1. Review the evaluation of the alternatives that aim to solve the erosion and sedimentation issue; and
2. Provide feedback on the preferred alternative.

Comment sheets are available at the registration table. Completed comment sheets can be left in the comment box or submitted by February 20, 2014 (instructions are included in the comment sheet).

Thank you for your participation!



Ashbridges Bay Erosion and Sediment Control Project

Local Study Area



Regional Study Area



Coastal processes between East Point Park in Scarborough and Tommy Thompson Park define the regional study area

Ashbridges Bay Erosion and Sediment Control Project

What is the Problem/Opportunity?

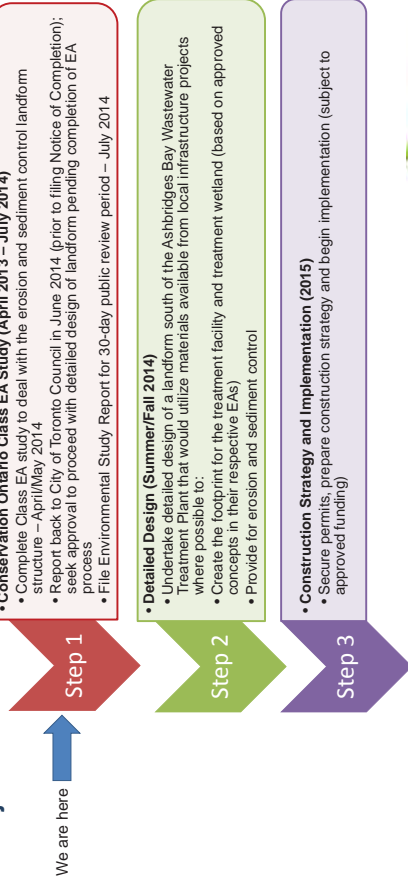
Every year, the mouth of Coatsworth Cut has to be dredged to remove sediment and ensure safe navigation.

- Mid-1970's: Ashbridge's Bay Park constructed
- Early 1980's: Start of dredging in Coatsworth Cut to maintain navigation
- 1990's: Reports indicate that approximately 10,000m³ of sand per year bypass the Ashbridge's Bay Park headland and much of this settles in front of the Ashbridges Bay Wastewater Treatment Plant and in the navigation channels at Coatsworth Cut and Ashbridge's Bay Park
- Dredging volumes and costs increased throughout the 1990s resulting in the need for annual dredging
- City of Toronto has completed a number of Environmental Assessments in the local area and there is an opportunity to integrated an erosion and sediment control solution with other approved concepts to considers efficiencies where possible



Ashbridges Bay Erosion and Sediment Control Project

The Project Process



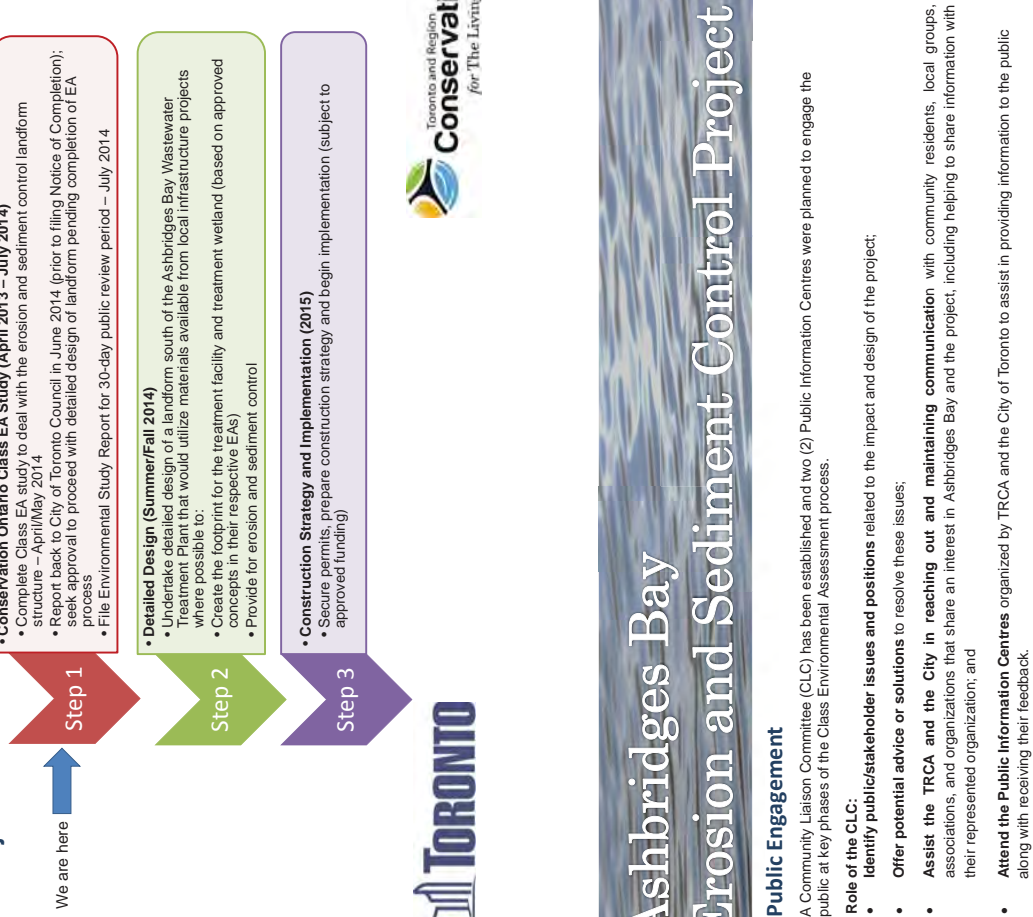
Ashbridges Bay Erosion and Sediment Control Project

Conservation Ontario Class Environmental Assessment Process



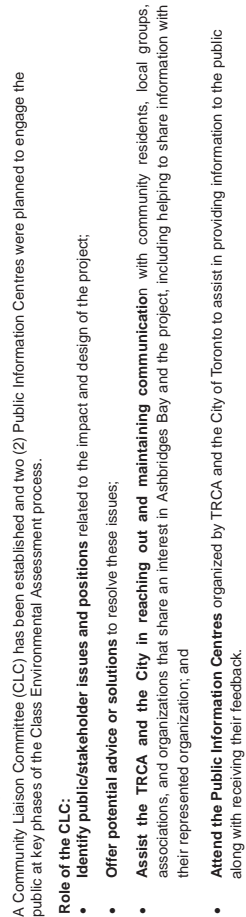
Ashbridges Bay Erosion and Sediment Control Project

Public Engagement



Ashbridges Bay Erosion and Sediment Control Project

Public Engagement



Ashbridges Bay Erosion and Sediment Control Project

History of Studies and Initiatives in the Local Area

- 2002: TRCA first initiated Class EA to address sediment and erosion issues
- 2004: TRCA suspended Class EA while other planning initiatives in the area were completed
- 2008: City of Toronto completes Coatsworth Cut Class EA and Waterfront Toronto completes Lake Ontario Park Master Plan
- 2009: TRCA and Waterfront Toronto recommences Class EA with a new objective to relocate the local boat clubs out of Coatsworth Cut onto a modified headland structure
- 2009: Waterfront Toronto suspend Class EA due to projected costs which exceeded available budget
- 2012: City of Toronto completes the Don River Central Waterfront Class EA
- 2013: TRCA and the City of Toronto recommence Class EA (the current project)



Ashbridges Bay Erosion and Sediment Control Project

2013 Class Environmental Assessment Objective

To identify a preferred solution that will mitigate erosion and sediment deposition at the harbour entrance of Coatsworth Cut in order to ensure safe navigation - while considering the various approved facilities, planning initiatives and current uses in the study area.

2013 Class Environmental Assessment Scope

The Environmental Assessment (EA) study builds upon the work completed to date through TRCA's 2002 and 2009 EAs and is exploring the development of a landform to provide erosion and sediment control while considering:

- the City of Toronto's approved facilities (as identified in completed EAs) in the vicinity of the Ashbridges Bay Wastewater Treatment Plant;
- the creation of coastal and terrestrial habitats; and
- improvements in public and ecological connectivity to and along the waterfront as per the objectives of the Lake Ontario Park Management Plan and the Tommy Thompson Park Master Plan.

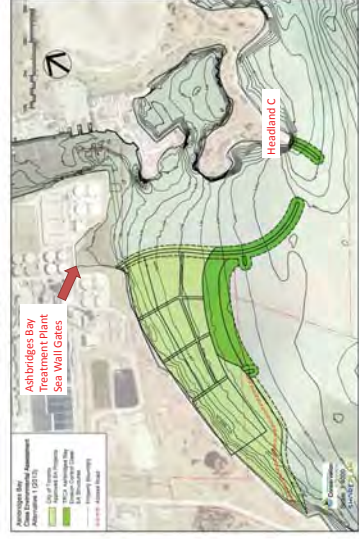
The Class EA study does not include:

- any further explorations pertaining to moving the boat clubs out of Ashbridges Bay/Coatsworth Cut. The needs and current uses of these clubs are part of the socio-economic considerations but their relocation is no longer within the scope of this EA.



Ashbridges Bay Erosion and Sediment Control Project

Alternative 1 (2013)



- Alternative 1 has two breakwater extensions referred to as east and west breakwaters
- The east breakwater is approximately 100m long and extends from Headland C of the Ashbridge's Bay Park
- The west breakwater is approximately 625m long and extends from the west side of the Ashbridges Bay Wastewater Treatment Plant sea wall gates
- The entrance created between the two breakwaters is approximately 120m wide and located at the -4 m contour within the lake
- The breakwaters create a semi-sheltered area of approximately 160,000 sq. m
- The shoreline of the entire landform (including City of Toronto planned facilities) is approximately 850m long
- The new shoreline for the erosion and sediment control structure is approximately 400m long and would be a cobble beach
- Public access could be accommodated along the shoreline of the new landform (will be explored in step 2 of the project - detailed design).



Ashbridges Bay Erosion and Sediment Control Project

Refinement of Alternatives

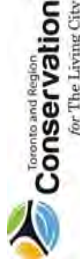
A screening of alternatives from the previous 2002 and 2009 Environmental Assessment (EA) studies was presented at Public Information Centre #1. This screening resulted in two alternatives being carried forward for refinement as part of the 2013 EA - Alternative 1/1A (2002) and Alternative 2/2A (2002).

The two Alternatives carried forward were refined to take into account:

- On-going operation of the seawall gates;
- Toronto Waters' approved treatment wetland facility (10 ha); and
- Toronto Waters' approved wet weather flow high rate treatment facility (with a 50m buffer).

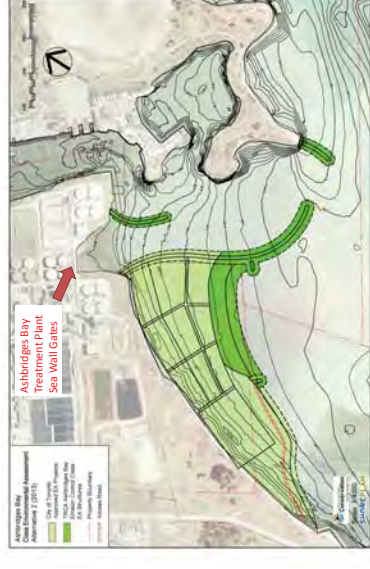
The refinement considerations resulted in the creation of three (3) alternatives for the 2013 EA. The mapping of these Alternatives was also updated to more clearly define the components of the Class EA and the approved City of Toronto facilities.

For the approved City of Toronto facilities, the area required for the concepts in their respective EAs was used to configure the project along the shoreline.



Ashbridges Bay Erosion and Sediment Control Project

Alternative 2 (2013)

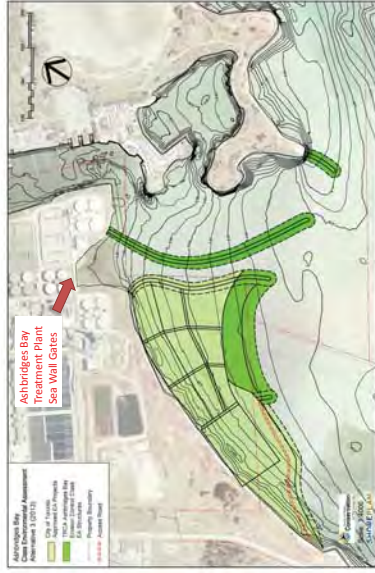


- Alternative 2 is a variation of Alternative 1
- The east and the west breakwaters and the landform west of the west breakwater are identical to those described for Alternative 1
- A short central breakwater is added from the east side of the Ashbridges Bay Treatment Plant sea wall gates
- The purpose of this breakwater is to deflect occasional flow from the overflow gates further out away from the mouth of the Coatsworth Cut and further away from the entrance to Ashbridges Bay Yacht Club
- The central breakwater is approximately 200m long with low crest elevation and narrow width



Ashbridges Bay Erosion and Sediment Control Project

Alternative 3.



- Alternative 3 shares the same east breakwater with Alternative 1 and 2
- West breakwater is relocated to enclose a smaller area of approximately 116,000 sq. m.
- Discharge of the sea wall gates is directed out through an open channel on the west side of the west breakwater
- A secondary west breakwater is positioned approximately 40m from the primary west breakwater. The spacing of the breakwater was selected to match the approximate width of the overflow gates to allow free open channel flow
- The primary west breakwater is approximately 650m long and the secondary west breakwater is approximately 450m long
- The proposed shore treatment for the erosion and sediment control structure would also be a cobble beach (similar to Alternative 1 and Alternative 2).



Ashbridges Bay Erosion and Sediment Control Project

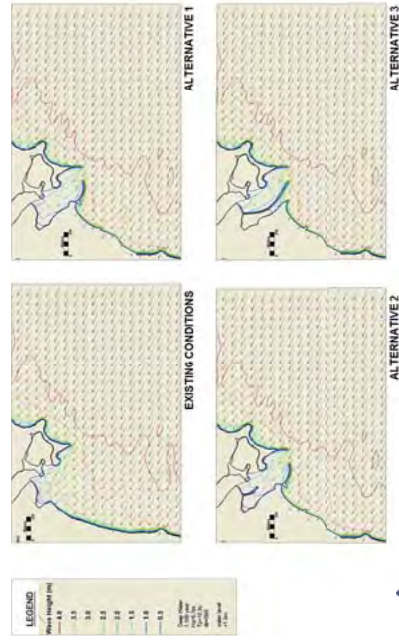
Evaluation Process.

- Evaluation criteria were developed with input from the Community Liaison Committee and general public (PIC#1) and represent six (6) broad categories: physical, biological, cultural, socio-economic, technical and feasibility/cost.
- Each category contains between three (3) and six (6) individual criteria
- No weighting was applied to the categories or individual criteria. They were all considered equal.
- The character of impact (positive/negative/none) determines each Alternative's rating as "Preferred" (P), "Intermediate Preferred" (IP), or "Not Preferred" (NP). These ratings also were assigned a colour code for easy visual recognition:
 - Preferred = Green**
 - Intermediate Preferred = Yellow**
 - Not Preferred = Red**
- Alternative 1, 2 and 3 along with the Do Nothing Alternative were evaluated for each criteria. The 'Do Nothing' Alternative is considered to be status quo (on-going dredging) as this action is required.
- Although the Class EA is ensuring the integration of other approved facilities in the area only the impacts of the erosion and sediment control structures are being assessed in the evaluation.
- Two modelling exercises were undertaken to inform the evaluation: water quality and coastal processes.



