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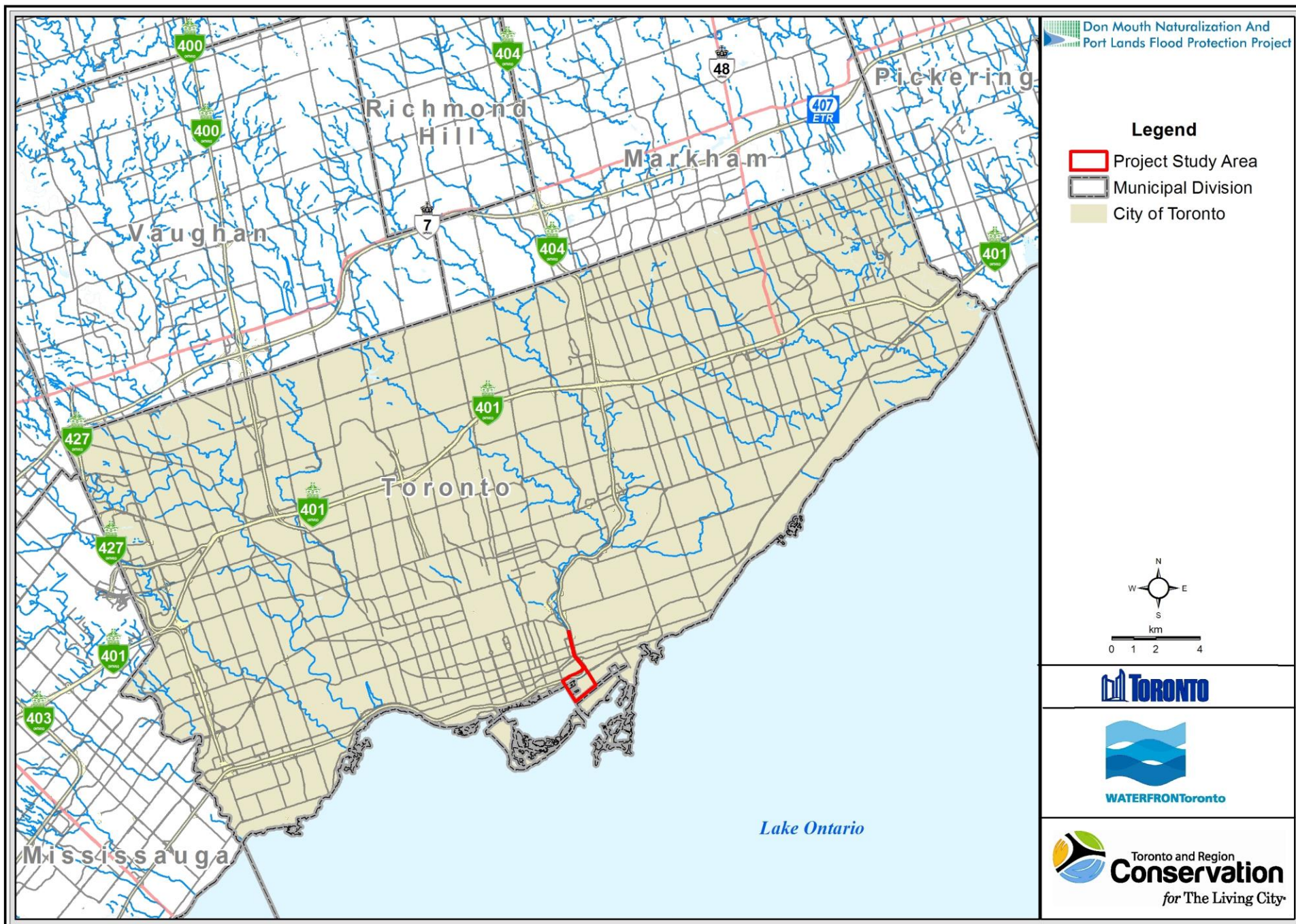
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# 1. Introduction

## 1.1 Project Background

Toronto and Region Conservation Authority (TRCA) is proceeding with the Environmental Assessment (EA) for the Don Mouth Naturalization and Port Lands Flood Protection Project (DMNP) on behalf of and in cooperation with Waterfront Toronto (legally known as the Toronto Waterfront Revitalization Corporation (TWRC)) and the City of Toronto. Currently, 290 hectares of urban land east and south of the Don River are subject to risk of flooding. This project will ultimately transform the existing mouth of the Don River (the “Don Mouth”), including the Keating Channel, into a healthier, more naturalized river outlet to Lake Ontario and the Toronto Inner Harbour and seeks to remove the risk of flooding on the lands. This project is a key component of Waterfront Toronto’s mandate to renew and revitalize Toronto’s waterfront (see **Figure 1-1**).



