

General Project Description

Title

Western Beaches Watercourse Facility

Location

The location of the Western Beaches Watercourse Facility can be described using UTM NAD83 coordinates: the eastern boundary at 4831883 North and 627216 East and the western boundary at 4832113 North and 625936 East.

Project Type

The project consists of the construction of a 650 metre long and 135 metre wide paddling course, including the creation of approximately 650 metres of new breakwater.

Project Description

The Western Beaches Watercourse Facility will provide the City of Toronto with a 'flat water' training and competition centre for rowing and paddling. The immediate goal of the Project is to provide a 650 metre long, 135 metre wide site to host the 2006 International Dragon Boat Federation World Crew Championships (IDBDWCC) in the summer of 2006. This event has been awarded to the City of Toronto, subject to the provision of a suitable venue to host the competition. At the conclusion of this competition event, the facility will remain as a permanent training and competition venue for Toronto's paddling and rowing community.

The Project will comprise of the following:

- 650 metre long (500 m long racing lanes with staging areas at either end), 135 metre wide paddling course;
- Approximately 650 metres of new breakwater, removal of existing breakwater
- Ancillary facilities, both permanent and temporary event based (i.e. judging tower, lane markers); and
- Constructed aquatic habitat.

A budget of \$23,000,000 has been established for this Project.

Environmental Assessment Type

A coordinated EA process will be undertaken to satisfy the requirements of both the provincial and federal EA Acts. The Ontario Ministry of Natural Resources Class Environmental Assessment for MNR Stewardship and Facility Development Projects will also be triggered as the Project will require the disposal of Crown resources. This Class EA will be undertaken concurrently with other environmental assessments. A Municipal Class EA (Schedule C) will be undertaken with the City of Toronto and the TWRC as co-proponents. The EA will follow the provincial Class EA process and incorporate additional information necessary further to requirements of the *Canadian Environmental Assessment Act* (CEAA) in a single body of documentation. While elements of the assessment related to CEAA are incorporated into this document, the final CEAA document will be presented under separate cover. Once complete, the CEAA screening report will be submitted to the Responsible Authorities to allow them to make a decision pursuant to CEAA.

An Environmental Mitigation Plan will be produced during the detailed planning and approval stage of the Project components. This mitigation plans will ensure compliance with the

requirements identified in Department of Fisheries and Oceans Canada authorizations and the Ministry of Environment's Conditions of Approval. The Environmental Management Plan will involve an assessment of the potential environmental effects for each Project component that may result from the construction and the mitigation measures that will be employed to prevent any significant residual impacts.

Further environmental authorizations and approvals to be secured in support of the Project include:

- Department of Fisheries and Oceans (DFO) - Fish Habitat Management Authorization for the harmful alteration, disruption or destruction of fish habitat pursuant to subsection 35 (2) of the Fisheries Act;
- Transport Canada's (TC) Navigable Waters Protection Act permit; and
- Ministry of the Environment (MOE) *Environmental Assessment Act*, Section 9 Notice of Approval and subsection 7(1).

Environmental Assessment Triggers

Human Resources and Skills Development Canada, as the federal agency through which TWRC project funds will flow, is participating in the EA process as a Responsible Authority under CEAA. It is anticipated that DFO and TC will also be RAs as a result of their regulatory triggers. Under CEAA, a screening report will be submitted so that the Responsible Authorities can make a decision pursuant to Subsection 20(1) of CEAA.

Starting Date

Construction of the marine works (breakwater, etc.) to begin in August 2005, with substantial completion by June 1, 2006.

Responsible Authorities

The Project requires approvals under Section 35(2) of the federal Fisheries Act and Section 5(1) and 5(2) of the federal Navigable Waters Protection Act. These approvals also trigger CEAA. The following agencies have identified themselves as Responsible Authorities:

- Human Resources and Skills Development Canada;
- Transport Canada; and
- Department of Fisheries and Oceans Canada (DFO).

The federal Project Coordination Team includes the RAs, the expert federal authorities (Environment Canada, Health Canada and the Toronto Port Authority) and the Canadian Environmental Assessment Agency as coordinator.

The Proponent

The City of Toronto and the Toronto Waterfront Revitalization Corporation are co-proponents in the Project. Toronto and Region Conservation Authority will oversee the environmental assessments, design and implementation of the Project.

Project Description

The Project may also include improvements to Marilyn Bell Park, owned by the City of Toronto. This park is currently a large under-used grassed open space. Watercourse facility

components such as in-water staging areas (at launch and at finish area), lighting, timing facilities, dock systems, lane marking buoys, launching ramps and other ancillary components will be implemented as part of this Project. However, improvements to servicing, trail and park amenities will be undertaken as ongoing park improvements in 2005.