Ashbridges Bay Erosion and Sediment Control Project

Coastal Modelling: Design Wave Conditions



- Design wave conditions approach the site from the east
- Deep water wave of 5.7 m refracts to approximately 3.5 m just lakeward of Ashbridges Bay Park
- Waves penetrate the proposed wide entrance
- There are only nominal changes in wave height between existing conditions and conditions with the three alternatives at the entrance to ABYC basin and Coatsworth Cut entrance



Ashbridges Bay Erosion and Sediment Control Project

Coastal Modelling Results: 2009-2012

- Diagrams show modelled changes to nearshore lakebed elevation due to erosion or deposition of sand between 2009 and 2012 for existing conditions and the three alternatives
- Modelled result under existing conditions show similar patterns to recorded data
- Modelled results of alternatives show substantial reductions of sedimentation at ABYC and Coatsworth Cut entrances which concludes that all the alternatives can be considered as equally capable to remediate the sediment issue



Alternative 1



Alternative 2



Existing Conditions



Alternative 3



Ashbridges Bay Erosion and Sediment Control Project

Coastal Modelling Results: Representative Storm

- Representative storm depicts major storm that typically occur on Lake Ontario in late fall or spring
- A major storm typically build up from the east and then swings to the south-west and last 1 to 2 days
- It is these major storms that account for substantial portion of sediment movement
- Modelled result for the three alternatives show nominal movement of sediment in the vicinity of ABYC and Coatsworth Cut entrances which concludes that all the alternatives can be considered as equally capable to remediate the sediment issue under storm conditions



Alternative 1



Alternative 2



Existing Conditions



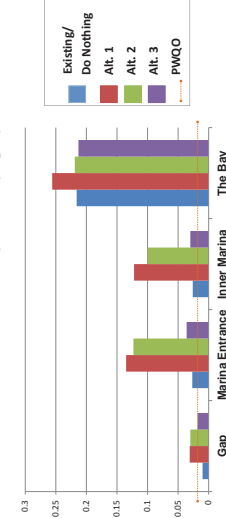
Alternative 3



Ashbridges Bay Erosion and Sediment Control Project

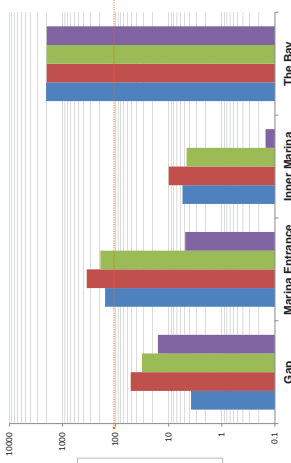
Water Quality Modeling: Results

Total Phosphorus (mg/L)



- Alternative 1 and 2 have larger concentrations than Alternative 3 due to less mixing with the Lake
- Alternative 3, overall, has essentially the same phosphorus concentrations as existing conditions

E. coli (#/100mL)



- Alternative 3 produces the smallest negative impact on E. coli levels (Gap) and has a potential for improvement (Marina sites).



Ashbridges Bay Erosion and Sediment Control Project

Water Quality Modeling: Methods

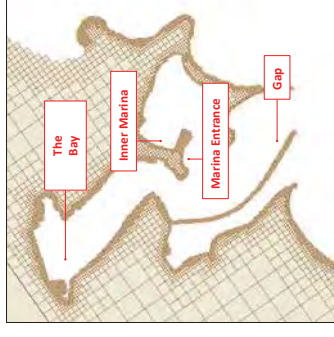
The model used to predict the alternatives' negative or positive changes on water quality was the:

- Lake Ontario MIKE-3 hydrodynamic and water quality model

The model looked concentrations of:

- *E. coli* - recreational health indicator
 - Total Phosphorus (TP) - aquatic health indicator
- Concentrations modeled at various locations along the waterfront, four (4) of which showed potential changes: The Bay, Inner Marina, Marina Entrance and Gap (see map)

- Provincial Water Quality Objectives (PWQO) are guidelines set to ensure that water quality is satisfactory for aquatic life and recreation. PWQO for TP = 0.02 mg/L and *E. coli* = 100 #/100mL



Ashbridges Bay Erosion and Sediment Control Project

CLC Input into the Results of the Evaluation.

- Some members felt that Alternatives 1-3 should be given a more preferred ranking than the "Do Nothing" option for the aquatic habitat and species of interest criteria based on the potential to improve and provide more specialized habitat. This ranking was not altered as specialist felt that it could not be justified given the overall minimal impacts dredging activities have vs. the construction of the breakwaters. However, the evaluation does note that the "Do Nothing" alternative does not offer opportunities for terrestrial or aquatic habitat improvement.

- Overall, Alternative 3 was preferred by the majority of CLC members based on water quality impacts.

- It was noted that if water quality issues were remediated with the implementation of the City of Toronto's planned infrastructure, Alternative 1 would be preferred from a cost and socioeconomic perspective.

- It was agreed by the majority of CLC members that given the uncertainty around timelines for implementing this infrastructure, this EA needs to consider and plan for current conditions.



Ashbridges Bay Erosion and Sediment Control Project

Alternatives Evaluation: Physical Environment

Criterion	Do Nothing	Alternative 1	Alternative 2	Alternative 3
Sediment Movement Does the Alternative impact sediment transport processes?	Preferred	Preferred	Preferred	Preferred
Unique Landform Impacts Does the Alternative impact any unique landforms in the study area?	Not Preferred	Preferred	Preferred	Preferred
Water Quality Does the Alternative impact water quality?	Intermediate Preferred	Not Preferred	Not Preferred	Preferred

- Alternative 3 is most preferred due to it having the least negative impact on water quality. Its ability to deflect the seawall gate discharge from the marina entrance and inner marina could provide a potential positive impact in E.coli levels in the recreational boating areas.



Ashbridges Bay Erosion and Sediment Control Project

Alternatives Evaluation: Socio-Economic Environment and Cultural Heritage

Criterion	Do Nothing	#1	#2	#3
Parks – Public Use and Parks Infrastructure Does the Alternative impact public use and park infrastructure?	NP	P	P	P
Parks Planning Does the Alternative impact the study area parks' planning objectives?	NP	P	P	P
Boat Club Facility and Operations Does the Alternative impact boat club facilities and operations?	NP	P	P	P
Accessibility and Scenic Views/Aesthetics Does the Alternative impact public access and existing scenic views/aesthetics?	NP	P	P	IP
Non-motorized Recreational Water Use Does the Alternative result in impact to the amount of sheltered waters for non-motorized watercraft?	NP	P	P	IP
First Nations/Métis Interests Does the Alternative impact any identified First Nations or Métis interests?	Under review: Input requested from First Nations/Métis communities			

- Alternatives 1 and 2 are most preferred due to:
- least potential to create aesthetically undesirable conditions (the channel to accommodate the sea wall gate discharge with Alternative 3 may have the potential to impact aesthetics); and
 - opportunity to provide a semi-sheltered area for non-motorized watercraft use that is larger than Alternative 3



P= Preferred; IP=Intermediate Preferred; NP= Not Preferred

Ashbridges Bay Erosion and Sediment Control Project

Alternatives Evaluation: Biological Environment

Criterion	Do Nothing	Alternative 1	Alternative 2	Alternative 3
Aquatic Habitat Does the Alternative result in impacts to aquatic habitat?	Preferred	Not Preferred	Not Preferred	Not Preferred
Fisheries Does the Alternative impact local fisheries?	Preferred	Not Preferred	Not Preferred	Not Preferred
Terrestrial Habitat Does the Alternative result in impacts to terrestrial habitat?	Not Preferred	Intermediate Preferred	Intermediate Preferred	Preferred
Migratory and Breeding Bird Does the Alternative result in impacts to migratory and/or breeding birds and their habitat?	Not Preferred	Intermediate Preferred	Intermediate Preferred	Preferred
Species of Interest Does the Alternative impact any species of interest/concern?	Preferred	Not Preferred	Not Preferred	Not Preferred

- "Do Nothing" Alternative is most preferred due to minimal negative effect on aquatic habitat, local fisheries and species of interest. However, it should be noted that this alternative does not provide opportunities to improve/create aquatic or terrestrial habitat which would in the long term improve these communities.



Ashbridges Bay Erosion and Sediment Control Project

Alternatives Evaluation: Feasibility and Cost

Criterion	Do Nothing	Alternative 1	Alternative 2	Alternative 3
Capital and Maintenance Costs Compare Alternatives, relative to one another, for cost to construct and maintenance	Preferred	Preferred	Preferred	Intermediate Preferred
Construction/Implementation Does the Alternative construction/implementation result in significant impacts to area users?	Preferred	Not Preferred	Not Preferred	Not Preferred
Impacts on Other Projects Does the Alternative result in impacts to projects not currently identified under Technical Considerations Criteria?	Not Preferred	Not Preferred	Not Preferred	Preferred

- 'Do Nothing' is the most preferred as the on-going implementation of dredging activities provides minimal impacts to the area users.
- Alternative 1 and 2 would equal the cost of approximately 20 years of dredging. It is expected that all alternatives would result in more than 20 years of maintenance free safe navigation.



Ashbridges Bay Erosion and Sediment Control Project

Alternatives Evaluation: Technical Considerations

Criterion	Do Nothing	#1	#2	#3
Public Safety Does the Alternative impact public safety during construction and/or daily use following construction?	NP	P	P	P
Safe Boat Passage Does the Alternative impact the movement and interaction between anticipated types of watercraft, including the Coast Guard Auxiliary Station operations, or Federal navigation safety guidelines?	NP	P	P	P
Shoreline Stability Does alternative impact wave energy within the area and subsequently shoreline erosion?	NP	P	P	P
Dredging Impacts Does alternative reduce annual long term dredging requirements?	NP	P	P	P

Alternatives 1, 2 and 3 are preferred due to:

- elimination of navigational safety risks resulting from sediment accumulation in the Coatsworth Cut channel;
- ability to address Ashbridge's Bay Park shoreline erosion issues; and
- providing for decades of safe navigation without on-going maintenance (dredging).



P= Preferred; IP=Intermediate Preferred; NP= Not Preferred



Ashbridges Bay Erosion and Sediment Control Project

Recommended Preferred Alternative

- Alternative 3 provides the:**
- Least impacts to water quality in the recreational areas with a potential positive impact on *E. coli* levels in the recreational boating areas;
 - Best integration of current Ashbridges Bay Wastewater Treatment Plant operations (sea wall gates) and flexibility with future approved City of Toronto infrastructure; and
 - Decades of safe navigation without on-going maintenance (dredging).

Alternative Breakwater Design

- Proposed to be constructed using quarry run core and rip rap and armour stone exterior
- The quarry run and some of the rip rap could be substituted with suitable concrete rubble if supply is available at the time of construction
- The east breakwater and the outer portions of the west breakwater is expected to be constructed with a low cross-section that is armoured on the top
- The low cross-section will allow occasional overtopping during severe storms and high water levels. Such a crest treatment does not accommodate public access but minimizes in-water footprint and visual obstructions



Brimley Waterfront Park, Burlington



Ashbridges Bay Erosion and Sediment Control Project

Alternatives Evaluation Summary

Based on categories:

Category	Do Nothing	Alternative 1	Alternative 2	Alternative 3
Physical Environment				Preferred
Biological Environment	Preferred			
Socio-Economic Environment		Preferred	Preferred	
Cost and Feasibility	Preferred			
Technical Considerations		Preferred	Preferred	Preferred

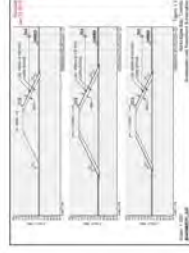
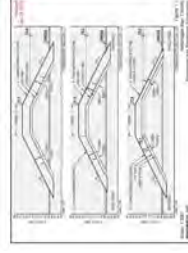
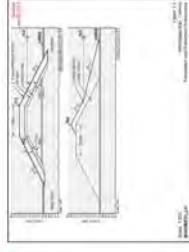
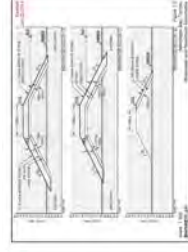
Based on individual criteria:

Concept	Not Preferred	Intermediate Preferred	Preferred	Overall Resulting Rank
Do Nothing	13	1	6	Not Preferred
Alternative 1	6	2	12	Intermediate Preferred
Alternative 2	6	2	12	Intermediate Preferred
Alternative 3	4	3	13	Preferred



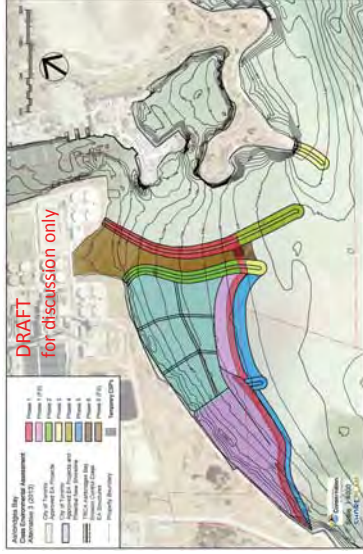
Ashbridges Bay Erosion and Sediment Control Project

Cross Sections of Breakwaters



Ashbridges Bay Erosion and Sediment Control Project

Potential Construction Phasing: Integration of Class EA with Other Approved City of Toronto Facilities



- Potential construction phasing of the Class EA components integrated with the other City of Toronto approved facilities has been explored
- A Construction Management Plan for the integrated landform will be undertaken in the next phase of the project (detailed design)

*The filling of the area shown as Phase 6 (light brown) would only be explored if the channel was no longer needed. This phase will not appear as part of the preferred alternative in the Class EA. It will be described in the Environmental Study Report as a potential EA amendment. If this was pursued the impacts of this fill would need to be assessed.



Ashbridges Bay Erosion and Sediment Control Project

Potential Public Access

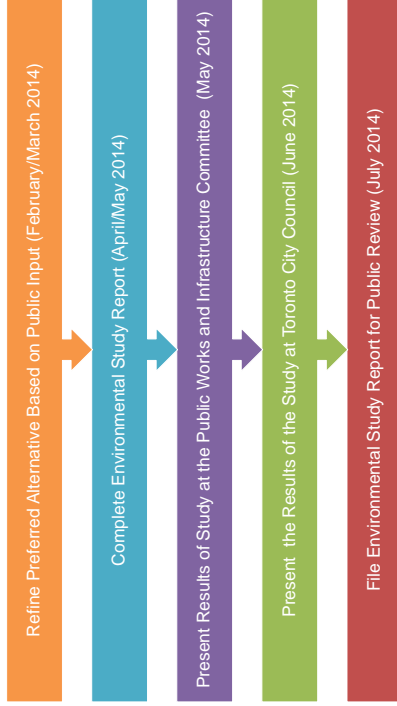


- Public access on the new landform (integration of this Class EA and other approved City of Toronto facilities) has been explored
- An in-depth look at public access opportunities (including a potential connection from Tommy Thompson Park to Ashbridge's Bay Park) and design elements will be undertaken in the next phase of the project (detailed design) with a variety of stakeholders and partners



Ashbridges Bay Erosion and Sediment Control Project

Next Steps



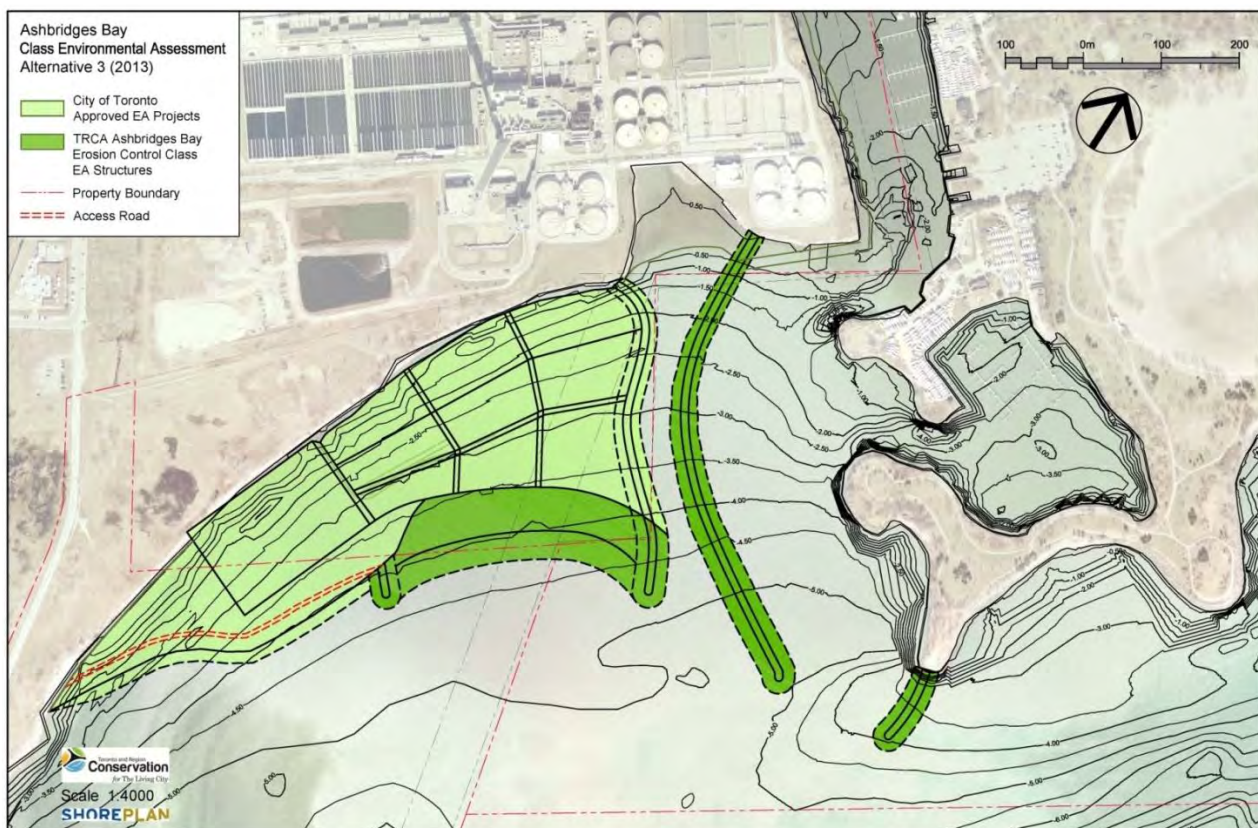
**Ashbridges Bay Erosion and Sediment Control Project
Class Environmental Assessment**

**Public Information Centre #2 – February 6, 2014
COMMENT FORM**

Toronto and Region Conservation Authority and the City of Toronto are undertaking a Class Environmental Assessment study to identify a preferred solution that will mitigate erosion and sediment deposition at the harbour entrance of Coatsworth Cut in order to ensure safe navigation, while considering the various approved facilities, planning initiatives, and current uses in the study area.

