

Frenchman's Bay Harbour Entrance Class EA

**Public Information Centre #2
May 5, 2009
Participant Workbook**

Feedback on the Preferred Alternative

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Frenchman's Bay Harbour
Entrance Class EA



Frenchman's Bay Harbour Entrance

Project Location

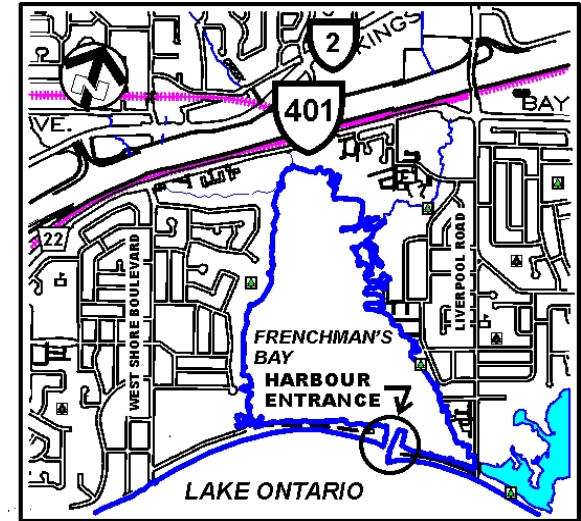
Frenchman's Bay is located on the north shore of Lake Ontario in the City of Pickering, in the Region of Durham. Frenchman's Bay is home to a number of boating clubs and marinas and has provided a natural calm water harbour for over a century. The harbour entrance is located at the mid-point of a natural beach bar separating Frenchman's Bay from Lake Ontario.

Project Purpose

The project is being developed in direct response to an identified problem with the harbour entrance. The project will result in the creation of a safe harbour entrance that supports the marine function of the Bay, while preserving or enhancing the ecological conditions of the Bay. The project will consider opportunities for improved public amenities, waterfront access, and trails.

Study Area

The local study area focuses on the harbour entrance to Frenchman's Bay. While the regional study area includes Frenchman's Bay watershed, the coastal zone between East Point Park and the Pickering Nuclear Station, as well as the Rouge River and Petticoat Creek tributaries to Lake Ontario.



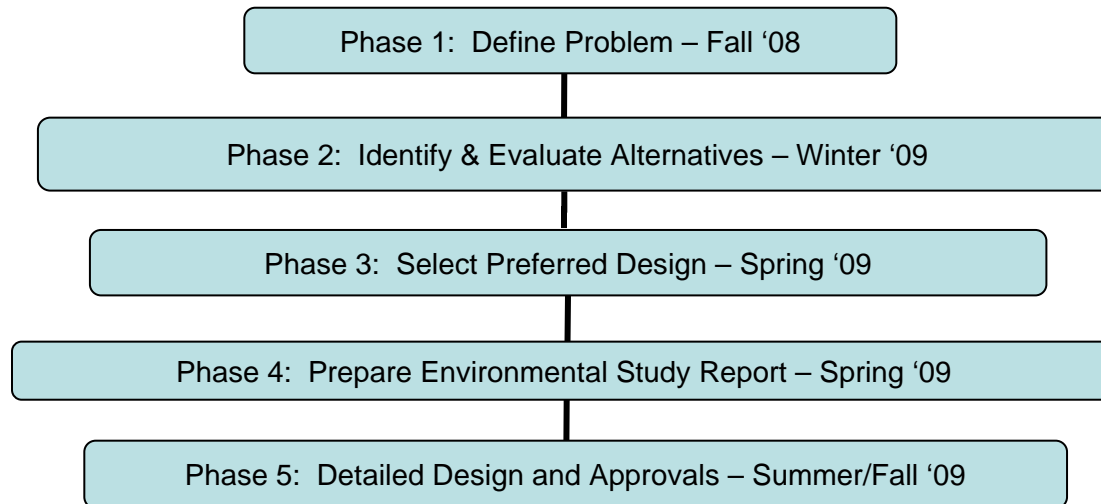
Frenchman's Bay Harbour
Entrance Class EA