**Figure 1-1 Project Location**

This project is subject to the requirements of the Ontario *Environmental Assessment Act (EA Act)* as an Individual EA. This document is the EA Report which documents the EA process undertaken for this project in accordance with the Terms of Reference (ToR) approved by the Minister of the Environment on August 17, 2006 (refer to **Appendix A**, Waterfront Toronto and TRCA, 2006). It also identifies all of the public and agency consultation activities undertaken in support of the EA. This EA includes:

- Background information;
- Purpose of the proposed undertaking;
- Project goal and objectives;
- EA and approvals requirements;
- Description and rationale for the proposed undertaking;
- Description of the alternatives considered and how they were evaluated;
- Description of the environment that would be potentially affected by the DMNP;
- Consultation activities in support of the EA; and,
- Adaptive management and monitoring framework.

The public, agencies, utilities, interest groups, Aboriginal communities and landowners have been consulted throughout the development and preparation of the EA.

There are a number of other projects and EAs underway in the DMNP vicinity with which this EA has been integrated. These are discussed in greater detail in **Sections 1.4.1** and **1.4.2**.

## 1.2 Project Goals and Objectives

The need to naturalize the Don Mouth has been well documented. The DMNP is acknowledged as a priority project for Waterfront Toronto in its waterfront revitalization efforts in Toronto. As such, the DMNP has been incorporated into all Toronto waterfront revitalization planning to date. The development of the project goal and objectives drew on the history of Don River revitalization efforts, existing planning efforts and public consultation towards planning and revitalizing Toronto's waterfront.

Since 1991, the need and desire for a naturalized Don Mouth has been an important aspect of plans for the revitalized Don River watershed and Toronto waterfront. TRCA identified the need to remove flood risk in the Port Lands and South Riverdale areas in the 1980s. The agency's 1980 Watershed Plan listed this area as having the greatest risk related to flooding in its jurisdiction. By the early 1990s, an integrated approach to address naturalization and remove flood risk was favoured by both the public and government. This vision evolved over time into conceptual ideas of what a naturalized Don Mouth should look like. Various stakeholders have had different perspectives of what a naturalized Don Mouth should include. Some individuals and groups have advocated for a pristine wetland while others recommended the area be used for community gardens, recreational space and / or waterside cafes and shops.

The project goal and objectives were developed in consultation with stakeholders, including members of the public, during the development of a ToR. The document manages expectations and puts the study in the context of the Don River watershed and Toronto waterfront revitalization. The goal and objectives for the EA have been used to further describe the undertaking, outline the evaluation of alternatives and frame the assessment of project-related effects. The project **goal** is a statement of the overriding purpose of the DMNP. The project **objectives** are statements of what the project is trying to achieve once implemented.



As outlined in the ToR, the **goal** of the DMNP is to *establish and sustain the form, features and functions of a natural river mouth within the context of a revitalized city environment while providing flood protection up to the Regulatory Flood*. The project **objectives** are to:

1. Naturalize and rehabilitate the mouth of the Don River utilizing an ecosystem based approach;
2. Provide flood protection for Spill Zone 1 – the Port Lands and Spill Zone 2 – east of the Don River and north of Lake Shore Boulevard (see **Section 2.1.2**);
3. Maintain the provision for navigation and existing flood protection through sediment, debris and ice management;
4. Integrate existing infrastructure functions that could not be reasonably moved or removed (including road, rails, utilities, trails and power);
5. Encourage additional compatible recreation, cultural heritage opportunities and improved accessibility for the public and persons with disabilities;
6. Contribute to the revitalization and sustainability of the waterfront and co-ordinate with and inform other planning and development efforts and associated certain and foreseeable infrastructure; and,
7. Design and implement the DMNP in a manner consistent with Waterfront Toronto's Sustainability Framework and applicable provincial legislation.

The **first objective** considers the naturalization of the Don Mouth and Lower Don River by creating a more natural river mouth form which will over the long term do the following:

- Improve aquatic and terrestrial habitat;
- Improve linkages between habitats;
- Enhance biodiversity of aquatic and terrestrial species;
- Accommodate future changes in the environment;
- Enhance, to the extent possible, the low flow habitat conditions within the Don Narrows (the Don Narrows extends from Riverdale Park to the north side of the CN Railway); and,
- Address the public's risk of exposure to West Nile Virus.

The **first objective** recognizes that there are existing natural areas within the Port Lands, such as Cherry Beach and Tommy Thompson Park. There are other planned land uses such as Lake Ontario Park which will have a naturalized component. The DMNP should link with these projects and provide complementary habitats for desired species.

