

A logo icon for the project, featuring a blue arrow pointing right, overlaid on a grid of green vertical lines.

# Don Mouth Naturalization And Port Lands Flood Protection Project

Public Presentation, Discussion and Drop-In  
Meeting Notes

March 29, 2008

**PUBLIC PRESENTATION, DISCUSSION, AND DROP-IN**  
**Don Mouth Naturalization and Port Lands Flood Protection Project**  
Saturday March 29, 2008

St. Lawrence Hall, 157 King Street East  
10:00 am – 3:00 pm

**SUMMARY NOTES**

The purpose of the meeting was to present the evaluation of alternatives and the selection of the preliminary preferred alternative for the naturalized Don Mouth, and to hear the public's feedback on the evaluation. The session also included an update on how the results of the Lower Don Lands Design Competition completed in 2007 have been integrated with the Environmental Assessment.

210 people signed in at the meeting, and the following points summarize the feedback received from the public at the meeting:

- **Many participants said they felt comfortable with the results of the evaluation, and expressed support for the selection of 4WS as the preliminary preferred alternative for the naturalized Don Mouth.** High praise and appreciation was directed toward the TRCA, Waterfront Toronto and their consultant teams for the good work done to date, and their commitment to delivering the vision of a naturalized Don River mouth.
- Some people would like to see more naturalization than what is proposed in 4WS. Suggestions included expanding the Don Greenway to include the area south of the Ship Channel (to link the current study area to Lake Ontario Park) and potentially also more of the southeast area of the Port Lands.
- A rigorous plan is needed to ensure the financial resources will be raised and available to implement the project.
- Global issues such as climate change need to be planned for and addressed, especially given the further pressure they will put on flood levels, greenspace and wetlands in Toronto.
- Water quality improvement should always be recognized as a priority.

*Please refer to the remainder of this report for more detailed notes.*

## ***1.0 Public Open House***

The Open House portion of this event opened at 10:00 a.m. Members of the public were invited to sign in and view display boards showing details on the Don Mouth Naturalization and Port Lands Flood Protection Project and on projects being conducted in the surrounding area by several agencies. Toronto and Region Conservation (TRCA), Waterfront Toronto, Michael Van Valkenburgh and Associates (MVVA), Gartner Lee Limited, SENES, City of Toronto, York University and Toronto Port Authority staff members were on hand to answer questions during the Open House. All participants received the following information as they signed in:

- Meeting agenda and participant workbook

The following information was also available to participants:

- Don Mouth Naturalization and Port Lands Flood Protection Project Newsletter Volume #5  
March 2008

All of the meeting materials listed above are available on the TRCA website at:

[http://www.trca.on.ca/don\\_mouth\\_naturalization/whats\\_new](http://www.trca.on.ca/don_mouth_naturalization/whats_new)

Display boards, models and laptop PowerPoint slideshows available for viewing during the Open House were:

- Don Mouth Naturalization and Port Lands Flood Protection (DMNP) Environmental Assessment – TRCA and Gartner Lee Limited
- Water Quality – City of Toronto
- Lower Don Lands Design Competition – Waterfront Toronto and MVVA
- Upcoming Don Narrows Naturalization Workshop: a component of the DMNP EA – TRCA
- Don River Mouth Heritage – Michael Moir, York University
- Aquatic Habitat Toronto – TRCA
- Toronto Port Authority Operations - Toronto Port Authority
- Don Greenway Workshop Results – Waterfront Toronto

Copies of the poster boards are found in **Appendix A** to these notes and are available for download on the TRCA website.

## ***2.0 Welcome and Opening Remarks***

**Nicole Swerhun** opened the presentation portion of the meeting at 11:10 a.m. She identified herself as a third party facilitator for the meeting, outlined the materials available at the sign-in desk and invited participants to fill out the Participant Workbook with their comments on the DMNP Project and the materials presented at the meeting.

Ms. Swerhun then introduced the speakers:

- Mark Wilson, Chair, Waterfront Toronto and Paula Fletcher, Councillor, City of Toronto Ward 30 – Welcome and Opening Remarks
- Chris Glaisek, Vice President, Planning and Design, Waterfront Toronto – Background and Context
- Michael Van Valkenburgh, MVVA – Follow Up to the Lower Don Lands Design Competition
- Paul Murray, Gartner Lee Limited – DMNP EA

Ms. Swerhun also brought participants' attention to the area in the entranceway to the Great Hall, where a Speaker's Corner was set up. Participants wishing to do so could have their comments on the DMNP Project or on any other projects described at the event recorded on video and be included as part of the EA record.

