Don Mouth Naturalization And
Port Lands Flood Protection Project

Don Mouth Naturalization & Flood Protection Environmental Assessment

Stage 1
Terms of Reference
Public Forum #2
January 10, 2006

Don Mouth Naturalization And
Port Lands Flood Protection Project

Overview

I. Reasons for this Project

II. Description of Stage 1

III. Key Components of ToR

IV. What Happens Next

Don Mouth Naturalization And
Port Lands Flood Protection Project

I. Reasons for this Project

This is about realizing a vision to naturalize the mouth of the Don first initiated by Task Force to Bring Back the Don in 1991

- Public interest groundswell integrated this vision into City plans
- Part of a coordinated group of projects to revitalize the waterfront
- TWRC has contracted TRCA to do the EA and Functional Design
- Need for a rigorous technical evaluation

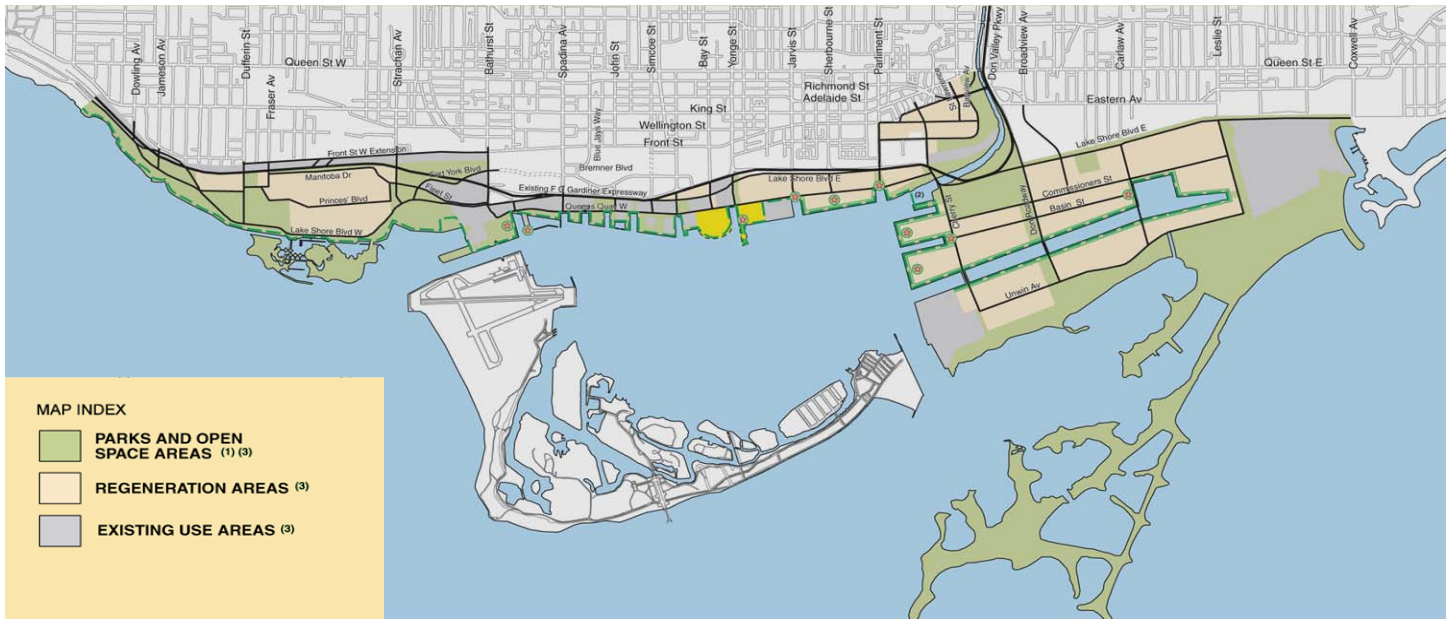
Don Mouth Naturalization And
Port Lands Flood Protection Project

I. Reasons for this Project

An opportunity to correct the most significant flood risk hazard in TRCA's jurisdiction and to naturalize the Don River mouth

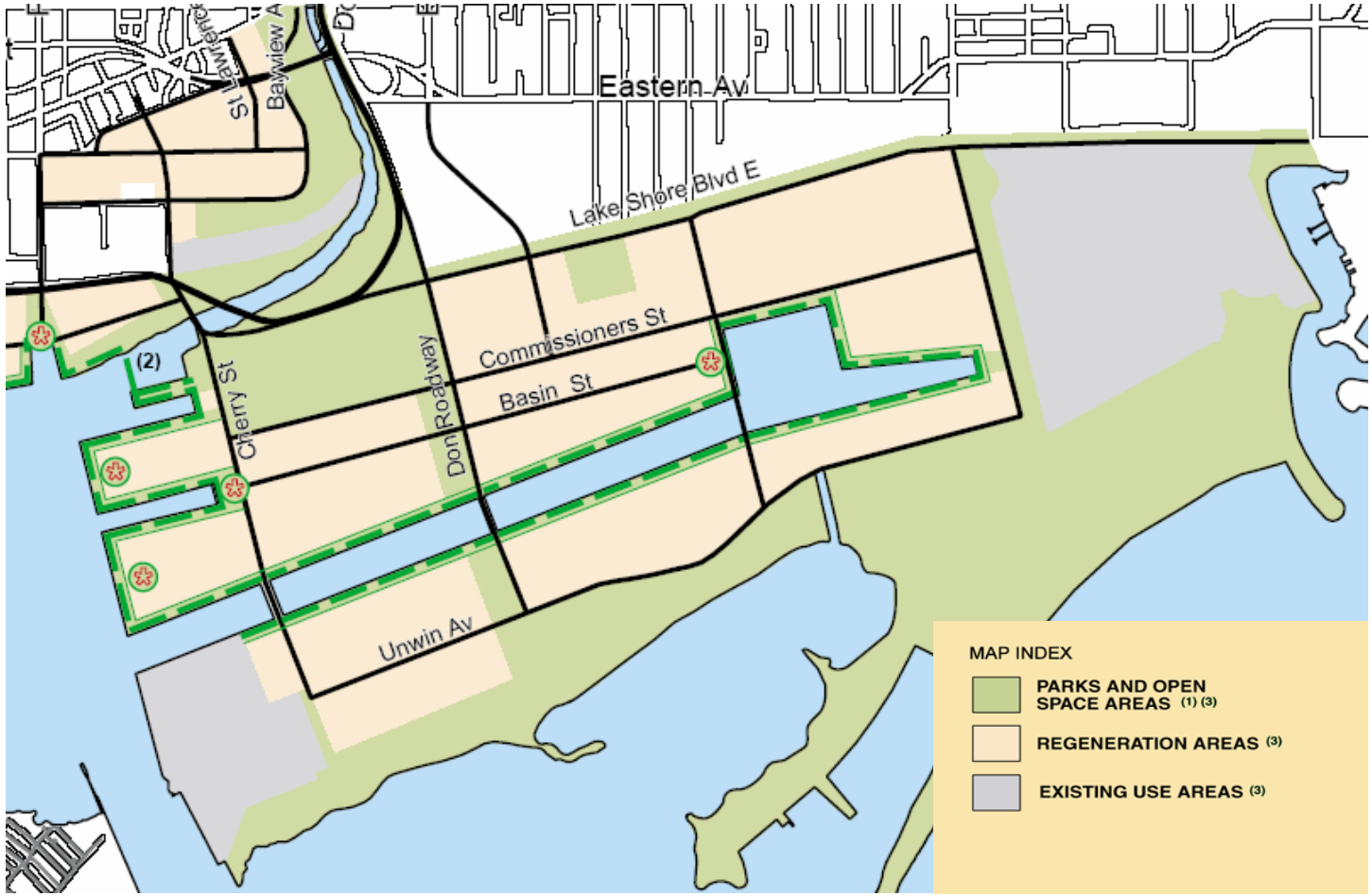
Don Mouth Naturalization And
Port Lands Flood Protection Project

