LaSalle Park Marine Wave Break Class EA
Summary of the August Public Information Centre and Frequently Asked Questions

Approximately 80 people attended the Public Information Centre (PIC) held for the LaSalle Park Marina Wave Break Class EA on August 21, 2012. Over 30 comment forms and letters have been received.

The study team thanks all who have participated in this project to date!

The following summarizes the frequently raised comments/questions about the project and provides the study team's response.

LaSalle Park Marina Wave Break Class EA Frequently Asked Questions – August 2012 PIC	
Key Comment/Question	**Response**
• A permanent rock wall is the only solution that will protect investments, health & safety of the boat owners, Marina staff and volunteers.	Comment noted.
• With a low crest solution, is there any concern for excessive seaweed growth? Would the circulation inside the wave break be enough to stop weed growth?	It is noted that the wave break has the potential to change water circulation regardless of the design and the result could be some algae. Algae growth happens in some locations now. Overall, water circulation is expected to be sufficient with a fixed wave break even without the low crested section. The low crested section will provide further enhancement. It is noted that the growth of aquatic vegetation is related more to the depth of the water.
• What are the provisions for additional parking demand once the wave break is constructed? • Is the parking going to be expanded to address the increased demand for the marina as well as the launch ramp?	This EA is focusing on the wave break itself. A fixed wave break could be designed for the existing marina or an expanded marina. Should LPMA and the City decide to consider an expanded marina, additional consultation with the public will take place about issues such as parking.
• The wave break needs to be higher by at least 1-3 feet on the east side to address damaging east winds. Low crest is not acceptable. • The wave break needs to be high enough to prevent masts from swinging. More wind break from trees, etc.	Based on the modeling undertaken for this project a crest elevation of 76.5 metres is sufficient for the fixed wave break. Further refinement and modifications can still be made in the detailed design. The wave break will reduce the size of the waves. It is not anticipated

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	that the wave break would reduce the winds.
• Consideration should be given to making east side a little closer to land due to ice concerns.	The east side of the wave break has been left open to allow for some small boat access as well as allowing sufficient space for the resident trumpeter swans to take off and land.
• It would be nice if a small area inside the wave break could be used for radio control sail boating. Needs a minimum 2ft. depth.	It is anticipated that there would be potential for conflict if radio controlled boats are used in proximity to the marina.
• Temporary disruption to the area during construction is acceptable. Would like to see truck traffic minimized. • Would rock be delivered by boat or truck?	We have completed investigation into materials and construction techniques and agree that the most cost effective method to bring in bulk stone materials is by water. Some materials will still need to arrive by truck but the use of water where possible will minimize the potential for negative impact on the community.
• Protection of wildlife and aquatic species is good. The opportunity to improve habitat, water and vistas is important in consideration of a solution.	Comment noted.
• Are there any yearly maintenance costs to the wave break? • What is the lifespan of the wave break?	Maintenance costs for marine structures, such as fixed wave break, are typically stated to vary between 0.5% to 1% of the capital cost on an average annual basis. We would expect the cost to maintain a fixed wave break at LaSalle Marina to be at the lower end of this range given the simplicity of the structure and relatively mild wave activity. It is anticipated that the wave break will last 50 + years.
• What percentage of the damage done to boats and/or docks might have been avoided by proper or better mooring/tying up?	It is not anticipated that mooring or tying up practices would have reduced the damaged during the storm in June 2012.
• How are “steam” impacts calculated?	The Sport Tourism Economic Assessment Model (STEAM) is a web based economic impact model managed by the Canadian Sport Tourism Alliance. Information on tourism related spending data is incorporated into the base model and information on a specific community event can be added to measure economic impact from new or recurring, spending on a community based on sporting events. In the case of the data presented at the August PIC, the data is presented as current annual discretionary spending impacts as it occurs now in the community, because the LaSalle Park Marina exists. Should the Project

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	as envisioned receive a go ahead, the expanded Marina would bring increased economic impact multipliers of about 45% more per year into the community, according to the STEAM Statisticians. Further information on the STEAM model can be found at: http://canadiansporttourism.com/industry-tools/steam-sport-tourism-economic-assessment-model.html
• Navigation lights would be needed to make sure visitors know where the entrance is.	Appropriate lights and signage would be placed on the structure for navigation.
• Entrance ought to be a concave surface to reduce waves for incoming boats.	We believe that concave shapes will reflect waves to a focus point where the waves will be multiplied. We do not support this approach.
• How soon can we get it going?	This process will complete requirements under the Ontario Environmental Assessment Act for the wave break. The next steps in the project will include detailed design of the wave break; applying for permits (it is anticipated that permits under the Fisheries Act and Navigable Waters Protection Act will be required); and provision of sufficient funding. Other issues such as parking have been raised during this EA and will be addressed separately once the wave break EA is completed.