**Mark Wilson** welcomed the participants and described the current EA for the Don Mouth as a project that developed from a vision proposed in 1991 by a group of community activists for a proposed marsh in the Port Lands. The transformation of the Don Mouth and the Central Waterfront areas was described as an opportunity to present a new face of Toronto to the world. All three levels of government have been involved in the financing of and support for this project.

Waterfront Toronto's approach has been to integrate design visioning (through the use of a design competition in 2007) with the ongoing Don Mouth Naturalization and Port Lands Flood Protection Environmental Assessment (EA). This integrated approach will lead to a transformed Don Mouth, which will be built in the upcoming years.

**Councillor Paula Fletcher** thanked Mark Wilson for the work that he and his colleagues have been involved with for many years in the planning of the Don Mouth area. Councillor Fletcher commended Waterfront Toronto for their big-picture thinking regarding waterfront revitalization. This project and the Don Greenway represent an opportunity to establish a link to the Leslie Street Spit area. Councillor Fletcher stated her commitment to making the naturalization of the Don Mouth happen.

### ***3.0 Presentations***

Please see the enclosed presentations in **Appendix B** to these notes and are available for download on the TRCA website.

**Chris Glaisek**, Vice President of Planning and Design for Waterfront Toronto, provided background and context for the DMNP Project and the Lower Don Lands Design Competition.

Mr. Glaisek explained that the naturalization of the Don River mouth is being conducted in tandem with a number of other projects in the surrounding area, including transit EAs, the extension of Queens Quay and potentially other roadways and public works, in addition to a number of proposed projects on private land. Waterfront Toronto chose to step back and look at the area holistically. This led to the Lower Don Lands Design Competition. In close cooperation with TRCA and Gartner Lee Ltd., design teams worked within the Terms of Reference for the DMNP EA and the development and open space goals set out for the lower

Don Lands area. The goals for designs submitted for the Lower Don Lands Design Competition were:

- Naturalize the mouth of the Don River
- Create a continuous riverfront park system
- Provide for harmonious development
- Connect waterfront neighbourhoods
- Prioritize public transit
- Develop a gateway into the Port Lands
- Humanize existing infrastructure
- Enhance the Martin Goodman Trail
- Expand opportunities for interaction with the water
- Promote sustainability

The winning design team, MVVA, produced a vision that was deemed to best meet the goals by an independent jury with input from the public, the DMNP EA team and City staff. Mr. Glaisek explained that Paul Murray of Gartner Lee Ltd. would be giving a presentation later in the meeting to explain how this design was developed and evaluated within the EA process.

**Michael Van Valkenburgh**, MVVA, gave a presentation on the development of the design as submitted during the Lower Don Lands Design Competition and the work done since that time to refine the design to allow it to be integrated into the DMNP EA process.

Mr. Van Valkenburgh acknowledged the members of the MVVA design team. The development of the design submitted to the competition began with the *Making Waves* Secondary Plan. The construction of a new Don River mouth was seen as the central spine of a series of new parks and public spaces organized around the river. An organic shape was sought, based on where the river would more naturally flow based on hydrological forces.

Details of the submitted design include a promontory proposed for the western edge of the area. This site will be a place for people to come to feel connected to the water. A neighbourhood will develop around the Keating Channel, which will have a canal-like feel to it. New wetlands, both on- and off-line, will be created throughout the area and will be central to the future development in the area. The form of these wetlands is still being determined, but bringing as much marsh and wetlands into the area as possible was central to the development of the scheme. One seamless system of trails will be created. Overall, the lower Don Lands is envisioned as an interwoven series of naturalized and people-friendly areas.

**Paul Murray**, Gartner Lee Ltd., provided background on the Terms of Reference and Steps 1 and 2 of the EA. Mr. Murray described the outcomes of the process of describing the Alternatives and the outcome of the comparative evaluation of the alternatives.