Environmental Assessment

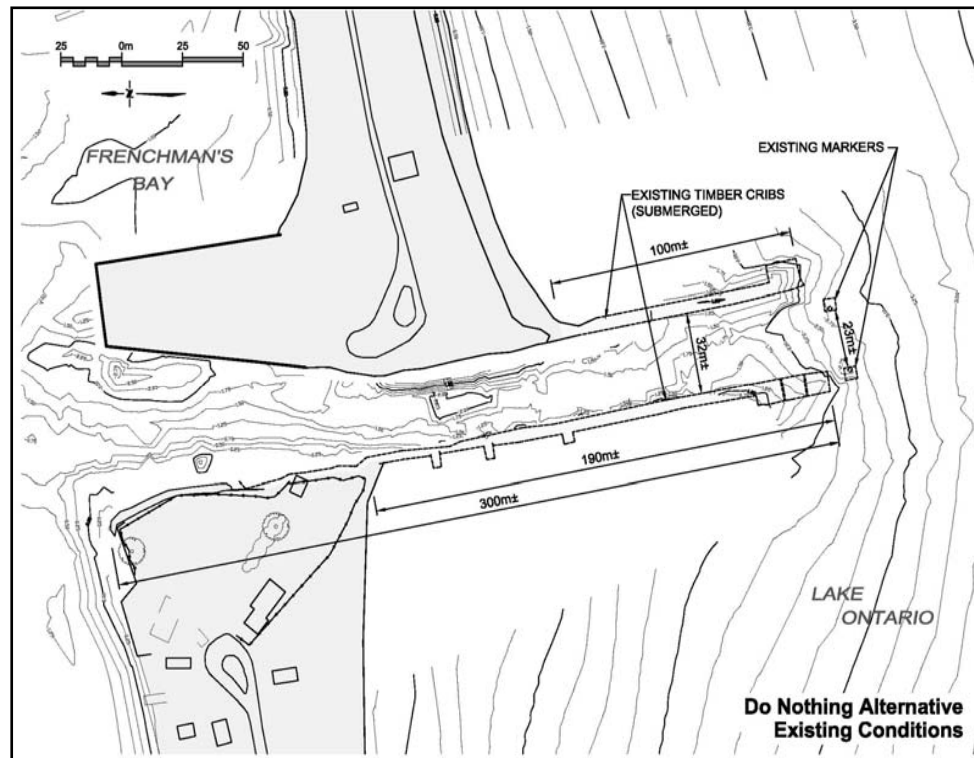
The Frenchman's Bay Harbour Entrance project is being conducted in accordance with the Municipal Engineer's Association (MEA) Municipal Class EA, an approved process under the *Environmental Assessment Act* (R.S.O.), 1990 that allows municipal proponents to meet the requirements of the Act for municipal infrastructure projects. Following the approved MEA Class EA process for Schedule C projects, the City of Pickering is the project proponent, while TRCA is acting as project manager. In addition to the Class EA process, an environmental screening under the *Canadian Environmental Assessment Act* (CEAA) will be triggered in response to the potential environmental impacts that the physical work will produce pursuant to the federal *Fisheries Act* and *Navigable Waters Protection Act*, as well as potential for Federal funding that may also be used to implement the project.

In 2004, the Canadian and Ontario governments reached an agreement on EA cooperation which created an administrative framework for federal-provincial cooperation on projects subject to both the federal CEAA and the provincial EA Act. This coordinated process is outlined below.

