

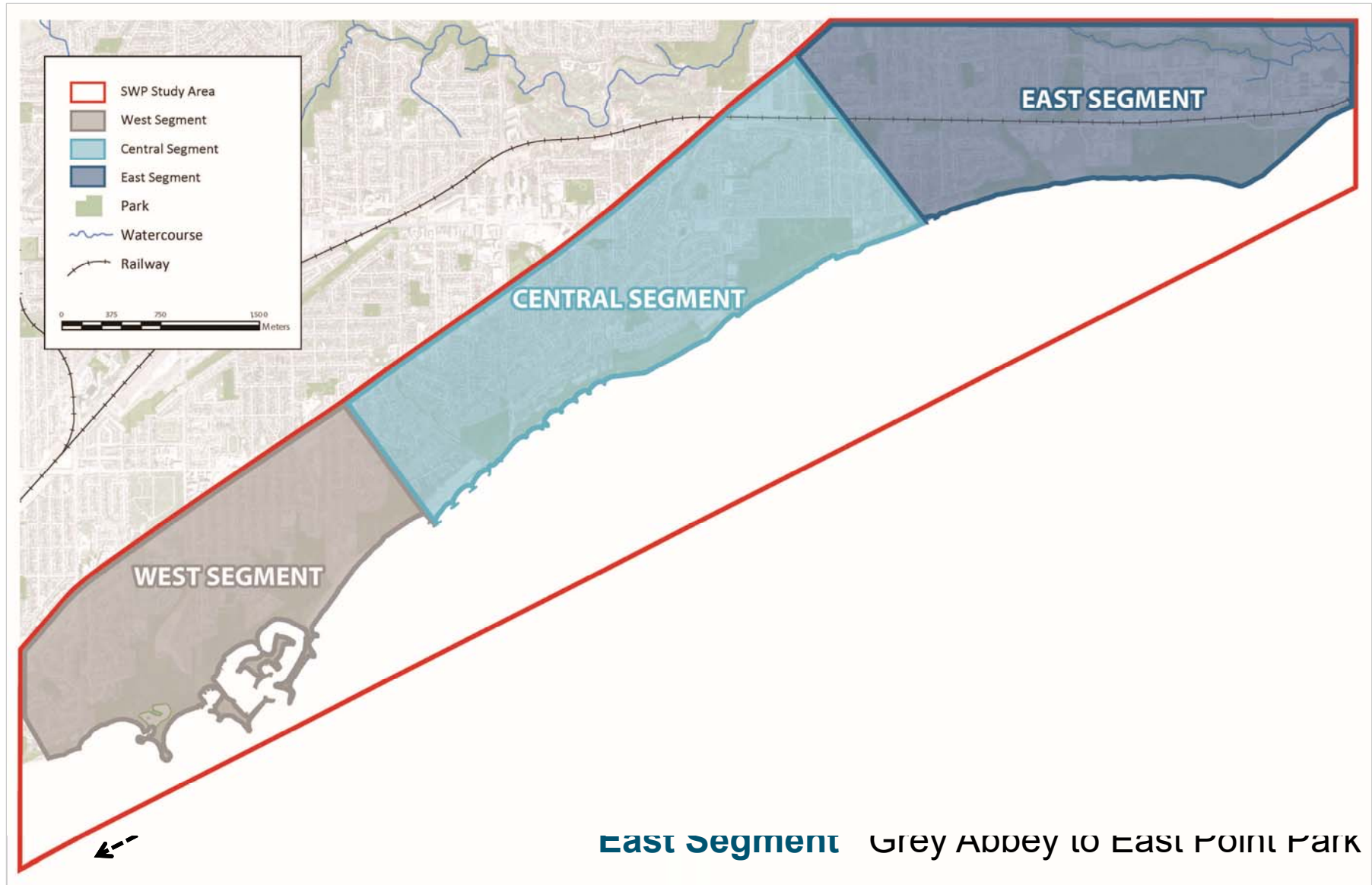
RE: EX34.5

SCARBOROUGH WATERFRONT PROJECT Environmental Assessment

City of Toronto
Executive Committee
May 14, 2018



Scarborough Waterfront Project



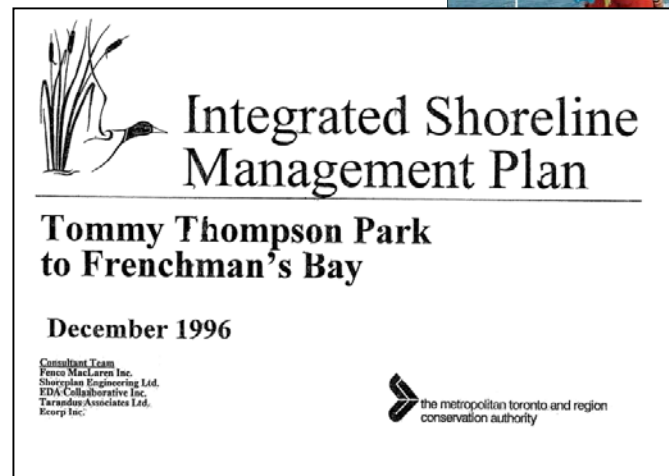
Purpose

- Seeking Council authority for TRCA to submit the Individual EA for the Scarborough Waterfront Project to MOECC for review pursuant to the requirements under the provincial *EA Act*
- MOECC review time is likely 12-15 months



Waterfront Integration

- SWP is the latest chapter of the long history of progressive and evolutionary planning along the Toronto waterfront
- Consistent with the City's Official Plan, TRCA's Living City Policies, and multiple policies, programs and initiatives for the City, Lake Ontario, and the Province
- Responds to changes in the City's population size and demographics over the long-term



In the Tradition of Past Successes

Port Union Waterfront Park



Mimico Waterfront Park



**Images courtesy of Waterfront Toronto*

City Building