The Terms of Reference (ToR) provides a framework for the EA. The DMNP ToR was approved in August 2006, and defines various elements to be addressed during the EA process. The goal of the DMNP Project was described as “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 objectives of the DMNP Project are:

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
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 Waterfront Toronto’s Sustainability Framework and applicable provincial legislation

Mr. Murray identified the area known as the Don Narrows on the study map. This narrow, straightened channel runs parallel to the Don Valley Parkway, between Gerrard Street and the CN Railway bridge, just north of the Don River mouth. Formal alternatives are not being considered for this area within the EA. However, a wide range of naturalization techniques are being considered within the Narrows.

The four *Alternatives To* described in the ToR were presented. The channel and habitat types that could possibly be created with each were examined. It was determined that there were more constraints on one-channel alternatives when compared to alternatives which incorporated a primary and an overflow channel.

The four Alternatives were then shown in diagram form. Note that Alternative 1 is the Do Nothing option which is required in the EA process. The Do Nothing was not shown at the meeting since it represents the status quo at the Don River mouth. In each diagram, a blue asterisk indicates the location (the same for all four Alternatives) of a widening of the river which will function as a sediment trap. Here, the flow of the water will slow, and the heavy particulate matter will fall out and can be removed, dried and transported for disposal. In each diagram, a dotted blue line indicates the flood plain, green areas indicate proposed wetlands, yellow areas are proposed open space (including recreational areas) and terrestrial habitat and grey areas are slotted for development. Brown lines are trails and orange are railway lines. The dashed yellow line indicates a connection to Lake Ontario Park by way of the Don Greenway. This is not an exact alignment, but rather indicates that within the general area indicated, the Don Greenway will be placed to provide a terrestrial habitat linkage between the naturalized Don River mouth and Lake Ontario Park.

Alternatives 2 and 3 include a 50 – 80 metre wide channel, while Alternatives 4W and 4S include a 15 - 30 metre wide, shallower primary channel with a spillway that would contain floodwaters during flooding events. A shallower channel allows for greater flexibility in the habitat types that could be established within the channel. Alternative 4WS was developed from the original MVVA concept to allow it to be evaluated against Alternatives 2, 3, 4W and 4S. The present form of the Alternative represents many ongoing discussions between MVVA,

Waterfront Toronto and the TRCA-Gartner Lee team, plus many meetings with various stakeholders to evolve the concept to its present form. This alternative consists of one 15 metre wide primary channel discharging to the Inner Harbour with two overflow channels, one to the Keating Channel and one to the Ship Channel.

Mr. Murray then recounted how Alternatives recommended by stakeholders during the ToR were assessed to determine whether they met the project goal and objectives. Alternative 5 is similar to 4WS, but all three channels here are permanently wetted and are meant to create a delta marsh over time. This alternative does not allow development to occur within the area between the channels and would not meet project objective 6, as listed above. Alternative 6 is similar to 3 but continues through the Ship Channel to discharge to the Outer Harbour. Operations of the Toronto port would be disrupted as would industrial uses to the east, thus not meeting project objectives 3, 4 and 6. Alternative 7 would pass through Filmport and other uses to the east, thus not meeting project objectives 4 and 6. Alternative 8 would discharge Don River water to Ashbridges Bay, affecting water quality in the Beach area and would not meet project objectives 4 and 6.

The project team's conclusion was that Alternatives 2, 3, 4W, 4S and 4WS should be compared in greater detail to determine which best meets the project goal and objectives. The results of this evaluation were presented in the next few slides. In the summary evaluation tables, darker colours indicate more highly preferred options. Indicators and criteria were all given equal weighting. It can be seen from the table (see Appendix B, slide #33) that Alternatives 2 and 3 were least preferred. Alternatives 4W and 4S were moderately preferred. Alternative 4WS was most preferred for five of the seven objectives and most preferred overall. This Alternative, based on this analysis, was recommended as the Preliminary Preferred Alternative.

Further study will be required to confirm the Preliminary Preferred Alternative. Detailed studies of hydrology and sediment management, management of contaminated soils and groundwater, and the potential realignment of the shipping lane within the Inner Harbour will be required.