The City is interested in your comments and suggestions about this project and the recommended preferred alternative. Please take a few minutes to complete this comment sheet. All comments will be considered.

Recommended Preferred Alternative



Alternative 3 (as shown above) has been recommended as the preferred alternative. A description of the preferred alternative is provided in the Display Board package.

Alternative 3 has been recommended as the preferred alternative for the following reasons:

- It has the least impact to water quality in the recreational areas, with a potential positive impact on *E.coli* levels in the recreational boating areas;
- It provides the best integration with current Ashbridges Bay Wastewater Treatment Plant operations (sea wall gates) and flexibility for future approved City of Toronto infrastructure; and
- It provides decades of safe navigation without on-going maintenance (dredging).

Please continue on the back of this page

Questions:

Do you agree with the recommended preferred alternative as presented?

Yes No

Please explain

Do you have additional comments regarding the evaluation of alternatives, the recommended preferred alternative and/or any other project related matter?

Please leave your completed feedback form at the sign-in desk OR, if you'd like more time to write your comments, please send them no later than **Thursday February 20, 2014** to:

ATTN: Lisa Turnbull
Toronto and Region Conservation Authority
Restoration Services
5 Shoreham Drive
Downsview, ON, M3N 1S4
Facsimile: (416) 667-6277
e-mail: lturnbull@trca.on.ca

Postage paid envelopes are available at the sign-in desk. Copies of the feedback form and display boards will be available electronically on Friday February 7, 2014 at:
www.trca.on.ca/ashbridgesbayproject_ea

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

**ASHBRIDGES BAY EROSION AND SEDIMENT CONTROL PROJECT
PUBLIC INFORMATION CENTRE #2**

Name	Mailing Address (Optional)	E-mail Address (Optional)	Would you like to be added to the Mailing List? (Yes/No)
PLEASE PRINT			
[REDACTED]			✓
[REDACTED]			✓
[REDACTED]			
Ron Anselmi	21		
Sue Stewart			
Bob Hesley	ABYC	✓	✓
Anne Marie Legu	Toronto Ornithological Club		
[REDACTED]			✓ <u>yes</u>
[REDACTED]			
Marc Kramer		mkramer@toronto.ca	yes
John Carley	Friends of the Spout		no
CATHER LEWIS			

Do you have additional comments regarding the evaluation of alternatives, the recommended preferred alternative and/or any other project related matter?

The issue of the erosion seems to be coming from east to west. I would like to see a solution for the area of Blitters Park - where that sediment seems to be causing problem at Ashbridges Bay - both areas seem the same.

Please leave your completed feedback form at the sign-in desk OR, if you'd like more time to write your comments, please send them no later than **Thursday February 20, 2014** to:

ATTN: Lisa Turnbull
Toronto and Region Conservation Authority
Restoration Services
5 Shoreham Drive
Downsview, ON, M3N 1S4
Facsimile: (416) 667-6277
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Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



Comments re: proposal for Ashbridges Bay Erosion and Sediment Control Project

rearcom to: lturnbull

02/20/2014 05:40 PM

Cc: [REDACTED]

Ms. Turnbull,

This email documents ABYC's concerns with the recommended preferred alternative (Alternative #3). These concerns centre on two impacts of the proposal:

1) Loss of the sheltered area west of ABYC

The most violent wave conditions arise in Easterly winds, where 4-6 foot waves are common. The current geography provides a large open area sheltered from winds and waves. This area serves as a safe operating zone for the ABYC sailing school when strong winds from the east create conditions further offshore that are dangerous for learn to sail programs. ABYC sailing school staff also have the advantage of being able to monitor on the water classes from shore as these classes can operate in a safe manner close to the existing entrance to the club. Without the use of this area, classes will have to be split based on their skill levels, with more time spent on land rather than sailing. This would likely increase staffing requirements by 2-3 instructors. This sheltered area also provides a safe zone for private boats that are arriving to decelerate and douse their sails, maneuvers that can be much more dangerous and complex when undertaken either in unsheltered waters or inside a channel.

2) Major increase in time/complexity to access the lake from ABYC

The current harbor configuration allows the sailing school to rig and launch their boats with short distance to go to access the lake, approximately 100 metres. The addition of the breakwall will dramatically increase the travel distance for all boats to access the lake. This will reduce productive sailing time for the sailing school, a loss estimated between one and one and a half hours per day given that classes leave harbor in the am, return for lunch, and leave and return for an afternoon session as well. This also will result in multiple times per day when 30-40 unmotored sailing school dinghies will be navigating the length of the breakwall, while sailboats under power and motorboats will be also using the channel to access the various clubs behind the breakwall.

In North-West winds, young, novice sailors will find it challenging to tack back and forth in a narrow channel, especially when sharing it with other traffic. This will increase the number of instructor boats necessary, or reduce the sailing time for students as they must be towed out to the lake and back.

In addition ABYC has an adult dinghy racing program that runs on weeknights, and the increased transit time to access the lake for this program will affect its viability.

Participants in the adult racing program arrive shortly after office hours in the early evening, quickly rig the boats and races run until dusk. A long channel means that races must start later, and end earlier so that the boats can be off the water before dark.

Anything done to increase the space in the channel will reduce the congestion in this area, and make it easier for un-powered boats to tack in varying winds. Increasing the amount of bow (curve) in the breakwall towards the West, and putting the discharge area from the spillway under the to-be-built sewage treatment expansion would certainly help.

On an ongoing basis, the ABYC sailing school will incur increased costs to provide the same services. Please let us know how Toronto and the TRCA can assist us with this.

Providing a small beach or jetty/dock, with a porta-potty, shelter for shade, and a picnic area, on the breakwall or the new area sewage treatment area, could reduce the amount of travel time required for our sailing school students by allowing them to take a lunch break without having to sail back and forth along a half kilometer breakwall. This facility would

also assist the canoeists and kayakers from our neighbouring clubs.

We're ALL "for the Living City". This part of the water front and lake has been used to the great advantage of the community for more than 80 years by ABYC, and for many years by our neighbouring clubs.

Tens of thousands of young people have sailed, kayaked, canoed, or dragon-boated in this area, giving them exercise, fresh air, and perhaps most importantly, building confidence and skills that last them through life.

Let's all work together to ensure that we can continue this wonderful use of our space and natural resources.

Paul Brennan

Rear Commodore, ABYC



Re: Ashbridges Bay EA Study Feedback and Related Water /Works Projects

roberthedley to: Councillor McMahon, Lisa Turnbull

02/14/2014 11:26 PM

Cc: [REDACTED]

Follow Up: Normal Priority.

History: This message has been replied to and forwarded.

Lisa and Mary-Margaret: It was nice to see you at the TRCA Ashbridges Bay EA Study Public Forum last week. As Lisa knows I've been representing our club ABYC through the EA study Community Advisory Committee and learned a great deal about the hydrology of Ashbridges Bay Coatsworth Cut Erosion-Sediment Control and related projects being planned for the Sewage Treatment plant. These projects (pumping station, new outflow into the Lake, Co-Sewer rerouting into fast rate over flow treatment and wetland) are more than just routine fixes or improvements. They are at the centre of the quality of life for people living in the East End of Toronto especially the Beach. We are very proud of the blue water beaches to the east of Ashbridges Bay which were largely created by the shoreline by-pass system installed a decade ago and the careful management of the shoreline by TRCA and parks. However, the outflow of partially treated sewage continues in the inner bay and through the outflow gates at an increasing volume and frequency.

It came to my attention at the public forum that the works/water department staff are facing various challenges getting these projects funded and scheduled. What can we do to get these projects a higher priority within the works project planning and approval process so they are accelerated and scheduled sooner?

As Commodore of Ashbridges Bay Yacht Club and with the interests of all boaters and users of the cut and bay I also want to make you aware of the impact that the proposed wetlands project and sediment control breakwall will have on our junior and dinghy sailing school, race program and safe water access through Coatsworth Cut. We have used the outer bay for our Youth Sailing School for over 50 years. We regularly hold dinghy and small boat races on this body of water. Other clubs (sailing, paddling) use this area for training too. The proposed changes will mean a major change in how we conduct these programs. Among other things it will increase our costs for safety support and rescue.

We would urge the TRCA and Works/Water department to continue to work collaboratively to ensure that the final engineering design of the Sediment Control Breakwalls and Wetlands area water lot maximize the size what will become an inner bay west south of Coatsworth Cut and West of the southern most peninsula of the parkland. Also, that TRCA be funded to do a final dredge of the entire area to make the area (south of the cut, the cut itself and north to the public launch) safe for navigation and use by all boaters (paddlers, dinghies, small sailing and power boats).

We have been and will continue to work closely with the TRCA to develop the optimal solution for this vital recreational body of water.

As a Beach resident living across from the Harris Water Treatment plant I was able to

participate in a Community Advisory Committee led by the Plant/Project Manager from 2004-11. This liaison process proved very helpful to the neighbourhood and plant staff learned that the community was very supportive and constructively helpful. Based on this experience I would ask for your assistance doing something similar as the other water/works projects become funded and scheduled. I recommend that the Plant/Project Manager(s) be directed to form a community advisory committee to keep the users of Ashbridges Bay informed and involved in the decision process of relating to final design, construction especially anything that will impose an imposition on the safe navigation and use of the outer bay, Coatsworth Cut and the inner bay whether for a day or more in duration.

Regards,

Bob Hedley

Commodore Ashbridges Bay Yacht Club

Sent from Windows Mail

From: [Councillor McMahan](#)

Sent: Friday, February 14, 2014 4:34 PM

To: roberthedley@rogers.com

Follow Councillor McMahan on

[View this email in your browser](#)

Note from Councillor McMahan, February 14, 2014

Happy Valentine's Ward 32!

Snow is our life these days! Thank you to the many residents and businesses who are diligently shovelling their sidewalks to ensure safe passage for pedestrians.



RE: Ashbridges Bay Erosion and Sediment Control Project

Al Workman to: 'Lisa Turnbull'

Cc: roberthedley

02/27/2014 05:02 PM

History: This message has been replied to and forwarded.

Thanks Lisa:

I've just returned to Toronto this morning from nearly a month in Saudi Arabia. I did not attend the 6 February meeting. I was not aware that Bob Hedley, copied above, was involved and I'm glad he is.

Having observed the many fruitless efforts at dredging the channels in and around ABYC, the need for a clear understanding of the geological (Limnology) forces at play is never more obvious than it is now. There is a current that transports sediment into the Ashbridges Bay area as bottom load, mostly in traction rather than suspension. It is clear to me that there are separate forces at play that move the sediment into the mouth of our harbour. It is my view that any engineered solutions that fail to take into account this dynamic geological system are bound to fail. One key aspect of this conveyor system is that the sediment is not generally visible in the water column, which I take to indicate the sediment is not in suspension – this needs to be confirmed as it offers some interesting alternative solutions.

Have those involved with the sediment Control Project collected any data concerning the transport of sediment in the western beaches and Leslie Spit area? Has historical sedimentation data been assembled and reviewed? Has any testwork been carried out to actively study the movement of sediment in the bay area?

In respect to sediment disposal, I've always wondered what basis is used as a measure whereby dredged sediment is taken by truck at great cost to precious landfill sites for disposal. Is there any scientific basis for treating the sediment as if it were toxic waste? If not, the City should be looking at alternative measures for putting the sediment back on the bottom in much deeper water.

Any geoscience work done is bound to pay dividends in ensuring that the best solution possible is selected. Ultimately it's to the taxpayers benefit.

Regards,

[Redacted signature]

From: Lisa Turnbull [mailto:LTurnbull@trca.on.ca]

Sent: January 23, 2014 11:35 AM

To: [Redacted]

Cc: [Redacted]

Subject: Re: Ashbridges Bay Erosion and Sediment Control Project

Hello [Redacted]

Thank you for your interest in the Ashbridges Bay Erosion and Sediment Control Project. I will add you to our circulation list. Did you receive notice of the public meeting being held on February 6? We will be presenting to the public our preferred remedial solution for the area and our coastal engineering specialist will be on hand for technical questions. Attached is the notice for the meeting. I would encourage you to attend.

Robert Hedley from ABYC has been very involved in our Community Liaison Committee. I am not sure if you have spoken to him about the study but he would also be a great resource for more information.

Feel free to contact me (details below) if you have any questions or would like to discuss the project further.

Sincerely,

[Lisa Turnbull](#) | Project Manager II, Project Management Office |

[Toronto and Region Conservation Authority](#) | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext 5645 | 📞 416.451.8536 | 📠 416.667.6277 | ✉ lturnbull@trca.on.ca | www.trca.on.ca

From: [REDACTED]
To: <lturnbull@trca.on.ca>,
Date: 01/22/2014 09:44 PM
Subject: Ashbridges Bay Erosion and Sediment Control Project



Dear Lisa:

As a senior member of Ashbridges Bay Yacht Club, I have a vested interest in receiving data and/or information concerning the above-mentioned project. As a geologist with some knowledge of sedimentation, I am even more interested in the technical aspects of the study,

the recommendations and the mitigation options available. Can you please add me to the circulation list for public information releases.

Thanks,



****PLEASE CONSIDER THE ENVIRONMENT WHEN DECIDING TO PRINT THIS MESSAGE***

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Thank you."

Questions:

Do you agree with the recommended preferred alternative as presented?

Yes No

Please explain

While we greatly lament that the Lake Ontario Park Master Plan, which was a logical & inspiring vision for the Bay area, will not be built, we recognize that Alternative 3 is the best of those presented.

Do you have additional comments regarding the evaluation of alternatives, the recommended preferred alternative and/or any other project related matter?

as I have stated several times I'd like to see the final report include a written acknowledgment that safe navigation for all non-motorized craft away from the designated channel is of equal importance to that of those boats using the channel and hence the necessity of including dredging for safe passage of the non-motorized craft in the final plan

Please leave your completed feedback form at the sign-in desk OR, if you'd like more time to write your comments, please send them no later than **Thursday February 20, 2014** to:

ATTN: Lisa Turnbull
Toronto and Region Conservation Authority
Restoration Services
5 Shoreham Drive
Downsview, ON, M3N 1S4
Facsimile: (416) 667-6277
e-mail: lturnbull@trca.on.ca

Sue Stuart
on behalf of
the BBCC.

