



Q&A - Frenchman's Bay Waterfront Master Plan

In response to comments received following the March 3rd, 2012 Open House for the Frenchman's Bay Waterfront Master Plan, the following Q&A was put together to advise the public of the general issues that were raised, and reasoning for a number of the design parameters.

What is the schedule for the reconstruction of the Harbour Entrance and the proposed works within the park? Can the construction of both not all be done at the same time?

Harbour Entrance - The Schedule 'C' Environmental Assessment for the new harbour entrance that was completed October 2nd, 2009, was designed as a stand-alone project, and the funding requests for this project reflected accordingly. The City anticipates that the funding will be in place shortly, permitting the construction of the west breakwater to occur in 2012, and the east breakwater following in 2013. This project is expected to take 12 months.

Park Construction - Although, it would be desirable to complete all the park construction in the same time frame, funding will most likely not permit this. It is our intent to phase the projects in such a manner to ensure no impact on newly constructed areas. As such, the harbour entrance will need to be constructed first as it is located at the far end of the spit.

Relocation of the Canoe Club - The relocation of the Canoe Club and their associated parking can be done once a new facility and parking are constructed. At this point, public vehicular traffic can be eliminated from the west spit, and the accessible boardwalk structure can be built to the new west breakwater. The other proposed park amenities such as the picnic and play area, interpretive area/outdoor classroom, and associated signage, trail enhancements etc. will follow. These works will all be dependent on available funding, either through the City of Pickering budget, or grant money from external sources.

What is the estimated cost to complete all the proposed improvements?

The estimated cost for the Harbour Entrance reconstruction and directly associated works is around 9 million dollars. A cost estimate for the balance of the proposed improvements within the park as shown on the Frenchman's Bay Waterfront Master Plan is being prepared by Cosburn Giberson Consultants Inc. who has been retained by the City to prepare plans. This information will be available shortly.

How will the works be funded?

Harbour Entrance Reconstruction - is proposed to be jointly funded by the Government of Canada, Province of Ontario and City of Pickering. Funding requests have been put forward to the Federal and Provincial Governments.

Operational Maintenance - as part of the operational maintenance of the harbour entrance, there have been discussions to set up a reserve fund for the maintenance/dredging of the harbour entrance that could be funded by the various boat clubs that are located on the Bay.