Consultation on this step of the EA has been ongoing, with many stakeholders being individually consulted leading up to the public meeting. Feedback received for this meeting will be considered as the design is further refined. Another public event will be held once the preliminary preferred alternative is confirmed and further detailed studies conducted, to present and confirm the results prior to submitting the EA for MOE approval. Waterfront Toronto and the City will proceed with additional planning including a precinct plan, master servicing plan and others.

The timeline was presented, with submission of the EA expected in early 2009. The earliest implementation would begin in 2010, with the demolition of buildings and moving utility infrastructure. Implementation of the Lower Don Lands projects would require 15 to 20 years of phased construction.

#### ***4.0 Feedback on the Presentations***

Questions and comments are noted below in italics, followed by the response from the project team.

*Q1. This project is an example of a triangle of success: citizens, agency staff and politicians working together. The missing link is to the Leslie Street Spit, south of the Ship Channel. Without such a link, this area is severed – it should be added to the Study Area.*

*Q2. Regarding the chart just presented – why was 4WS least preferred in terms of Operational Management?*

All alternatives propose the same type of primary sediment and debris management facility. The differences in operational management pertain to how difficult it is to manage that portion of sediment and debris that is transported south of the primary management facility. In the 4W, 4S and 4WS Alternatives, the channel is narrow and shallow meaning that access to management of sediment and debris is much more difficult than for Alternatives 2 and 3 which have much wider and deeper channels downstream of the proposed sediment management facility. The amount of dockwall removed is also a significant issue for the Toronto Port Authority from an operational perspective.

*Q3. Is Lake Shore Boulevard proposed to move north of the Keating Channel?*

It varies depending on the alternative; Alternative 3 does not require Lake Shore to be realigned. Under 4WS (and the other alternatives), the white line north of the Gardiner is the proposed Lake Shore re-alignment.

*Q4. What modifications have been made from the MVVA design to Alternative 4WS?*

There was a proposed island in the low-flow channel which was removed due to hydrological issues. The Don Greenway originally contained playing fields, but will now contain wetlands. The promontory beyond the dockwall was extended somewhat. The Keating Channel was originally to be a low-flow channel connected to the river. Now it will be blocked off and will spill over only during higher-flow events.

*Q5. Regarding past recommendations, there was another Alternative suggested – Alternative 5 - which was missing from the evaluation. It included two active channels plus one further east. Regarding 4WS, I would like to make two points:*

- I'd like to see the southeast corner of the study area (now shown on the map as a development area) added to the Greenway. Also, the area south of the Ship Channel should be added to the Greenway.*
- I'm concerned about the height of buildings and the fact that they're not integrated and accessible enough. I'd like to see the number of units proposed to be decreased to 2/3 the original number in order to widen the greenway.*

Waterfront Toronto is aiming to find a balance between greenspace and development. Compared to the Secondary Plan, this design achieved the same amount of development. We need to have some development in the area as the costs of the project will be high and this will help to pay for the wetlands and greenspace. The density of units may evolve over time.

*Q6. How much of Toronto was flooded during Hurricane Hazel? Can future flooding be more severe than that?*

We are now in a period of unpredictable weather. Hurricane Hazel was actually centred on the Humber rather than the Don. The Don did not have massive flooding during that storm event. For instance, the DVP would have been covered by only 1 – 2 metres of water (had it been built at the time). When we look at how we plan for flooding, we take the rainfall that fell on the Humber and model the impact based on a storm of equivalent rainfall centred on the Don. Under this scenario, much of the entire Port Lands area would flood. Flooding would be relatively contained until Queen Street, where the land is all landfill and flat, so the floodwaters spill out. The West Don Lands project currently under construction will contain flooding to the west, and this project (the DMNP EA) protects the lands to the east. We are looking at the impacts of climate change using several model scenarios. Referring to the Cross-Section slides, Mr. Haley pointed out that the channel will be built to a capacity even larger than Regulatory Flood levels.

*Q7. If the Keating Channel is just an overflow channel, will the water become stagnant?*

Yes, if we leave it without any circulation. The design phase will focus on methods for circulation of this water.

*Q8. Will Toronto Port Authority delay this project? Also, what flood remediation is being done up-stream?*

Toronto Port Authority is a stakeholder in this EA and a federal agency that will be involved in the Canadian Environmental Assessment Agency (CEAA) EA process. We have met regularly with them to consult on aspects of the DMNP Project. We do not anticipate a delay in the project as we will work with the Port Authority to resolve any concerns.

