

**Ashbridges Bay Erosion and Sediment Control Class Environmental Assessment:**  
Community Liaison Committee (CLC) Meeting #1: May 15<sup>th</sup>, 2013  
The Toronto Beaches Lions Club  
6:30 – 8:45 pm

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***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 19<sup>th</sup> 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**

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|---|-----------|
| 1. Introductions and Roles and Responsibilities<br>(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<br>(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<br>(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 |