Don Mouth Naturalization & Port Lands Flood Protection Project

Working Session #1

Meeting Notes

July 25, 2005

Working Session #1
Don Mouth Naturalization and Port Lands Flood Protection Project

Monday, July 25, 2005

Toronto Fire Academy, Auditorium
895 Eastern Avenue, Toronto

6:30 – 9:00 p.m.

SUMMARY NOTES

1.0 Welcome, Introductions and Agenda Review

The doors were opened at 6:30 p.m. Members of the public viewed the display boards that were posted at the back of the auditorium. A copy of the poster boards is found in **Appendix A** of the notes compiled for Public Forum #1 (June 23, 2005), which are available on the TRCA website at:

http://www.trca.on.ca/water_protection/don_mouth/default.asp?load=whats_new

Toronto Region Conservation Authority (TRCA), and members of the consulting team were on hand to answer questions before the Working Session began.

All participants received the following information as they signed in:
- Participant workbook
- Don Mouth Naturalization & Port Lands Flood Protection Project Newsletter (Volume #1 June 2005)
- Highlights of feedback received at Public Forum #1 (July 25, 2005)

Fifty-one participants signed in at the meeting. The list of project team members present at the event may be found in **Appendix A** to these notes.

Adele Freeman (Director, Watershed Management Division, TRCA) opened the meeting at 6:45 p.m. and described the purpose of the meeting:
- To provide a better understanding of the Environmental Assessment (EA) process;
- To present information on the issues and studies the project team will be investigating;
- To learn from members of the public about any additional information and where it could be found; and,
- To seek feedback on what aspects of the study area should be retained, and what features should be enhanced or changed.

Adele also informed participants that a site walk is going to take place on July 26th at 6:30 pm, to offer a first hand view of the site and the related opportunities. Participants were asked to meet at the small parkette at the intersection of Villiers and Don Roadway.

The meeting venue for this working session was chosen to accommodate local participation. Roughly half of the participants indicated that they lived within 1.5 kms of this meeting site.

Nicole Swerhun was introduced as the facilitator. She indicated that her role is to provide independent, neutral facilitation services and to ensure that all can express their views during the course of the meeting. Nicole pointed out the information that was available at the sign-in desk and walked participants through the agenda. Nicole also identified that this project is now at the Terms of Reference (TOR) stage of an Environmental Assessment. The ToR stage lays out the map that will be followed to undertake the Environmental Assessment.

Nicole explained that the bulk of the meeting would be spent providing participants with background information for the project. Following three presentations, participants will gather around the aerial photographs in the back of the room and discuss what aspects of the study area they think are the beneficial and which aspects require improvement. Small discussion groups would also be asked to respond to two focus questions.

2.0 Overview Presentations

Why data collection is important

Joanna Kidd was introduced as the Chair of Toronto Bay Initiative. Joanna is also a member of the Don Mouth Naturalization EA Community Liaison Committee. The naturalization of the Don is an important part of her group's mandate. Joanna's presentation focused on the question: why is data collection important? She outlined the following four reasons:

- *Wise planning:* Renaturalizing the mouth of the Don is a large endeavour. This needs to be done in a wise manner.
- *The Environmental Assessment Act:* This is a very powerful piece of legislation, the goal of which is to protect the environment for Ontario's citizens. This process is geared to enable the best decision to be made, while considering the widest definition of the environment is used, including social, environmental, cultural, and economic aspects.
- *To help us make decisions:* Any alternatives will have advantages and disadvantages. Trade-offs will have to be made. Information collected will help us to do this.
- *Adaptive management:* We want to make sure that the predictions we make now are realized in the future. We also need to test the decisions that were made in the 1980s. Collecting data will help us to do this more accurately.

Review and Update from Public Forum #1

Paul Murray, Gartner Lee Limited, was introduced to set the stage for the process and this consultation meeting. Paul is the project manager. A copy of the full presentation is found in **Appendix B** to these notes. Paul highlighted the following information during his presentation.

The process that is being followed reflects the requirements of the EA process for individual projects. One of the purposes of the meeting is to help people to understand this process.

The first step in an individual EA process is the development of a TOR. All of the elements that will be covered during the EA are laid out in the TOR. Stakeholders are to be consulted during this early stage and throughout the EA process. During an EA, a proponent has to identify the purpose of the project and describe it and the related studies that will need to be done. The environment has to be described, the alternatives outlined, the evaluation criteria and the consultation process identified.