Regarding your question on up-stream flood control, we examined this issue while we did the EA for the West Don Lands. We looked at dams as an option, but it was not possible – we would need 25 dams and we don't have enough land to devote to them. There is some flood control upstream but the best option is to control flooding in the Port Lands with local works.

*Q9. What work is going on up-stream on water quality?*

The City of Toronto's Wet Weather Flow Master Plan is a 25-year plan to improve water quality. An EA has just been launched which will clean up the Lower Don and the Inner Harbour through work on the combined sewer outfalls in these areas. There will be a public meeting over the next few months to formally launch the project.

*Q10. What are the constructability issues the presentation referred to? Also, is there an estimate of total cost for the project, and is that budget dependent on land sales?*

Constructability issues relate to (i) the ability to maintain flow of the river during construction; (ii) the requirements for diversions while existing infrastructure is moved, (iii) the ability to manage soils, and (iv) the ability to remove dockwalls. We have some rough cost figures available today, but these are coarse estimations. Costing is a part of the EA process and

occurs during the next step. Design details still need to be worked out and the team does not yet have the data at a sufficiently detailed level to determine estimated costs. Waterfront Toronto has \$65 million committed to the Lower Don Lands revitalization. Once the EA is approved, this seed money is committed to the project. Land values will play a part in the equation, since the project cannot be fully built for the money currently available. Commitments from the various levels of government will also be sought.

*Q11. What is the impact of moving the current dredging operations further north? Will the same amount of dredging be required? Will these operations impact the naturalization of the Don Narrows or the new West Don Lands community? Also, once the EA is submitted, there is a period before its approval. What effect will the EA have on development proposals while it is awaiting approval?*

The team's assumption is that a similar amount of dredging, compared to the current operation, will continue to be required. Currently, broad assumptions are being made but more detailed modeling of sediment management is an important part of the next stage of the EA. Studies on how local residents would be affected will be done.

An EA is generally approved within 6 months to one year after submission. It does not have governance over private land, but Toronto City Council does. Precinct planning for the area north of the Keating Channel is about to begin, and this will guide development within the area.

*Q12. We need to reserve the lands to the south of the Ship Channel (the southeast corner, to the Don Roadway) to have a wildlife corridor link to Lake Ontario Park. There should be no stadiums or retail stores in this area and it should be designated as a holding space for the Don Greenway. I understand that there is pressure for retail in this area and that the local Councillor is opposed to it. All retail space should be located east of the Don River.*

There will be a green link south of the Ship Channel. Waterfront Toronto is beginning the design process at this time so we do not have an exact location for it, but the Don Greenway will be located here. We are not looking at retail space except along the Keating Channel. Most of the development slated for this area will be residential.

*Q13. Climate change will lead to increased pressure on our greenspace and wetlands. Why do we need to include development in this plan?*

The plan for Lake Ontario Park includes 1,000 acres of greenspace. The clean up of contaminated soils is very costly and must occur before we can construct new parks. Some development will be necessary to pay some of these costs.

*Q14. Will Waterfront Toronto take an active role at any OMB hearings arising from developers' plans in this area?*

Waterfront Toronto is working to get out "in front" and proactively address any issues that might have the potential to end up at the OMB. That being said, if something does end up at the OMB, Waterfront Toronto is prepared to take a stand that's consistent with the results of the precinct planning and zoning processes.

*Q15. The proposal for big-box retail in the Leslieville area has received a lot of media attention recently. Would the plans for the residential communities in the Lower Don affect this application?*

The Leslieville area is outside of our study area, to the east. Land use issues will be part of the Framework and Precinct Planning that is going on in parallel with the DMNP EA project. There will be public discussions in that aspect of the project as well. Big-box stores are not planned for the Lower Don Lands.

*Q16. Water quality is a concern for the Don River as a whole and improvements to water quality should be a part of this project.*

The next steps for Waterfront Toronto for the Lower Don Lands project will be precinct planning and infrastructure design. Waterfront Toronto is working with the MVVA team to look at innovations and sustainability and with the City on the Wet Weather Flow Master Plan.