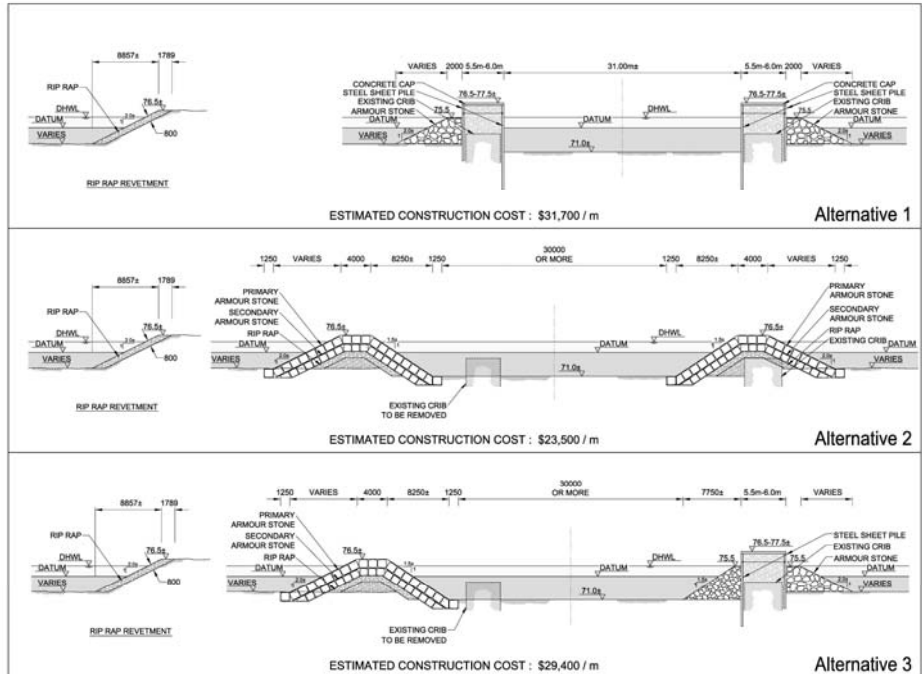
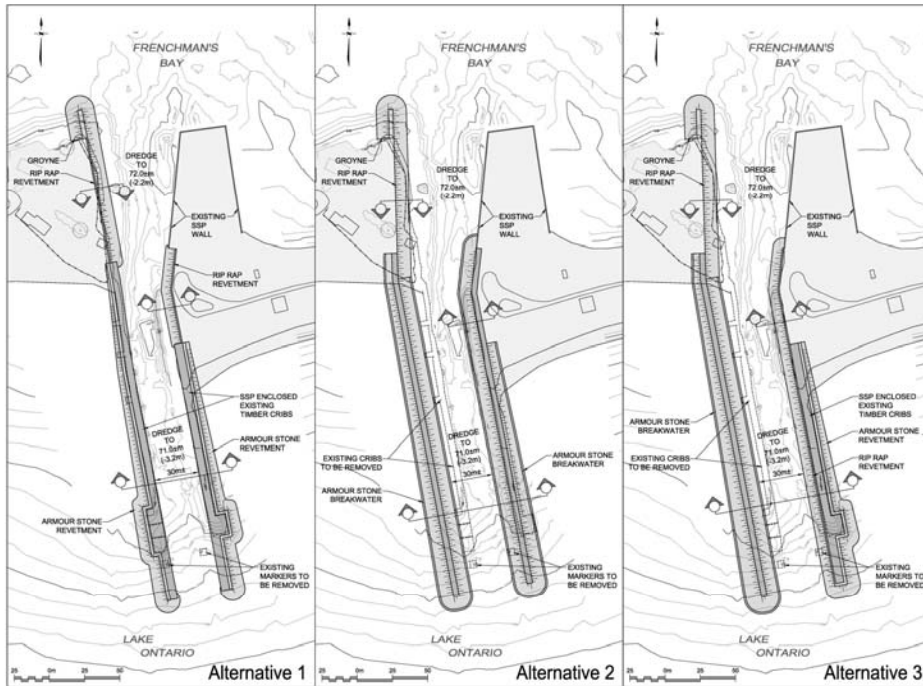


Phase 1: Define Problem

- Breakwaters have deteriorated and need replacement.
- Breakwaters are not visible during high water levels and storm conditions.
- Channel is too narrow and shallow to allow safe navigation.
- Sediment deposits in channel requiring ongoing maintenance.
- Changing water currents and waves create hazardous conditions for boaters.
- Entrance deters visiting or new boaters.



Phase 2: Identify and Evaluate Alternatives



Evaluation Criteria

TECHNICAL CONSIDERATIONS

Create Safe Harbour Entrance

- Ensure public safety.
- Allow safe boat passage between Lake Ontario and Frenchman's Bay.
- Reduce sediment deposition within channel.
- Design structures to withstand coastal processes.
- Consider future impact of climate change.