Paul outlined the goal of the project, "to establish the form, features and function of a natural river mouth within the context of an urban environment." Generally, at the first workshop, participants accepted this goal, with some modifications largely around providing further definition to certain aspects the goal. The project team is now working on this. Highlights of the public feedback were captured on one of the meeting handouts.

The project objectives, as outlined in the first forum were reviewed, along with the highlights of the public feedback. The project team is considering how the feedback will be integrated. This will be done and presented at the second public forum.

Three study areas are being considered:

1. Naturalization Study Area
2. Flood Protection Study Area. This project deals with Spill Zones 1 and 2.
3. Local Study Area

The first set of alternatives in the EA process are "alternatives to". For the purposes of this EA, we have defined "alternatives to" as alternative locations where the river would discharge into the lake:

1. Do nothing (as required by all EAs)
2. Discharge to the inner harbour
3. Discharge through the Port Lands area (into the ship channel or the outer harbour)
4. Combined discharge to the inner harbour and through the Port Lands (combination of alternatives 2 and 3).

Issues and Studies

Don Gorber, SENES Consultants Limited, was introduced to review the issues and studies that are a fundamental part of the study. First, Don answered the following two questions:

What are issues? Issues are those aspects of the environment that have been identified as being important to the study by the proponent, the public or other stakeholders. Examples include: naturalization; flood protection; river management; integration with infrastructure; soil and ground water contamination; cultural heritage; recreation; linkages (for wildlife, trails, fish, etc.); sustainability; and, integration with adjacent communities and land uses.

What are studies? Studies are those activities that will be undertaken to collect and use data that will help us understand the issues or aspects of the environment that have been identified as being important during the course of the study. Studies are undertaken to help us understand the: existing environment; affected community; ecosystem; impacts of various alternatives.

The data is used both during the TOR and EA stage. The public has an important role in identifying issues, suggesting studies, and providing alternative data sources.

Don showed an overhead which outlined the various activities that are currently being undertaken, each with its own set of data being collected. The study team hopes to identify data gaps and fill them. Don then outlined the types of data needed, the importance of the data, and the sources of the data for:

- *Sediment.* This data is important because the quality and quantity of sediment affect river function and aquatic habitat.
- *Hydraulics, Hydrology, Geomorphology, Water Quality, and Debris.* This data is important because the flow rate and the quality of water determine what can live in the river. Ultimately, we want to control the flows to create the “marsh” or other type of naturalization that is desired.
- *Aquatic Habitat.* This data is important because it identifies what aquatic species use and used to use the area, how these species use the area, and provides insight as to what aspects of the aquatic environment should be enhanced and protected.
- *Ground Water and Soil Contamination.* This information is important because existing contamination must be managed to ensure that these adjacent sources of contaminants do not undermine efforts to naturalize the mouth of the Don.
- *Terrestrial vegetation.* This information is important because it will identify the distribution and quality of vegetation communities within the project area and provide insight into strategies for enhancing and protecting these communities.
- *Wildlife.* This information identifies the wildlife using the area, and how they are using it. This information will be useful in developing strategies for habitat enhancement and protection.
- *Air Quality.* This information is important because air quality will influence how the area will be used for recreational purposes.

- *Noise and vibration.* This information is important because these factors will influence the recreational uses of the area.
- *Public Health.* This information is important because any changes to the air, water and soil will have an impact on the humans using this area. It will also consider other effects such as the breeding of mosquitos and its impact on West Nile Virus.
- *Socio-economics.* This information is important because it reflects how the community uses the area such as recreation, business.
- *Road, Rail and Utilities Infrastructure.* This information is important because the location of existing and proposed infrastructure will influence the project design. What can be moved, what can't be moved, and what can be modified to better integrate with the naturalized mouth of the Don? What are the future plans for the utilities?
- *Culture, Heritage and Archaeology.* This information is important because it will identify opportunities to incorporate the history of the area into the final design.
- *Sustainability.* This information is important because the project needs to be consistent with the Toronto Waterfront Revitalization Corporation's (TWRC) Sustainability Framework.
- *Cost.* This information is important to assess the economic impacts and costs for various alternatives through the EA process. It is an important indicator of the current level resources required to manage the river mouth.

Next steps for the project include a site walk on July 26th, 2005 at 6:30 pm; two working sessions on August 23rd, 2005 (identification of alternatives) and September 7th, 2005 (Evaluation methods, i.e. how will alternatives be compared with criteria and its application; and public consultation).