*Q17. I have been a stakeholder in this process for many years and have always been impressed with the skill, the work done, the professionalism and the response to community concern by this team. I want to make sure we acknowledge Waterfront Toronto, the MVVA team, Adele and the TRCA team and the EA team.*

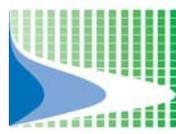
Thank you.

## **5.0 Closing Remarks**

Nicole Swerhun encouraged all participants to submit comments in writing and/or to give their thoughts on the project at the Speaker's Corner. Ms. Swerhun thanked all the participants and the speakers for taking part in today's meeting, and reminded participants that the Open House would continue until 3 p.m. and that the experts would be available to speak to them individually until that time.

The comments submitted in participant workbooks are summarized in **Appendix C**.

Notes prepared by:  
Michelle Vanderwel  
Don Watershed Administrative Clerk  
Toronto and Region Conservation

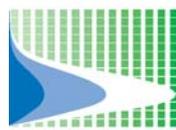
A graphic element consisting of a blue wave on the left and a series of green vertical bars of varying heights on the right, resembling a stylized 'D' or a naturalized riverbank.

## Don Mouth Naturalization And Port Lands Flood Protection Project

Public Presentation, Discussion and Drop-In  
Appendix A  
Poster Boards

March 29, 2008

Please download these poster boards from the meeting summary on the TRCA website.

A graphic icon for the project, showing a blue and green stylized shape that resembles a river or a naturalized area.

## Don Mouth Naturalization And Port Lands Flood Protection Project

Public Presentation, Discussion and Drop-In  
**Appendix B**  
**Presentations**

March 29, 2008

Please download these presentations from the meeting summary on the TRCA website.

A graphic icon on the left side of the title, featuring a blue arrow pointing right, overlaid on a grid of green vertical lines of varying heights.

# Don Mouth Naturalization And Port Lands Flood Protection Project

Public Presentation, Discussion and Drop-In  
Appendix C  
Workbook Public Comments Summary

March 29, 2008

Responder	Are you generally comfortable with the approach taken to refine the EA alternatives? Why or why not?	Are you generally comfortable with the preliminary preferred alternative for the EA and how it was chosen? Why or why not?	What do you see as the two or three key issues and/or opportunities that need to be addressed in the next steps of the EA?	Do you have any other advice for the TRCA or Waterfront Toronto?	Other comments?
1	Appears to be a thorough and balanced approach – people uses versus environment	Yes, headed in the right direction, but obviously is the most complex alternative	For me, major issue is implementation, especially of recreation and green aspects. How will park development be funded? How do we get it done? Right balance between public and private funding will be key.	Hope that the players will be able to keep things moving forward.	No comment
2	Yes.4WS appears to be the best, however: 1) More greenspace would be preferable to allow people to enjoy nature and allow for nature to live and prosper and contribute to a healthy city and environment. 2) Keating Channel and flow of water, potential “stillness”	Yes.	- Design with respect to the development of surrounding lands. - Balance between use by people and nature’s contribution. - Design and use of Keating Channel.	Greater connection of greenspace between the Don and the lake is necessary (see sketch)	Naturalization of the Mouth of the Don creates a great impetus to improve the water quality of the Don. Without that, the project will never bear the fruit of its labour.
3	No comment	No comment	Lands within the Don Greenway, including required lands south of the Ship Channel, must be given the planning designation of “Gr” (open space, for conservation purposes) and an “H” holding symbol needs to applied to those lands. This is necessary to reserve these lands for greening and to protect from other interests e.g. retail stores, stadiums.	No comment	No comment
4	Yes, agree with objectives and their criteria	Yes, agree with objectives and criteria. Mitigates design concept. Balance between flood control and recreation development. What impact will it have on the built form required for proposed density? How will the built forms be shaped by this concept? Will the density need to be changed to achieve low rise, pedestrian-walkable community?	Questions about density, developable area posed under previous question need to be answered. How will issues with operational management and constructability be addressed?	No comment	No comment
5	Great work – solid plan,	Excellent choice. Brilliant plan that	1) What port activity is there that makes	Senior government ought to give you	Thanks for hard