The **second objective** is that all options must effectively address flooding issues in the Port Lands and not exacerbate flooding in other areas, while meeting the first objective. The principal areas of concern for flooding are Spill Zone 1 – the Port Lands and Spill Zone 2 – east of the Don River and north of Lake Shore Boulevard (see **Section 2.1.2**). The removal of flood risk protects a number of people and businesses in already established communities and will remove the need to provide individual flood protection in all future development in the Port Lands area. Modelling undertaken during the DMNP has confirmed that the extent of flooding under existing conditions within Spill Zones 1 and 2 extends over 290 hectares of land.

The **third objective** requires the management of sediment, debris and ice to ensure that the DMNP supports required navigation, natural function and existing or future flood protection works within the Lower Don River. Sediment and debris may be managed through project design to a certain degree, although it is recognized that

some form of active management such as dredging, debris and ice removal will continue to be necessary given the significant quantities of sediment and debris that are delivered to the Don Mouth from the watershed. In addition, the DMNP must address the effects of future hydrologic changes as a consequence of climate change. These river management activities have costs associated with them that must be considered.

The **fourth objective** recognizes that the DMNP exists within a complex city environment. The river itself is crossed with a variety of existing infrastructure including surface roads, a highway, high voltage transmission lines, a works yard operated by the Toronto Port Authority (TPA), trails, rail lines and various buried utilities. As the Port Lands area is being revitalized, infrastructure is being planned to service new development. The DMNP must integrate with all existing and planned infrastructure that could not be reasonably moved or removed.

The **fifth objective** recognizes that the DMNP can encourage and contribute to the development of compatible recreation, cultural and heritage opportunities as well as provide improved accessibility to the Don Mouth for the public and persons with disabilities. Recreation opportunities include walking and cycling trails, sports fields, trails and water-based recreation including boating and fishing. In particular, the DMNP should improve pedestrian and bicycle trail linkages between Lake Ontario and the Don River watershed. There are some opportunities to include appreciation of the industrial heritage of the area in the DMNP. The DMNP will also improve local aesthetics.

The **sixth objective** recognizes that there have been 15 to 20 years of planning for the revitalization of the Toronto waterfront and the DMNP has been identified as a priority in an array of many projects going forward. The ongoing and historic planning have sought to recognize the needs of multiple stakeholders including, but not necessarily limited to, the following: businesses, residential communities, recreational users (land and water), environmental interest groups, the City of Toronto, the TPA, Toronto Port Lands Company (TPLC), federal and provincial regulators and private landowners.

Many of the needs of these groups are conflicting and must be balanced within the limited Port Lands area. The public has been consulted on all of the planning for the waterfront and Port Lands to date. Extensive consultation among the various stakeholders resulted in the Central Waterfront Secondary Plan, which expresses the City's vision on the future of the Port Lands. The DMNP must co-ordinate with other planning and development efforts, as well as between the three levels of government as recommended in the Fung Report (Toronto Waterfront Revitalization Task Force, 2000), for the revitalization and sustainability of the waterfront and associated foreseeable infrastructure in order to ensure that the best outcome is achieved for all projects.

The **seventh objective** addresses the sustainability of the DMNP and its compliance with applicable provincial and federal legislation. Waterfront Toronto has developed a Sustainability Framework (TWRC, 2005a) which seeks to ensure that sustainability principles are integrated into all facets of waterfront revitalization management, operations and decision-making. The Sustainability Framework identifies concrete short-, medium- and long-term actions that will lead to remediated brownfields, reduced energy consumption, the construction of green buildings, improved air and water quality, expanded public transit and diverse, vibrant downtown communities. The framework also addresses long-term operating and maintenance costs to ensure that the projects are economically sustainable.

## 1.3 Proponent

In 2001, the three levels of government identified the need and potential funds to plan for naturalizing the mouth of the Don River (Don Mouth) and providing flood protection for the entire 500 hectare floodplain surrounding the Lower Don River and Keating Channel. This work, led by TRCA, is being undertaken as two separate projects: the first, to remove the risk of flooding to 290 hectares of urban land and to naturalize the Don Mouth (the subject of this EA process) and the second, the Class EA for the Lower Don River West (LDRW) Remedial Flood Protection

Project, to remove 210 hectares of land from risk of flooding. This second EA has already been completed. The construction phase of the Kingston Subdivision railway bridge widening project began in October 2007 while the construction of the Flood Protection Landform (FPL) in the West Don Lands is scheduled for completion in Spring 2014 (*pers. comm.*, Haley, 2012).

Following the March 2000 release of the Toronto Waterfront Revitalization Task Force Report, the three levels of government committed \$500,000,000 seed capital each for the founding of Waterfront Toronto (rebranded May 2007). In 2001, the three levels of government created Waterfront Toronto to fund, co-ordinate and oversee the revitalization of the Toronto waterfront, including this project, which was identified as one of the original four priority projects. Waterfront Toronto's vision is to put Toronto at the forefront of global cities in the 21st century by transforming the waterfront and its mandate is to oversee an estimated \$17 billion redevelopment of the Toronto waterfront.