NATURAL ENVIRONMENT

Preserve/Enhance Ecological Conditions

- Ensure no net loss of aquatic habitat.
- Protect sensitive terrestrial habitat and species of interest.
- Maintain warm water fishery within Frenchman's Bay.
- Prevent or minimize negative water quality impacts.
- Preserve unique habitats and landforms e.g. wetlands, beach and dunes.

SOCIO-ECONOMIC ENVIRONMENT

Enhanced Tourism Opportunities and Commercial Linkages

- Ensure no negative impact to existing infrastructure, facilities, and surrounding community.
- Create opportunities for business and employment.
- Enhance local tourism opportunities.

CULTURAL ENVIRONMENT

Improved Public Amenities, Waterfront Access, and Trails

- Provide waterfront access to improve recreational use of shoreline.
- Promote recreational use of Lake Ontario and Frenchman's Bay.
- Explore opportunities for new trails and connections and other public amenities.
- Improve waterfront aesthetics, scenic views, and vistas.

FEASIBILITY AND COST

- Determine capital and maintenance costs.
- Consider impact on other projects.
- Identify land requirements.



Results of Evaluation

All reasonable and feasible alternative solutions to address the problems with the harbour entrance have been considered. Four alternatives, including a “do nothing” alternative, which illustrate the need to undertake physical improvements to the harbour entrance were evaluated, giving specific consideration to the positive and negative impacts on the existing physical, biological, socio-economic, and cultural environments, as well as technical concerns, cost and feasibility. Mitigating measures were also considered for each alternative.

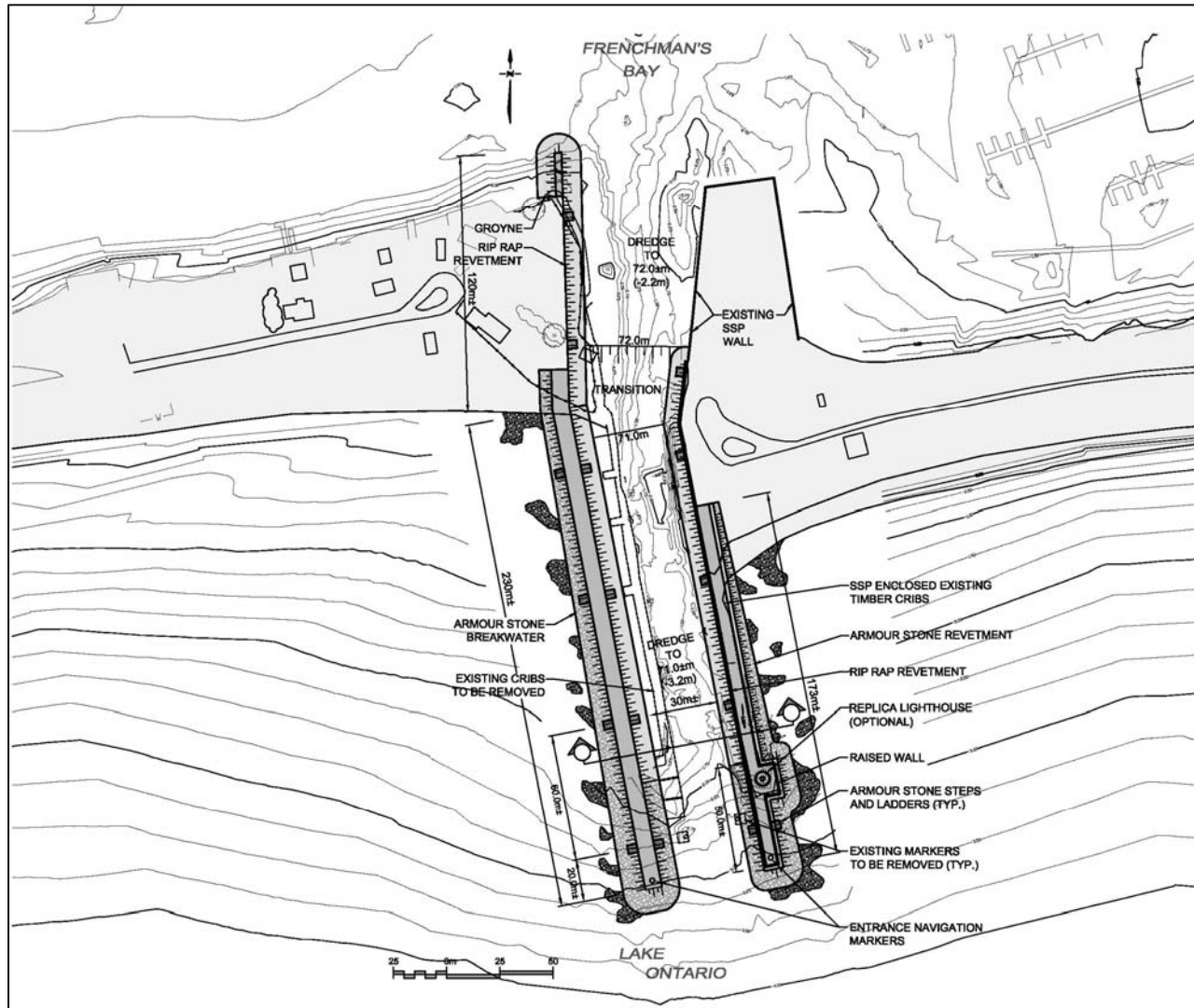
Through the evaluation process, Alternative 3 demonstrated the most positive outcome for the following key considerations: Safe Harbour Entrance, Ecological Conditions of Frenchman’s Bay, Tourism and Commercial Linkages, Public Amenities, Waterfront Access and Trails.

