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A Natural Attraction

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Chief Administrative Officer

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**Waterfront (Marina) Development Project
Follow-up Information from January 12, 2011 Public Meeting**

On behalf of the Mayor and Council, I would like to thank those individuals who attended the January 12th Public Meeting regarding the proposed Quinte West marina project. Nineteen members of the public addressed Council outlining questions regarding the project.

A number of questions were raised at the public meeting concerning such topics as:

1. water levels
2. weed levels and their impacts on marina operations
3. parking provisions
4. Should the City be in the marina business?
5. the financing plan for the project
6. the city's overall plan for the completion of other municipal infrastructure projects
7. future plans for the existing Robert Patrick Marina facility
8. evaluation of other potential sites for the proposed marina project
9. the lease of the lands required for the project
10. population growth in Quinte West

The following response has been prepared to supplement the information provided at the Public Meeting:

1. Water Levels & Weed Control

Milo Sturm of Shoreplan Engineering has provided the following information:

- (a) **Water Depth** - The water depths in the proposed marina will be in accordance with standards recommended by Small Craft Harbour Branch of the Department of Fisheries and Oceans. Recreational marinas are normally designed with a depth of 1.8 m below low water. We have proposed that 2.0 m water depth below chart datum is provided. The chart datum (74.2 m IGLD 1985) is normally considered to be a reasonable design low water level. Average water level of Lake Ontario during the boating season is

typically 0.7 m or more above Datum. This means that under typical water level conditions there will be 2.7 m (8ft-10") of water within the basin during the boating season.

- (b) **Weed Control** - Growth of aquatic vegetation within a marina basin is very common. There are no full proof and easy ways to eliminate the problem. Increased in water depth due to dredging will reduce the growth presently experienced in this area. Other possible ways to reduce the growth of aquatic vegetation is to provide coarse substrate material. However, this requires over dredging and the placement of material at a substantial cost. Managing the vegetation with the use of a mechanical harvester may need to be considered.

2. Parking Provisions

The marina proposal has been designed utilizing the existing parking at City Hall as well as the municipal parking lot located to the north of the Metro grocery store; combined these locations account for 290 parking spaces. Temporary - short-term spaces for drop-off and loading – will be provided adjacent to the marina building.

The use of the existing parking will adequately serve the proposed marina as the height of the use of the facility will occur during the hours which City Hall is closed (i.e. weekends and evenings).

3. Should the City be in the marina business?

The operation of marinas by municipalities is common across Ontario (Cobourg, Port Hope, Kingston, and Gananoque). The operation of a marina facility is similar in nature to other municipal recreation facilities.

The operation of the marina, as identified in the Tourist report, also serves as an alternative revenue source and a catalyst for the growth of the commercial and residential assessment base for the City.

4. The Financing Plan for the Project

As identified at the January 12th public meeting, the proposed \$12,000,000 project will be financed through a combination of financial support from the federal and provincial levels of government and debt financing by the City.

In response to comments/suggestions received at the public meeting, the City is currently investigating the possibility of the issuance of a debenture as an option for the funding of the project. Information regarding the debenture option will be provided to City Council and the public at the February 14th meeting of Council.

Suggestions were also brought forward regarding the manner in which the individual "slips" would be offered to the public. Subsequent to approval of the project, City staff will commence the development of an implementation plan containing options for the operation of the marina for the consideration of Council. The methods by which the slips are provided to the public will be a component of this analysis.

5. The City's overall plan for the completion of other municipal infrastructure projects

The proposed waterfront (marina) development project has not been reviewed in isolation. The City, in keeping with the newly approved Strategic Plan, has developed a comprehensive Capital Investment Plan identifying the capital infrastructure investment needs of the City for: 2011; the balance of the term of Council (2012 – 2014); and from 2015 to 2020. Based on the analysis completed as part of the development of the Capital Investment Plan, the development of the marina project will not adversely affect the ability of the City to meet its future infrastructure needs.