The revitalization of the waterfront will be accomplished by creating prominent cultural institutions, parks, open spaces and diverse and dynamic commercial and residential communities and by attracting 21st century industries. Waterfront Toronto is governed by a 12-member Board of Directors appointed by the federal and provincial governments and the City of Toronto.

The City of Toronto, TRCA and Waterfront Toronto have been identified as co-proponents for this project as it relates to EA legislation. TRCA has worked cooperatively with the City and Waterfront Toronto, their consultants and the three levels of government through appropriate departments and agencies to ensure this project has been co-ordinated with the various other activities required to revitalize the waterfront.

TRCA will have overall responsibility for ensuring that the design, construction, operation, maintenance and management of the DMNP is pursuant to this and other EA approvals. This includes taking responsibility for compliance with the terms and conditions of EA approvals and other subsequent permits and approvals that may be required. It is understood that the construction, operation, maintenance and management of some project components will require continued integration and cooperation with other agencies, entities and landowners. In addition, the City and Waterfront Toronto may delegate some aspects of the actual design and / or construction to TRCA in addition to the role of providing oversight.

## 1.4 The Ontario EA Act

In order to implement the preferred conceptual design for the DMNP, provincial EA requirements must be met through the completion of an Individual EA, as defined in the *Ontario EA Act*. The DMNP has been conducted in two stages for the provincial EA requirements. Stage one involved the development and approval of the Individual EA ToR and the carrying out of the preliminary baseline studies for the impact assessment area. The purpose of the ToR was to describe how the EA would be carried out and to seek public and agency comment before proceeding. The approval of the ToR document in August 2006 by the Minister of the Environment completed stage one. A copy of the ToR and the letter of approval from the Minister are included in **Appendix A**. Stage two involved the preparation of the Individual EA in accordance with the EA ToR and submission to the Ministry of the Environment (MOE) for approval.

The management of sediment at the mouth of the Don River was the subject of a previous EA, the Keating Channel EA (Acres, 1983). The Keating Channel EA applies to current dredging activities in the channel and sediment disposal. The DMNP, once approved, will supersede the Keating Channel EA with respect to the dredging and management activities in the river mouth and the Keating Channel EA will continue to govern the disposal of dredged material.

TRCA has prepared this EA in accordance with the approved ToR and the requirements of subsection 6.1(2) of the *Ontario EA Act* as set out below. TRCA has submitted the EA for review and approval by the Minister containing the following:

- Purpose of the undertaking;
- Description of the undertaking;
- Rationale for the undertaking;
- Description of the environment potentially affected directly or indirectly;
- Description and statement of rationale and assessment of “Alternatives To” and “Alternative Methods”;
- Effects that will be caused or might reasonably be expected to be caused to the environment by the undertaking, the “Alternative Methods” of carrying out the undertaking and the “Alternatives To” the undertaking;
- Description of mitigation;
- Advantages and disadvantages of the undertaking, the “Alternative Methods” of carrying out the undertaking and the “Alternatives To” the undertaking;
- Summary of consultation during the EA;
- An adaptive management monitoring plan; and,
- Any maps or documents as required under the *Ontario EA Act*.

**Table 1-1** identifies where each of the commitments set out in the approved ToR are addressed in the EA Report.

**Table 1-1 Approved Terms of Reference Commitments**

Approved Terms of Reference Commitment	Where Requirement / Commitment is Addressed in the EA Report
1. The EA will be prepared in accordance with the requirements of subsection 6.1(2) of the <i>Ontario EA Act</i> . Section 4.1, page 7 of ToR	Section 1.4 (The <i>Ontario EA Act</i> )
2. All other EA approvals required for the DMNP to proceed will be outlined in the EA. Section 4.1, page 8 of ToR	Section 1.5, Table 1-2 (Other Authorizations / Approvals Required for the DMNP)
3. The DMNP will comply with or be consistent with provincial and federal legislation which applies to the project Section 4.1, page 8 of ToR	Section 1.4 (The <i>Ontario EA Act</i> )
4. Stage two activities of the project will include the preparation and approval of the <i>Canadian Environmental Assessment Act (CEAA)</i> Environmental Screening Report. Section 4.1, page 8 of ToR	No longer applicable given changes to the CEAA
5. The provincial and federal EA legislation need to be co-ordinated to minimize overlap. Section 4.3, page 10 of ToR	No longer applicable given changes to the CEAA
6. The DMNP must be co-ordinated with other project EAs being undertaken in or having influence on the Toronto waterfront area. Section 4.3, page 10 of ToR	Section 1.4.1 (Co-ordinated EA Process)
7. The DMNP intends to co-ordinate with and inform other planning initiatives that will impact the DMNP. Section 4.3, page 10 of ToR	Section 1.4.1 (Co-ordinated EA Process)