I. Reasons for this Project



- Central Waterfront Secondary Plan recognizes Don Mouth naturalization and flood protection
- TWRC given ownership of this plan through “Our Toronto Waterfront” Report
- Adopted by City Council in 2003 and supported by TRCA
- Currently before the OMB

I. Reasons for this Project

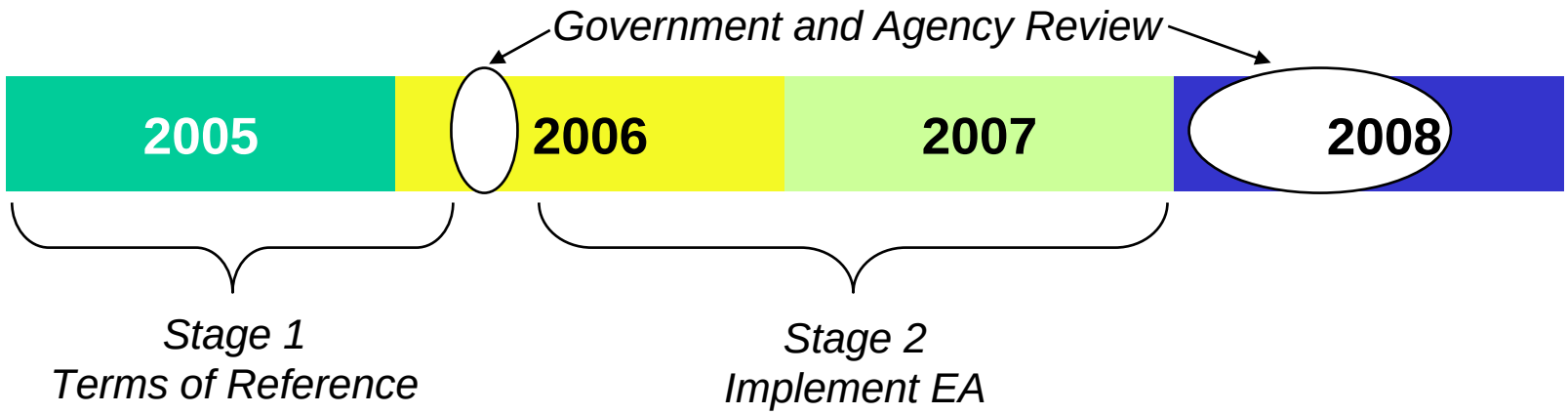


II. Description of Stage 1

An individual Provincial EA is completed in 2 Stages:

- **Stage 1 -** Plan how you're going to do the EA (Terms of Reference)
- **Stage 2 -** Do the EA (following the Terms of Reference approval)

A Federal EA is completed concurrently in the 2nd Stage.



II. Description of Stage 1

Key components of this Terms of Reference:

- Goal and Objectives
- “Alternatives To”
- Study Areas
- “Alternative Methods” Framework
- Evaluation Framework
- Consultation Framework

II. Description of Stage 1

Consultation activities:

- Initial public meeting
- 3 public working sessions
- 4 meetings with the Community Liaison Committee
- Individual meetings
- Site Walk
- 3 meetings with the Technical Advisory Committee

III. Key Components of ToR

Key Messages from the Public Consultation:

1. People are eager to see the Don Mouth Naturalization and Port Lands Flood Protection Project (Don Mouth Project) move forward.

2. The Don Mouth Project should have a mix of approaches to naturalization and flood protection that both “leave it to nature” and involve a “human fix”.

3. Naturalization opportunities should be maximized, with mixed views on the relative importance of flood protection.

4. There is a desire to see a delta and/or marsh as a key part of this Project.

5. It is critical that the needs of this Project be conveyed to and inform other projects in the area.

III. Key Components of ToR

Key Messages from the Public Consultation:

6. This Project should not negatively impact use of the bike trails, Cherry Beach, the sailing clubs, and existing areas of environmental value.

7. The Don Mouth Project should create improvements to the trail system, increased appropriate accessibility (including handicapped), and more options for people traveling south through the City to cross into the Port Lands.

8. The Project needs to developed in the context of the entire Don River watershed and be adaptable over time.

9. Broadly speaking, many people are generally comfortable with the evaluation approach.

10. Public involvement in the process is critical.

III. Key Components of ToR

Goal:

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.

III. Key Components of ToR

Objectives:

1. Naturalize and rehabilitate the mouth of the Don River utilizing an ecosystem based approach
2. Provide flood protection for Spill Zones 1 and 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 public/handicap accessibility
6. Contribute to the revitalization and sustainability of the waterfront and coordinate with and inform other planning and development efforts and associated certain and foreseeable infrastructure
7. Design and implement this project in a manner consistent with TWRC's Sustainability Framework. (e.g. Contaminated Soil/Groundwater Rehabilitation)

Don Mouth Naturalization And Port Lands Flood Protection Project

III. Key Components of ToR

Alternative Discharge Points Considered

Legend

- Start of River Mouth
- Do Nothing Alignment
- Discharge Points

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III. Key Components of ToR

Reasons to limit the list of "Alternatives To" for Stage 2:

- Want to focus available time and effort on those "Alternatives To" that have the highest potential to meet the project goal and objectives

- Allows this project to effectively inform other planning efforts in a timely manner

III. Key Components of ToR

"Alternatives to" Evaluation Criteria

Objective	Criteria
Naturalization	Area available for naturalization
Flood Protection	Ability to remove flood risk
River Operation	Ability to manage debris
	Ability to manage sediment
	Changes to water quality
Integration With Infrastructure	Amount of infrastructure affected
	Port activities affected
Recreation, Culture and Heritage Opportunities	Changes to existing recreation opportunities
Coordinate With Other Planning Efforts	Consistency with Central Waterfront Secondary Plan
	Maintain designated environmentally sensitive areas
	Area of land which will no longer be developable
Consistency With TWRC Sustainability Framework	Area of contaminated land to be managed

III. Key Components of ToR

Assumptions made regarding each "Alternative To" to enable evaluation:

- Length, width of river
- Footprint area
- Alignment
- Channel cross section

Data mapped:

- ESAs
- Existing uses
- Infrastructure replacement required

Alternative #2

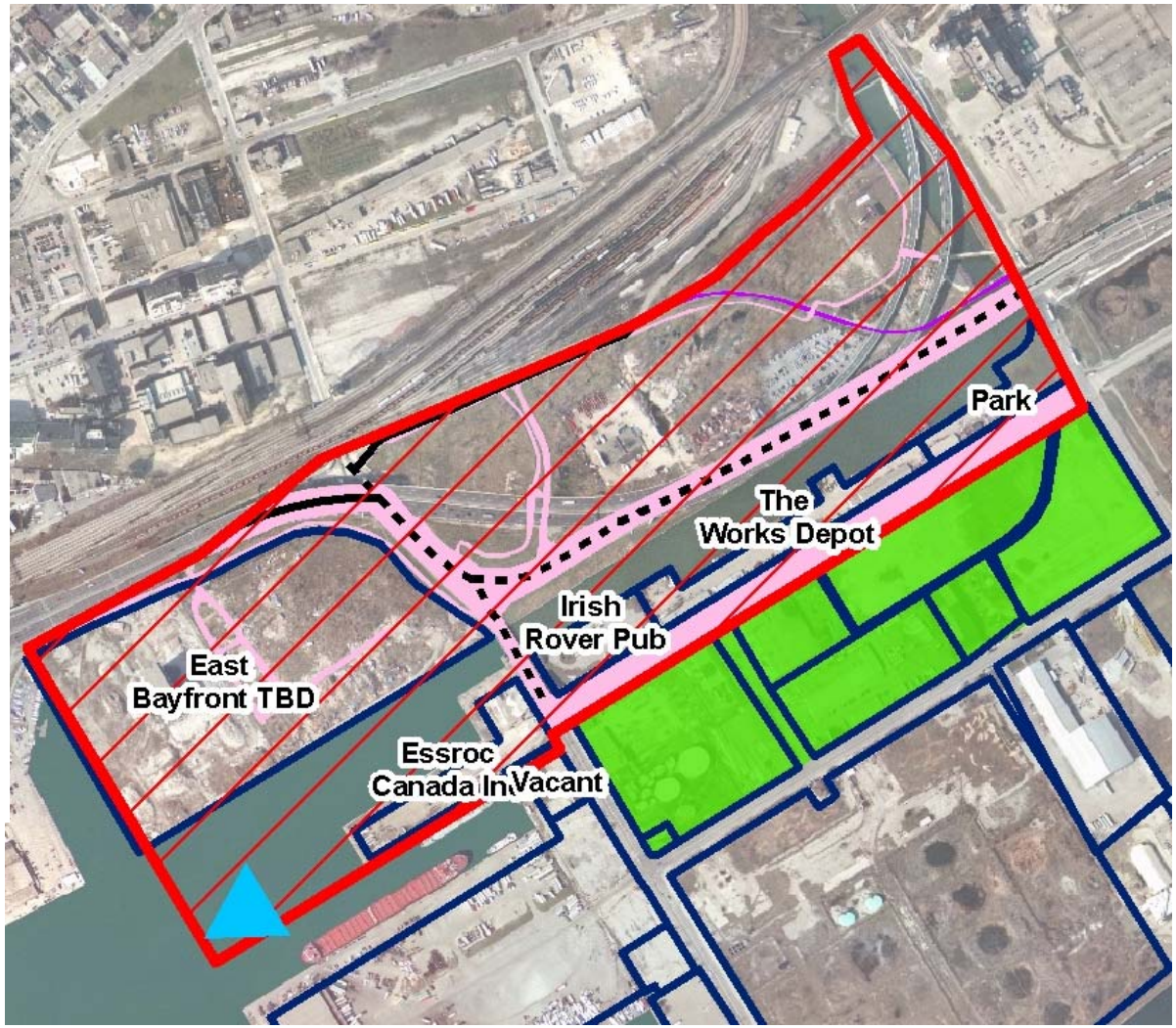
Discharge to the Inner Harbour

Legend

- Environmentally Sensitive Areas
- Alternative Footprint
- Discharge Points

Infrastructure

- Rail Replacement
- Road Removal
- Bridge/Causway Replacement
- Road Replacement
- Existing Uses
- Commissioners Park



Alternative #3

Discharge through the Port Lands to the Ship Channel

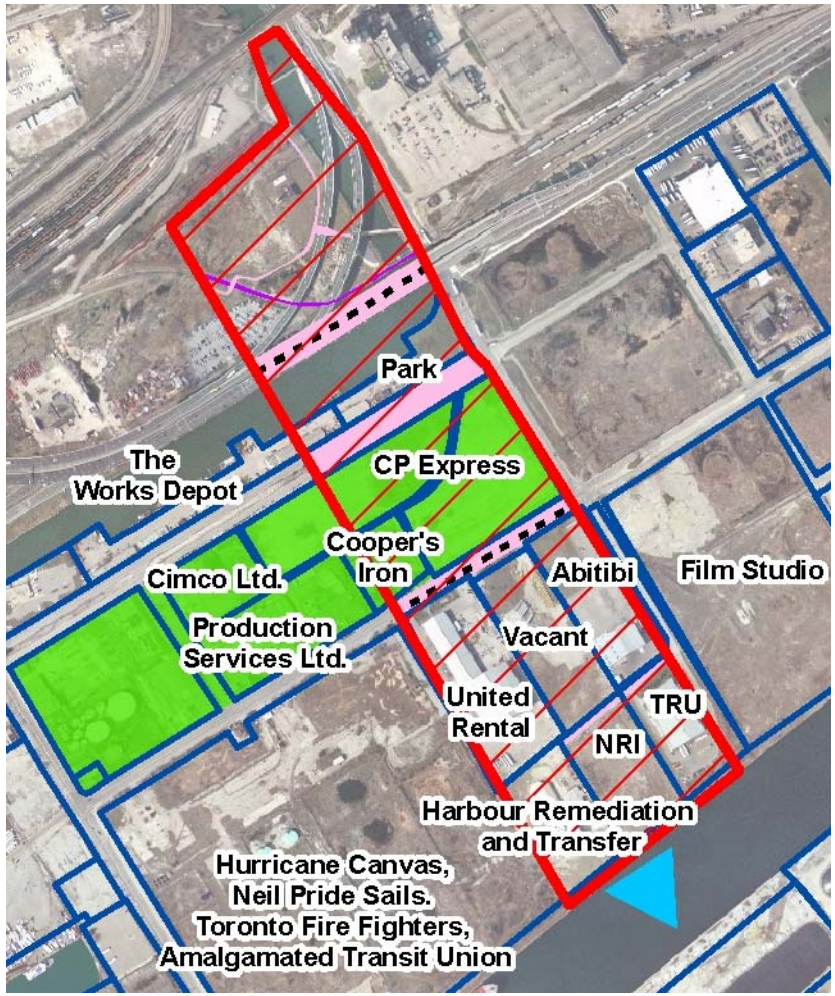
3

Legend

- Environmentally Sensitive Area
- Alternative Footprint
- Discharge Points

Infrastructure

- Rail Replacement
- Road Removal
- Bridge/Causway Replacement
- Existing Uses
- Commissioners Park