Questions and Answers

The following statements and questions were asked from the Working Session participants. The response given by the study team follows each comment.

The need for the study to focus on a "lakefront marsh" as a critical cornerstone concept was identified. There needs to be a strong, positive relationship between the experts working on this project and the community.

Work is currently being done on the goal of the study to reflect the input of the community from the first Public Forum.

Is marsh creation under provincial jurisdiction?

The process is being described is a joint provincial/federal/local process.

The history and heritage of the commercial fishery should be reflected in the data collection.

How far up the Don River are you talking about naturalizing?

The study area includes the riverbed and channel walls of the Don Narrows from the railway crossing near Lakeshore Boulevard up to the south end of Riverdale Park. This

section was not part of the original study area that was identified by the TWRC, however, it was added at the request of the Task Force to Bring Back the Don.

Can you give us an indication about why we need to collect sediment from the river?
Sediment management is a critical component of the study. Approximately 35,000 to 40,000 metric tons of moderately contaminated sediment is deposited in the Keating Channel a year. Any alternative that is selected as the preferred alternative for this study must take into account these volumes of sediment to ensure that the risk to navigation in the Inner Harbour and of flooding to the surrounding areas are managed. An effective sediment management program must include an analysis of sediment quality. As the Keating Channel currently undergoes regular dredging to alleviate flood risk, a significant amount of sediment data has already been collected for the mouth of the Don. Additional sediment surveys to calibrate sediment transport models and to confirm sediment quality conditions throughout the mouth of the Don will also be conducted.

This group needs to communicate with the TWRC and the City to state the desire for a lakefront marsh design rather than the engineered design that has been suggested.
*A*ll parties have been discussing plans for this area.

Did I hear that we will still need to dredge and remove sediment in the future?
Yes, we will need to remove the sediment that comes from upstream. It is currently collected in the Keating Channel. It could also be allowed to flow through to the Lake.

I was looking at the website, www.trca.on.ca for this study. According to this site, you have three advisory boards. Where are the reports for these boards?
These advisory boards form the governance structure for the Authority. The Authority is made up of representatives from Peel, York, Toronto and Durham. Notes from these board meetings can be made available to the public. Work related to this project will go through the Watershed Management Advisory Board.

While we are talking about sediment, the precinct plan for the East Bayfront calls for the water's edge to be naturalized. Do you coordinate with the Precinct Planners to make sure this is accounted for?
Yes this coordination is taking place.

We saw photos of the mouths of the various rivers. I don't know how much sediment is removed from these other rivers. I hope that the option that we come up with in this study will not include the removal of sediments, and allow the build up of silts.
All alternatives will be considered during this study.

A couple of weeks ago, I attended a meeting for Bridgepoint Health, which is at the top end of the implementation area. On June 22, they revealed a new plan to erect a massive building (12 industrial stories, 3x as wide) on the edge of the valley. They have had trouble securing funding, so they are proposing to build a condominium building.

Have they coordinated their project with you, as this will have a huge impact on the study area?
We haven't consulted with them yet, as we are just starting this process. Now that this has been raised, we will consult with this group and try to determine what they are doing and any impacts that there may be on this project.

There were a number of socio-economic aspects covered in your presentation. You also need to consider alternative transportation routes, modalities (bikes). For the sustainability aspect of the study, you should incorporate possibility of the inclusion of a local fishery and local garden, and locally based micro enterprises.
These are good points to be considered by the public and project team at a later time as the project proceeds to discussions of trade-offs and various alternatives. These concepts are well supported by the TRCA. We need to consider whether these activities take place just within this small area or within the larger Port Lands area. These comments will also be passed along to the relevant project team.

The Don River and its naturalization have to be kept at the forefront of this project. This appears to be an engineering project.

The historic use of terminology should be recognized by the project team (i.e. flood vs. freshet, trail vs. path, wetland vs. bog).

3.0 Facilitated Roundtable and Plenary Discussions

Nicole Swerhun introduced participants to the small group process. CLC members who would facilitate table discussions identified themselves. Table discussions were to focus on the following questions.

1. Will the information covered in the presentation give us a good understanding of the existing conditions in the area?
2. Is there additional information and/or information sources that would be helpful? If so, please identify them.

Two tables at a time would also be invited to view the aerial photographs to identify those parts of the Don Mouth EA study area that are best and least liked by the participants; and, any additional information about the area that can be shared with the study team. A listing of the feedback received from the discussion using the aerial photographs can be found in **Appendix C.** Participants then joined small group discussions.

