



August 26, 2010

To: The City of Burlington Community Services Committee & City Council

Dear Members of Committee & Council,

**Subject: Vision 2012 ~ The Bigger Picture:  
*The Case for a Permanent Rock Island Fish & Wildlife Habitat Wavebreaker at LaSalle***

The attached, significantly updated Draft development documents, "Vision 2012, the Bigger Picture JVFA Business Case and Executive Summary", are the result of LPMA's dialogues with Staff as a result of Council's July 2009 direction to Staff.

All data has been verified by LPMA through Hall Coastal Canada Limited (HCCL) with LPMA providing contact information and forwarded emails from HCCL engineers to Staff confirming our methodologies as valid with respect to the costs / projections and challenges associated of bringing the identified preferred Option B to fruition and protecting the LaSalle Park Marina behind a permanent rock habitat wavebreaker.

HCCL confirms the likely duration of build to be approximately two months and that the likely allowed environmental window for construction would be December through March, providing a significant cushion for any associated weather delays. HCCL has informed us that the highly efficient and cost effective method would be to use a barge drop construction method, as opposed to the slower and more costly roadway build out method and that LaSalle Pier is well suited to this methodology.

Such a construction window would coincide with the period of very low utilization of LaSalle Pier during the winter. As HCCL confirms, all is subject to the rigors of a Municipal Schedule C Class Environmental Assessment's findings.

However, if the EA is favourable and allows the coring of the Environmental Island Wavebreak with inert construction debris, (as has occurred elsewhere in the Harbour including the Environmental Islands already built), then covering the debris with rock rubble and then capping with armorstone, the cost of build outcome could fall between 10-20 % below projections.

HCCL confirms, and contact information was provided to Staff for their confirmation, that HCCL has a track record of their projects' outcome costs being at or below their order of magnitude estimates.

LPMA wish to confirm that we have met all Staff's requirements as they have been made known to us.

**Next Steps:** LPMA request the Terms of Reference and Municipal Schedule C Class Environmental Assessment with the key identified Stakeholders be engaged as the immediate Next Step, due to the EA's potential material impact to our Business Case, either to the positive or negative. The EA, being the regulatory litmus test as to whether this project will be allowed to proceed at all, makes it the logical next step.

It need be remembered that delaying the EA process further risks pushing the timelines out past current available Funding opportunities.

Further, we request the City engage in a 50/50 cost share together with LPMA on the EA costs (at \$60,000 each party), as was done in 2001 when HCCL did the Wave Agitation Study at LaSalle. The Vision 2012 Business Case will continue to be developed throughout this period as required. Public consultations simultaneously occurring during this period makes sense.

The PPP Canada Fund Round 3 application opportunity is expected imminently and has a short filing window, usually 30-45 days. We request Council direct that Staff be authorized to make said application as soon as Round 3 is announced. A municipal application stands a far greater likelihood of success than would an LPMA application.

As we have moved forward with Vision 2012, LPMA has begun outreach into the Community and to Businesses. We have obtained the endorsement s of two leading environmental scientists; Robertson Robertson Yacht Insurance brokers, who have paid many wave related damages claims at LaSalle; and the ringing endorsement of the Aldershot Business Improvement Association.

These written endorsements of Vision 2012 are appended to the revised Business Case.

Our auditor has reviewed the revised and updated Business Case attached and replies our post Vision 2012 financial forecasts to be conservatively prudent; the model highly sustainable; and the case extremely compelling.

Our identified preference is Option B, the expanded marina.

An expanded operation is both justified and viable, bringing with it greatly enhanced economies of scale. It would allow the Marina Association to provide the City with a first rate facility while improving wildlife habitat, public vistas, tourism and supporting local business.

Most importantly, Vision 2012 protects and enhances the interests of the Municipal Ratepayer.

The revised business case is a comprehensive strategic plan which harmonizes all Burlington's marine objectives in the public interest. This Plan enhances our already enviable award winning environmental record.

On behalf of the LPMA, thank you.

Respectfully,

John C. S. Birch, President