Postage paid envelopes are available at the sign-in desk. Copies of the feedback form and display boards will be available electronically on Friday February 7, 2014 at:
www.trca.on.ca/ashbridgesbayproject_ea

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

**Ashbridges Bay Erosion and Sediment Control Class Environmental Assessment
Report on Key Input from Community Liaison Committee (CLC) 2 (September 5,
2013) ; CLC 3 (November 29, 2013) and Public Information Centre (PIC) 2,
February 6, 2014**

**Prepared by: Toronto and Region Conservation Authority with use of Meeting
Reports from CLC 2 and 3 compiled by Swerhun Facilitation and Decision
Support**

Community Liaison Committee 2: September 5, 2013

***Meeting Overview:** This was the second meeting of the Community Liaison Committee (CLC). The meeting was held at the Beaches Lions Club from 6:30 – 8:30pm. Presentations were made by Toronto and Region Conservation and Shoreplan Engineering. The purpose of this meeting was to present an update on the work done by the project team since the first CLC meeting, including feedback from PIC 1, the updated alternatives, updated criteria and initial data on modeling wave impacts and sediment.*

Key Input

- 1. Participants appreciated and enjoyed the presentation and the opportunity to review and discuss the data and modeling done to date.**
- 2. Some participants were strongly opposed to including a terminus on the breakwater in any of the design alternatives which was perceived as facilitating a bridge across Ashbridge's Bay.** Participants expressed that this is not desired, and should not be included in any of the alternatives.

Attendees

CLC Members

Susan Stuart, Balmy Beach Canoe Club
Sarah Box, Friends of the Spit
Nolly Haverock, Toronto Beaches Lions Club
John Edwards, Toronto Hydroplane & Sailing
Beverly Edwards, Toronto Ornithological Robert
Hedley, Ashbridges Bay Yacht Club
Rachel Lewis, Navy League of Canada

Observers

Michael Rosenberg

TRCA

Lisa Turnbull
Nancy Gaffney
Laura Stephenson

Toronto Water

Philip Cheung

Shoreplan

Milo Sturm

Swerhun | Facilitation & Decision Support

Suzannah Kinsella
Bianca Wylie

Community Liaison Committee 3: November 29, 2013

Meeting Overview: *This was the third meeting of the Community Liaison Committee (CLC). The meeting was held at the Ashbridges Bay Yacht Club from 6:30 – 8:30pm. Presentations were made by Toronto and Region Conservation, the City of Toronto and Shoreplan Engineering. The purpose of this meeting was to present an update on the work done by the project team since the second CLC meeting, including an overview of the water quality modeling results, baseline environmental inventory and the preliminary evaluation of the three alternatives.*

Key Input

1. **The project rationale should be explicit that navigation is to be made safer for all types of watercraft that use the Bay** (small, non-motorized sail boats, large sailboats, canoes/kayaks/paddle boards and motor boats) and that each of these types of watercraft have different needs in terms of safe navigation.
2. It is important to consider how the **decommissioning of the seawall gate and storm sewer outfalls would affect the evaluation of alternatives**. The change in water quality resulting from a decommission would present a very different scenario which would significantly change the evaluation of the alternatives. Under this future scenario, Alternative 1 would become preferred rather than Alternative 3.
3. **To aid people in quickly assessing which alternative is preferred and how it differs from the other two**, create a list that shows which criteria Alternative 3 came out ahead of Alternatives 1 and 2, and which criteria Alternatives 1 and 2 came ahead of Alternative 3.

Attendees

CLC Members

Ron Anderson, Navy League of Canada
Don Bland, Toronto Hydroplane & Sailing
Beverly Edwards, Toronto Ornithological
John Edwards, Toronto Hydroplane & Sailing
Robert Hedley, Ashbridges Bay Yacht Club
Bob Kortright, Toronto Field Naturalists
Rachel Lewis, Navy League of Canada
Susan Stuart, Balmy Beach Canoe Club

Observers

Michael Rosenberg

TRCA

Laura Stephenson
Lisa Turnbull
Maria Zintchenko

City of Toronto - Toronto Water

Philip Cheung
Bill Snodgrass

Shoreplan Engineering

Milo Sturm

Swerhun | Facilitation & Decision Support

Alex Heath
Suzannah Kinsella

Public Information Centre 2: February 6, 2014

Meeting Overview: *This was the second of two planned Public Information Centres (PIC), scheduled as part of the Class EA process. Attendees used PIC to review the coastal and water quality modeling undertaken along with the evaluation of the remedial alternatives.*

Meeting Details:

The PIC targeted input from the public on the:

1. Evaluation of the remedial alternatives
2. Preliminary preferred alternative

Notice for the meeting was published in the Beaches Mirror on January 23, 2014. An open house format was held at the Toronto Fire Academy from 6:30 to 8:30 p.m. for members of the public to preview key display panels and to talk informally with the Project Team (TRCA, City of Toronto - Toronto Water and Shoreplan Engineering). Panels on display included: project overview, description of remedial alternatives, results of coastal modelling, results of water quality modelling, evaluation of alternatives, the preliminary preferred alternative, and next steps for the project. Attendees were given a comment sheet and encourage to submit feedback at the meeting during the two week comment period. The comment sheet was subsequently posted on the TRCA's website so that members of the general public, not in attendance, could provide comments if they wished to do so. The meeting was attended by eight (8) members of the public, one member of City Council, one (1) Steering Committee members and four (4) Community Liaison Committee members.

Key Input

1. **The majority of PIC attendees agreed with evaluation and the preliminary preferred alternative.** One of the key elements of this support is the potential for the preliminary preferred alternative to provide positive water quality impacts in the recreational boating areas.
2. Boat Club members within Coatsworth Cut continue to request that TRCA and the City of Toronto **consider dredging beyond the navigational channel** to address other problem areas in Ashbridges Bay and provide safe navigation for all Bay users (motorized and non-motorized).
3. **Concerns were raised following the PIC on potential impacts to the Ashbridges Bay Yacht Club's Sailing Program** because of the loss of areas that have traditionally been used for the program (in front of the Ashbridges Bay Wastewater Treatment Plant) and the increase in travel time to the open waters of Lake Ontario that will be experience if a sediment control breakwater is implemented.
4. Boat Club stakeholders requested that the project team continues to work collaboratively to ensure that **the final engineering design of the breakwaters and other approved City of Toronto facilities maximizes the size what will become the new basin** (space between the proposed eastern breakwater and the existing land base).

Appendix J

Public Consultation Materials

6. Public Consultation – Key Comments and Questions Received and Responses Provided

Ashbridges Bay Erosion and Sediment Control Environmental Assessment – Public Consultation – Key Comments and Questions

The following table provides a summary of key comments and questions raised during the project Community Liaison Committee (CLC) meetings, Public Information Centres (PICs) and general correspondence with stakeholders. The table is not an exhaustive account of all comments received; rather, it is a synopsis of those comments and issues raised over the course of the Project. For a more detailed account of consultation undertaken, please refer to the CLC and PIC meeting notes.

#	Date	Source	Comments and Questions Received	Response	Impact
1	May 11, 2013	E-mail Correspondence	The map on the website has the bay identified as Coatsworth Cut. Those words should actually be farther south where the ramps go into the bay beside the southern parking lot. This is the Coatsworth Cut from the 1800s. The water near Lakeshore Blvd is Ashbridges Bay - or what is left of it.	Noted and corrected on all maps.	Correction made on all maps for use in presentations, panels and reports.
2	May 15, 2013	CLC #1	Is the relocation of the Ashbridges Bay boat clubs going to be looked at again?	There is no intention to move clubs and their relocation is no longer within the scope of the EA. The EA will look at ensuring safe navigation through the harbor entrance to the existing boat clubs in their current locations.	Not applicable (N/A) – Noted response provided to CLC members
3	May 15, 2013	CLC #1	Toronto Beaches Lions Club is missing from the previously existing developments map.	This map will be updated to include this club as well as other occupants in this area.	Correction made on all maps for use in presentations, panels and reports.
4	May 15, 2013	CLC #1	The alternative solution maps are not showing current docks at Ashbridges Bay Yacht Club.	The maps will be updated to reflect current conditions during the evaluation stage. For the purpose of the screening of alternative concepts presented in 2002 and 2009 were not altered.	The approximate extent of the docks was outlined and shown on appropriate maps/figures. See section 3.5.8 (Recreational Boating and Social Clubs).
5	May 15, 2013	CLC #1	Will there be a connection between Tommy Thompson Park and the Ashbridges Bay Park?	The EA process will ensure that a future connection will not be precluded and public access options will be considered in the detailed design stage once the Class EA is complete. However, the physical provision of this connection is not within the scope of the EA.	N/A - Noted response provided to CLC members
6	May 15, 2013	CLC #1	Will the navigation of Coatsworth Cut be maintained? CLC members found this	Toronto and Region Conservation (TRCA) is responsible for maintaining a safe navigation	The objective statement for the project was reviewed and revised

Ashbridges Bay Erosion and Sediment Control Environmental Assessment – Public Consultation – Key Comments and Questions

#	Date	Source	Comments and Questions Received	Response	Impact
			wording in the presentation confusing: “To identify a preferred solution that will mitigate the risk to navigation due to sediment erosion and deposition”.	channel in Coatsworth Cut. Dredging costs and frequency has increased annually. This EA will look at finding a sustainable long term solution to ensure safe navigation is provided.	to state: “ <i>To identify a preferred solution that will mitigate erosion and sediment deposition at the harbor entrance of Coatsworth Cut in order to ensure safe navigation - while considering the various approved facilities, planning initiatives and current uses in the study area. “</i>
7	May 15, 2013	CLC #1	Sediment is part of the issue, the other issue is that lake levels are dropping, this needs consideration.	<p>This issue will be covered and considered in existing coastal conditions.</p> <p>Examination of the water level records shows that there is no consistent or predictable cycle to the long-term water level fluctuations. Some climate change studies that examine the impact of global warming have suggested that the long-term water levels on the Great Lakes will be lower than they are today. Those changes, however, are expected to have a lesser impact on Lake Ontario than on the upper lakes since the Lake Ontario water levels are regulated. While the new water levels management plan is being developed by the International Joint Commission, the 100-year instantaneous water level determined by MNR (1989) is used, as most approving agencies require that the 100-year instantaneous water level be used for the design and assessment of shoreline protection structures.</p>	N/A - Noted response provided to CLC members
8	May 15, 2013	CLC #1	We have some control over the water levels. The seaway commission and joint commission have met. Shippers want high waters, land owners want low water and environmentalists want natural levels. This man-made issue should be considered.	<p>These factors will be considered.</p> <p>The International Joint Commission is in the process of developing a new water levels management plan. In the meant time, the 100-year instantaneous water level determined by MNR (1989) is used, as most approving</p>	N/A - Noted response provided to CLC members

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				agencies require that the 100-year instantaneous water level be used for the design and assessment of shoreline protection structures. The mean water level of 75.8 m (IGLD, 1985) was used to develop the nearshore wave climate and characterize sediment transport.	
9	May 15, 2013	CLC #1	<p>Scarborough Bluffs: Is there new sediment coming from the erosion of the Scarborough Bluffs and / or east of them?</p> <p>Is there a project to prevent or resolve the sediment erosion from the Scarborough Bluff?</p> <p>If the Bluffs are protected would that not address the sediment problem in Ashbridges Bay?</p>	<p>New littoral sediment is being produced by erosion of unprotected bluffs and from nearshore erosion. The east limit of the littoral cell is East Point and on balance no sediment comes from east of that point to Ashbridges Bay.</p> <p>TRCA is continuing to move eastwardly on the Scarborough Bluffs to implement shoreline protection which will prevent erosion of the bluffs and reduce sediment sources. The cost is prohibitive and on-going efforts are being made to secure funds to continue this work.</p> <p>Protection of the bluffs would not resolve sedimentation in Coatsworth Cut for two reasons. First, there will be ongoing erosion of the nearshore which will supply some new sediment even if bluffs are protected. The nearshore area between Ashbridges Bay Park and Tommy Thompson Park is a depositional area where littoral material has collected since the construction of Tommy Thompson Park. The sand from these deposits gets circulated into Coatsworth Cut.</p>	N/A - Noted response provided to CLC members
10	May 15, 2013	CLC #1	<p>There seems to be an increase in seiches/surges both in frequency and intensity – members cited 2 four feet seiches in the last two years. Does this need to be studied? What would the impact of this be in terms of inflow and outflow?</p>	<p>We will be looking at a model of water level changes to flow but it is not expected that we can prevent seiches from happening as they occur primarily as a result of changes in atmospheric pressure. The desire will be for the solution not to magnify the effects of seiches.</p>	N/A - Noted response provided to CLC members

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11	May 15, 2013	CLC #1	There are sandbars north of the navigation channel, will the solutions help prevent build up of these sandbars? Is the TRCA looking at that condition?	It would be hard to model north of the cut because waves inside that cut won't be as accurate. Therefore we can discuss the mouth of the Bay not north of it. It is not within our scope to look beyond the navigation channel.	N/A - Noted response provided to CLC members
12	May 15, 2013	CLC #1	Can sediment be dealt with by the groyne illustrated in the CLC presentation?	A groyne could be part of a viable solution.	N/A - Noted response provided to CLC members
13	May 15, 2013	CLC #1	How is water circulation affected? Does it decrease or improve?	While water circulation is not modelled explicitly, inferences regarding the alternatives' impact on water circulation can be made via examining the water quality modeling results.	N/A - Noted response provided to CLC members
14	May 15, 2013	CLC #1	Have climate change impacts been considered?	Some climate change studies that examine the impact of global warming have suggested that the long-term water levels on the Great Lakes will be lower than they are today. Those changes, however, are expected to have a lesser impact on Lake Ontario than on the upper lakes since the Lake Ontario water levels are regulated. While the new water levels management plan is being developed by the International Joint Commission, the 100-year instantaneous water level determined by MNR (1989) is used, as most approving agencies require that the 100-year instantaneous water level be used for the design and assessment of shoreline protection structures.	N/A - Noted response provided to CLC members
15	May 15, 2013	CLC #1	Concern regarding the completion of the process: why is this time different than the past two Class EAs?	With the 2013 EA we are essentially going 'back to basics', the scope is tighter and the timing is right. In 2002 the timing was not good because other initiatives in the same area were in the midst of completion. In 2009 the cost of relocating the boat clubs halted the process because these costs far exceeded the available funds for implementation. City of Toronto (Toronto Water) is also focused on implementing two approved projects that involve lake filling and shoreline reconfiguration in this area (a treatment facility and treatment	N/A - Noted response provided to CLC members

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				wetland) and an integrated approach for the erosion and sediment control remediation needs to be undertaken with these projects.	
16	May 15, 2013	CLC #1	Criteria: Feasibility and Cost: Is there any form of cost benefit analysis, including the cost of losing the viability of the boat clubs or fees for sea cadet training; and the cost of saving the shoreline versus cost of sediment control in Ashbridges Bay?	<p>This is a good point and the TRCA will look at how they could include this as part of the socio economic analysis in the Environmental Study Report (ESR). TRCA will contact the clubs in the area to determine what information can be collected to inform an analysis of this sort.</p> <p>While an in-depth cost-benefit analysis is beyond the project scope, TRCA did carry out a voluntary survey of the local social and recreational boating clubs to estimate clubs' contribution to the local economy as well as other benefits in the form of programs and services provided. Survey results were included in the project existing conditions description.</p>	As an in-depth cost-benefit analysis is beyond the project scope, a voluntary survey of the recreational boating and social clubs within the local study area was carried out and results incorporated into the Environmental Study Report.
17	May 15, 2013	CLC #1	Criteria: Natural Environment: Suggestion for birds to be a separate sub-section (as for Fish).	<p>Agreed: Added as an evaluation criteria:</p> <p>Criteria: Migratory Bird and Breeding Bird Impacts – Question: Does alternative result in impacts to habitat to migratory or breeding bird communities?</p>	Impacts on migratory and breeding birds were added to the evaluation as a stand-alone criterion.
18	May 15, 2013	CLC #1	Criteria: Technical Need to correct the criteria to replace Ontario guidelines (which don't exist) to Federal guidelines.	<p>Agreed; Criteria corrected:</p> <p>Does alternative impair the movement and interaction between anticipated types of watercraft; allow for Coast Guard Auxiliary Station; or allow sufficient space to meet Federal navigation safety guidelines?</p>	Correction made in the evaluation criteria.
19	May 15, 2013	CLC #1	Criteria: General Suggestion to include potential improvements as well as potential negative impacts as part	Agreed: All questions associated with criteria was changed to state 'impact' opposed to specifying whether it is positive or negative.	Suggestion implemented for all criteria in the evaluation.