Following the roundtable discussions, the following findings were reported back to the larger group in a plenary session.

Group #1

- The study should be broken down into three segments: Gerrard north to Riverdale, Gerrard south to the mouth, the mouth.
- Need to recognize that where the work starts will impact on the design.
- Another alternate should be considered: look east towards Ashbridges Bay for a location for the mouth and deposit the sediment there.

Group #2

- Issues: Under air and water quality, we hope that the research would include identification of the sources of pollution and ways of remediating it.
- This process should inventory existing employment and how many jobs will be moved or lost.
- Data should be collected on sailing and boating uses.
- If research leads to mitigation measures, they should be broad and long range.
- An objective should be added to recognize the intrinsic value of the river exclusive of human uses.

Group #3

- Toxic soil exists in the linear park between Don valley and Leslie Street. The original site remediation guidelines under the Ray government were too draconian. Under the Harris government, site specific risk assessments were brought to bear. These short time frames do not work for the ecosystem. This has created Toronto's Love Canal. We have a provincial policy that is not adequate. The old Shell site at Carlaw and Lakeshore is a good example of how sites can be cleaned up.
- An example of barrier material was shown. It was suggested that this material could be used as a barrier around the sites that need to be cleaned up. We have to do the wise thing. The toxic soil issue is critical. It needs to be done properly and consider more options than an engineered concrete solution.

Group #4

- Money needs to be spent on the concrete outfalls in the shipping channels. In other towns, Canada Mortgage and Housing Corporation (CMHC) have built projects with the philosophy to 'design with nature".
- This project could consider mini-marshes.
- Should consider an integrated set of solutions within adjacent areas and projects.
- Should also consider eco-recreation, rather than sports recreation (i.e. not power boats).

Group #5

- Most of the table was here to learn.
- Felt that most points were covered under question #1.

- Need to coordinate with other work in the Port Lands. Governance and cooperation between the 3 levels of government is critical.
- Where to build the delta is an important question. Controlling sediment through natural flows is desirable.
- Valley, Ship Channel and Keating Channel – is flow through to the lake an option?
- Cost should be thought of in terms of value creation, not just savings.

Group #6

- The value of this information is probably limited because we don't know how this information will be used in the evaluation.
- In other EA process, this has created an "information fog". We won't know whether this process needs to be this information driven until we see the evaluation process.

Nicole reinforced the iterative nature of the process. Nicole invited participants to add anything to the aerial photos that may have been missed as they leave. Participants were also asked to highlight anything related to issues and studies.

4.0 Closing Remarks, Next Steps and Next Meeting

Adele Freeman thanked participants for their questions and input. The CLC had advised the TRCA to continue the process throughout the summer months to ensure that momentum is maintained.

Adele outlined the itinerary for the site walk and the availability of bussing for participants. Consultants and TRCA staff will be positioned at various stations around the site to discuss topics such as: fish, flora and fauna, flooding, soil contamination and reclamation, transportation issues.

The next meeting will be held on August 23 at the Ralph Thornton Centre. Anyone on the mailing list will receive notice of upcoming meetings. Participants were encouraged to visit the TRCA's project-related web page to review the history of the project, to access copies of the display panels, presentation and the meeting summary.

Stakeholders were thanked and the meeting was adjourned at 9:20 p.m.

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Appendix A
List of Project Team Members

July 25, 2005

TRCA Project Team members

Ken Dion
Adele Freeman
Amy Thurston
Don Haley
Aish Ramakrishnan

Consulting Team Project Team members

Dale Leadbeater	Gartner Lee Ltd.
Paul Murray	Gartner Lee Ltd.
Don Gorber	SENES Consultants Limited
Anneliese Grieve	SENES Consultants Limited
Nicole Swerhun	facilitator
Tracey Ehl	Ehl Harrison Consulting Inc. (Meeting Notes)

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Appendix B
Presentation

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Appendix C
Site Map Feedback

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Appendix C: Site Map Feedback

Using an aerial map of the study area, participants were asked to identify:

- Those parts of the Don Mouth EA study area that they like best (and would like to see protected, if possible, through this project). These characteristics of the study area were identified with a GREEN DOT on the aerial map. Each green dot was assigned a number, and an accompanying description of what each dot referred to was noted on a flip chart.
- Those parts of the Don Mouth EA study area that they like least (and would like to see improved, if possible, through this project). These characteristics of the study area were identified with a RED DOT on the aerial map. Each red dot was assigned a number, and an accompanying description of what each dot referred to was noted on a flip chart.
- Any additional information about the area that participants would like to share with the study team. Each piece of new information was identified with a YELLOW DOT on the aerial map. Each yellow dot was assigned a number, and an accompanying description of what the dot referred to was noted on a flip chart.