Responder	Are you generally comfortable with the approach taken to refine the EA alternatives? Why or why not?	Are you generally comfortable with the preliminary preferred alternative for the EA and how it was chosen? Why or why not?	What do you see as the two or three key issues and/or opportunities that need to be addressed in the next steps of the EA?	Do you have any other advice for the TRCA or Waterfront Toronto?	Other comments?
	thorough	stands up to the rigor of review.	removal of dockwall an issue? Sugar? 2) Greenway south of the Ship Channel (with a pedestrian/bike bridge) south to Lake Ontario should be included.	the power - including financing - to make this processed plan happen by 2020 – not 100% but substantially.	and brilliant work! The Friends of the Don are heroes who should be honoured for their work especially by timely building of the blue, green and yellow sections.
6	No comment at this time.	Positive about preliminary preferred alternative because of its regard to natural flow of the river. Prefer greater greenspace within the study area, but believe balance was struck between development and wetland/greenspace.	1) What is happening upstream in the Don that could potentially affect the naturalization of the mouth? 2) How can surrounding land uses of the study area help with implementing the project? How can they complement efforts through green roofs, walls, pervious driveways, etc.	There needs to be thought given to local citizen efforts in and around the study area with respect to naturalization projects which can complement the efforts of the Don Mouth Naturalization Project. Bigger picture view. This area is highly urbanized so small efforts also need to be encouraged and celebrated.	No comment
7	No comment	Yes. The plan as it evolves maintains options for future planning exercises, i.e. connection of the greenway still possible.	No comment	Would like to see small boat facilities- canoe, rowboat rentals, etc. on the Don from the mouth as far north as navigation is possible.	No comment
8	Yes – increased naturalization and more accessibility to water by public	Yes.	Appropriate mix between natural habitat, park and development	I agree that Don mouth is important for image of the City	No comment
9	Yes- process handled well.	Yes. Best alternative based on constraints imposed by project.	Concern about sediment management – if this management occurs north of Lakeshore Blvd, then the barging of sediment now occurring may not be able to occur- would it need to be trucked out? At 20 m <sup>3</sup> / truckload (estimated) this would take 2000 trucks per year – a bigger environmental impact than the current process.	Spend some time considering how you're going to sell this plan to the powers that be (Province, Federal authorities that have regulatory controls in the area).  Ensure as much as possible that the developments outlined won't be appealed to the OMB.	No comment
10	Generally very happy with the approach taken to refine	Generally comfortable with the preliminary preferred alternative	1) Imperative that the "green corridor" be extended south of the Ship Channel so that	Keep working on this, keep involving the public and try to get the overall plan	Thanks for all the work that you are

Responder	Are you generally comfortable with the approach taken to refine the EA alternatives? Why or why not?	Are you generally comfortable with the preliminary preferred alternative for the EA and how it was chosen? Why or why not?	What do you see as the two or three key issues and/or opportunities that need to be addressed in the next steps of the EA?	Do you have any other advice for the TRCA or Waterfront Toronto?	Other comments?
	the EA alternatives, and congratulate you all on a very clear process.	for the EA and how it was chosen.	<p>there is a clear green path from Tommy Thompson Park right up the Don River.</p> <p>2) How will the green corridor link at the Keating Channel? Animals cannot be expected to cross roads, will there be underpasses or other? Ensure that the "Don Narrows" stretch of the river is improved so that it is a better "wildlife route".</p> <p>3) Important that this plan be implemented and to do this it will be important that other developments in the area respect the ideals expressed in your planning. Ask the City to impose a moratorium on developments in this area until the planning is completed.</p> <p>4) Thought needs to be given to transit very soon. Present plans are likely to call for a streetcar line along Queens Quay to Cherry Street, linking to the already approved, branch down Cherry Street from King Street to the rail corridor. Though it may not yet be necessary to extend a streetcar line down into the "southern Portlands" it may be time to extend the QQ line down to, maybe, Commissioners or even the Ship Channel.</p> <p>5) How will pedestrians and cyclists reach the area? The access under the rail lines at Cherry, Parliament Jarvis and Sherbourne need to be improved - if only with better lighting, painting and landscaping.</p>	approved as soon as possible.	doing, and for your very open involvement of "users".
11	No comment	I've looked at the report and agree that 4WS looks best, it allows the maximum opportunities for people to contact the river, e.g. spots for picnicking.	No comment	No comment	How is the project interfacing with the people involved in Ward 30, e.g. South of Eastern planning group,