Based on the feedback received through the public consultation process to date, Alternative 3 has been refined to address comments related to the following:

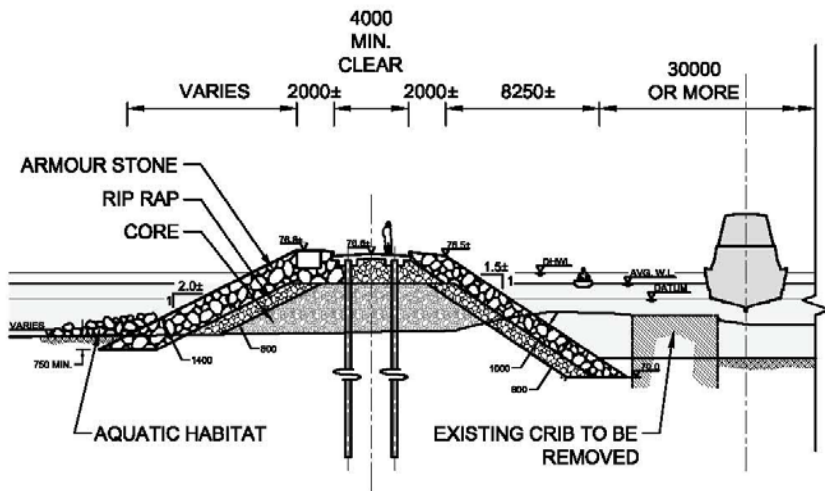
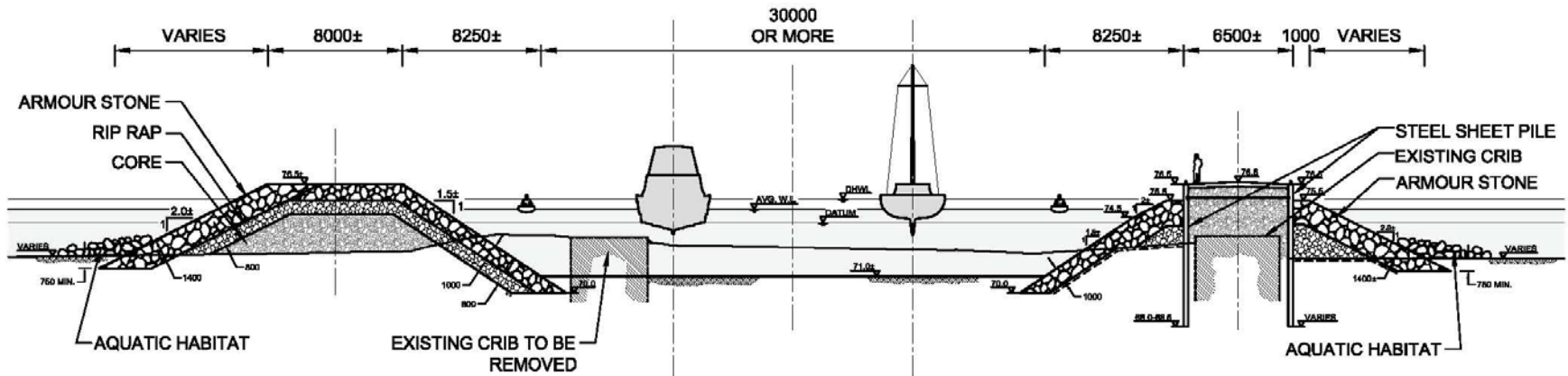
- Safety of pedestrians on breakwaters e.g. life saving equipment, ladders, physical barriers not susceptible to ice damage.
- Navigation lights (two light system preferred by boaters).
- Fishing access.
- Paddling space for canoes and kayaks within the channel.
- Fish habitat improvements.
- Option for historical lighthouse to encourage tourists.
- Trail connections to east and west spits.
- Other public amenities such as seating and interpretive signs.