- The SWP is a holistic, integrated, collaborative approach to resolving the following problems:
 1. Public safety
 2. Public access
 3. Erosion risk to infrastructure
 4. Habitat integrity

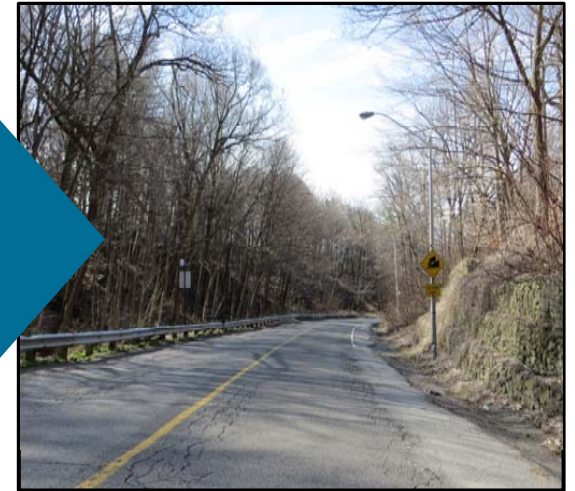
The SWP will be a City-wide destination

1) Public Safety

Brimley Road South



- Narrow roadway with steep grades and high volumes of vehicular activity
- Unsafe pedestrian and cyclist access



The Project will provide:

- Separated multi-use trail with level rest areas
- Improved pedestrian and cyclist access, in alignment with the City's Vision Zero Plan



1) Public Safety

Informal Trails = Landslide Risk



- Informal trails too close to the bluffs put users at increased risk of landslides

The Project will:

- Remove the shoreline trail from landslide risk while the slope naturally stabilizes

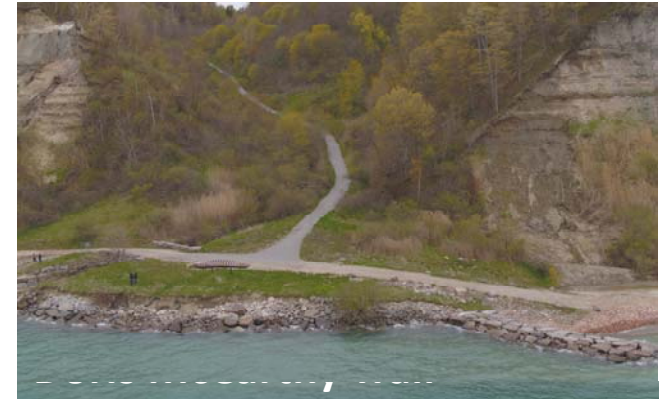
2) Public Access

Limited Access to Shoreline

- The only formal access points are Brimley Road & Doris McCarthy Trail
- The Guild construction access route is used informally
- Beechgrove Drive access is also informal