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			of the evaluation criteria.		
20	May 27, 2013	E-mail Correspondence	What is the justification for keeping the channel open?	Keeping the channel open ensures that the exiting boat clubs can continue to operate and provide recreational opportunities and services to the community. A snap shot of the benefits these clubs provide will be featured in the socio-economic section of the ESR.	N/A - Noted response provided to CLC members
21	May 27, 2013	E-mail Correspondence	Do federal navigation regulations require the municipality/TRCA to pay to keep the channels open?	TRCA is responsible for maintaining the navigational channel at Coatsworth Cut as the land/waterlot owner. Although this dredging is not required by Federal regulations, it is necessary to ensure the continued safe operation of the boat clubs in the area.	N/A - Noted response provided to CLC members
22	June 19, 2013	PIC #1	Which side of the sea wall gates will the alternative be sited?	For Alternative 1 and 1A the remedial solutions are located on the west side of the seawall gates. For Alternative 2 and 2A the remedial solutions are located on the east side of the seawall gates.	N/A - Noted response provided to CLC members
23	June 19, 2013	PIC #1	This is the third attempt at completing an EA process, why will it succeed this time?	With the 2013 Class EA we are essentially going 'back to basics', the scope is tighter and the timing is right. In 2002 the timing was not good because other initiatives in the same area were in the midst of completion. In 2009 the cost of relocating the boat clubs halted the process because these costs far exceeded the available funds for implementation. City of Toronto (Toronto Water) is also focused on implementing two approved projects that involve lake filling and shoreline reconfiguration in this area (a treatment facility and treatment wetland) and an integrated approach for the erosion and sediment control remediation needs to be undertaken with these projects.	N/A - Noted response provided to CLC members

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24	June 19, 2013	PIC #1	Will a larger area dredged for the canoe club?	No. This is outside of the scope of work for the EA. However, TRCA has committed to collecting information from the users in the area about dredging needs beyond the navigational channel and will facilitate discussions with the appropriate stakeholders.	TRCA surveyed CLC members on areas where sediment accumulation is a problem beyond the navigational channel. A map was produced to show these areas and discussions were undertaken with the City of Toronto. It was confirmed that addressing the areas outside of the navigational channel was out of scope for this project. Boat clubs were encouraged to speak to their City of Toronto lease contacts to discuss maintenance of areas outside of the navigational channel.
25	June 19, 2013	PIC #1	Could Toronto Water's treatment wetland be used as a space to shelter canoes?	No. This facility will be a treatment wetland only and public access in this area will not be available. A buffer will also be created between this facility and any public access considered on the proposed landform to ensure public safety.	N/A - Noted response provided to CLC members
26	June 19, 2013	PIC #1	What impact would the alternative have on a connection with Tommy Thompson Park?	Waterfront Toronto's Lake Ontario Park Master Plan's objective to create a connection between Tommy Thompson Park and Ashbridge's Bay Park will be considered in the planning and evaluation process of the EA. Alternatives will ensure that the future implementation of this connection will not be precluded. Once the EA is complete the detailed design process (integrating three approved EAs in the area) will consider public access. The project team will work with Waterfront Toronto to ensure that any public access provided through the detailed design process would allow them to implement their proposed connection should funds become available.	N/A - Noted response provided to CLC members

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27	June 19, 2013	PIC #1	What impact will the new outfall have?	The construction of the new outfall should not impact the design of the alternatives for this project as it is expected to be tunnelled in bedrock. The implementation of this project is not slated until 2021. Once implemented, it is expected that the seawall gates could be decommissioned or their use will be reduced dramatically. Ensuring the on-going operation of the seawall gates will be required in any Alternative design for this EA.	N/A - Noted response provided to CLC members
28	June 19, 2013	PIC #1	What is the status of the cost benefit analysis?	TRCA staff met with a CLC member from Ashbridges Bay Yacht Club (ABYC) to review potential questions that could be included in a cost benefit analysis. A survey was distributed to all the clubs in the local area and responses will be integrated into the socio-economic component of the Baseline Environmental Inventory.	N/A - Noted response provided to CLC members
29	June 19, 2013	PIC #1	Alternative 2A vs. 1A: 2A provides for more length, but less space for various club members to navigate around each other. 1A provides for space and is thus safer for users.	This has been noted. Alternatives will be evaluated for their recreational water use impacts under technical considerations.	N/A - Noted response provided to CLC members
30	June 19, 2013	PIC #1	Perhaps consideration could be given to reconfiguring points of park headlands to allow for more space	The reconfiguration of the park headlands is not within the scope of this EA. Previous EA studies have determined that the cost associated with this is prohibitive and any alterations would impact the current uses of these lands.	N/A - Noted response provided to CLC members
31	June 19, 2013	PIC #1	The north portion of Coatsworth Cut/Ashbridges Bay is used primarily by canoes and kayakers rather than boaters or sailors.	Noted.	N/A - Noted response provided to CLC members
32	June 19, 2013	PIC #1	Sedimentation issues within the Coatsworth Cut restrict training space for small sailing vessels, kayaks and canoes.	This has been noted. Alternatives will be evaluated for their recreational water use impacts under technical considerations.	N/A - Noted response provided to CLC members

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33	June 19, 2013	PIC #1	Training in the ABTP water lot space: 1A and 2A will negatively impact dingy and small sailing craft training west of ABYC harbor as these alternatives will restrict or eliminate space used for training by ABYC.	This has been noted. Alternatives will be evaluated for their recreational water use impacts under technical considerations. All the alternatives being considered would restrict the use of the space in front of the ABTP, however this space will be eliminated upon implementation of the previously approved Treatment Wetland associated with City of Toronto stormwater infrastructure.	N/A - Noted response provided to CLC members
34	June 19, 2013	PIC #1	Alternative 2A and watercraft traffic: There is a need for sufficient space when two breakwaters are close together. Otherwise, may create boat traffic bottleneck there, particularly in the summer season.	This has been noted. Alternatives will be evaluated for their recreational water use impacts under technical considerations and federal requirements for navigation will be met.	N/A - Noted response provided to CLC members
35	June 19, 2013	PIC #1	Concern was expressed that in most Environmental Assessments the method of evaluating/scoring does not allow for comparison between each alternative. There needs to be a range of scoring that is significant enough to account for the range in impacts. Simple words like 'major' and 'minor' impacts should not be used to describe the evaluation criteria and/or results. The evaluation needs to be quantifiable.	This has been noted. Scoring for the evaluation has not yet been developed and comments will be considered when this is undertaken. Preliminary thoughts are that scoring from negative 3 to positive 3 would be used to capture the range of impacts each alternative may have. The impacts each alternatives has in relation to the other will be compared. A simple code or visual tool may be used in addition to the numerical score to help with public interpretation.	Through consultation with the Steering Committee it was determined that ranking the alternatives as "not preferred", "intermediate preferred" and "preferred" based on the character of the potential impact would be more suitable than assigning numerical scores. This choice was made when preliminary evaluations showed a great similarity between the rankings of the alternatives – with the exception of water quality.
36	June 19, 2013	PIC #1	A representative from the Ashbridges Bay Treatment Plant Neighbourhood Liaison Committee (ABTP NLC) expressed that he would like to be reinstated on the CLC for the EA.	The CLC for the 2013 EA was not a reinstatement of the CLC that was formed in 2009. The current EA focuses on remediating risks to navigation and the appropriate stakeholder organizations have been appointed to the committee. The City of Toronto determined that this project does not fall within the mandate of the ABTP NLC and	A representative from the Ashbridges Bay Treatment Plant Neighbourhood Liaison Committee attended CLC meetings as an observer and was circulated information from these meetings and the Public Information Centers.

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				that it was not appropriate for representative to be appointed to the CLC. TRCA was asked to present an overview of the project to the ABTP NLC on June 17, 2013 and informed the committee that subsequent information could be brought to them as the project progressed. Interested ABTP NLC members will be encouraged to attend and provide feedback on the study at the next public information center that will be held in September. A letter detailing this decision was sent to the respective individual on July 24, 2013.	
37	June 30, 2013	Letter	<p>Alternative 1A with modification is preferred for the Balmy Beach Canoe Club as long as that alternative does not jeopardize future Lake Ontario Park (LOP) plans for a transect from Tommy Thompson Park/baselands to Ashbridges Bay. This alternative would give the desired long calm water that is needed for sprint canoe/kayak training and regatta preparation.</p> <p>The modification suggested (if it doesn't interfere with LOP plans) is to reconfigure Alternative IA to start the groyne east of the overflow gates and then turn it west to give more space for boaters east of it. Another possibility would be to tunnel the overflow gates runoff to exit west of the groyne. The waves from these gates to the east inside the groyne make paddling very difficult</p>	<p>Waterfront Toronto is represented on the Steering Committee for this project and all Alternatives will consider the LOP and any future plans for a connection from Tommy Thompson Park to Ashbridges Bay Park.</p> <p>The next step prior to the Alternatives being evaluated will be to refine them to reflect other approved projects in the area. The suggested modifications will be considered by technical experts during this refinement.</p>	Tunneling of the sea wall gate discharge was explored at a preliminary level and costs were prohibitive. Positioning of the breakwaters needed to take into consideration the City of Toronto's approved facilities within the waterlot. Continuing to provide a channel for the sea wall gate discharge but also moving the eastern breakwater on a curve that extended further west would not accommodate these facilities. It would mean moving the facilities further west and away from the Treatment Plant and outside of the City's waterlot. As a result, this suggestion was not pursued.
38	June 30, 2013	Letter	Alternative 2A provides too much congestion for all boaters: sailboats exiting to the lake, junior sailors , sea cadets and paddlers staying within the groyne area. This could be	Noted. Federal navigation requirements will be upheld in the design of all Alternatives.	N/A - Noted response provided to CLC members

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			a safety issue.		
39	June 30, 2013	Letter	Any breakwalls should be banked significantly to absorb waves and mitigate their bouncing back.	Noted. Side slopes of 2h:1v are commonly used for design of coastal and marine structures.	N/A - Noted response provided to CLC members
40	June 30, 2013	Letter	It would seem that there is some excess land at the tip of the Ashbridges Bay Treatment Plant entrance at the Cut which could be removed to avoid congestion- same for ABYC point tip.	At this time removal or alteration of current land is not being considered because of the impacts it would have to existing uses of the current landowners/leases.	N/A - Noted response provided to CLC members
41	June 30, 2013	Letter	The conduit, which is proposed to carry the storm water out to the proposed wetland to the south of the treatment plant, is currently planned as open. We recommend that it be closed and either buried deep in the Bay or elevated on the treatment plant land. There is little enough width to paddle as is. Any further reduction would have a major impact on our programs.	The conduit referenced is a component of the approved Coatsworth Cut CSO and Stormwater Outfalls Control Municipal Class Environmental Assessment. The detailed design of this conduit will not be reviewed as part of the erosion and sediment control EA. These comments will be referred to the appropriate City of Toronto staff.	N/A - Noted response provided to CLC members
42	June 30, 2013	Letter	Water depth is a problem in various areas of Ashbridges Bay and Coatsworth Cut. It is hoped that a full dredging of the Bay will occur with particular emphasis on these problem areas. The sand sediment of the two Cut areas was completely exposed out of water last fall.	The dredging of areas beyond the navigation channel is outside of the scope of TRCA's responsibilities and this project. However, TRCA is collecting information from users to understand the extent of this issue and will help facilitate discussions with the appropriate stakeholders.	In response to on-going feedback from the boats clubs in the local study area TRCA is proposing to expand the scope of their sounding (bathymetry) program in 2014 to investigate the extent of sediment accumulation within the Coatsworth Cut channel and other problem areas that have been previously identified by CLC. This information will help determine the approximate costs that would be associated with expanding the current dredging program. The results of this exercise will be brought to the relevant stakeholders for

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					discussions. It continues to be noted that this is outside of the scope of work for this project and TRCA continues to encourage boat clubs to have discussions with their City of Toronto lease contacts regarding maintenance responsibilities.
43	June 30, 2013	Letter	<p>It is recommended that the public boat launches be reduced to only one and outfitted with docks for access by non-motorized craft only. The original launch was expanded in the 1970's when Ashbridges Bay Park was expanded. There seems to be ample space in the Outer Harbour Marina area for a launch and parking on land owned by the City. This is a more appropriate place for motorized craft. Having occasional power boat and jet ski users in the Ashbridges Bay/Cut area creates dangerous conditions for the ABYC young sailors, Navy Cadets and young and disabled paddlers in particular.</p> <p>The launch use is no longer monitored as to number of boats or origin. It is expected that the persons launching from Ashbridges Bay are not local neighbourhood persons as storing a boat on home property requires space not readily available in the Beach/Leslieville/ Coxwell. Travelling to the Outer Harbour may not be a hardship.</p>	The operation of the public boat launch is not within the scope of this project. Comments will be forwarded to the appropriate City of Toronto staff.	N/A - Noted response provided to CLC members
44	June 30, 2013	Letter	With the creation of the Park and subsequent beach filling in to the east, there are considerably more users, principally volleyball players, for the public parking lot. There is	Noted. The provision of public access will be explored in the detailed design component of this project. This will occur once the Class Environmental Assessment is complete. User	N/A - Noted response provided to CLC members

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			insufficient parking for the regular users now. Currently there are about 215 single car spaces and 18 double spaces for cars with trailers - making a potential of 36 single spaces and possibly several more if the launches were not there. Sometimes some of these trailer spaces are used. Parking a single car here nets a huge fine. The spaces could be better used for singles.	increase and the impacts on the surrounding area will be considered. It is expected that addressing parking needs at Ashbridges Bay Park will be considered in the planning of a connection from Tommy Thompson Park to this area if this initiative should proceed as part of the LOP. Comments will be referred to the appropriate City of Toronto and Waterfront Toronto staff.	
45	June 30, 2013	Letter	There was interest expressed in knowing more about the future treatment plant expansion and its possible impact on the Bay users.	Correspondence will be directed to the appropriate City of Toronto staff.	N/A - Noted response provided to CLC members
46	June 30, 2013	PIC #1 Workbook Submission	The projected wave conditions for each alternative in Ashbridges Bay, Coatsworth Cut and in the near shore area of Lake Ontario should be considered and the impacts to canoes and kayaks considered.	Wave conditions will be considered in the technical evaluation of the Alternatives and specific impacts to canoes and kayaks will be considered under the socio-economic analysis.	Wave climate was a consideration in evaluating design alternatives in terms of potential impacts on non-motorized recreational water use impacts in the socio-economic criteria set.
47	July 7, 2013	PIC #1 Workbook Submission	The Toronto Hydroplane and Sports and Sailing Clubs priorities for this project are: <ol style="list-style-type: none"> 1. Reduce dredging requirements 2. Allow for good water circulation in Coatsworth Cut. Our wish-list would include: <ol style="list-style-type: none"> 1. A solution that would allow Coatsworth Cut to flush out collected sediment and return the Cut to former depths. 2. The channel into Coatsworth Cut be widened. 	Noted.	N/A - Noted response provided to CLC members
48	Sept. 5, 2013	CLC #2	We talk about dredging the channel for federal purposes. What are we trying to dredge, who are we trying to serve with this?	TRCA's responsibility, as a land owner, is to manage navigation in the channel. Around the slips it's the responsibilities of the clubs. It is not a federal user that needs to use the	N/A - Noted response provided to CLC members