**Table 1-1 Approved Terms of Reference Commitments**

Approved Terms of Reference Commitment	Where Requirement / Commitment is Addressed in the EA Report
<b>8. The Project Study Area and the Impact Assessment Study Area will be confirmed during the EA.</b> Section 5.2, page 15 of ToR	Section 2.3.1 (Project Study Area) and Section 2.3.2 (Impact Assessment Study Area)
<b>9. The Impact Assessment Study Area will be defined in greater detail in the EA once the alternatives and their effects are being assessed.</b> Section 5.2, page 15 of ToR	Section 2.3.2 (Impact Assessment Study Area)
<b>10. The rationale for the proposed alternative discharge points shall also be documents in the EA.</b> Section 6, page 19 of ToR	Section 4.1, Table 4-1 (Rationale for Alternative Discharge Points)
<b>11. Should other discharge points be identified during the EA, they will be considered by TRCA if they are considered reasonable and if they have a good potential to meet project objectives</b> Section 6, page 19 of ToR	Section 4.1 (Identification of Potential 'Alternatives To')
<b>12. The identification and evaluation of the different conceptual designs or "Alternative Methods" will be carried out in a five-step process.</b> Section 7, page 20 of ToR	Chapter 5 (Description, Evaluation and Rational for 'Alternative Methods' of Carrying Out the Undertaking) and Figure 5-1 (The Identification and Evaluation of Alternative Methods)
<b>13. All aspects of the environment will be inventoried and described in more detail during the EA.</b> Section 8, page 26 of ToR	Chapter 3 (Description of Potentially Affected Environment)
<b>14. The current biogeochemical conditions within the Ship Channel will be described as part of the EA.</b> Section 8.1, page 30 of ToR	Section 3.1.4 (Water Quality)
<b>15. The results of the built heritage features analysis will be confirmed during the EA stage of the DMNP.</b> Section 8.3, page 40 of ToR	Section 3.4.7 (Cultural Resources)
<b>16. The principles listed below will guide the consultation activities during the EA.</b> <ul style="list-style-type: none"> <li>Accountability</li> <li>Clarity</li> <li>Openness &amp; Inclusivity</li> <li>Timeliness</li> <li>Flexibility</li> <li>Co-ordination</li> <li>Evaluation</li> <li>Commitment</li> </ul> Section 9.2.1, page 41 of ToR	Chapter 10 (Consultation Record)
<b>17. Consultation objectives listed in ToR Section 9.2.2 will guide consultation activities during the EA.</b> Section 9.2.2, page 42 of ToR	Chapter 10 (Consultation Record)
<b>18. First Nations: The Mississaugas of New Credit would be the community of interest for this project. Consultation with the community will continue as part of the EA as required, through public meetings, presentations and invitations to other consultation events.</b> Section 9.2.5, page 43 of ToR	Section 10.3 (Aboriginal Consultation Activities and Results)
<b>19. A monitoring plan will be developed during the DMNP which will include the following information:</b> <ul style="list-style-type: none"> <li>The frequency of the proposed monitoring</li> <li>Monitoring methods proposed</li> <li>Submission procedures for the results of monitoring activities</li> <li>List of the proposed commitments and how and when they will be addressed</li> </ul>	Section 8.1 (DMNP Monitoring Program)

**Table 1-1 Approved Terms of Reference Commitments**

Approved Terms of Reference Commitment	Where Requirement / Commitment is Addressed in the EA Report
<ul style="list-style-type: none"> <li>• Actions to be taken by the TRCA to ensure they are in compliance</li> <li>• The location of monitoring documents</li> <li>• Any applicable emergency response plans</li> </ul> <p>Section 10, page 45 of ToR</p>	
<p><b>20. A monitoring plan will be developed during the DMNP which will consider all relevant project phases: planning, detailed design, tendering, construction, establishment and post-establishment.</b></p> <p>Section 10, page 45 of the ToR</p>	<b>Section 8.1 (DMNP Monitoring Program)</b>

Other provincial approvals which may be required to implement the preferred undertaking include those pursuant to the: *Ontario Water Resources Act (OWRA)*, *Planning Act*, *Lakes and Rivers Improvement Act*, *Endangered Species Act* (2007) and Ontario Regulation (O.Reg.) 153/04 (Records of Site Condition Regulation) under the *Environmental Protection Act*. Other approvals that may be required for the DMNP to proceed are outlined in **Section 1.5**. The DMNP will comply with and / or be consistent with provincial and federal legislation which applies to the project.