Alternative #4

Combination of alternatives 2 and 3

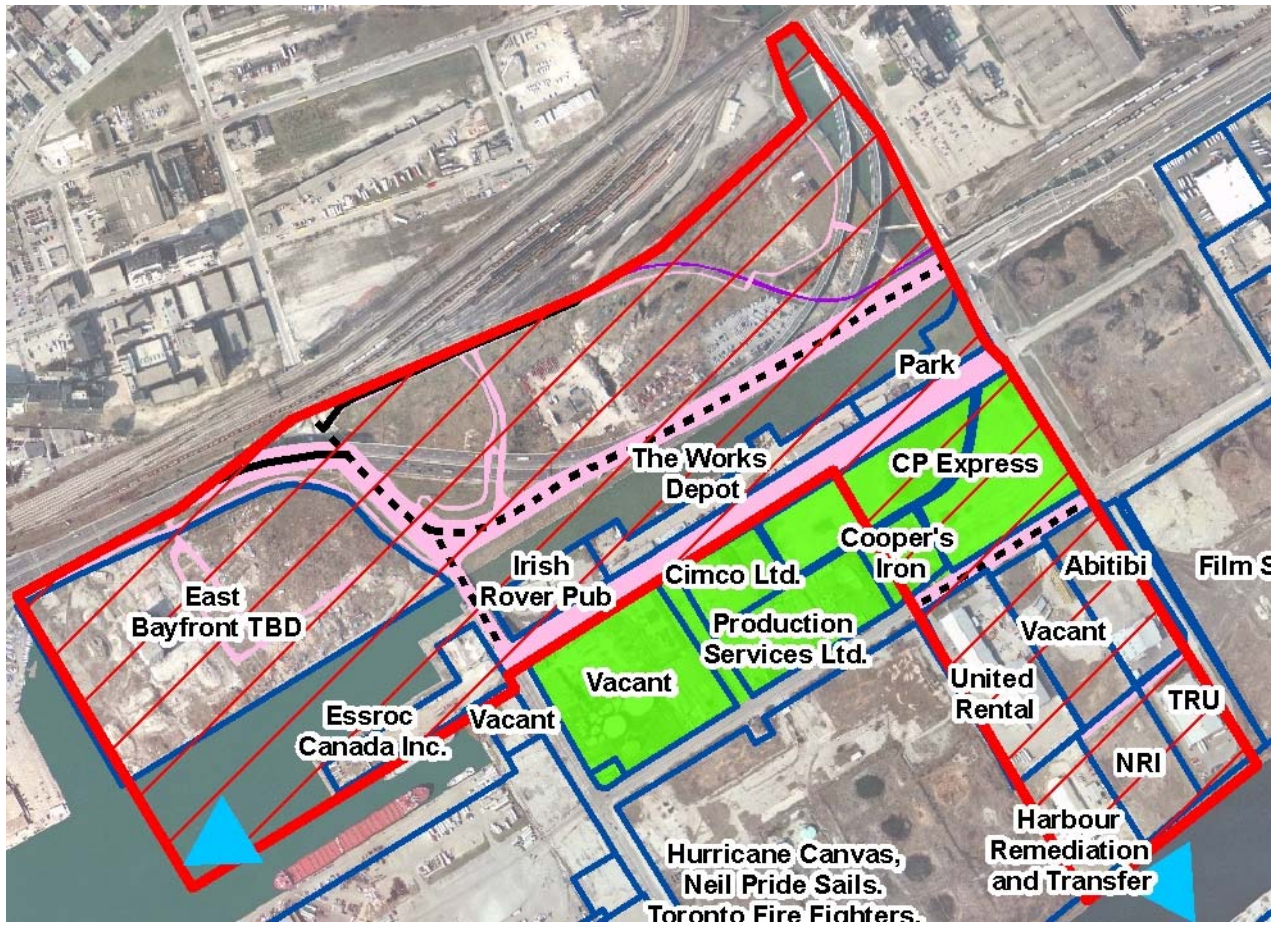
4

Legend

- Environmentally Sensitive Area
- Alternative Footprint
- Discharge Points

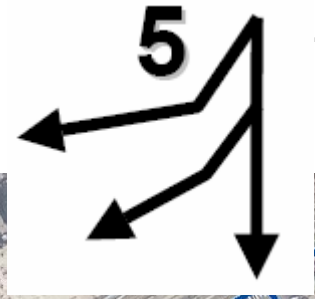
Infrastructure

- Rail Replacement
- Road Removal
- Bridge/Causway Replacement
- Road Replacement
- Existing Uses
- Commisioners Park



Alternative #5

Combination of discharge points 2 and 3 with a third discharge into the lake



Legend

- Environmentally Sensitive Area
- Alternative Footprint
- Discharge Points

Infrastructure

- Rail Replacement
- Road Removal
- Bridge/Causway Replacement
- Existing Uses
- Commisioners Park

Don Mouth Naturalization And Port Lands Flood Protection Project

Alternative #6

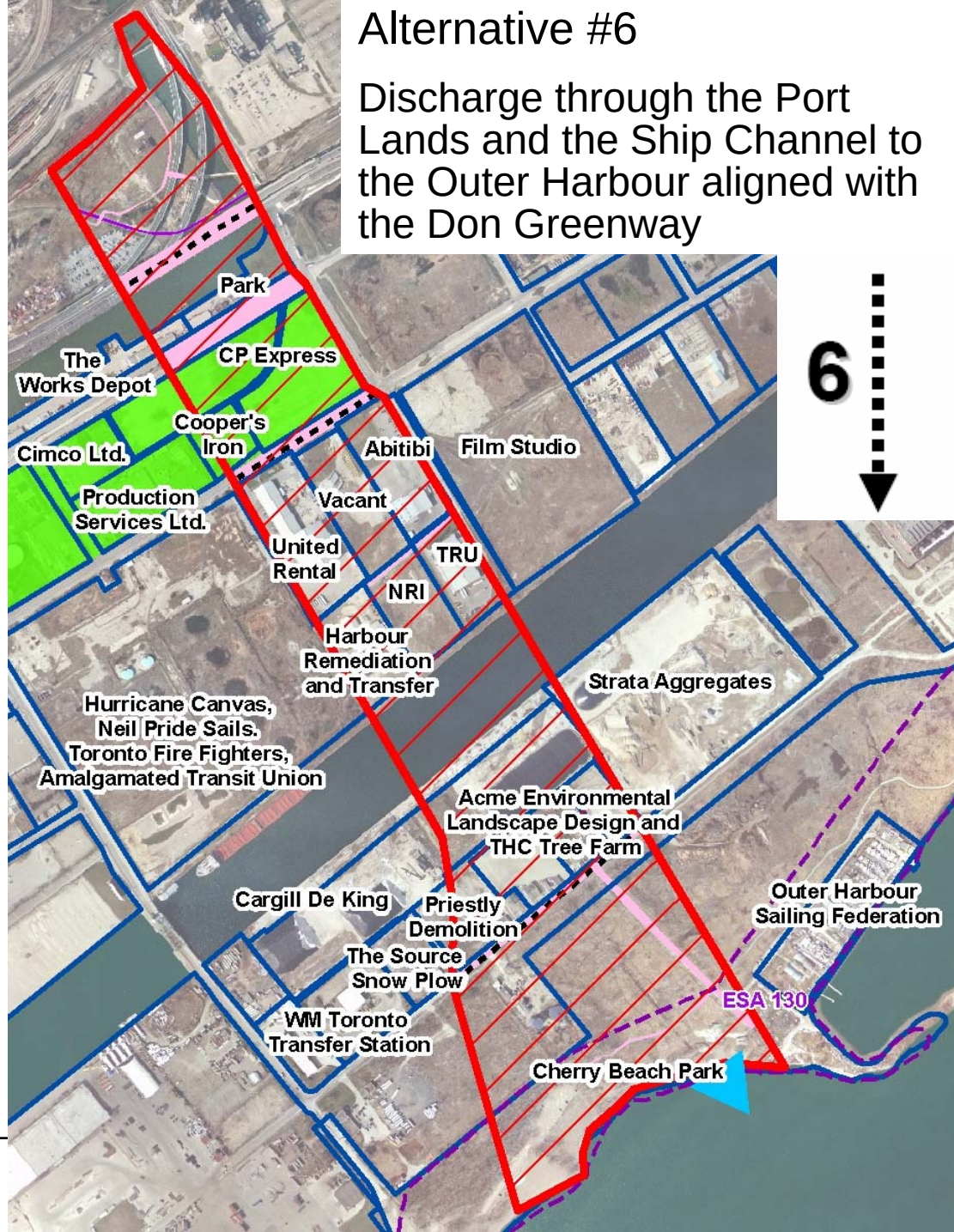
Discharge through the Port Lands and the Ship Channel to the Outer Harbour aligned with the Don Greenway