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				channel; the federal government sets the requirement for navigation (the width and depth) – for it to be a safe channel from the clubs out to the lake.	
49	Sept. 5, 2013	CLC #2	Is the objective of this study to maintain the accessibility of the water for the uses in the area?	Maintaining the lease areas is the responsibility of the clubs. The objective is to maintain access for all the groups into the harbor entrance of Coatsworth Cut.	N/A - Noted response provided to CLC members
50	Sept. 5, 2013	CLC #2	Is there a conflict with the objective [to maintain the accessibility of the water for the users in the area]? If you want it to have access, but then you won't support full access?	Right now TRCA's responsibility is to the public docks (as shown on slide 8). TRCA did review the previous leases with the boat clubs and the responsibility for dredging in the lease areas was not articulated. It was suggested that discussions pertaining to this responsibility are undertaken by the clubs and their City lease contact.	N/A - Noted response provided to CLC members
51	Sept. 5, 2013	CLC #2	Is it possible to have recreational activity within the wetlands?	No. Toronto Water reinforced that the wetland is associated with the treatment area. It's a functional wetland and not for recreational use.	N/A - Noted response provided to CLC members
52	Sept. 5, 2013	CLC #2	Alternatives 1 and 2: Is there any discharge from the treatment plant in this channel for Alternative 3?	Yes, it will flow through the channel.	N/A - Noted response provided to CLC members
53	Sept. 5, 2013	CLC #2	Alternatives 1 and 2: How do we ensure how it [discharge from the treatment plant] will not be contained, and that it flows out through the lake?	The study for water quality is ongoing and underway.	N/A - Noted response provided to CLC members
54	Sept. 5, 2013	CLC #2	Alternatives 1 and 2: How has the potential bridge over Ashbridges Bay influenced the design of the alternatives?	There is no influence at all. We have added a terminus to serve as a lookout point within the area. This was not included to facilitate a bridge. We know Waterfront Toronto has a long-term vision for creating a connection – we also know we are always going to have boats in the area so any design they would look at	N/A - Noted response provided to CLC members

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				will have to take this into account. Public access will be explored in the detailed design phase of this project.	
55	Sept. 5, 2013	CLC #2	Comment in regards to creating a trail for users to get to a lookout: if it's impossible to get to lookout without the bridge, then it should not be there. If public access is provided on the beach [created once landform constructed], the public will use furthest accessible area as lookout and create their own trail/lookout.	Noted.	Lookout point was removed from alternatives' drawings. Public access will be considered in more detail during the project detailed design stage and more public input will be solicited.
56	Sept. 5, 2013	CLC #2	Comment regarding the terminus on the breakwater: As no bridge or connection for Lake Ontario Park is within the scope of this study, the terminus adds to cost and should be removed completely.	Noted.	Lookout point was removed from alternatives' drawings. Public access will be considered in more detail during the project detailed design stage and more public input will be solicited.
57	Sept. 5, 2013	CLC #2	When will the seawall gates be removed?	The seawall gates are expected to be decommissioned when the new outfall is built. However, there may be some need to keep them available for use in some capacity for emergency purposes. The City of Toronto is trying to accelerate the implementation of the outfall project. Right now it is currently seven or more years away from construction.	N/A - Noted response provided to CLC members
58	Sept. 5, 2013	CLC #2	Alternatives 3 and 4: Is there a picture that shows what you would build if the seawall gates were no longer needed?	This has been considered in Alternative 3. There would be a potential for an EA amendment to fill in the channel proposed in Alternative 3 should the sea wall gates no longer be operational. This forward thinking is necessary; however we do need to plan for the existing conditions.	N/A - Noted response provided to CLC members
59	Sept. 5, 2013	CLC #2	If a wetland is created, is it correct to assume that something was going to happen in front of	The wetland is connected to the CSOs, it is not connected to the gates. There will be a	N/A - Noted response provided to CLC members

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			the gates?	separate sewer to move things to the wetlands, but the gates would still be operating.	
60	Sept. 5, 2013	CLC #2	Alternatives 3 and 4: If the gates were closed, why would you opt to go to the easterly break wall instead of the western one? Why not move the wetlands further west?	That would essentially be Alternatives 1 and 2. Right now we need to provide ongoing operation of the seawall gates. The only thing that could happen if alternative 3 is preferred, we wouldn't necessarily have to make the channel if the gates are decommissioned. Based on the current timelines for the outfall construction, this is considered unlikely.	N/A - Noted response provided to CLC members
61	Sept. 5, 2013	CLC #2	Alternatives 3 and 4: If you built one wall, why do we need the second wall – is that not Toronto Water's issue to manage?	TRCA will be looking at whether the first pieces of work approved would be the headland (to the east) for 2015. The project team needs to start defining the sequencing of construction and we need to work with Toronto Water for best way to do the build out. This project is being undertaken in partnership with Toronto Water. We are looking collaboratively on the best ways to integrate the sediment control structures with the approved and existing infrastructure in the area.	N/A - Noted response provided to CLC members
62	Sept. 5, 2013	CLC #2	Alternatives 3 and 4: Why is the wall that will come out from the peninsula 100 m?	It takes us back to previous options from 2009 – Sediment transport at that depth is most effective.	N/A - Noted response provided to CLC members

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#	Date	Source	Comments and Questions Received	Response	Impact
63	Sept. 5, 2013	CLC #2	Alternatives 3 and 4: Is the east wall intended to control pollution?	Yes, that wall (channel) is built to separate the sea wall gate discharge from the recreational boating areas.	N/A - Noted response provided to CLC members
64	Sept. 5, 2013	CLC #2	Does that point about deflection of pollution mean that if the seawall gates were removed prior to completion of this project, that in alternative 2 you wouldn't need the eastern section?	Correct – if the gates are decommissioned, we do not need the small east breakwater in Alternative 2. There is possibility that we could show the elements of each Alternative as different colours to define when we phase them, this may help clarify how alternative 2 and 3 will be implemented.	Potential construction phasing was completed and presented at CLC Meeting #3. See section 4.4.3.2.
65	Sept. 5, 2013	CLC #2	Alternative 3 feedback: A suggestion was made to use Lakeshore Park in Etobicoke as an example to illustrate how the breakwall would look.	Noted.	N/A - Noted response provided to CLC members
66	Sept. 5, 2013	CLC #2	Feedback on Alternative 3: [Breakwall] much longer than expected	Noted.	N/A - Noted response provided to CLC members
67	Sept. 5, 2013	CLC #2	Feedback on Alternative 3: Another participant commented that they liked this alternative, but that this was dependent on how much dredging could be done before hand to help manage it.	Noted.	N/A - Noted response provided to CLC members
68	Sept. 5, 2013	CLC #2	Evaluation criteria: Currently we have 0-3 in the chart, is it changing?	We need to look at this after we have the results of the water quality modeling to see whether this will change. We will have an update on that at the next meeting.	Project alternatives were assessed against each other and ranked as “preferred”, “not preferred” and “intermediate preferred” as opposed to being assigned numerical scores.
69	Sept. 5, 2013	CLC #2	Looking at some of the evaluation criteria, will a potential bridge to Lake Ontario Park be part of the decision-making criteria? We want to impact them as much as possible, and we want to get rid of the bridge.	There are planning initiatives out there and we need to state how we may affect them.	Impacts on parks planning initiatives (Ashbridges Bay Park, Tommy Thompson Park, and Lake Ontario Park Master Plan) were considered as one of the socio-economic evaluation

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					criteria.
70	Sept. 5, 2013	CLC #2	Regarding the Water Quality modeling, is there anything going to be done at the Lakeshore in terms of assessment?	See slide 33 –There are two points within the basin, one is at the top (north) and the other at the entrance to Coatsworth Cut.	N/A - Noted response provided to CLC members
71	Sept. 5, 2013	CLC #2	Wasn't an EA done for the {treatment} wetlands? Wouldn't that EA have had to include water quality modeling?	Yes, and we're using the basic info, not reinventing that. e We have to add on the impact of the new alternatives (erosion and sediment control structures).	N/A - Noted response provided to CLC members
72	Sept. 5, 2013	CLC #2	How do we interpret the wave modelling as part of the plan to keep sediment out of the bay?	The waves add to the sediment, so the less waves the less sediment.	Wave climate modeling results and impact on alternatives' evaluation clarified in the Environmental Study Report.
73	Sept. 5, 2013	CLC #2	It was discussed at the last meeting, to do some studies within the Bay about where the problem areas are – were those conducted?	We gathered information from stakeholders about where the problem spots are (slide included in CLC#2 presentation). The sediment modelling that we are doing includes the Bay. It only deals with sand sediment, it does not include silt and clay.	TRCA is proposing to expand the scope of their sounding (bathymetry) program in 2014 to investigate the extent of sediment accumulation within the Coatsworth Cut channel and other problem areas that have been previously identified by CLC. This information will help determine the approximate costs that would be associated with expanding the current dredging program. The results of this exercise will be brought to the relevant stakeholders for discussions. It continues to be noted that this is outside of the scope of work for this project and TRCA continues to encourage boat clubs to have discussions with their City of Toronto lease contacts regarding maintenance responsibilities.

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74	Sept. 5, 2013	CLC #2	Is it not better for sediment control with alternative 3?	The differences are very minor.	The fact that all design alternatives are equally effective in terms of providing sediment control is articulated in alternatives' evaluation section 4.3.3.5.
75	Sept. 5, 2013	CLC #2	On pages 22 & 23 there is discrepancy with the water lot diagrams; which one is accurate? One is blue, one is red.	The TRCA will have to follow up regarding which water lot diagram is accurate as one map was created internally and the other by the project consultant.	The most up-to-date property mapping is provided in the Environmental Study Report. It was confirmed that the property lines included on the Alternative concepts was correct.
76	Sept. 5, 2013	CLC #2	Methodology feedback: Suggestion to allow for fractional increments in the criteria; put one decimal place to show minor impacts.	Noted.	Due to the low variability of impacts between the design alternatives, it was determined that ranking them as "not preferred", "intermediate preferred" and "preferred" based on the character of the potential impact would be more suitable than assigning numerical scores.
77	Sept. 5, 2013	CLC #2	Suggestion to include weighting on criteria and seek CLC input on the weighting. Water quality and navigability should have the highest weighting.	The evaluation criteria will be weighted equally. The Class EA framework does require a prescribed approach for the evaluation, but does not dictate a framework for the methodology.	N/A - Noted response provided to CLC members
78	Sept. 5, 2013	CLC #2	Comment that scoring range is preferable to weighting, where scoring should reflect the weight. I.e., if impact/criterion is not as important, it should get a lower score.	Noted.	N/A - Noted response provided to CLC members
79	Sept. 5, 2013	CLC #2	Criteria and process should focus on keeping existing channel navigable and therefore the CLC should not focus on the bridge.	Noted.	N/A - Noted response provided to CLC members
80	Sept. 5, 2013	CLC #2	Consider the two pumps used 50 Point in Grimsby as a potential element in the water circulation solution.	Noted.	N/A - Noted response provided to CLC members

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#	Date	Source	Comments and Questions Received	Response	Impact
81	Nov. 28, 2013	CLC #3	Are you focusing on total phosphorus and <i>E. coli</i> because they're reflective of other elements like copper?	The results of the Water Quality Modeling show that phosphorous, <i>E. coli</i> , copper and total suspended solids all exhibit similar trends. We've decided to focus the presentation on phosphorus and <i>E. coli</i> as the former is a good indicator of aquatic health and the latter determines how safe it is for people to swim.	N/A - Noted response provided to CLC members
82	Nov. 28, 2013	CLC #3	What does PWQO mean and what does the dotted red line on slide 11 represent?	PWQO stands for Provincial Water Quality Objective. A PWQO is a Provincial target, which in the case of <i>E.coli</i> , is set for swimming at beaches. This target is based on whole body immersion in water (i.e. immersion beyond just jumping in and jumping out). The red line represents the level of this target.	N/A - Noted response provided to CLC members
83	Nov. 28, 2013	CLC #3	I was expecting to see water quality in the back of the bay to become worse because of a lack of circulation. There isn't significant flow through those culverts all the time, so what's happening when there isn't any flushing going on?	The water quality modeling results present a season-long average – there could be some spikes at certain times. What these results indicate is that there is not a significant change in overall conditions in the back of the bay.	N/A - Noted response provided to CLC members
84	Nov. 28, 2013	CLC #3	We know that the back of the bay currently does get flushed out – we can see the currents flowing out of the bay. When the CSOs are diverted to the treatment wetland will we still get the same flushing action?	Yes, with the implementation of the treatment wetland there will still be the same flushing action and water quality will also significantly improve. We have done an analysis that shows this but have decided not to focus on it here as we need to plan for existing conditions.	N/A - Noted response provided to CLC members
85	Nov. 28, 2013	CLC #3	I understand that you're saying that water quality is improved by the diversion of the storm sewer outflow (implementation of the wetland associated with the Coatsworth Cut CSO EA) , but it seems like this diversion of this outflow would eliminate any flushing action from the Bay.	There will still be a flushing action from currents moving through the gap, into the Bay and back out through the gap. Water quality is improved because there won't be outflows from the combined storm sewers with <i>E. coli</i> flowing into the Bay.	N/A - Noted response provided to CLC members
86	Nov. 28, 2013	CLC #3	I'm very surprised that there's such a significant difference in water quality between Alternative 3 and the other two alternatives. Why is this the case?	Alternative 3 separates one of the major sources of poor water quality by diverting the sea wall gate outflow away from the Bay.	N/A - Noted response provided to CLC members

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#	Date	Source	Comments and Questions Received	Response	Impact
87	Nov. 28, 2013	CLC #3	<p>On page 16 of the [Baseline Environmental] Inventory, section 1.5 states that the rationale for undertaking this project is to remove sedimentation to make navigation safer. We should expand our thinking on who we are making navigation safer for to include all types of watercraft that use the Bay, including: small, non-motorized sail boats, large sailboats, canoes/kayaks/paddle boards and motor boats. Each of these types of watercraft have different needs in terms of safe navigation. By looking at the gap only as a passage way, we're not thinking fully about the safety of all of these different types of craft. With a narrower gap, paddlers are put back into the mix with large boats when trying to cross through the gap. It will also force watercraft to turn quite sharply to get around the 'island' (i.e. very large sand bar) at Coatsworth Cut. I would suggest the dredging of that 'island'. Safe passage should be for all types of users, paddle craft and small, non-motorized sailboats included.</p>	<p>The report will be reviewed to ensure that it properly captures the variety of recreational boating uses throughout. We will provide more detail in the rationale to reflect the variety of crafts and their differing needs. We have identified in previous meetings that once a solution is implemented for the erosion and sediment control issue we will look at the dredging needs within the Coatsworth Cut navigation channel.</p>	<p>Baseline conditions report was revised to include a detailed list of all recreational boating uses in Ashbridges Bay.</p>
88	Nov. 28, 2013	CLC #3	<p>The channel in the Bay should be maintained. The dredging that is done right now to maintain the channel barely keeps it at Federal minimums.</p>	<p>Agreed. This is why we are looking a implementing a longer term solution. Current dredging efforts cannot keep up with the sediment volume and costs continue to rise on an annual basis.</p>	<p>N/A - Noted response provided to CLC members</p>
89	Nov. 28, 2013	CLC #3	<p>The first paragraph on page 10 of the [Baseline Environmental] Inventory states that this EA is being undertaken in the context of a number of planning initiatives. Is there a list of these planning initiatives anywhere in the Inventory? There are three listed on page 100, but is that the entirety of the projects that are being taken into consideration?</p>	<p>Section 2.2 lists the planning initiatives and studies being considered. There are three approved Environmental Assessments that we need to integrate with and not interfere with – Ashbridges Bay Treatment Plant Individual EA; Coatsworth Cut CSO and Stormwater Outfalls Control Class EA; Don River and Central Waterfront Class EA . Some of the other planning initiatives include the Tommy Thompson Park Master Plan and the Lake Ontario Park Master Plan (see page 19).</p>	<p>N/A - Noted response provided to CLC members</p>