#### 1.4.1 Co-ordinated EA Process

This EA continues to be co-ordinated with other project EAs and planning studies influencing or undertaken in the Toronto waterfront. The City of Toronto, TRCA and Waterfront Toronto have worked in a co-ordinated way with provincial and federal governments to fulfill the EA requirements. Ongoing dialogue on the information requirements of both levels of government has been required throughout the EA process as more has been learned about the specifics of the undertaking.

As a result of the activities of Waterfront Toronto and others, there are numerous EAs and planning documents that have been completed or are currently on-going in the Port Lands and the Toronto waterfront. The DMNP has been co-ordinated with and informed by, these other EAs. The list of completed EAs and planning documents includes the:

- Keating Channel EA, including subsequent amendments (Acres, 1983);
- Central Waterfront Secondary Plan, including subsequent Amendment 388 (City of Toronto, 2003a);
- Wet Weather Flow Management Master Plan (City of Toronto, 2003b);
- Class EA for the Lower Don River West Remedial Flood Protection (TRCA, 2005);
- West Don Lands Class EA Master Plan, including subsequent amendments (TWRC, 2005b);
- West Don Lands Precinct Plan (TWRC, 2005c);
- FILMPORT Studios (Toronto Filmport Studios and City of Toronto Economic Development Corporation (TEDCO), 2005);
- East Bayfront Precinct Plan (TWRC, 2005d);
- East Bayfront Class EA Master Plan, including subsequent amendments (TWRC, 2006a, Waterfront Toronto, 2009a);
- Lake Ontario Park Master Plan (Waterfront Toronto, 2008a), Port Lands Business and Implementation Strategy (Waterfront Toronto, 2009b);
- Lower Don Lands Framework Plan (Waterfront Toronto, 2010a – endorsed by City Council);

- Lower Don Lands Infrastructure Master Plan and Keating Channel Precinct Environmental Study Report (Waterfront Toronto, City of Toronto and Toronto Transit Commission, 2010);
- Keating Channel Precinct Plan (Waterfront Toronto, City of Toronto, 2010b);
- Waterfront Sanitary Master Servicing Plan (City of Toronto, 2012);
- Don River and Central Waterfront Project Municipal Class EA Environmental Study Report (City of Toronto, 2012); and,
- Port Lands Acceleration Initiative (PLAI) (Waterfront Toronto, City of Toronto, 2012).

As part of its approvals, the DMNP will replace the recommendations outlined for the East Bank Flood Mitigation Works in the LDRW Class EA (2005).

The list of EAs currently underway which have been informing and have been informed by the DMNP includes the:

- The amendment to the Lower Don Lands Infrastructure Master Plan, now referred to as the Lower Don Lands Environmental Assessment Master Plan (LDL EAMP) (Waterfront Toronto, City of Toronto and Toronto Transit Commission): this amendment is being carried out at the same time as the DMNP. It integrates the results of PLAI and addresses municipal infrastructure (including transportation, transit, trail networks, water, wastewater and stormwater) servicing requirements necessary to support the land uses proposed as part of the revitalization of the Lower Don Lands area (see **Section 1.4.2**); and,
- Gardiner Expressway and Lake Shore Boulevard Reconfiguration EA and Integrated Urban Design Study: this EA is examining the future of the easterly section of the expressway running east of Jarvis Street to approximately Logan Avenue (Waterfront Toronto and City of Toronto, underway – ToR approved in August 2009).

These projects are closely connected to the DMNP, as the realignment of existing infrastructure must adhere to the flood protection requirements outlined in this EA and be compatible with the design of the new river valley system. As such, the works proposed in the EAs must be consistent with the DMNP.

Additional planning studies also underway that will be informed by the DMNP include:

- Port Lands Planning Framework (City of Toronto and Waterfront Toronto);
- South of Eastern Strategic Direction (City of Toronto);
- Port Lands and South of Eastern Transportation and Servicing Master Plan (City of Toronto) for the balance of lands in the Port Lands (south of the Ship Channel and east of the Don Roadway) and South of Eastern area (see **Section 3.4.6.1**); and,
- Precinct planning for Cousins and Polson Quay (Waterfront Toronto) and the Film Studio District Precinct (City of Toronto) (see **Section 3.4.6.1**).

#### 1.4.2 **Lower Don Lands Environmental Assessment Master Plan (LDL EAMP)**

The LDL EAMP addresses water, sanitary, stormwater and transportation (including transit) infrastructure servicing requirements necessary to support the proposed revitalization and redevelopment of these lands. The Project Study Area for the LDL EAMP is similar to the DMNP which is defined in **Section 2.3.1** of Chapter 2. Resulting from the similar Project Study Areas, the LDL EAMP is addressing municipal infrastructure required to be relocated as a result of the DMNP and / or to support revitalization of the lands (see **Figure 1-2**).