Legend

- Environmentally Sensitive Area
- Alternative Footprint
- Discharge Points

Infrastructure

- Rail Replacement
- Road Removal
- Bridge/Causway Replacement
- Existing Uses
- Commisioners Park



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Alternative #7

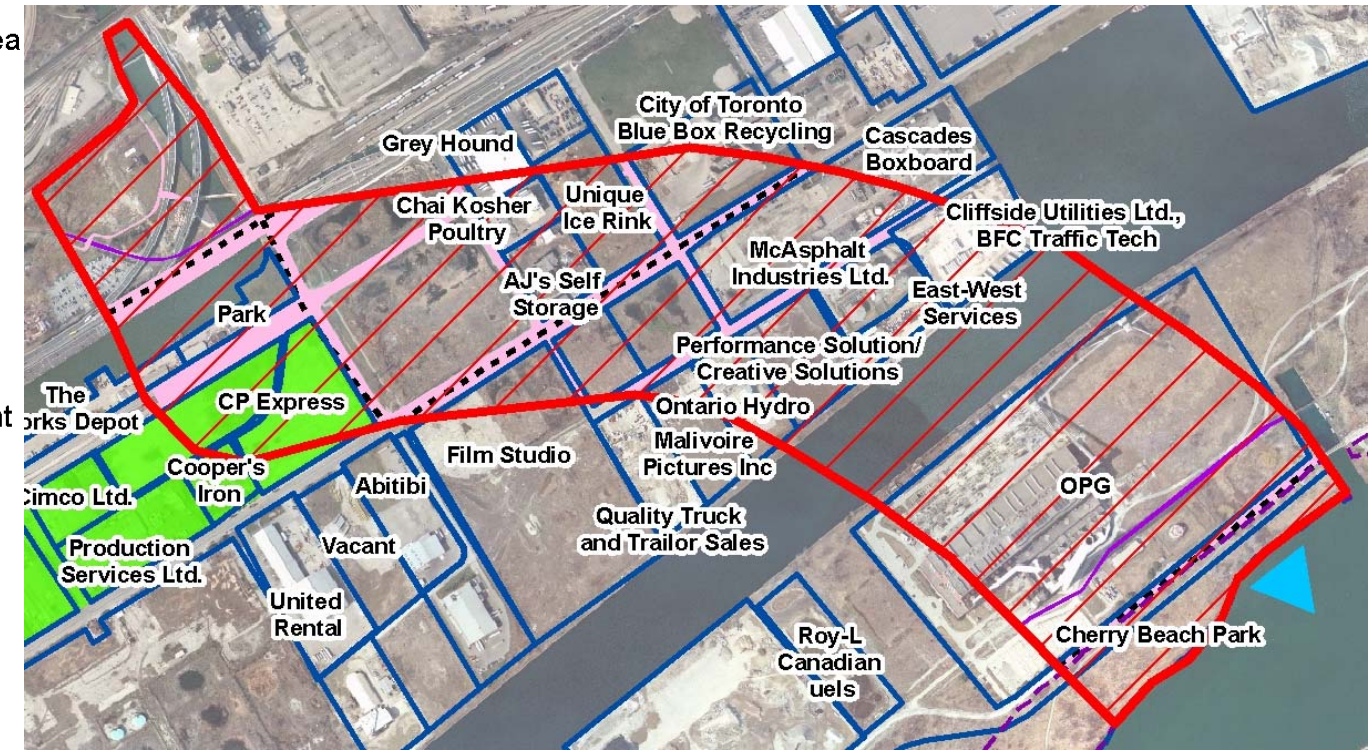
Discharge through the Port Lands and the Ship Channel to the Outer Harbour through the eastern end of the Outer Harbour

Legend

- Environmentally Sensitive Area
- Alternative Footprint
- Discharge Points

Infrastructure

- Rail Replacement
- Road Removal
- Bridge/Causway Replacement
- Existing Uses
- Commisioners Park



Don Mouth Naturalization And Port Lands Flood Protection Project

Alternative #8

Eastern Port Lands discharge point (Ashbridges Bay area)