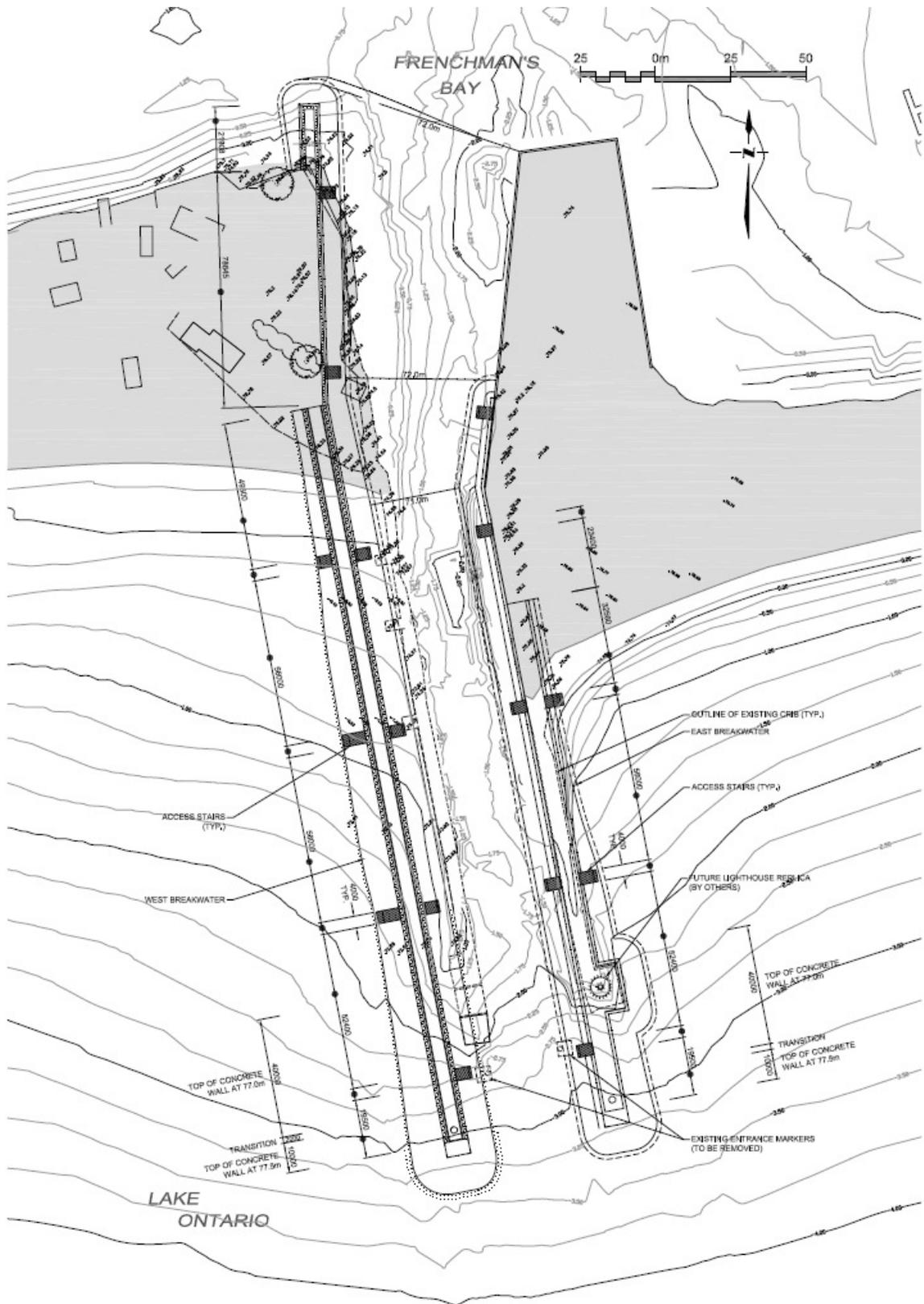
Park Improvements - Funding for the general park improvements, including the proposed park washrooms and change rooms, will be through the City of Pickering and Toronto and Region Conservation (TRCA). Waterfront Regeneration Trust is aware of our desire to do improvements to this park, and have it on their list of potential projects should funding come available through them. The Pickering Rouge Canoe Club will be arranging funding for their canoe storage facility.

Why do the new breakwaters for the harbour entrance need to be made longer? Will the construction of the harbour entrance affect the quality of water at the beach during construction and in the long term?

The new breakwaters are proposed to be approximately 35 metres longer than the existing breakwaters. The purpose of this is that the lake is approximately 1.5 metres deeper at this location. This significantly reduces the amount of breaking waves in the entrance and provides additional depth for silt deposit at the mouth of the harbour entrance so that dredging needs to be done less frequently.

Frenchman's Bay is located within an area of water currents know as a littoral sub-cell that extends from East Point Park to Pickering Nuclear Generating Station. Sediment transport within this cell is from west to east. The sediment supply generated by bank and nearshore erosion within this littoral sub-cell is very small. The proposed breakwater structures will not impact regional sediment transport.

Construction of the harbour entrance will involve the placement of clean, inert quarried stone material into the waters offshore of the east and west spits. The increase in turbidity is expected to be low, short-lived and limited to the area close to the structure. As the water currents in this area flow from west to east, construction of the breakwater will have no adverse effects on water quality of the beach area. A turbidity monitoring program will be undertaken during construction to ensure this.



Plan of Proposed Harbour Entrance works

Will the construction of the harbour entrance disrupt the use of the park and beach?