Preferred Alternative – Site Plan



Preferred Alternative – Cross-section



Option for formal pedestrian access on western breakwater.

Public Access

Public access is provided on both the east and west breakwaters. Informal public access is available on the west breakwater consistent with the natural park development theme outlined in the approved Rotary Frenchman's Bay Park West master plan, which focuses on the park's sand beaches, dunes and natural waterfront vistas.

On the east breakwater, a concrete walkway and associated public use features provide formal pedestrian access consistent with the existing public amenities and community character on the east side of Frenchman's Bay. The proposed public use features compliment Millennium Square and the nautical village located at the foot of Liverpool Road, designed with shops, restaurants, cafes and other public amenities to attract waterfront visitors and tourists.

There have been discussions about providing formal public access on the west breakwater as well – for an estimated cost of over \$500,000.

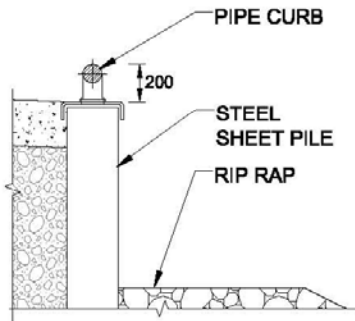
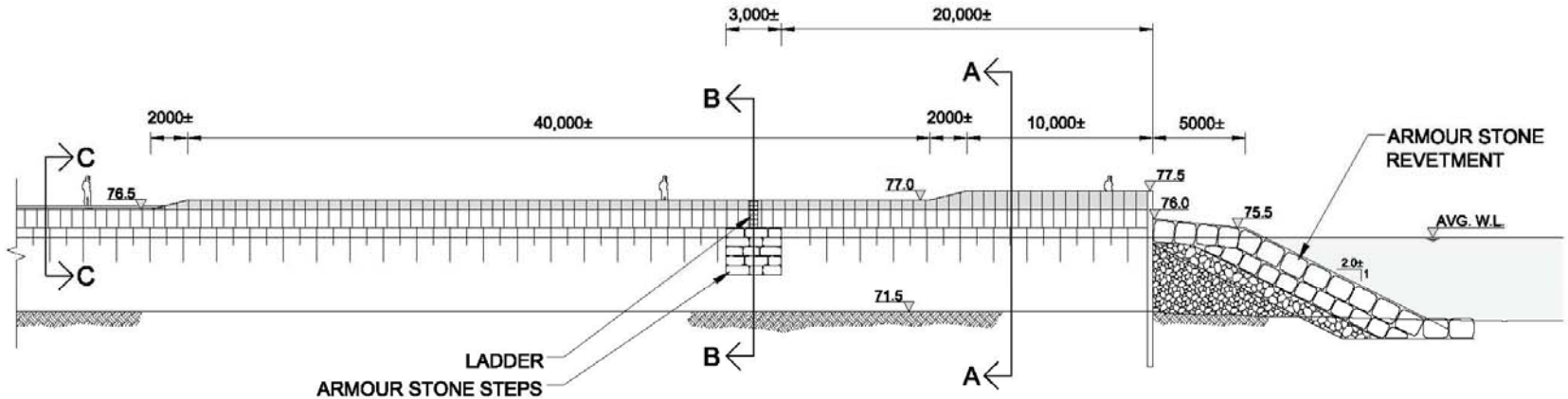
Please tell us what you think about the public access as described?