Feedback from discussion

As you review the list of feedback below, note for the vast majority of points raised, participants did not express strong agreement or disagreement. In those cases where many participants expressed similar opinions around a point, this is reflected in brackets with the words “many agreed” at the end of the point. Where very different opinions were expressed, this is reflected in brackets with the words “mixed feedback” inserted at the end of the point.

Parts of the Don Mouth EA study area that participants liked best (GREEN DOTS):

1. Protect the water quality (many agreed)
2. Protect the bike trails (many agreed)
3. Preserve the Silos – as an example of the industrial heritage in the area (mixed feedback on this – some want to keep the silos, some don’t)
4. Protect the open undeveloped land – the areas should have natural vegetation not just grass
5. Protect the use of Cherry Beach and the outer harbour sailing clubs (many agreed) – the use of noisy water craft should be restricted/eliminated
6. Increase public access to the area: (6A) Protect the views (sight lines) of the city
7. Protect the trees that line the bike path between Riverdale Park and the Don River Mouth
8. Protect the Bridgeport slope
9. Protect the sailing clubs (many agreed)
10. Increase the access to the trails that go along the Don River (many agreed)
11. Protect the use of outer harbour sailing clubs
12. Recognize the positive aspect of having the Keating Channel, which is it traps and contains polluted sediment
13. Protect the Cherry Street Bridge that goes over the shipping channel (which a participant said was designed by Joseph Strauss, who designed the Golden Gate Bridge in San Francisco)

Parts of the Don Mouth EA study area that participants would like to see changed (RED DOTS):

1 Some participants would like to see a link between the outer harbour and the shipping channel, whereas some participants thought that this link would affect the water quality of the outer harbour. This is because there are storm water outfalls in the turning basin of the ship channels through which polluted storm water would wash into the outer channel. (mixed feedback on this)
2 Improve the storm water quality from the out flows
3 Put in a link to connect people traveling south on Broadview to get south of Lakeshore (many agreed)
4 Remove the concrete off of the waterfront
5 Create natural flood areas along the river
6 Make to area more accessible to the public (many agreed)
7 The naturalization process should create a river delta, which should work like a natural river mouth, and avoiding "prettying up" the area while still dredging (many agreed)
8 Fill in the middle ship channel and create a land bridge or bridge to connect the greenway from the river to the outer harbour
9 Some recognition of the old river mouth, e.g. a site map or some type of activity that identifies the old mouth. Also recognize the reaches of the river, i.e. "Rolling Hills reach" where ships could dock, load and unload
10 Make the connectivity better between the city and the Don Trail (east/west), between Queen St. and Lakeshore
11 Improve the functional ecosystem of the area
12 Make the water channel easier to navigate for currently it is impossible to get through the Keating mouth. This would make the area more suitable for recreational use i.e. fly fishing and kayaking
13* Eliminate the Don Valley Parkway (DVP) from Danforth Avenue south to the lake. There is room for a two-lane road on the east side of the existing DVP from Gerrard St. south with only one building in the way. As cities expropriate for the benefit of the majority this is what must be done and allow the river to meander as much as possible. In fact, the whole of the DVP could easily by eliminated because, as I understand it, during peak hours it is used by only 1.25 occupants per car - approximately 6700 people each hour. An extra 4 GO train carriages would accommodate all the travelers. With such a reduction of cars, this would vastly improve not only the water quality of the Don River, it would provide more breathable air for humans and wildlife alike. The Don River's needs must come first if the majority are to reap the recreational, psychological and physical benefits that being in nature provides. This is a win situation for everybody.
14 Some participants want the Eastern Avenue Bridge removed and some want it protected because they saw it as a natural time capsule. Related project – linked to the redesign of this (mixed feedback)
15 Improve the aesthetics of the hydro sub station
16 Use bioremediation to improve air quality by planting natural plants which also improves the soil quality
17 Stop the building of high rises, ensure that a wall of condos is not developed (many agreed)
18 Continuous public access to the area around ship channel, (18A) fix the bike path by the off-ramp at the Don Valley Parkway and Lakeshore
19 Improve access down Carlaw St
20 Pay homage to Ashbridges Bay
21 Create and an area to be used for ice-skating somewhere south of Gerrard St.
22 Put in lights on the bike path so cyclists can see at night