Public access to the park and safety will be of prime consideration during the construction of the harbour entrance. The staging area and material storage will be limited to end of the spit, in the approximate location where the Scudellari Residence was recently demolished. This area will be fenced to restrict public access. A construction management plan is being prepared for the harbour entrance construction that will address issues such as truck traffic, noise etc. that will need to be approved by the City prior to the commencement of construction.

How was the location for the proposed Pickering Rouge Canoe Club selected and were other sites considered?

The location for a facility for the Pickering Rouge Canoe Club has been proposed at the west end of the west spit. The Canoe Club have been actively searching for a location for a permanent facility for a number of years, and through discussions with TRCA and City staff, the proposed location appears to be the most feasible. The condition of the water, shoreline and limited boat traffic here make this location the most desirable. The shoreline and Bay are in public ownership at this location as well.

Progress Frenchman's Bay East Park was considered, however it was ruled out after the residents on Front Street strongly opposed the proposal. Locations on the west spit closer to the harbour entrance were also considered and ruled out by the TRCA. A suggested location on the east spit closer to Liverpool Road would not be desirable due to the shortage of parking at the end of Liverpool Road and limited access through Millennium Square. As well, the Bay and shoreline are not in Public ownership at this location.

A Community Centre should be built in this location, not a Canoe Club facility

The proposed facility for the Pickering Rouge Canoe Club is to replace their current temporary facility farther down the spit, to provide a home for the residents of Pickering that actively participate in water sports on the Bay. The facility is intended to be a seasonal storage facility. Due to the fact that the west spit is a dynamic barrier beach, a permanent assembly building such as a Community Centre would not be permitted in this location.

Can a by-law be passed to prohibit Jet-Skis or reduce speed on the Bay?

At the request of Council in the 1970's, a speed limit of 10 km/h on Frenchman's Bay was imposed federally. In 2009, in response to public complaints regarding speeding, the City of Pickering installed signs and private buoys throughout the Bay to aid Durham Regional Police with enforcement action in the area. The Durham Regional Police Marine Unit Officers are aware of the situation and have

issued several tickets and cautioned numerous boaters regarding the speed limit in the Bay. Public feedback received over the past two boating seasons indicates that there has been a noticeable improvement.

Any regulations passed on the Bay would have to be imposed by the Federal Government through the Small Vessel Regulations (*Canada Shipping Act*). There may be restrictions available to limit horsepower that can be applied. Some smaller lakes have imposed no power vessels at all. Applying these restrictions on the Bay will have a significant impact to boating, not to mention the negative economic spin off effects on tourism in our community.

Passing a by-law to prohibit Jet-skis is currently not permitted, and the process to implement one would be tedious and quite costly. The best way to address this concern is with stronger enforcement of the current legislation. Our Municipal Law Enforcement Officers are readily available to speak with anyone regarding this issue, and have direct contact with Durham Regional Police Services Marine Unit Officers.

That being said, there are only two full time and two part time officers on the unit with three lakes to patrol, limiting the amount of time that can be spent patrolling Frenchman's Bay. The officers patrol the Bay as part of their Lake Ontario patrol routine. Their patrol times are Thursday to Sunday from 7 am to 5 pm. If offences are witnessed outside these days, the public can assist the police by obtaining bow numbers from the vessels or plate numbers from the vehicles towing the speeding boats. This information can be relayed through our Municipal Law Enforcement Officers or to the non-emergency number from the DRPS (905-579-1520 ext 6234). Officers will follow up with a warning to the alleged offenders. Only in the case of a marine emergency, should you can dial *16 for the Coast Guard or 911 for the Police.

Can the old cottage foundations remain as a historic landmark?

Typically, old building foundations and other structures are removed when properties such as this are naturalized. Often the structures pose a safety risk to the public. During construction, if some of the foundations can be incorporated into the overall design and are not a risk, consideration will be made to preserve them.

Will vehicles traffic and parking be permitted on the West Spit? Can the road way not remain open to the end of the spit?