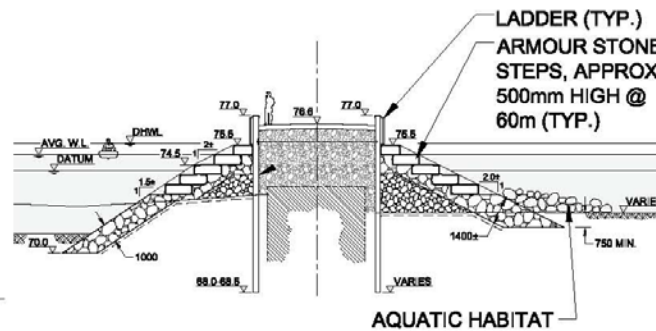
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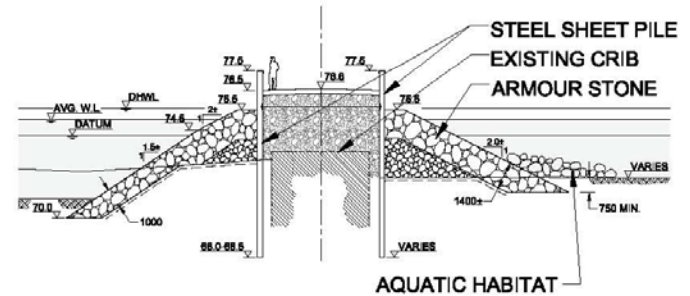
East Breakwater – Detailed Cross-section



SECTION C-C



SECTION B-B



SECTION A-A

Public Use Features – East Breakwater

Public use features will be incorporated into the final design, including:

- armourstone steps and ladders along the inside and outside of the breakwater at 60m intervals
- approx. 1 m high steel sheet pile (SSP) wall along the south end of the breakwater for 10 meters on both sides
- approx. 0.5 m high SSP wall for the next 40 metres on both sides
- approx. 0.2 m high pipe curb along the remainder of breakwater

What comments do you have about these proposed features?



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Next Steps

Environmental Study Report

Following tonight's meeting, the Project Team will review and consider all public comments in preparation for the finalization of the preferred alternative and environmental study report (ESR). The ESR will include public comments received throughout the EA process and describe the decision-making process. Once complete, the ESR will be filed with the Municipal Clerk and will be placed on the public record for a 30 day review period, where the public and review agencies can provide comments. At the time of filing the ESR, a Notice of Completion will be advertised in the Pickering News Advertiser and through direct mail to those on the project mailing list.

If concerns regarding this project cannot be resolved in discussion with the municipality, a person may request that the Minister of Environment make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual environmental assessments. If no request is received the project will proceed to detailed design and approvals stage (Phase 5 of the EA process).

Detailed Design & Approvals

The detailed design and approval stage will be completed in the early fall of 2009. It is anticipated that the project will be brought to the City of Pickering's Council for approval and endorsement at that time. Updates on this project will be posted on City of Pickering's website.

Construction

Construction of the harbour entrance is expected to take approximately 6 months to complete and will be dependant on the availability of funding. Details of construction, such as access, and scheduling will be coordinated in consultation with area boaters and the surrounding community.



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Feedback on Preferred Alternative

Do you agree with the draft preferred alternative as shown and described? Yes _____ No _____

Please tell us why you feel this way? What other comments or suggestions do you have about the concept?

Name and Contact Information (optional):

Please return the completed workbook by **May 29/09** to Marilee Gadzovski, City of Pickering Civic Complex; by facsimile 905.420.4650; by e-mail mgadzovski@cityofpickering.com

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