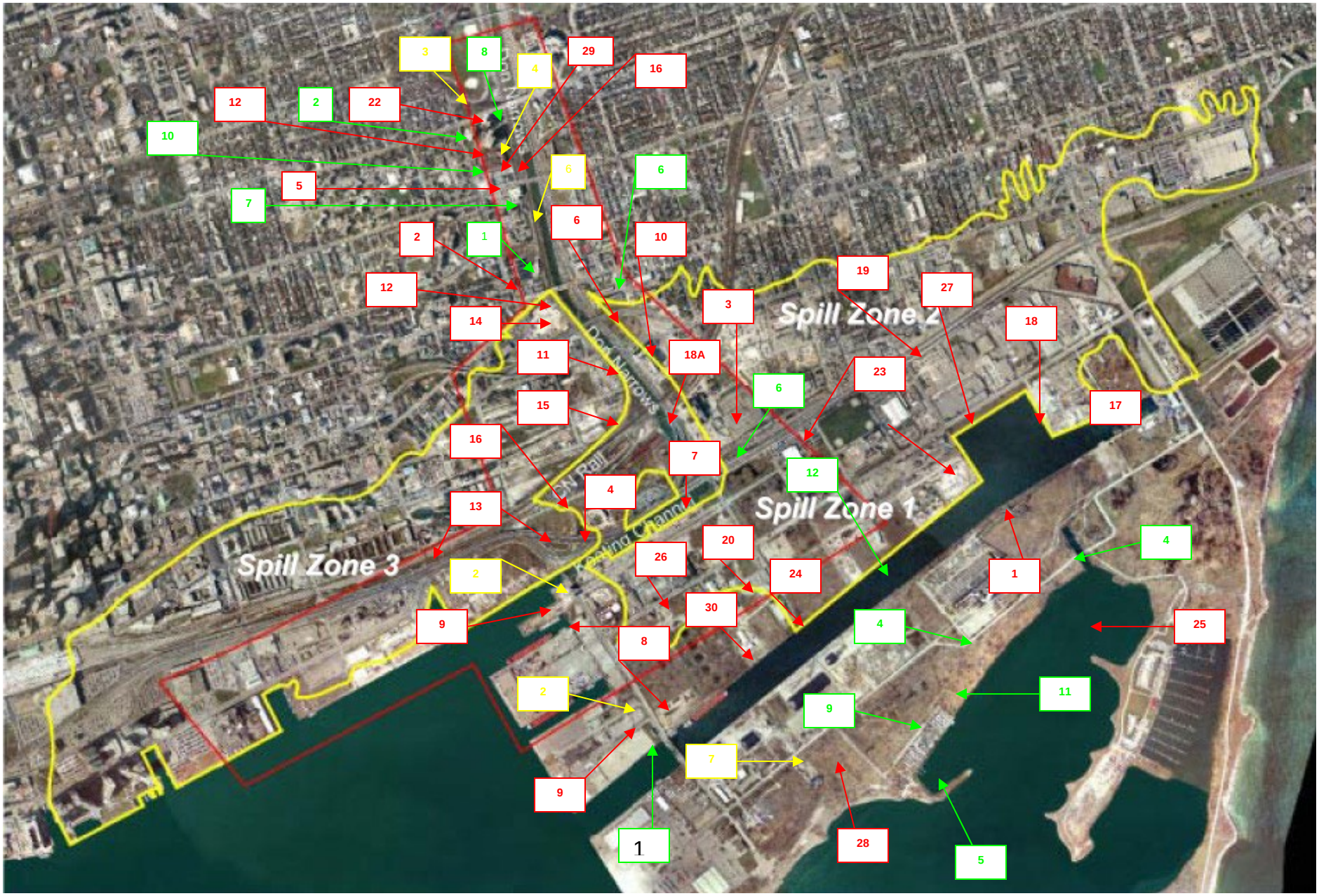
23 Fix the stink that emanates from the sewage lines
24 Widen the shipping channel to allow for sailing regattas, it is now too narrow
25 Place less emphasis on ships, use sailboats
26 Extend the naturalization area east of the Don Greenway
27 Remove storm water outfalls (this is linked to #1)
28 Put the river south from the Don Greenway through Lake Ontario Park and connect the ship channel to the outer harbour
29 Make the Don Greenway a spillway

**This feedback includes amendments provided by the participant following distribution of the Summary Notes from the meeting.*