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#	Date	Source	Comments and Questions Received	Response	Impact
90	Nov. 28, 2013	CLC #3	How is access to Tommy Thompson Park being accommodated in this plan?	We would not design something that would preclude access to Tommy Thompson Park being explored by others in the future. Public use opportunities will be explored further in the detailed design stage of the project.	Appropriate City of Toronto Parks, Forestry and Recreation, Toronto Water and TRCA staff were consulted during the development and refinement of design alternatives to ensure that access to Tommy Thompson Park is not precluded.
91	Nov. 28, 2013	CLC #3	The premise of this entire undertaking is remedial action. In the first CLC meeting I made a point that if the amount of sediment coming into the Bay is anticipated to decrease, such that an extensive remedial action as is being considered wouldn't be required. I haven't seen any information how erosion prevention measures being undertaken east of Bluffers Park would impact the total amount of sediment coming into the Bay. If there's no more silt coming in to the Bay from the area around Bluffers Park, is this EA still necessary?	The sediment modeling we've done is based on a reduced supply from current conditions (i.e., it takes into account erosion control measures around Bluffers Park). The supply of sand will never go to zero. Even if it were to go to zero, there is so much sand around Ashbridges Bay that it will continue to circle in even if it's dredged. The remedial solution is designed to keep sediment out of the navigational channel.	N/A - Noted response provided to CLC members
92	Nov. 28, 2013	CLC #3	It seems like that at significantly lower cost (through other projects) it would be possible to reduce sedimentation. It seems like sand coming from the east has declined greatly, and will continue to decline. It seems like this is being done to accommodate future projects in the area around Ashbridges Bay rather than to control sediment within Ashbridges Bay.	See response to Comment 91. Comment noted. The coastal modeling undertaken does not support this assumption (lack of sediment in the future). This EA is intended to be integrated with the other initiatives in the area but it is not facilitating them – they are already approved projects. These previously approved projects could have been implemented without sediment control considered. We feel that this project is the last missing study to be completed in the area to ensure that all of the projects in the area are effectively integrated and continue to support recreational boating in the area along with public use.	N/A - Noted response provided to CLC members
93	Nov. 28, 2013	CLC #3	How is access to Tommy Thompson Park being "not prevented" by this project?	Waterfront Toronto is on our Steering Committee for this project and we are working	N/A - Noted response provided to CLC members

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				with them to ensure that this project does not interfere with potential future plans they have to explore access to Tommy Thompson Park.	
94	Nov. 28, 2013	CLC #3	It seems like a lot turns on the flows coming out of Coatsworth Cut. What fraction of that relates to the seawall gates? They're supposed to be decommissioned at some point. I would like to know how much is coming out of the other outflows that are not going to be decommissioned. How much are issues pertinent to one outflow versus another?	<p>The discharges that immediately affect this area are the bypass at the sea wall, the four storm sewers, other storm sewers further east and others still around the inner harbour. Because a precise timeline on the decommissioning of the sea wall gates has not been established, we're trying to get erosion control structures put in place that accommodates the sea wall gates continuing to discharge for the foreseeable future.</p> <p>The water quality modeling shows that the sea wall gates are a significant contributor to E.coli levels. Once these flows are intercepted with Alternative 3 we see improvements from existing conditions in ABYC marina basin and entrance.</p>	N/A - Noted response provided to CLC members
95	Nov. 28, 2013	CLC #3	Isn't the purpose of the wetlands to take outflow from the storm sewers? What's the point of showing wetlands if we're assuming that outfalls will continue to exist?	That is the purpose of the wetlands, however we do not have a precise timeline for the construction of all of the infrastructure required to make the wetlands fully functional, and that is why we have to plan erosion control structures that accommodates the storm sewer outfalls continuing to discharge into Ashbridges Bay for the foreseeable future.	N/A - Noted response provided to CLC members
96	Nov. 28, 2013	CLC #3	It is difficult to compare [the Alternatives] under the evaluation framework when there are so many criteria. How do you know what the overall ranking of the alternatives are? Simply counting the numbers of green (preferred), yellow (intermediate preferred) and red (not preferred) doesn't take into account different levels of difference within a given criterion, nor does it take into account the weighting of criteria. I would suggest a	Noted. We will not be weighting the criteria but will create a list that shows which alternative was preferred in each of the high level categories.	A summary list specifying the preferred Alternative(s) for each broad category of criteria (e.g., Natural and Physical Environment Criteria) was provided at the Public Information Centre #2 and included in section 4.3.4.

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			simple list that says Alternative 3 came out ahead of Alternatives 1 and 2 on these criteria, and Alternatives 1 and 2 came ahead of Alternative 3 on these criteria. This would be very helpful in providing a quick comparison of the different alternatives.		
97	Nov. 28, 2013	CLC #3	It seems like the evaluation criteria have been significantly influenced by the results of the water quality modeling – which was based on the assumption that all outflows would continue. Once those stop coming into the Bay, there's a very different scenario which would significantly change the evaluation of the alternatives. Under this future scenario, Alternative 1 would become preferred rather than Alternative 3.	Noted. Yes, we have taken into account existing conditions as the timelines for the implementation of the facilities associated with the Ashbridges Bay Wastewater Treatment Plant are unknown. They are all expected to be 10 years plus in the planning cycle and funding is currently unconfirmed.	N/A - Noted response provided to CLC members
98	Nov. 28, 2013	CLC #3	It seems like some criteria could be further disaggregated and then a ranking could be provided on these sub-criteria.	Noted. We will look at how we can roll up this material for the public meeting.	N/A - Noted response provided to CLC members
99	Nov. 29, 2013	CLC #3 Workbook Submission	Aquatic Habitat Impacts criterion: [Alternative 3] Preferred, [as it] has a positive impact on Aquatic Habitat and addresses constant dredging necessary for safe marine traffic.	Noted. Subsequent discussions were undertaken with specialists in this area and they felt that the impact of construction of the alternatives would far out weight the very small impacts dredging has on aquatic habitat. Even with the potential for longer term benefits (habitat improvements integrated into the designs), it was felt that this ranking should remain.	N/A - Noted response provided to CLC members
100	Nov. 29, 2013	CLC #3 Workbook Submission	Species of Interest Impacts criterion: [Alternative 3] should be the Preferred option based on the overall improved impact to aquatic vegetation and fish community.	Noted. Subsequent discussions were undertaken with specialists in this area and they felt that the impact of construction of the alternatives would far out weight the very small impacts dredging has on aquatic habitat. Even with the potential for longer term benefits (habitat improvements integrated into the designs), it was felt that this ranking should remain.	N/A - Noted response provided to CLC members

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101	Nov. 29, 2013	CLC #3 Workbook Submission	<p>Parks – Public Use and Parks Infrastructure Impacts criterion:</p> <p>To me knowing the future plans for the overflow stream from the treatment plant this [Alternative 3] just makes more sense. The over flow would be directed further out into the lake with less chance of making its way back into the Bay / Cut and public areas.</p>	Noted.	N/A - Noted response provided to CLC members
102	Nov. 29, 2013	CLC #3 Workbook Submission	<p>Boat Club Facility and Operations Impacts criterion:</p> <p>[Alternative 3 is] my Preferred option.</p>	Noted.	N/A - Noted response provided to CLC members
103	Nov. 29, 2013	CLC #3 Workbook Submission	<p>Accessibility and Scenic Views Impact criterion:</p> <p>Re: Alternative 3 being ranked as Intermediate Preferred:</p> <p>I believe the benefits far outweigh the aesthetics.</p> <p>Question: How would there be an increase in public access if it were deemed aesthetically undesirable?</p>	<p>Alternative 3 was ranked lower because of the channels potential to have impacts on aesthetics.</p> <p>The reference to an increase in public access in the notes of this criterion was in general for the alternative, not associated with the aesthetic. This text will be clarified.</p>	N/A - Noted response provided to CLC members
104	Nov. 29, 2013	CLC #3 Workbook Submission	<p>Non-motorized Recreational Water Use Impacts criterion:</p> <p>Alternative 1 (Preferred) - Would this not provide the Least sheltered area?</p> <p>Alternative 3 (Intermediate Preferred) - Would this not provide the Largest sheltered area?</p>	<p>Alternative 1 results in most space between the breakwall and Ashbridge's Bay Park.</p> <p>Alternative 3 results in the least amount of space between the breakwall and Ashbridge's Park.</p>	N/A - Noted response provided to CLC members

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105	Nov. 29, 2013	CLC #3 Workbook Submission	Sediment Movement and Unique Landform Impacts criteria: Alternative 3 – my Preferred based on all criteria	Noted.	N/A - Noted response provided to CLC members
106	Nov. 29, 2013	CLC #3 Workbook Submission	Capital and Maintenance Costs criterion: Alternative 3 (ranked Intermediate Preferred) - I still believe this to be the Preferred Alternative. It address's the concerns of erosion. The increased cost will attribute to the growth of the fish communities which ultimately supports Lake Ontario Sport Fishing.	Noted. This criterion considers capital and maintenance cost alone – i.e., in isolation from other impacts/criteria.	N/A - Noted response provided to CLC members
107	Nov. 29, 2013	CLC #3	Though filling immediately west of the middle breakwall is not part of Ashbridges Bay EA, it should be considered. If the fill is added, [impacts on birds and fish habitat] will change [from what is currently considered in the evaluation].	If the comment refers to Phase 6 on the potential construction maps, this was shown as a future consideration only when the seawall gates are decommissioned. If it was to be implemented, an amendment to the EA would have to be undertaken with public consultation and the impacts of doing so would need to be assessed at this time.	N/A - Noted response provided to CLC members
108	Nov. 29, 2013	CLC #3	Consider impacts of Alternative 3 separately for each side of the middle breakwall.	Noted. Will look at how we can effectively capture this so as not to bias Alternative 3 but all evaluations will be based on the existing conditions. See comments in #107.	N/A - Noted response provided to CLC members
109	Nov. 29, 2013	CLC #3	Consider the potential for a lookout point.	Noted. Appropriate City of Toronto, Toronto Water and TRCA staff are being consulted to ensure that public access is not precluded. Details such as the lookout point(s) location(s) and/or access path/trail routing are part of the project detailed design stage.	N/A - Noted response provided to CLC members
110	Nov. 29, 2013	CLC #3	[Another CLC member] noted that when the other water quality projects (re-routing of outfalls, wetland, etc.) are implemented, there would be no need for the middle breakwall in Alternatives 3 or 2. Alternative 1 provides the	Noted. In the cost section of the evaluation it is detailed that there is an expectation that the cost of Alternative 1 and 2 would be equivalent to 20 years of dredging and Alternative 3 would be 30 years of dredging. All structures are	N/A - Noted response provided to CLC members

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			largest basin for watercraft users and presumably water quality would no longer be a major issue. Perhaps an analysis is required of the costs of dredging until the other projects are done versus building the middle breakwall in Alt 2 and 3. Obviously if Alternative 1 was chosen, users of the basin would need to "tolerate" the poor water quality until it was implemented.	<p>expected to provide 20 plus years of dredging relief. This would mean that over time Alternative 1 and 2 would be equivalent to the ongoing annual dredging efforts.</p> <p>The middle breakwater costs are expected to be approximately \$5 million dollars which would be approximately 10 years of dredging (taking into account expected annual increases - \$500,000 a year).</p>	
111	Nov. 30, 2013	CLC #3	<p>[Regarding] the comparison of the weight of the different options:</p> <p>While I believe I understand the argument and do give it merit, its impact on this document is minimal. I do not believe there are any issues being compared that are so biased in weight that it would distort the conclusions being reached.</p>	Noted.	N/A - Noted response provided to CLC members
112	Nov.30, 2013	CLC #3	[Regarding] the more favorable weight for option 3 was based on the circumstances as they exist today. That if other projects were to be completed such as the diversion of the storm sewers this more favorable weighting may no long be true. I believe the Committee is obliged to work in real time and can only deal with the information as exists at this time. I understand the information about these projects exists, however there are no time lines for their completion. Therefore the committee can only use this information to determine if these projects would negatively impact the options under review. We cannot assume a positive impact from a project that at present doesn't exist.	Noted.	N/A - Noted response provided to CLC members
113	Dec.11, 2013	CLC #3	The picture of the outer bay where the Ashbridges Bay Yacht Club docks are located is out of date and doesn't show the newest configuration of docks. If the picture cannot be	Noted. We will continue to try to get updated aerial photography so that the new dock areas are shown. For now, we will take the suggestion of marking it on the map manually.	The approximate extent of the docks was outlined and shown on appropriate maps/figures.

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			updated in future versions of the report then I would ask that a notation accompany the picture indicating that the dock configuration shown is old/incorrect.		
114	Dec. 11, 2013	CLC #3	<p>The body of water that will be created by the new seawalls should be more clearly defined in dimensions so evaluators may consider the water access safety issues.</p> <p>To that end, based on input of others at the meeting, TRCA should explain in detail what final dredging will take place to make the entire body of water navigable. Given the volume and variety of watercraft that will use this area depth and breadth will be a very important component of the final solution.</p>	<p>Noted. Dimensions will be provided on the Alternative map as part of the ESR and available at the PIC for those interested.</p> <p>TRCA is proposing to expand the scope of their sounding (bathymetry) program to investigate the extent of sediment accumulation within the Coatsworth Cut channel and other problem areas that have been previously identified by CLC. This information will help determine the approximate costs that would be associated with expanding the current dredging program. The results of this exercise will be brought to the relevant stakeholders for discussions.</p>	<p>A map showing the dimensions of the basin created by Alternative 3 was created and made available at PIC#2 and in the Environmental Study Report.</p> <p>Dredging beyond the navigational channel will continue to be explored and discussed with key stakeholders in the detailed design component of this project.</p>
115	Dec. 11, 2013	CLC #3	In my opinion option 1 is the best solution provided the City Works department follows through with the new outflow and storm water runoff projects within the next 5 years. Option 1 would be the most cost effective of the three options presented to date. It would also be the least impactful on the sea bed.	Noted. It is known that the projects associated with the outfall and CSOs will NOT be implemented in the next 5 years.	N/A - Noted response provided to CLC members
116	Nov.29, 2013	CLC #3	<p>While I understand that this is based on the Ashbridges Bay Erosion and Sediment Control, for me it is hard not to consider the other long term effects / benefits that will come into play once the Water Treatment Plant does its thing.</p> <p>I believe that all will agree Alternative #3 to be the "Most Preferred".</p>	Noted.	N/A - Noted response provided to CLC members
117	Dec.10, 2013	CLC #3	<p>BEI:</p> <p>The rationale on page 16 does not adequately</p>	Noted. This section will be reviewed and input incorporated where possible. TRCA is obliged to meet federal navigation guidelines for the	TRCA is proposing to expand the scope of their sounding (bathymetry) program to

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			explain the need for a navigational channel and additional safe deep water beside it for non-motorized craft, hence the need for dredging of the total opening of the Cut. Without that, the risk to safety of those in small boats, being directed into this narrow passage, is very serious. Canoes and kayaks attempt to stay out of the marked channel but can't do so if the sediment islands prevent it.	channel into Ashbridges Bay but understand there are a number of user groups using this area and public safety is imperative.	investigate the extent of sediment accumulation within the Coatsworth Cut channel and other problem areas that have been previously identified by CLC. This information will help determine the approximate costs that would be associated with expanding the current dredging program. The results of this exercise will be brought to the relevant stakeholders for discussions. It continues to be noted that this is outside of the scope of work for this project and TRCA continues to encourage boat clubs to have discussions with their City of Toronto lease contacts regarding maintenance responsibilities.
118	Dec. 10, 2013	CLC #3	BEI: Page 20 mentions a waterfall - what does this mean?	Noted. This was an error and a correction has been made.	Correction made in Environmental Study Report.
119	Dec. 10, 2013	CLC #3	BEI: The listing of plates 7&8 as Coatsworth Cut is inaccurate.	Noted. A note has been included.	N/A - Noted response provided to CLC members
120	Dec. 10, 2013	CLC #3	The naming of Ashbridges Bay in some of the reports as Coatsworth Cut needs changing.	Noted. Corrections will be done where necessary.	N/A - Noted response provided to CLC members
121	Dec. 10, 2013	CLC #3	Property ownership in Ashbridges Bay: The Nov. 28 workbook shows the line down the centre of the Bay with virtually little access out of the Bay - rather worrisome for boat club owners.	Noted. The property lines were reviewed and it was confirmed that the lines on the alternatives are correct. It should be noted that this does not mean that the stormwater conduit for the treatment wetland/CSOs is expected to not take up all of the waterlot. Detailed design for this project is not yet underway.	Property boundaries were reviewed and found to be accurate.

