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**VIA EMAIL:** ken@kehoemarine.com

**RE: Review Response to EIA Addendum, Kehoe Marine**

On Sept. 26, 2023, Jeff King a biologist from McIntosh Perry submitted a review of our EIA addendum for the conversion of a residential area to an equipment storage area at the Kehoe Marine site. In response to the review, we first provide Mr. King's review comments in italics, followed by our response.

**MP Review:** .... does not provide much of the information required as part of the EIA Guidelines, such as: *illustrate the precise location of all of the natural features/areas on, or adjacent (as defined by the PPS and supporting documents) to the site on clearly legible, scaled maps'*

**ES Response:** As Mr. King correctly points out, the EIA addendum was a continuation of the original EIA produced on Oct. 14, 2020. In that document, natural heritage features were provided via the ELC map on page 10, which is a satellite overlay. The entire Kehoe property area adjacent to the river, including where the conversion of a residential area to a storage area is to take place was identified in the ELC map as Cultural. A Cultural site is one that is influenced more strongly by cultural activities than those cultural activities that define the natural heritage culture features eco-types (i.e., CUM, CUT, CUP, CUW) listed in the ELC manual. The upland portion of the Cultural site identified in the Oct. 14, 2020 EIA includes parking, offices, fabrication buildings, marina buildings, marine fabrication storage, and residential dwellings. It had no natural heritage significance, and was not part of a natural heritage system of any note.

The adjacent open water next to the conversion area was identified as SAS1, and was described in the EIA as:

*The non-marina portion of McCrae Bay is dominated by submergent vegetation with no clear dominant species. Common species present include milfoil, eelgrass, Elodea, Chara, and Potamogeton species. It contains good fish habitat features and was classified as suW1 by Atkinson and Huizer (1991) as part of their wetland evaluation and noted to contain "pondweeds, milfoil, filamentous algae"*

Detailed survey maps of the proposed conversion area have been produced by Hopkins Chitty Land Surveyors Inc., and by Riggs Engineering and we defer to staff at Kehoe Marine to submit these for review along with this review response.

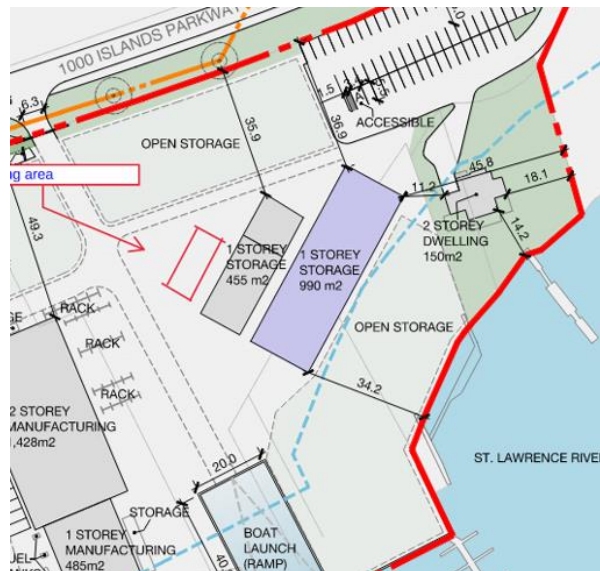
**MP Review:** *It is the understanding of the reviewer based on other information provided that the wetland boundaries were changed within the bay based on the results of the original EIA. This mapping is not found in either document or supplemental documents.*

**ES Response:** MNRF, CRCA, and the County were aware of the approved wetland boundary changes in 2022, but these were not yet made public via NHIC mapping at that time. However, the changes are now available on the MNRF’s Natural Heritage Information Center (NHIC) web site (see blue area in adjacent image). For context with this image, we have provided the approximate area where the conversion from the residential area of to a work storage is to take place. As can be seen, most of the offshore area of the conversion area is PSW, which as noted earlier, is an SAS1 ELC type.



**MP Review:** *.... the EIA addendum indicates that it has yet to be confirmed if the building is 30 m from the wetland boundary.*

**ES Response:** It was our understanding at the time of writing the addendum that there would be a 30 m building setback, but we had no way to confirm this. Our noted lack of confirmation, as discussed with Kehoe Marine at that time, was intended as a reminder that confirmation would be needed. This has since been rectified and shown in the mapping produced by Hopkins Chitty Land Surveyors Inc., as well as by Riggs Engineering. We defer to staff at Kehoe Marine to submit this mapping for review along with this review response. We also provide part of the concept plan produced by Fotenn Planning and Design, showing a 34 m setback for the “Open Storage” area.