Any additional information about the area that you would like to share with the study team (YELLOW DOTS):

1 Remedial Action Plan (RAP) data for water quality of the inner harbour
2 Data on the location of the original Don River Mouth
3 Data on Bridgepoint Health Centre
4 Data on bike path usage
5 Data on the activities of sailing and rowing clubs
6 Effect of the naturalization process on employment in the area. Would like information on uses that fall outside the study area
7 Heritage information, e.g. How Mrs. Simcoe used the area of the peninsula to do horse back riding.
8 Statistics on how to get commuters entering Toronto downtown core out of their cars on onto transit especially GO trains. The downtown core has to be made expensive for cars to encourage commuters to use transit. Data collection can include measuring the number of commuters that access the core that would determine the number of trains required to transport them into the downtown.**

** Participant added this point at the end of the session


Spill Zone 3
Spill Zone 2
Spill Zone 1
Don Narrows
CN Rail
Keating Channel

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Appendix D
Public Workbook Summaries

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Appendix D: Public Workbook Summaries

Summary of Answers from Participant Workbook

1. Will the information covered in the presentation give us a good understanding of the existing conditions in the area?

Notes on the Presentation
- Too generic
- Not specific to the Don Area
- Vague (2)
- A good starting point (2)
- Gave NO info on existing conditions (maybe once data is collected it will help)

Notes on the Project
- Project must be as inclusive as possible, including existing/increasing work opportunities as part of its intrinsic value (naturalization and human livability)
- Include Riverdale Park as part of the project, work towards naturalization of the riverbed and adjoining areas
- Keep informed of other impacting projects (like Bridgeport Health's massive project at the Don Narrows)
- The challenge is how to get info from future users and hear about their concerns
- The area of the upper river is a very different area from the mouth, therefore they must be studied differently
- There are three distinct areas that should be covered and studied differently:
    a) Above Gerrard
    b) Gerrard to Mouth
    c) The Mouth

Questions
- How much water flows down the river?

2. Is there any additional information and /or information sources that would be helpful? If so, please identify them.

Topic Areas (as covered in the presentation):

A. Sediment
- Total Sediment load = TSS + Bedload
- Keating Channel collects sediment; therefore sediment can be dealt with at one spot.

Questions
- Is the sediment toxic? Should it be collected separately?
- Is it possible to create a delta?

- How much can the “input” (upstream effluent) put into the Don?
- Should conduct a water survey of Canada Sediment Gorge
- If you do not have data, do you have to gather it?
- What is the content breakdown of the sediments (natural and pollutants)

B. Hydraulics, hydrology, geomorphology, and water quality

- Studies of air and water pollution should be more than just descriptions of the current state of things but should also be used to locate the source of pollution to look for remedies.

Questions

- What data are necessary to define a sustainable form of the river mouth when considering different types of sediment traps?

C. Aquatic habitat

- Study effect on invasive species on the area

D. Ground water and soil contamination and characterization

- PDT-CAMC database and modeling results could be used

Questions

- How will contaminated soils be contained?

E. Terrestrial Vegetation

Questions

- What are invasive species?
- What option works best to assist wildlife and birds?

F. Wildlife

Questions

- What naturalized ‘scape’ provides for small mammal corridors versus what naturalized ‘scape’ provides only for “avian” habitat and corridor functions?
- Are there “new species” in the area?
- Are the wildlife prolific? Are they at risk? why? Can we assess the safety of wildlife in the area?
- What is to be done about the excessive raccoon population?

G. Air quality

- Analysis and/or monitoring sources of pollutants and ways to mitigate negatives should be considered in order to improve air quality

Questions

- How can you improve air quality when over 160 mature trees were removed for redevelopment at Dundas/Gerrard?

H. Noise and Vibration

Questions

- How can you reduce vibration when the volume of vehicles is increasing?

I. Public health

- A waterfront marsh is more beneficial to public health than a vehicular lot
- Only greater benefits and reversal of illnesses (asthma etc.) can result from re-establishing the Don's natural meandering watercourse down to a lake side marsh as these would purify the air and water and give the ecosystem balance

Questions

- Should safety be added as an addition to this section?