The Project will:

- Improve access at Brimley Road & Doris McCarthy Trail
- Provide formal access at the Guild
- Provide a formal access point at East Point Park



Guild Access Route



Beechgrove Drive

2) Public Access

Limited Access Along the Shoreline



- Only formal access is at Bluffer's Park
- Remainder of the shoreline access is informal and at-risk
- Access east of the Guild is constrained by private and restricted property

The Project will:

- Permit continuous formal access for ~8 km at the water's edge (from Bluffer's Park to Grey Abbey Ravine), with an additional ~2 km at the top of the bluffs through East Point Park

2) Public Access

Access for All Abilities

- Currently those with strollers, wheelchairs, reduced mobility, or disabilities can only access the waterfront at Bluffer's Park

The Project will:

- Open up all 11 km of shoreline to access for people with strollers, wheelchairs, reduced mobility, or disabilities



2) Public Access

Eliminating Trespass

- Grey Abbey shoreline is only accessible by trespass
- Landowners are concerned with increased liability associated with trespass across their property
- The City Official Plan and TRCA's Living City Policies support moving private land into public ownership to provide increased public access



The Project will:

- Move private property at the water's edge into the public domain to provide safe public access

2) Public Access

Improved EMS Access

- Restricted access to and along the shoreline leads to increased bluffs rescue calls and reduces EMS rescue efficiency
- 2016 stats: 19 calls, 135 units dispatched, 15 persons rescued
- 2017 stats (up to July): 7 calls, 46 units dispatched, 3 persons rescued



© CTV News

<https://toronto.ctvnews.ca/video?clipId=705184>



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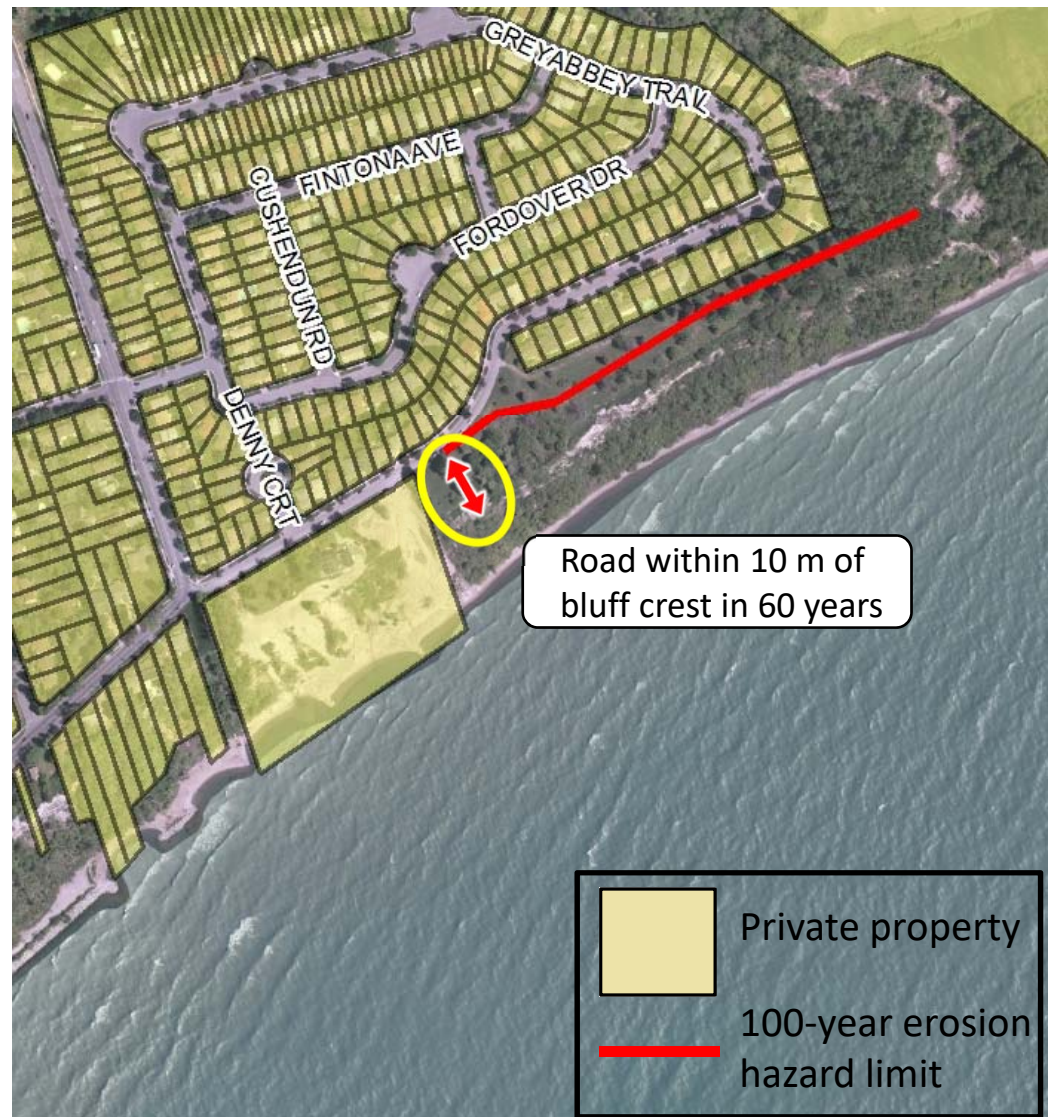
<https://toronto.ctvnews.ca/possible-new-safety-measures-for-the-bluffs-1.667517>