The proposed Community Capital Investment Plan is found on the City webpage (www.quintewest.ca) and will be presented to Council for consideration and to receive input from the public on January 19th and again on January 26th.

6. Future plans for the existing Robert Patrick Marina facility

Subsequent to approval of the proposed marina project by Council, City staff will undertake a detailed review of options for the future use of the existing Robert Patrick Marina facility. Public input will be solicited by the City as part of this review process. The result of the review will be presented to Council for consideration later in the year.

7. Evaluation of other potential sites for the proposed marina facility

The location of a marina facility for Quinte West/Trenton has been studied on numerous occasions in the past. A comprehensive review completed in 1988 identified the proposed site as the preferred location. The findings of the 1988 report were used as the basis for the selection of the site for the current proposal.

It is noted however, that as part of the on-going Environmental Assessment process the City is required to undertake an environmental evaluation of alternative scenarios. As such, the EA will investigate both the 'alternatives to' the proposal and the 'alternative methods' of achieving the project objective.

This analysis will include the assessment of a 'do nothing' alternative as well as reviewing other locations within the mouth of the Trent River. The analysis will review the alternative locations with respect to their potential to accommodate a marina development as proposed, and the potential environmental impacts of each location. Alternative designs options will also be assessed in respect to the scale and layout of the proposal. In evaluating the alternative designs, the EA will develop a matrix of potential effects, mitigation measures, net effects, and advantages/disadvantages associated with each design.

Through this process of reviewing, and consulting on, a range of alternatives, the City will arrive at a "Preferred Alternative" during the later stages of the EA. All stages of this assessment of Alternatives will be presented, for public input as the Environmental Assessment proceeds.

8. the lease of the required land for the project

As stated at the public meeting, the TCS Realty group, owners of the lands immediately adjacent to City Hall have agreed to enter into a long-term lease of a portion of their property to facilitate the development of the proposed marina project.

The TCS Realty group will lease the subject property to the City for an initial 25 year term with a renewal of an additional 25 years provided the marina is still in operation and being maintained by, or on behalf of, the City. The cost of the proposed lease would be \$2.00/year. The structure of the term of the lease is similar to infrastructure lease agreements in the area utilized by the Provincial government. It is noted that despite being located on leased land, it is intended that the City shall retain direct ownership of all capital components (i.e. docks, buildings, etc) associated with the project.

A question was raised at the meeting regarding "what happens when the balance of the TCS Realty property is developed?" Section 3.B.11.A.7(ii) of the Official Plan states that:

"The City as part of any severance, subdivision or redevelopment plan shall require dedication of land adjacent to the Bay of Quinte to a minimum width of 15.0 metres to ensure a continuous public access strip along the entire waterfront of the City."

Therefore, upon development of the balance of the TCS Realty lands, the ownership of the lands subject to the lease would be transferred to the City.

9. Population growth within Quinte West

The issue of the extent of population growth within Quinte West was raised in conjunction with the development of the proposed marina facility.

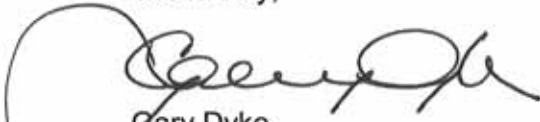
Between 2001 and 2010, the population of the City of Quinte West increased by approximately 6% (41,409 to 43,949). As part of the completion of the City's Development Charge report by Watson and Associates, population projects for the City were completed in conjunction with the growth forecasting for the City. The forecasting completed by Watson Associates identified the following population growth for the City between 2010 and 2030:

2010	-	43,949
2015	-	45,834
2020	-	47,830
2025	-	49,434
2030	-	51,717

More information regarding growth projections for Quinte West can be obtained by contacting Charlie Murphy, Director of Planning and Development at charliem@quintewest.ca or at 613-392-2841.

Should you require further explanation regarding the above noted information or additional questions concerning the proposed Quinte West marina project, please do not hesitate to contact me at garyd@quintewest.ca or at 613-392-2841.

Yours truly,



Gary Dyke,
Chief Administrative Officer