J. Socio-economics

- Identify potential ways of enhancing and promoting socio-economic growth.
- Identify current employment opportunities in the area and report on which jobs will be relocated and which will disappear
- In the type of data collected be sure to include: ways to facilitate alternative transportation mode (i.e. bike/ski/water not only for naturalization but also for work/economic reasons)
- Endorse recreational uses for the river as part of the project
- Link the Don River to the Shipping Channel and open up the fiord and the turning basin south side into the Lake
- The Don River and it's ecosystem of wetlands and marshlands is an engineering project which purifies air and water as well as provide recreation for all ages

K. Rail, road and utilities infrastructure

- Data that defines how adaptive management of infrastructure can help make a better solution and design
- Use concept 3 and confirm that this is workable

L. Cultural heritage and archeology

- Many seniors swam in the Don to keep cool
- Have photos of family and friends swimming to promote recreational usage of the river
- Be sure to research and refer to history of commercial fishing in the area
- See: *Over the Don* book on the Don River, available from the Riverdale Historical Association
- Aboriginal roots need to be recognized

M. Sustainability

- Explanation by for this section is unclear

Questions

- What criteria will be used to test whether or not an alternative is sustainable?
- Self-sustainability should be promoted
- Micro enterprises? Using potentials for developing socio-economic-environmental-locally based "enterprises" (e.g. fishing, fish processing, garden/agricultural potential, beaches)

N. Cost

- You have not adequately captured 'indirect costs' and 'indirect benefits'
- A worthwhile goal is established first. Once the worthiness/ necessity of the project is understood, the money will be there. With understanding, comes the will to get the project done
- Spend what you need to get the job done right for the future
- Include consultant fees

Other Topics to be considered:

- Pollution
- Analogues from other areas for marsh development or for naturalization
- Great Lakes Water levels
- Land area available for creating a wetland
- Historical fishery and habitat characteristics which provided the character

Other Questions:

- Can we use the historical flow of the Don that will tell us what direction to go?
- Is there an alternate route? How do we insert another alternative (i.e. East to Ashbridges Bay or using the Don to create the land fill that is currently under discussion?)
- Are similar answers tabulated so that preferences are reflected?
- Is the choice (alternative) receiving the greatest number of votes by the public, the one that TRCA pursues?

3. Other Feedback or Advice?

Regarding Workshop Design:

- The 'data sources' were very detailed in the presentation by Dr. Gorber. I suspect it was too detailed. Most of the discussion tonight focused on other issues.
- Successful meeting because 'new' people were connected to the project.
- Drinkable water and breathable air are a priority over all else.
- The Don River's natural meandering water course from Gerrard Street to a lakeside marsh is the unquestionable goal and first step over all else, be it, presently buried sewers, electrical, gas, existing businesses, leases, and all future sustainable-only development.
- Determine where the river is 'meant' to flow…and DO IT!
- Beyond being an engineering project that never breaks down, we need repairs or modernizing that fulfills the worthwhile life-sustaining benefit of

purifying air and water, the river and its ecosystem of wetlands and marshlands, provides recreation for all ages by the simple fact of its existence.

- Keep feedback focused on themed discussions.
- Perhaps, discount the lack of direct feedback on 'tonight's questions', and lump results from last meeting, tonight's meeting, and "alternatives" meeting, for the purposes of Public Consultation record?
- Concept 3 would be best.
- Public access to the area is important.
- This will connect the Don River to Lake Ontario.
- Keep the sites naturalized.
- It is hard to get an overall view, but the visualization could be anywhere from waterfront marsh, to areas for ice skating, or even gondolas on certain points
- Concept 3 seems good but concept 2 may be more functional.
- Perhaps more use of the elevation upstream, to step down into different levels, reaching Lake level around Gerrard Street.
- Link with :
    - Eastern/Adelaide realignment project
    - Main treatment plant revitalization project
    - Possible rapid transit extension eastward
- Delta, if it is a possible endeavor, is important to the project.
- DVP, on its east side and south of Gerrard, can become a 2 lane road. Single – occupancy vehicles make up the majority of daily commuters and by a "simple" mathematical calculation extra go-trains would accommodate them all.
- Snow removal material is dumped in this area…what are the effects of this on the project?
- At the north end of the naturalization implementation area (by the Don Narrows) Bridgepoint Health revealed a new plan (June 22, 2005) for a huge new hospital (12 industrial stories = 17 residential stories, and 3 times as long as it is high) as well as 4 high-rise towers of 8, 10, 10 and 12 stories mostly for residential condos.
    - Q. Who is coordinating with the city and province to make sure this is not done as it is totally out of keeping with the Don Naturalization project goals?
      (Asked Don Gorber about this issue on July 25th, 2005 Working Session and his answer was there has NOT been ANY co-ordination. Is this possible for such a major impacting project that also involves city and provincial EA?)