No vehicular traffic (with the exception of maintenance and emergency vehicles) ,will be permitted on the West Spit. A boardwalk structure is to be constructed to the harbour entrance to provide an accessible path for pedestrians and cyclists. A turn around and gate are proposed at the current informal boat launch area at the west end of the spit. A minimal amount of vehicle and trailer parking (less

than what currently exists today), has been shown at this location with a number of these spaces being for barrier free parking.

The desire is to be naturalize this section of the spit through additional plantings of Marram Grass and the like, to stabilize the dunes and protect and enhance the area for migratory and shoreline nesting birds and other fauna. Maintaining vehicular traffic and parking on the spit would defeat this purpose.



Marram Grass Planting and Dune Restoration

How is parking and traffic being addressed?

In order to replace the parking that is currently permitted on the West Spit, adjacent to the current location of the Pickering Rouge Canoe Club, sixty-six parking spaces are proposed as “lay-by” parking along west end of Beach Point Promenade. Four short term car, four trailer parking and three barrier parking spaces are also proposed at the new Pickering Rouge Canoe Club location, adjacent to the small watercraft launch area. The existing parking area can accommodate 17 vehicles. This provides for a total of ninety-four spaces.

A bus turn-around is proposed at the end of West Shore Boulevard, to encourage park users to take public transit to the park. By improving trail connections to and within the park, the hope is that the local community will walk or cycle to the park.

In order to control vehicle speed along Beach Point Promenade, traffic calming features will be introduced between the pods of lay-by parking. The roadway between the existing parking area and the proposed Pickering Rouge Canoe Club location will be constructed as a single lane with periodic lay-bys to permit oncoming traffic to pass.

Is a bridge being proposed to be able to cross the harbour entrance?

In order to allow sailboats enter Frenchman's Bay, the design of the bridge across the channel would either need to be extremely high, or be able to open. This type of structure would be cost prohibitive. The Master Plan has made provisions of the possibility of a ferry type service that could take pedestrians and cyclists from one spit to the other during the summer months.

Are change rooms and washrooms really needed for this park? Will it not bring other unwanted uses to the park?

Based on the current and proposed uses with the park, there is a need to provide public change room and washroom facilities. The Pickering Rouge Canoe Club currently has several porta-potties but no change rooms for their members and students. Permanent washrooms and change rooms are desirable, particularly for water sport activities.

The City of Pickering has other park washrooms and has not experienced illegal activities at these facilities. With the proposed change room and washrooms being attached to the Pickering Rouge Canoe Club, there will be a fair bit of other activity around the area that will deter illegal activities.

Why is the water quality of the whole Bay not being addressed in the Frenchman's Bay Waterfront Master Plan?

The Frenchman's Bay Waterfront Master Plan includes the area of Rotary Frenchman's Bay West Park, the Harbour Entrance and East Spit only. It does not include the entire area of the Bay.

Please be assured that the water quality of the Bay is being dealt with under the Frenchman's Bay Stormwater Management Master Plan (endorsed by the TRCA Board and Pickering Council in 2010). To-date, \$6.5 million dollars has been approved by Pickering Council for stormwater management, flood control and erosion control works including:

- the installation of oil/grit separators at various locations
- replacement of the Pine Creek Culverts
- a stormwater management facility in the Krosno Creek watershed
- erosion control protection for Amberlea Creek and Krosno Creek
- overland flow route improvements in the West Shore area
- flood control works for Krosno Creek.

Staff have been diligently working on completing the necessary Environmental Assessments as required by the *Ontario Environmental Assessment Act*, feasibility studies, and detailed designs for these projects. As an aside, TRCA has advised that they have seen the water clarity in the bay improve dramatically over the past few years to the point where they are seeing the re-emergence of submerged aquatic plants, as evidenced by the updated mapping of the Frenchman's Bay Wetland Complex recently completed by the Ministry of Natural Resources, which showed an increase in area for these Provincially Significant Wetlands.

For further information on the Frenchman's Bay Waterfront Master Plan please contact:

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