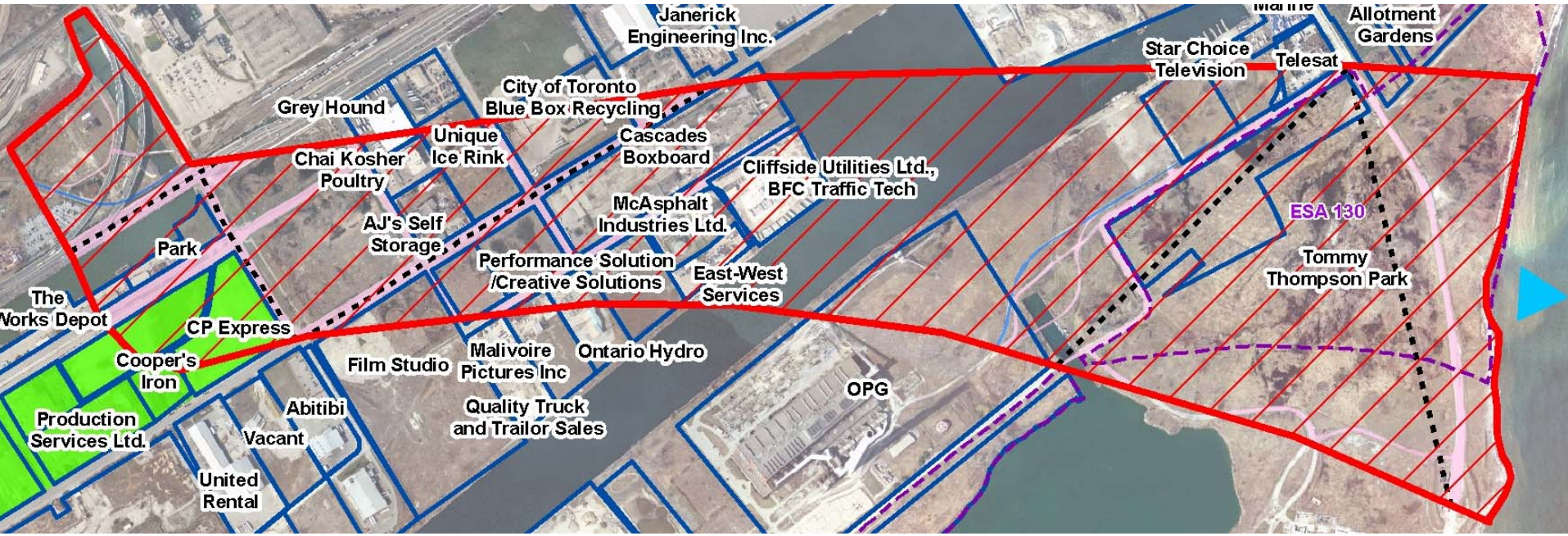
8

Legend

- Environmentally Sensitive Area
- Alternative #8
- Discharge Points

Infrastructure

- Rail Replacement
- Road Removal
- Bridge/Causway Replacement
- Existing Uses
- Commisioners Park



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III. Key Components of ToR

"Alternatives To" Evaluation

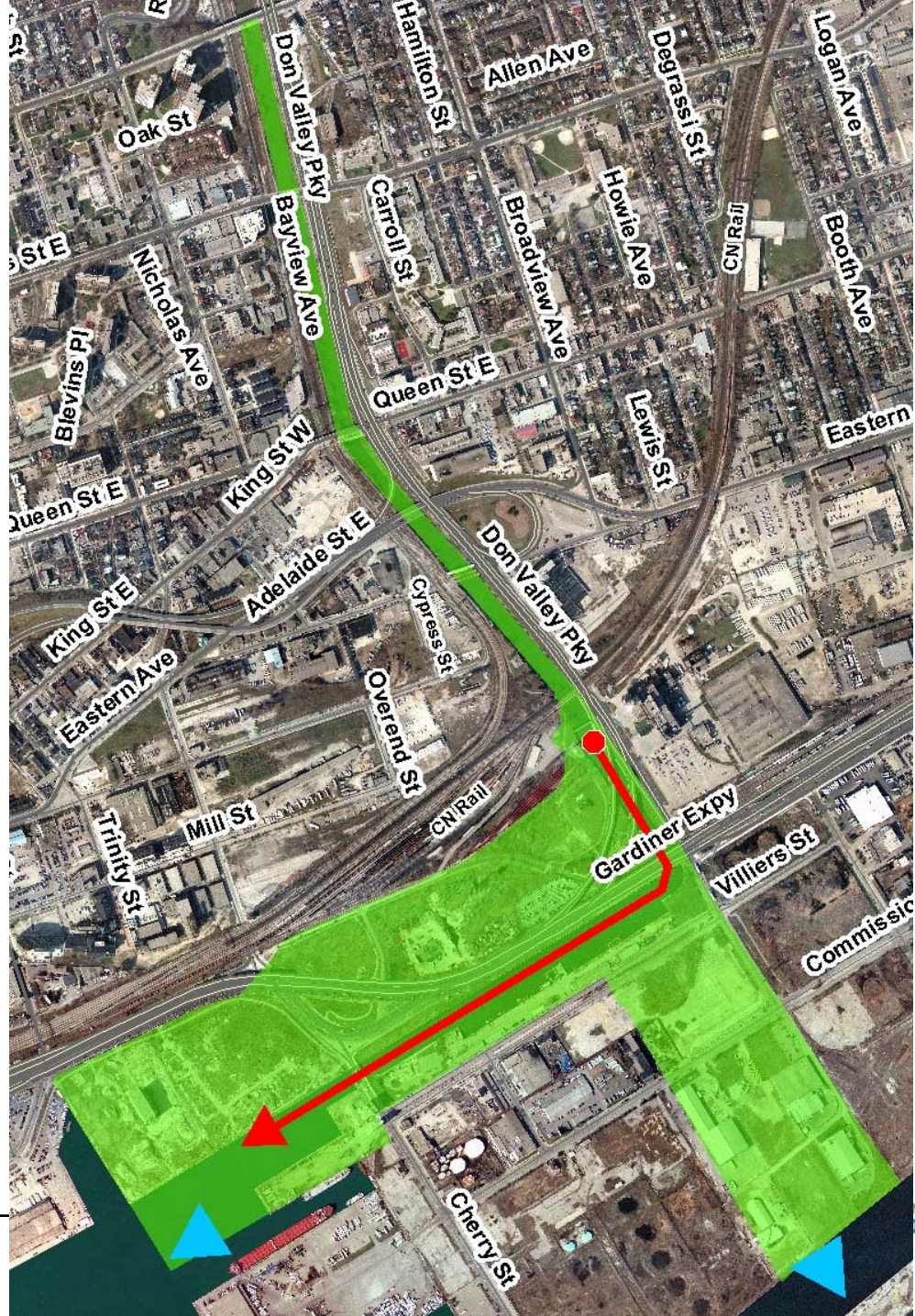
PROJECT OBJECTIVES	"Alternatives To"							
	1	2	3	4	5	6	7	8
Naturalization	Low	Medium	Low	High	High	High	High	High
Flood Protection	Low	High	High	High	High	High	High	High
River Operation	High	High	High	High	High	Low	Low	Low
Integration with Infrastructure	High	Medium	High	Medium	Medium	Low	Low	Low
Recreation, Culture and Heritage Opportunities	High	High	High	High	Low	Low	Low	Low
Coordinate with Other Planning Efforts	Medium	High	High	High	Low	Low	Low	Low
Consistency with TWRC Sustainability Framework	High	Medium	High	Low	Low	Low	Low	Low
OVERALL POTENTIAL TO MEET / ACHIEVE PROJECT OBJECTIVES	Medium	High	High	High	Medium	Low	Low	Low
RECOMMENDED ACTION	CARRIED FORWARD AS EA REQUIREMENT	CARRIED FORWARD IN EA	CARRIED FORWARD IN EA	CARRIED FORWARD IN EA	NOT CONSIDERED IN EA	NOT CONSIDERED IN EA	NOT CONSIDERED IN EA	NOT CONSIDERED IN EA

III. Key Components of ToR

Project Study Area

Legend

- Discharge Points
- Start of River Mouth
- Do Nothing Alignment



III. Key Components of ToR

Alternative Methods – What are they?