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#	Date	Source	Comments and Questions Received	Response	Impact
122	Dec. 10, 2013	CLC #3	<p>Safe Boat Passage criterion:</p> <p>None of the alternatives are preferred without attention to the sediment. The comments as stated only seem to be applicable to large motorized craft. So this area of comments needs expansion.</p>	<p>Noted. The safe boat passage looks at all vessels. There is a non-motorized water use criterion within the evaluation that accounts for the specific needs of smaller watercraft.</p>	N/A - Noted response provided to CLC members
123	Dec. 10, 2013	CLC #3	<p>Non-motorized [Recreational] Water Use Impacts criterion:</p> <p>Alternatives are preferred only if the slope on the eastern side of the east breakwall is designed to absorb and not reflect wave action and is of sufficient height and width to allow planting, again to act as a wind deflector.</p>	<p>Noted. The breakwaters are currently not being designed to allow for planting. There will be consideration given to the creation of habitat structures on the isolated breakwater for shorebirds, however. In terms of wave refraction, the side slopes coastal breakwater structures are commonly designed at 2h:1v which reduces wave reflection.</p>	N/A - Noted response provided to CLC members
124	Feb. 6, 2014	PIC #2	<p>The issue of erosion seems to be coming from east to west. I would like to see a solution for the area of Bluffers Park – where that sediment seems to be causing problems at Ashbridges Bay – both areas seem the issue.</p>	<p>Some of the sediment supply accumulating at Ashbridges Bay is coming from the Scarborough Bluffs from both the western and eastern sides of Bluffers Park. Detailed coastal modeling at Bluffers Park has not been undertaken and is outside of the scope of this project so we are unable to comment on the nature of the issue within this basin.</p>	N/A - Noted response provided
125	Feb. 6, 2014	PIC #2	<p>When the City of Toronto's Treatment Wetland is implemented the Combined Sewer Outfalls will no longer discharge into Coatsworth Cut. I would expect that there will be no circulation or 'flushing' in the Cut and the water will become stagnant.</p>	<p>The Coatsworth Cut CSO and Stormwater Outfalls Control Municipal Class EA included a concept for the City of Toronto's Treatment Wetland. The EA notes that a water circulation system is proposed to be included as part of the detailed design for this facility to promote circulation or the overturn of water in Coatsworth Cut. This system could involve the pumping of offshore water from Lake Ontario to a man-made 'waterfall' where the outfalls are currently located. The detailed design of the wetland is not part of the Ashbridges Bay Erosion and Sediment Control EA.</p>	N/A - Noted response provided and provided to appropriate City of Toronto (Toronto Water) staff.

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#	Date	Source	Comments and Questions Received	Response	Impact
126	Feb.14, 2014	PIC #2 E-mail Comments	What can we do to get these projects [associated with the Ashbridges Bay Wastewater Treatment Plant] a higher priority within the works project planning and approval process so they are accelerated and scheduled sooner?	Comment passed on to appropriate City of Toronto staff.	N/A - Noted response provided to individual. See correspondence included in Appendix J of the Environmental Study Report.
127	Feb. 14, 2014	PIC #2 E-mail Comments	<p>As Commodore of Ashbridges Bay Yacht Club and with the interests of all boaters and users of the cut and bay I also want to make you aware of the impact that the proposed wetlands project and sediment control breakwall will have on our junior and dinghy sailing school, race program and safe water access through Coatsworth Cut. We have used the outer bay for our Youth Sailing School for over 50 years. We regularly hold dinghy and small boat races on this body of water. Other clubs (sailing, paddling) use this area for training too. The proposed changes will mean a major change in how we conduct these programs. Among other things it will increase our costs for safety support and rescue.</p> <p>We would urge the TRCA and Works/Water department to continue to work collaboratively to ensure that the final engineering design of the Sediment Control Breakwalls and Wetlands area water lot maximize the size what will become an inner bay west south of Coatsworth Cut and West of the southern-most peninsula of the parkland.</p>	<p>The impacts of the junior and dingy sailing school were captured in the evaluation of the alternatives. The City of Toronto has approved facilities that will be implemented in this area which will mean that some of the sailing areas traditionally used for these programs would need to be relocated. The erosion and sediment control structures do impact these programs but the major factor is the increase the travel time required for sailors to get to open water.</p> <p>Ensuring the on-going operation of the sea wall gates and the implementation of the other approved City of Toronto facilities, while not negatively impacting the water quality in the area provides restrictions on the width of the basin (space between the eastern breakwater and the existing land base). Moving the eastern breakwater (and the channel) any further west would mean the relocation of the approved facilities further from the areas they service (combined sewer overflows in Ashbridges Bay and the Ashbridges Bay Wastewater Treatment Plant) and outside of the City's waterlot, into deeper water. This would cause technical challenges and greatly increase the cost of implementing these facilities.</p>	N/A - Noted response provided to individual. See correspondence included in Appendix J of the Environmental Study Report.

#	Date	Source	Comments and Questions Received	Response	Impact
128	Feb. 14, 2014	PIC #2 E-mail Comments	[Also] that TRCA be funded to do a final dredge of the entire area to make the area (south of the cut, the cut itself and north to the public launch) safe for navigation and use by all boaters (paddlers, dinghies, small sailing and power boats).	Noted.	TRCA is proposing to expand the scope of their sounding (bathymetry) program to investigate the extent of sediment accumulation within the Coatsworth Cut channel and other problem areas that have been previously identified by CLC. This information will help determine the approximate costs that would be associated with expanding the current dredging program. The results of this exercise will be brought to the relevant stakeholders for discussions. It continues to be noted that this is outside of the scope of work for this project and TRCA continues to encourage boat clubs to have discussions with their City of Toronto lease contacts regarding maintenance responsibilities.

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#	Date	Source	Comments and Questions Received	Response	Impact
129	Feb.14, 2014	PIC#2 E-mail Comments	<p>As a Beach resident living across from the Harris Water Treatment plant I was able to participate in a Community Advisory Committee led by the Plant/Project Manager from 2004-11. This liaison process proved very helpful to the neighbourhood and plant staff learned that the community was very supportive and constructively helpful. Based on this experience I would ask for your assistance doing something similar as the other water/works projects become funded and scheduled. I recommend that the Plant/Project Manager(s) be directed to form a community advisory committee to keep the users of Ashbridges Bay informed and involved in the decision process of relating to final design, construction especially anything that will impose an imposition on the safe navigation and use of the outer bay, Coatsworth Cut and the inner bay whether for a day or more in duration.</p>	<p>The CLC for the current EA will be asked to continue to meet through the detailed design process for the landform (the three EAs in the local area combined) and additional stakeholders will be invited to attend. It is expected at this time that this group would remain active throughout the construction of the landform.</p>	<p>N/A - Noted response provided to individual. See correspondence included in Appendix J of the Environmental Study Report.</p>

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#	Date	Source	Comments and Questions Received	Response	Impact
130	Feb. 20, 2014	E-mail Comments	<p>Loss of the sheltered area west of ABYC: The most violent wave conditions arise in Easterly winds, where 4-6 foot waves are common. The current geography provides a large open area sheltered from winds and waves. This area serves as a safe operating zone for the ABYC sailing school when strong winds from the east create conditions further offshore that are dangerous for learn to sail programs. ABYC sailing school staff also have the advantage of being able to monitor on the water classes from shore as these classes can operate in a safe manner close to the existing entrance to the club. Without the use of this area, classes will have to be split based on their skill levels, with more time spent on land rather than sailing. This would likely increase staffing requirements by 2-3 instructors. This sheltered area also provides a safe zone for private boats that are arriving to decelerate and douse their sails, maneuvers that can be much more dangerous and complex when undertaken either in unsheltered waters or inside a channel.</p>	<p>The implementation of the City of Toronto's approved facilities is responsible for the loss of this area. The erosion and sediment control structures have been designed to take into account the implementation of these projects.</p>	<p>N/A - Noted response provided to individual. See correspondence included in Appendix J of the Environmental Study Report.</p>

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#	Date	Source	Comments and Questions Received	Response	Impact
131	Feb. 20, 2014	E-mail Correspondence	<p>Major increase in time/complexity to access the lake from ABYC: The current harbor configuration allows the sailing school to rig and launch their boats with short distance to go to access the lake, approximately 100 metres. The addition of the breakwall will dramatically increase the travel distance for all boats to access the lake. This will reduce productive sailing time for the sailing school, a loss estimated between one and one and a half hours per day given that classes leave harbor in the am, return for lunch, and leave and return for an afternoon session as well. This also will result in multiple times per day when 30-40 unpowered sailing school dinghies will be navigating the length of the breakwall, while sailboats under power and motorboats will be also using the channel to access the various clubs behind the breakwall.</p> <p>In North-West winds, young, novice sailors will find it challenging to tack back and forth in a narrow channel, especially when sharing it with other traffic. This will increase the number of instructor boats necessary, or reduce the sailing time for students as they must be towed out to the lake and back. In addition ABYC has an adult dinghy racing program that runs on weeknights, and the increased transit time to access the lake for this program will affect its viability.</p> <p>Participants in the adult racing program arrive shortly after office hours in the early evening, quickly rig the boats and races run until dusk. A long channel means that races must start later, and end earlier so that the boats can be off the water before dark. Anything done to increase the space in the channel will reduce the congestion in this area, and make it easier for un-powered boats to tack in varying winds. Increasing the amount of bow (curve) in the breakwall towards the West, and putting the discharge area from the spillway under the to-be-built sewage treatment expansion would certainly help.</p>	Noted	N/A - Noted response provided to individual. See correspondence included in Appendix J of the Environmental Study Report.

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#	Date	Source	Comments and Questions Received	Response	Impact
132	February 20, 2014	E-mail Correspondence	<p>On an ongoing basis, the ABYC sailing school will incur increased costs to provide the same services. Please let us know how Toronto and the TRCA can assist us with this.</p> <p>Providing a small beach or jetty/dock, with a porta-potty, shelter for shade, and a picnic area, on the breakwall or the new area sewage treatment area, could reduce the amount of travel time required for our sailing school students by allowing them to take a lunch break without having to sail back and forth along a half kilometer breakwall. This facility would also assist the canoeists and kayakers from our neighbouring clubs.</p>	<p>At this time the eastern breakwater is not being designed to accommodate public access for safety and cost reasons, along with the potential for habitat enhancements to be considered as part of the detailed design. Public use will be further explored in the detailed design process for the landform and options for shelter/picnic areas will be explored in consultation with the broader public and stakeholders.</p>	<p>N/A - Noted response provided to individual. See correspondence included in Appendix J of the Environmental Study Report.</p>

#	Date	Source	Comments and Questions Received	Response	Impact
133	Feb. 27, 2014	E-mail Correspondence	<p>There is a current that transports sediment into the Ashbridges Bay area as bottom load, mostly in traction rather than suspension. It is clear to me that there are separate forces at play that move the sediment into the mouth of our harbour. It is my view that any engineered solutions that fail to take into account this dynamic geological system are bound to fail. One key aspect of this conveyor system is that the sediment is not generally visible in the water column, which I take to indicate the sediment is not in suspension – this needs to be confirmed as it offers some interesting alternative solutions. Have those involved with the sediment Control Project collected any data concerning the transport of sediment in the western beaches and Leslie Spit area? Has historical sedimentation data been assembled and reviewed? Has any test work been carried out to actively study the movement of sediment in the bay area?</p>	<p>A professional coastal engineer was retained as part of the EA project team. To characterize sediment transport in the study area, several types of data were used and a number of modeling exercises were carried out. Sediment transport studies, including historical data review, were conducted as part of determining the area existing conditions. Relevant parts of the existing conditions report are attached for your interest. The data sets examined included bathymetry data (section 3.2.1.11), wind data and lake water level data (section 3.2.1.10). Modelling included off-shore and near-shore wave climate modelling (section 3.2.1.12), sediment transport descriptive model (section 3.2.1.13.3) and sediment modeling for a typical storm (section 3.2.1.13.4).</p> <p>Design wave conditions, nearshore lakebed elevation changes and representative storm modeling results for the three project alternatives considered were presented in the Public Information Center #2 (February 6, 2014). The relevant panels are attached (all panels are available at: www.trca.on.ca/ashbridgesbayproject_ea). The complete existing conditions report as well as the detailed description of investigations carried out to determine the impact of each alternative on sediment transport in the area (report currently being finalized) will be included in the project Environmental Study Report.</p>	<p>N/A - Noted response as well as the report detailing the coastal modelling undertaken provided to individual. See correspondence included in Appendix J of the Environmental Study Report.</p>

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#	Date	Source	Comments and Questions Received	Response	Impact
134	Feb. 27, 2014	E-mail Correspondence	In respect to sediment disposal, I've always wondered what basis is used as a measure whereby dredged sediment is taken by truck at great cost to precious landfill sites for disposal. Is there any scientific basis for treating the sediment as if it were toxic waste? If not, the City should be looking at alternative measures for putting the sediment back on the bottom in much deeper water.	<p>Options for disposal of dredged sediment are linked to the sediment quality. In the past, the sediment dredged from Coatsworth Cut has met the Ministry of the Environment's (MOE) <i>Parkland Criteria</i>. To achieve this soils must meet MOE Tables 2 or 3 (depending on the site) standards for soils for Residential Land Uses found in the "<i>Soil, Groundwater and Sediment Standards for use Under Part XV.1 of the Environmental Protection Act (April 15, 2011)</i>". Meeting this criteria has allowed sediment from Coatsworth Cut to be used at Tommy Thompson Park opposed to being transported great distances.</p> <p>The transport associated with the disposal of sediment is a major factor in undertaking dredging. During the construction of the erosion and sediment control structures for this project we will be looking at ways that any future dredged sediment can be disposed of on the project site. This would be contingent on the sediment meeting the MOE's <i>Confined Lakefill</i> criteria (Table C-1 Confined Fill Guide Parameter List - "<i>Fill Quality Guide and Good Management Practices for Shore Infilling in Ontario, March 2011</i>") or the <i>Parklands Criteria</i> (above), dependent on the site identified.</p>	N/A - Noted response provided to individual. See correspondence included in Appendix J of the Environmental Study Report.
135	March 6, 2014	PIC #2 Mailed Comments	While we greatly lament that the Lake Ontario Park Master Plan, which was a logical and inspiring vision for the Bay area, will not be built, we recognize that Alternative 3 is the best of these presented.	Noted.	N/A - Noted response provided to individual. See correspondence included in Appendix J of the Environmental Study Report.

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#	Date	Source	Comments and Questions Received	Response	Impact
136	March 6, 2014	PIC #2 Mailed Comments	As I have stated several times, I'd like to see the final report include a written acknowledgement that safe navigation for all non-motorized craft away from the designated channel is of equal importance to that of these boats using the channel and hence the necessity of including dredging for safe passage of the non-motorized craft in the final plan.	TRCA is investigating the costs of expanding the dredging program at the Coatsworth Cut channel. Funding will be pursued to do a comprehensive dredge of the mouth when the solution for the erosion and sediment control issue is implemented. Dredging beyond this area (in the northern end of Ashbridges Bay is currently not being considered. It would be an extremely costly undertaking. Boat clubs have been encouraged to speak to their City of Toronto lease liaison to discuss responsibilities for dredging within their leased areas. . It continues to be noted that this is outside of the scope of work for this project and TRCA continues to encourage boat clubs to have discussions with their City of Toronto lease contacts regarding maintenance responsibilities.	N/A - Noted response provided to individual. See correspondence included in Appendix J of the Environmental Study Report.

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#	Date	Source	Comments and Questions Received	Response	Impact
137	Oct. 8, 2014	ESR Draft Review - Comments	I've just finished reading the Draft Environmental Study Report (ESR) for the Ashbridges Bay Erosion and Sediment Control Conservation Ontario Class Environmental Assessment. I found the report to be a very factual and accurate representation of the past-present EAs conducted on the Ashbridges Bay and surrounding areas of Eastern Toronto. The findings and recommendations also accurately recount the process and fairly represent the public advisory input. As the representative from the Ashbridges Bay Yacht Club participating on the Public Advisory Committee I support the findings and recommendations of the report. I am looking forward to further participation in the detailed planning process and other opportunities related to this and other projects that may impact Ashbridges Bay and the Eastern Beaches of Toronto.	Noted.	N/A