The Project will:

- Significantly improve EMS access to and along the shoreline

3) Erosion Risk to Infrastructure

- Greyabbey Trail (road and associated infrastructure) is the only public infrastructure at risk of erosion
- By the time the road is in jeopardy, parkland will have already been lost (Grey Abbey Park)



4) Habitat Integrity

- 14 km of informal trails fragmenting sensitive vegetation communities
- Degraded aquatic habitat through stonehooking



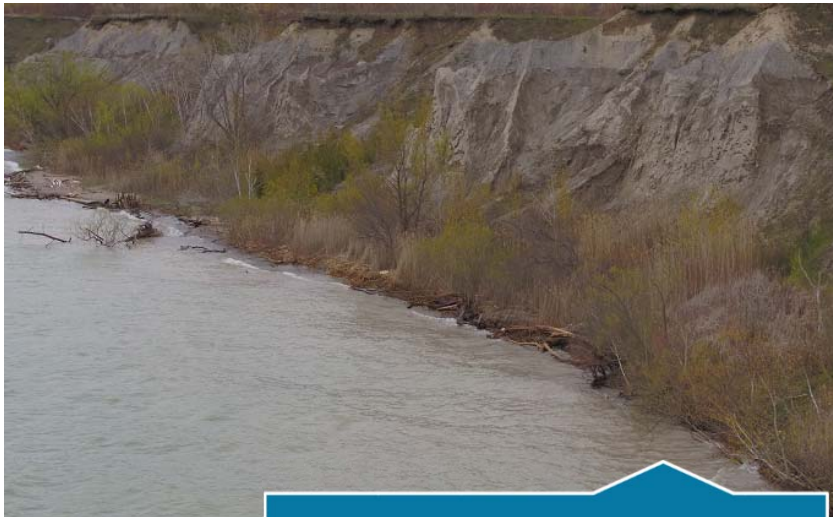
Informal trails at East Point Park



The Project will:

- Decommission informal trails & manage public use
- Enhance aquatic habitat
- Provide 17.6 ha of new terrestrial habitat

Other Benefits



Resiliency to climate change and extreme weather events



Eliminates need for dredging at Bluffer's Park boat basin entrance

Support for the Climate Change Action Plan



Advantages vs Disadvantages



- Enhancements to the natural environment
 - 17.6 ha new terrestrial habitat
 - Increased aquatic habitat diversity
- Decommissioned informal trails
- Improved access to and along the shoreline for all abilities
- Long-term protection to public property and critical public infrastructure
- Savings to the City for a number of programs – e.g., outfalls, erosion control, dredging, Parks programming

- Biggest single impact is construction traffic through Guildwood neighbourhood
- Removal of 2.90 ha of terrestrial habitat
- Loss of 20 ha and alteration of 16 ha of poor quality aquatic habitat
- Replacement of 1,250 m of sandy shoreline with headland beach system of which 100% is currently publicly inaccessible, and ~490 m has been previously modified
- Negative impact to one area currently used by surfers under southwest wave conditions



Supplementary Background Slides

Refined West Segment



Refined Central Segment



Refined East Segment