They describe:

- How the water will get from the river to the discharge point (alignment, number of channels, slope, width, water level, etc.)
- What the river mouth will look like (submergent marsh, upland vegetation, etc.)
- How the river mouth is going to function (flood protection, management of debris and sediment, quality of habitat, recreational uses, etc.)
- Link to adjacent ecosystems

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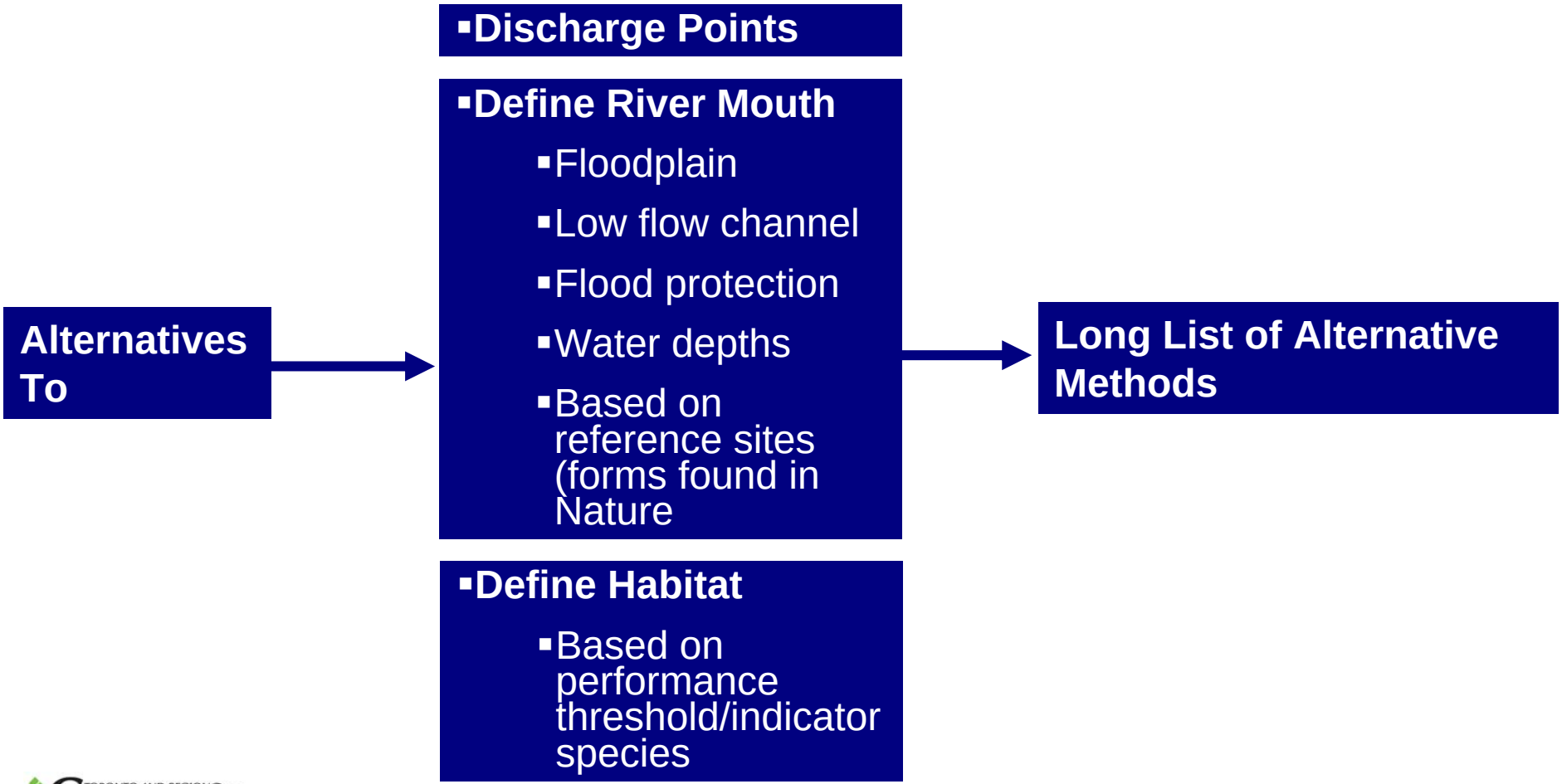
III. Key Components of ToR

Creation of Long List of Alternative Methods



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III. Key Components of ToR

Creation of Short of Alternative Methods

Evaluation Step 1:

Screen/Refine Long List

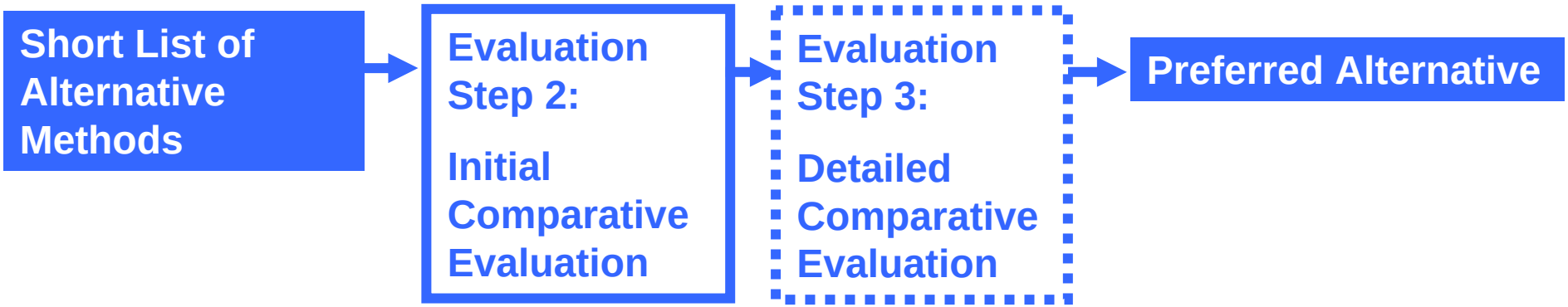
Long List of Alternative Methods

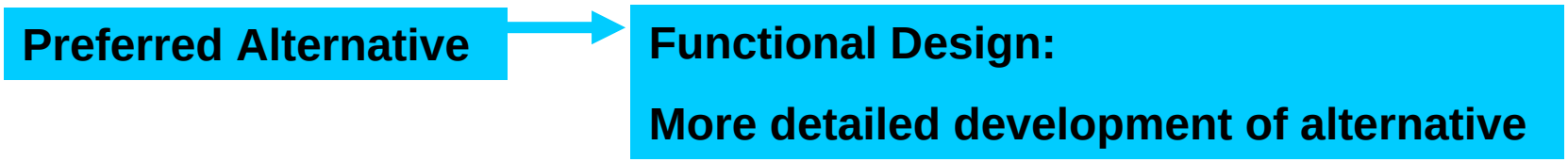
- Recreation
- Infrastructure
- River Operation
  - Sediment
  - Navigation
  - Ice
  - Debris