**MP Review:** *Additionally, the original EIA and the Addendum do not provide any photographs, at least that are labelled, for the reviewer to be able to better understand the area that is being utilized for the storage yard and storage building.*

**ES Response:** The impact history of the property was covered in the Oct. 14, 2022 EIA, including a 1961 aerial photograph that shows that the residential dwellings and boathouse that were removed in 2023, in order to accommodate the conversion to a work storage yard were in place. We know that site alteration and marina activity predate 1961, but at the very least, we are confident in stating that the site has had at least 60 years of notable cultural impact. This would greatly reduce its potential for ecological significance, and accordingly, it was our opinion that it was only the adjacent river, containing fish habitat and PSW, that had natural heritage significance. In the following 2022 image, part of the residential area (house, boat house, ornamental trees) that was removed to accommodate the work storage yard is shown, along with the retained rental residence further east. The image also shows some of the trees that were removed, which in the left foreground of this image includes a Norway Spruce, a White Pine, and a Manitoba Maple. The septic field for the house was located between the house and the boathouse. The age of the septic system, sandy soils, and close proximity to the river means it would have a much-reduced ability to prevent nutrients from entering the river.



In the following image, we see “Area B” which was assessed in the Oct. 14, 2022 EIA, and will be the location of the approved future pier. This area is adjacent to the work storage area that was assessed in the addendum. Two notable observations in the image are:

1. A lack of upland natural heritage significance.
2. The instability of the shoreline that necessitated the pier work in order to minimize sedimentation impacts, among other impacts.



The following image shows the area converted for work storage purposes. It was accommodated by the removal of existing residential buildings, existing septic systems, and by site regrading.



**MP Review:** *In instances like this there is often opportunity to improve existing conditions. For example, in the original EIA significant sedimentation was noticed to be occurring at the marina during particular operations.*

**ES Response:** The sedimentation that was noted in the Oct. 14, 2022 EIA was from the existing loading areas to the west of the conversion area. The reduction of that sedimentation that will result by the construction of the approved piers was one of the main reasons for our support for that project.

**MP Review:** *Permanent measures could have been recommended that would have had a net gain for the environment. It was indicated that the new walls 'could' improve this through stormwater controls but minimal details were provided in discussion for this. Similarly, this was referred to in the EIA addendum, though again nothing was recommended in the EIA addendum such as a riparian buffer or other alternatives. In reviewing the subsequent correspondence, Riggs Engineering did make recommendations to be implemented that would provide some mitigation and were supported by CRCA. We ask one question as part of this review:*

*Were opportunities explored for restoration or improvement of the natural heritage system within the property boundaries?*

**ES Response:** An overall natural heritage improvement to the identified features of significance (i.e., PSW and associated fish habitat) from the conversion is anticipated, and noted in the EIA addendum. Specifically:

- Removal of three residential buildings that were 14m, 14m, and 23 m to the river, as well as associated residential outbuildings that were even closer.
- Removal of three old (i.e., >50 years) septic systems that were about 10 m from the river and the Ivy Lea PSW
- Removal of a derelict boathouse and structural railway ties containing creosote that were in the river and the Ivy Lea PSW.

With respect to stormwater controls, we noted that engineered sedimentation systems can equal, and sometime have better functionality than naturalized buffers at reducing sedimentation impacts, although engineered systems cannot duplicate the natural heritage habitat attributes of a naturalized and/or riparian buffer. However, the conversion area has no riparian habitat due to the existing gabion wall, and given the cultural impact history of the site, it had no natural heritage significance. Therefore, there will be no loss of significant natural heritage features or loss of buffering functionality with the use of an engineered system.

We are not qualified to assess the efficacy of the proposed stormwater engineering systems and normally defer to the engineering professionals to provide that information. In this case, we respect the ability of Riggs Engineering to come up with an appropriate system, and understand that they have done so in consultation with the CRCA and MECP. In particular, we recommend that Mr. King be provided with the July 31, 2023 technical letter written by Stu Seabrook (P. Eng.) of Riggs Engineering and the August

25, 2023 letter written by Emily Su of the CRCA. This latter letter was a review of the proposed engineered systems. With respect to a shoreline buffer, a 3-meter-wide clear stone buffer strip was proposed adjacent to the gabion baskets. For this, the CRCA noted:

*The buffer would provide approximately 27 metres cubed of storage and would assist in decreasing the rate of runoff into the wetland. Staff supports this recommendation and believe it will help minimize impacts to the wetland.*

Further noted by CRCA:

*Staff have reviewed the above-mentioned documents and feel that it has been demonstrated through lot level controls and grading that post-development peak flows will not impact neighbouring properties.*

**MP Review:** *When reviewing the aerial image from page 10 of the initial EIA (2020) there appear to be trees in the area of influence. Were these assessed for snag trees for bat species? From the original EIA it is not clear what these species would be but there is some understanding that they are mostly non-native or weedy species. Can Ecological Services confirm these species?*

**ES Response:** The trees removed within the conversion area that were greater than 15 cm DBH included a small Norway Spruce, a mid-sized White Pine, a larger Manitoba Maple, two younger Manitoba Maple, and two small Norway Maple. This list does not include the trees (Manitoba Maple and Norway Maple) that were removed to accommodate the approved pier work, that is east/adjacent to the conversion area.

None of the trees were observed to have visible cavities or decay for bat roost/maternity purposes. From our work elsewhere on numerous projects associated with the Parkway, there is no shortage of bat available trees, and the removal of the trees within the conversion property did not constitute the loss of a limiting bat habitat feature.

Respectfully submitted,



Rob Snetsinger  
Ecological Services