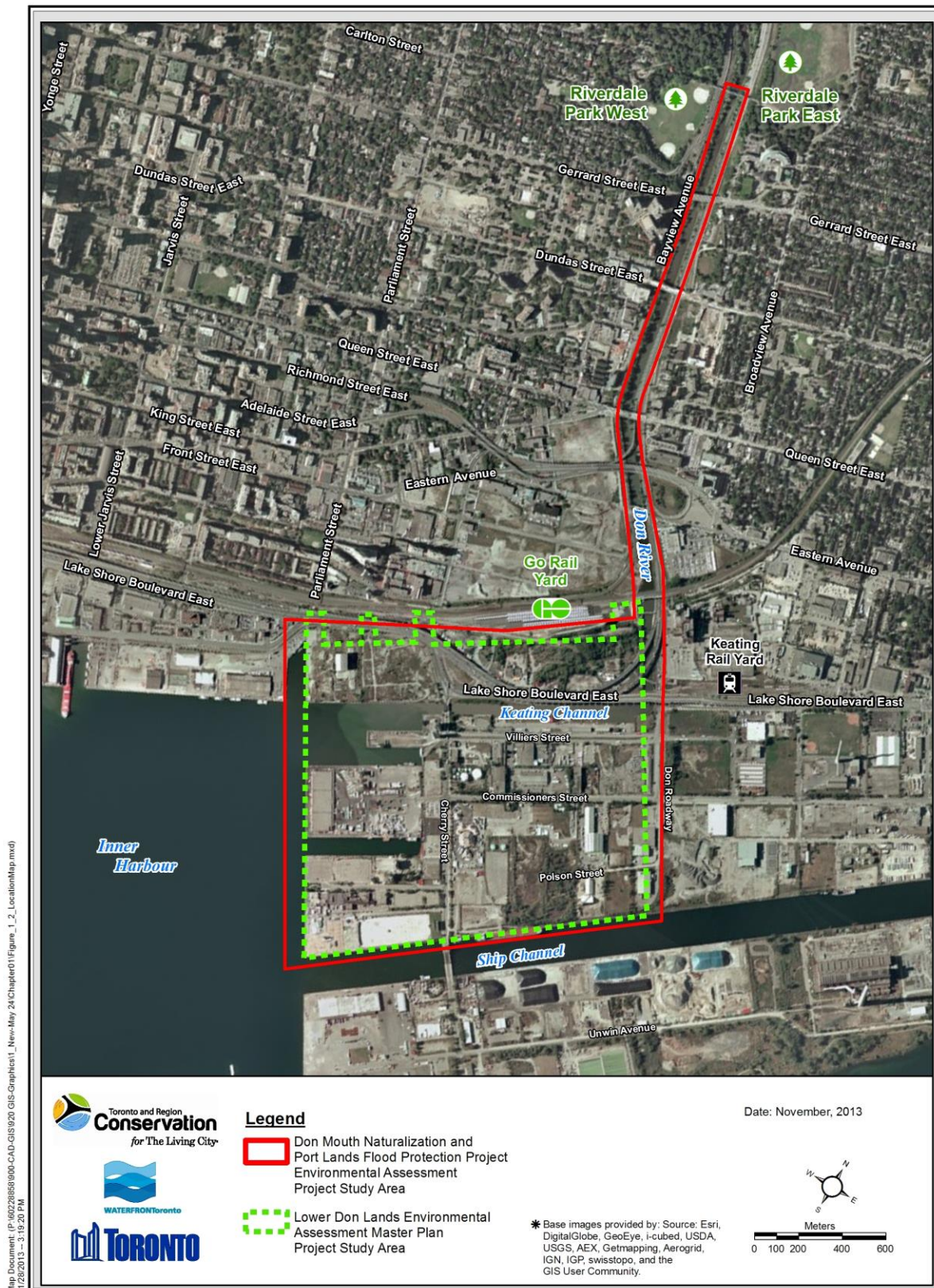


Figure 1-2 EA Study Areas



The preferred alternative chosen for the DMNP provides the basis for the realignment of the existing infrastructure, since the existing infrastructure network is not compatible with the new location for the naturalized Don River and would not be suitable for revitalization. The DMNP also depicts the general location and flood conveyance requirements for all infrastructure crossings, defines the preferred or idealized construction phasing of infrastructure in relation to the construction of the river and directs where stormwater may be discharged. As such, any works proposed in the LDL EAMP are subject to final approvals for the DMNP.

Throughout the process of the DMNP and the refinement of the new river mouth design, information on the alignment of the new river mouth and associated constraints for roads, bridges and utilities was passed on to Waterfront Toronto. This ensured that the two EAs were consistent and approvals could be co-ordinated appropriately.

## 1.5 Other Approvals

Many environmental authorizations and approvals need to be secured to implement the DMNP. A summary of the anticipated authorizations and approvals is provided in **Table 1-2** below.