Short List of Alternative Methods

III. Key Components of ToR

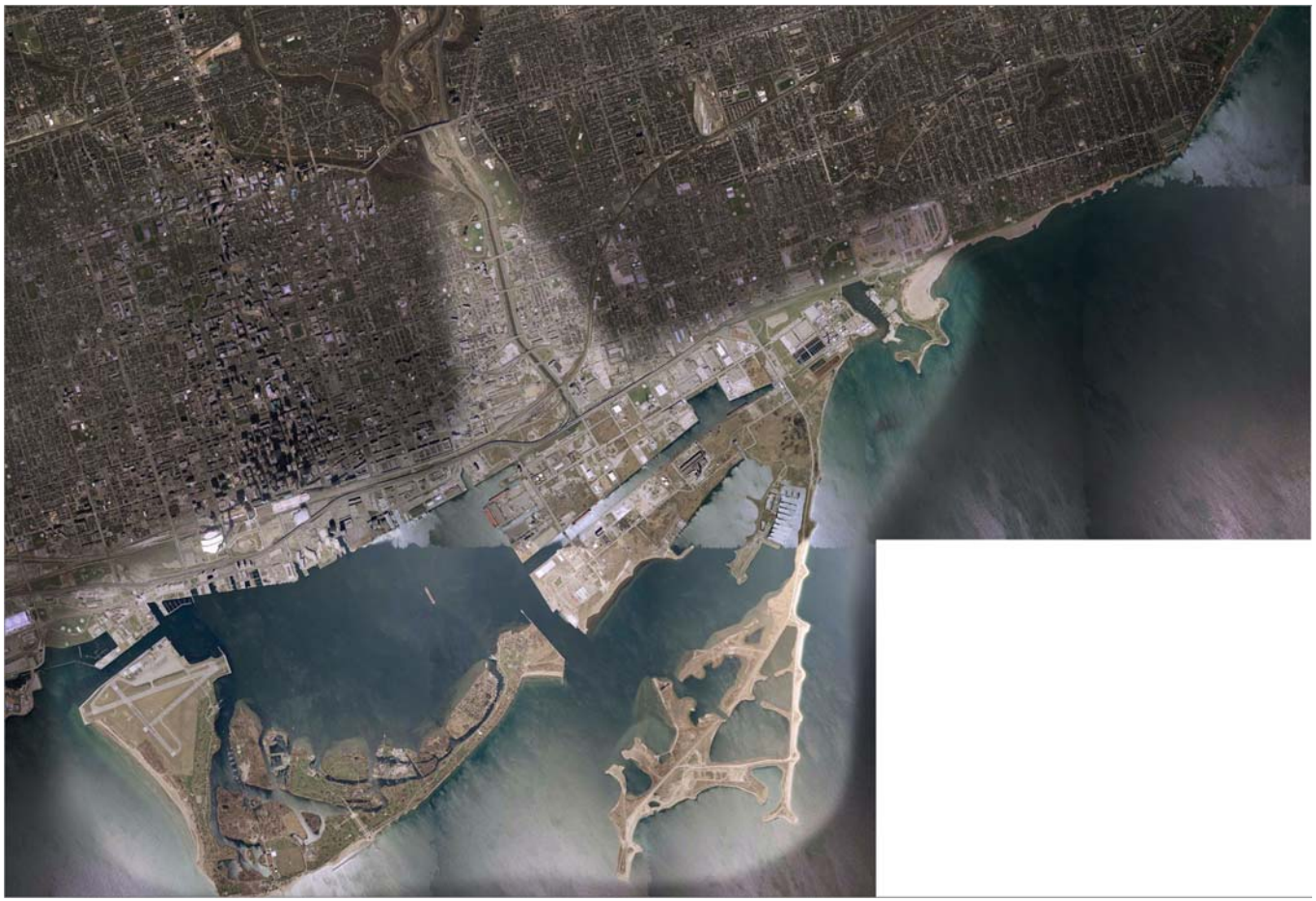
Selection of Preferred Alternative





III. Key Components of ToR

Impact Assessment Study Area



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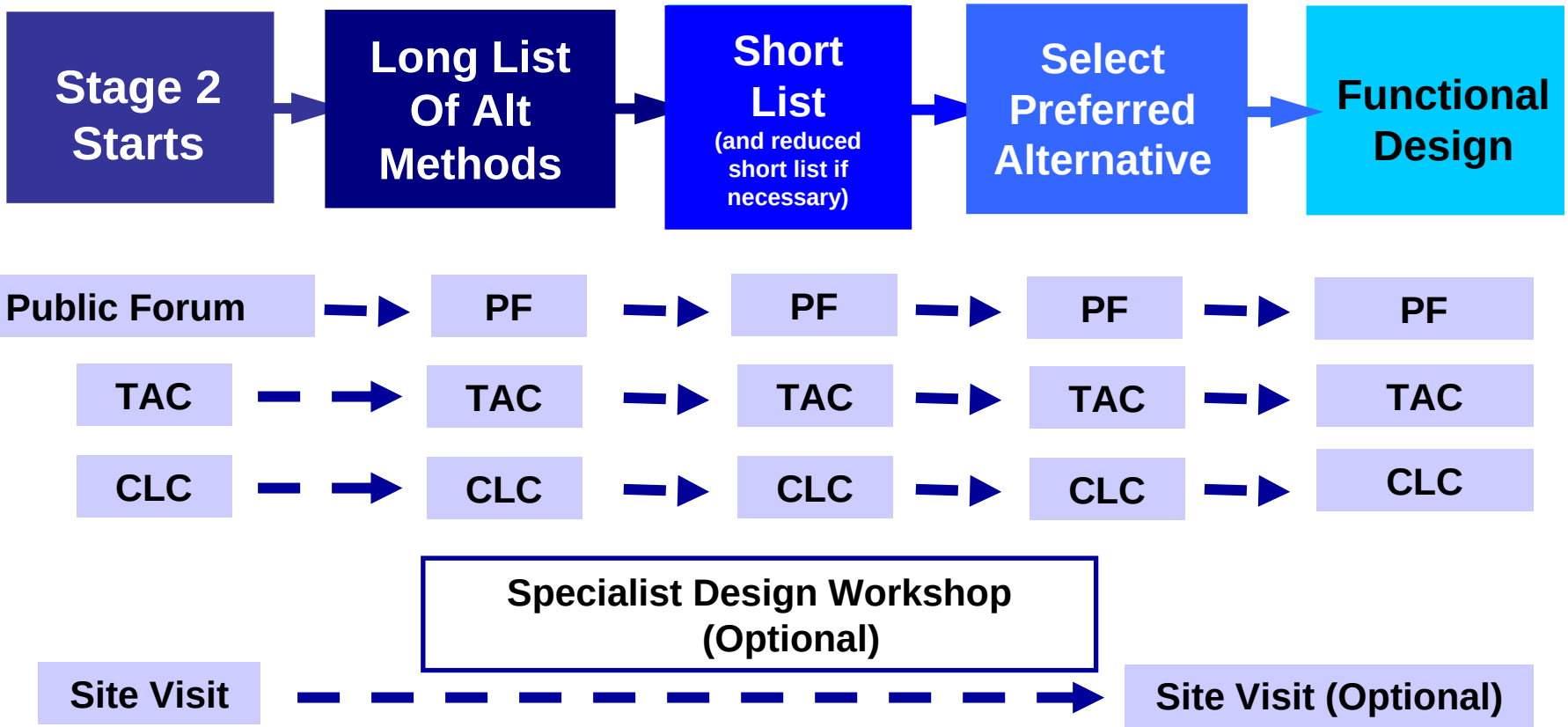
III. Key Components of ToR

Consultation Framework



Ongoing activities – project newsletters, flyers, web updates, newspaper ads, workshops, individual meetings as required

IV. Next Steps

- Circulate draft Terms of Reference for stakeholder comments following Public Forum #2
- Comment period – 2 weeks
- Based on comments prepare final ToR
- Submit ToR including a record of public comment to MOE in March
- Start Stage 2 after MOE approval

IV. Next Steps

MOE Process for Approval of ToR:

- Post on EA website
- MOE Public Review Period – 5 weeks from posting
- MOE Staff review and recommend:
  - Approval
  - Amendment
  - Mediation
- Ministerial Decision – 7 weeks from end of comment period