The Project will also involve aquatic habitat restoration and creation to compensate for loss of habitat as guided by TRCA's Toronto Waterfront Aquatic Habitat Restoration Strategy (TWAHRS).

Project Activities will include:

- Planning and Public Consultation

A Communications Strategy will be developed in consultation with the TWRC, three levels of government and TRCA. The public, regulatory agencies and stakeholders will be engaged in a variety of meaningful ways including newsletters, website information, public open houses and one-on-one meetings. To assist the TWRC with this Project, an Advisory Committee made up of agency and stakeholder representatives has been initiated to respond to issues identified as the planning, approvals and implementation of the Project proceeds. Through the provincial and federal environmental assessment processes, there will be additional opportunities for public, agency and stakeholder input. Public and agency consultation will be a coordinated effort with leadership provided by the TWRC and TRCA.

- Environmental Assessment

A coordinated Environmental Assessment (EA) process will be undertaken to satisfy the requirements of both the provincial and federal Environmental Assessment Acts. A Municipal Class EA (Schedule C) will be undertaken with the City of Toronto and the TWRC as co-proponents. The EA will follow the provincial Class EA process and incorporate additional information necessary to satisfy the requirements of the Canadian Environmental Assessment Act in a single body of documentation. While elements of the assessment related to CEAA are incorporated into this document, the final CEAA document will be presented under separate cover. Once complete, the CEAA screening report will be submitted to the Responsible Authorities to allow them to make a decision pursuant to CEAA. The Ministry of Natural Resources Class Environmental Assessment for MNR Resource Stewardship and Facility Development Projects will be undertaken concurrent to the other environmental assessments.

- Detailed Design

Concurrent with the environmental assessment process, detailed design preparation and tender packages for all marine construction work will be undertaken. This simultaneous design is required in order that marine construction work may be tendered and awarded as soon as practical after the successful conclusion of the EA process. A timely start to the marine portion of construction in particular has been identified as critical to completion of this Project in time to host the 2006 competition.

- Property Acquisition

In order to implement the Western Beaches Watercourse Facility resolution of property issues is necessary. TRCA will facilitate resolution of the property issues (i.e. ownership and permission to undertake construction) with affected parties. Surveys may be required to determine extent limits of property ownership. Long term maintenance and operation issues will be resolved as part of these discussions.

- Approvals

The success of the Project is dependant upon the procurement of the environmental permits and approvals within a timeframe to allow construction to proceed for testing of the race course by June 2006. TRCA will work with the TWRC and all stakeholders to move the approvals forward in an efficient, cooperative and timely manner.

- Implementation

TRCA and its contracted resources will provide overall project management services. TRCA shall not commence the Project until all governmental authorizations necessary to permit the implementation of the Project are obtained.

Initial work will focus on the EA process and concurrent design of the marine works. Upon the successful completion of the EA process, the Project will proceed to construction. TRCA will procure the necessary resources to supplement its own resources in the provision of overall project management and to oversee the implementation of the construction program. Project and Construction management will include supervision of the following components:

- a. Construction of new breakwall

The design of the breakwater is to be determined through the EA process. It is anticipated that the breakwater will be a structure that can be safely and effectively phased. This is to ensure that basic components are in place for the August 2006 event; additional features will be considered for implementation under subsequent initiatives.

- b. Removal of Existing Breakwall

Portions of the existing breakwater will be removed in order to implement the watercourse facility. The removal process will maximize recycling of existing materials to the greatest extent that is cost effective.

- c. Fisheries Compensation

A fish habitat compensation plan will be developed through the approvals process for the Project. Implementation of the habitat structures will be undertaken during the construction phases of the new breakwater. Compensation measures may include habitat incorporated into the new breakwater; creation of shoreline habitat (wetlands, submerged habitat structures) at Marilyn Bell Park, Western Beaches and Ontario Place; and potential gain of fish habitat through the removal of the existing breakwater.

- d. Site Servicing

An electrical power supply connection may be required for navigational lighting and any other lighting associated with the new breakwater and watercourse. Additional servicing to the land based facilities will also be required, such as sanitary, phone, natural gas and electrical supply.

- e. Stormsewer removal/extension

The EA process will determine if any existing outfalls need to be relocated or modified in order to accommodate the watercourse facility.

- f. Ancillary facilities

Land based ancillary facilities, both temporary and permanent, will be provided at Marilyn Bell Park that will provide public space, viewing platforms, pedestrian, vehicular and cycling

movement infrastructure, public washrooms, racing tower, club house, ambulance/first aid centre and restaurant facilities.

g. Watercourse facility

Watercourse facility components such as in-water staging areas (at launch and at finish area), lighting, timing facilities, dock systems, lane marking buoys, launching ramps and other ancillary aspects will be implemented as part of this Project.