**Table 1-2 Other Authorizations / Approvals Required for the DMNP**

Level of Government	Department / Ministry / Municipality	Authorizations / Approvals
<b>Federal</b>	Fisheries and Oceans Canada (DFO) (Aquatic Habitat Toronto (AHT) to co-ordinate)	• <i>Fisheries Act</i>
	Transport Canada (TC)	• <i>Navigation Protection Act</i>
	Toronto Port Authority (TPA)	• Port Authorities Operations • <i>Regulations to the Canada Marine Act</i>
<b>Provincial</b>	Ministry of the Environment (MOE)	• Environmental Compliance Approval under <i>Environmental Protection Act (EPA)</i> • Permit to Take Water under the <i>Ontario Water Resources Act (OWRA)</i> • Part V Approval under the <i>EPA</i> Record of Site Condition Regulation, O.Reg. 153/04 made under the <i>EPA</i> • Sewage Works Approval under the <i>OWRA</i>
	Ministry of Natural Resources (MNR)	• <i>Lakes and Rivers Improvement Act</i> <sup>a</sup> • <i>Endangered Species Act</i>
	Toronto and Region Conservation Authority (TRCA)	• Regulation Of Development • O.Reg. 166/06, Interference with Wetlands and Alterations To Shorelines and Watercourses Regulation
	Ministry of Infrastructure	• Class Environmental Assessment Process for the Ministry Infrastructure for Realty Activities other than Electricity Projects (Category B Class EA for the disposition of land in the location of the future sediment and debris management area)
<b>Municipal</b>	City of Toronto	• Site Plan Approvals under the <i>Planning Act</i> for future sediment and debris management area (if required) • Zoning by-law amendment under the <i>Planning Act</i> • Road Occupancy Permit (if required) • Road Cut Permit (if required) • Permit for Installation / Relocation of Public Utilities (if required) • Local Hydro Utility Building Permit (if required) • Building Permit (if required) • Toronto Sewer Use Bylaw • <i>City of Toronto Act</i> • Tree-cutting permits

Note: a. This Act is now managed by TRCA on behalf of MNR. While TRCA does not self-permit, plans led by TRCA must conform to this Act. This Act will only be required in the event of a dam removal or installation.

The Special Policy Area (SPA) designation for Spill Zone 1 and Spill Zone 2 will also need to be amended prior to permitting new land uses in the South of Eastern area and revitalization in the Port Lands. The completion of the DMNP will mitigate flooding within the Project Study Area which will remove flood risk and allow future development approvals to proceed. The City of Toronto, in consultation with TRCA, will continue to consult with the Ministry of Natural Resources (MNR) and the Ministry of Municipal Affairs and Housing (MMAH) on the amendment of the SPA through a future comprehensive Official Plan Amendment for the Port Lands and appropriate mechanisms to ensure that flood protection measures are in place prior to redevelopment proceeding.

## 1.6 Overview of EA Report

This report is organized into 11 chapters:

### **Chapter 1 Introduction**

Briefly describes the background and objectives of the DMNP, introduces the proponent and provides a summary of the regulatory framework of the EA process and other plans/approvals.

### **Chapter 2 Purpose of the Undertaking**

Presents the Problem/Opportunity Assessment, project rationale and describes the DMNP Study Areas and timeline.

### **Chapter 3 Description of the Potentially Affected Environment**

Describes baseline environmental conditions in the area.

### **Chapter 4 Description, Evaluation and Rationale for ‘Alternatives To’ the Undertaking**

Describes the process through which functionally different ways of addressing the identified problem/opportunity (‘alternatives to’) were developed and assessed.

### **Chapter 5 Description, Evaluation and Rationale for ‘Alternatives Methods’ of Carrying Out the Undertaking**

Describes the process through which a preferred alternative (most likely to meet the objectives of the DMNP) was chosen.

### **Chapter 6 Description of the Preferred Alternative**

Provides a detailed description of the project, including its design, phasing and construction techniques.

### **Chapter 7 Detailed Assessment of the Preferred Alternative**

Presents the criteria, indicators and results of the detailed assessment of environmental effects, including an outline of mitigation measures, net effects and a summary of effects by project objective.

### **Chapter 8 Monitoring and Adaptive Environmental Management**

Outlines the framework, strategy and activities of the monitoring and adaptive environmental management that will be conducted throughout the project’s lifespan.

### **Chapter 9 EA Amendment Process**

Provides a framework to deal with modifications to the DMNP after the completion of the EA.

### **Chapter 10 Consultation Record**

Describes the public, agency and Aboriginal consultation program including input from various interested parties and the proponent’s responses.

### **Chapter 11 Advantages and Disadvantages**

Summarizes the advantages and disadvantages of the DMNP from an environmental and socio-economic standpoint.