Responder	Are you generally comfortable with the approach taken to refine the EA alternatives? Why or why not?	Are you generally comfortable with the preliminary preferred alternative for the EA and how it was chosen? Why or why not?	What do you see as the two or three key issues and/or opportunities that need to be addressed in the next steps of the EA?	Do you have any other advice for the TRCA or Waterfront Toronto?	Other comments?
					and community groups who are opposing development of Big Box retail on Eastern Ave.?
12	No comment	No comment	<p>I am a small craft boater, I have a rowing skiff and a canoe. I hope it will be possible to have a continuous, unencumbered waterway from the harbour going north as far as Gerrard Street. Please don't plan any artificial portages or land forms that might break up the continuous flow of the river. There is little enough current as it is and any break in the water course would only further choke that flow.</p> <p>I am also a sport fisherman and it would be great to have some natural habitats that might encourage the return of the lake's various fish species to the new river.</p>	No comment	No comment
13	No comment	Support 4WS as the preferred alternative as it meets all the environmental objectives and provides two spillways in addition to the main river and flood plain in the event of climate changes and increased number and intensity storms	<p>1) Support protection of the flood plain primarily for naturalization (rather than organized sports.)</p> <p>2) Would like to underline the importance of "connectivity" of the Portlands and the Don right up to the ORM with special consideration for long distance hikers, birders, cyclists and perhaps even canoeists if base flow can be restored in the future.</p>	<p>1) From the renderings at the meeting the flood plain appears to be a large, flat area with no topographic relief. In the design stage attention should be given to plant materials (ex. shrubs, grasses that would not hinder flood flows) and grading to "soften" the appearance and provide visual points of interest.</p> <p>2) Strongly support the sustainability guidelines and the importance of implementing them - without compromises. This project has to be a world leader to attract the interest and funding from the right investors.</p>	Thank you for the opportunity to comment on this very exciting project.

Responder	Are you generally comfortable with the approach taken to refine the EA alternatives? Why or why not?	Are you generally comfortable with the preliminary preferred alternative for the EA and how it was chosen? Why or why not?	What do you see as the two or three key issues and/or opportunities that need to be addressed in the next steps of the EA?	Do you have any other advice for the TRCA or Waterfront Toronto?	Other comments?
				3) Recommend investigating the possibility of an "Interim Control Bylaw" to prevent development pressures during the preparation of the Precinct Plan.	
14	No comment	No comment	Support the attempt to have the flyway widened at the south end of Alternative 4WS and that a similar width greenspace be created between the Ship Channel and the Leslie Street Spit. The green strip is perhaps more important even than the widened gap. Birds seem to find their way up the even narrower Lower Don flyway.	I will be 96 in 30 years and am already looking forward to seeing the completed project.	No comment
15	Yes, very comfortable It has been done with great care, listening to all comments of participants and evaluating on basis of reality rather than on emotional wishes. The process has been painfully slow but very open and inclusive. Those who claim otherwise, will be those who after all this time still did not get their particular suggestions incorporated, mostly because they are not realistic and the evaluation process eliminated those options for good well founded reasons.	Yes, it nicely marries the Winning Design Proposal from the Competition with the preferred options that the original EA put forward. Some tweaking that was necessary happened, some of the suggestions and ideas from the Don Greenway Workshop were incorporated, a very realistic preferred alternative is on the table.	a) Create waterways that actually have water in them. "Marshes" are not realistic, they need water. Do we really need another "Spadina Wet Lands" which are seldom wet? b) The opportunity to engage the larger population of Toronto in the marvels of this project. Still too many people don't know that this Wonder of the World is about to happen on their door step. If they can be brought into the picture and on side with the project, the momentum of their enthusiasm will get behind it such that no opposition will have a chance to side line the future Naturalization of the Mouth of the Don River. c) To make sure that the river mouth really functions so that in the future it will look like it has always been here; as the levels of the lake rise and fall, that the river mouth can survive and thrive.	Don't get sidelined by the wishes for things that are unrealistic. Areas of development scattered around the new river mouth must not be too small to survive as small communities. They need to be able to support the services that each will need. If the community is too sparsely populated, people will be forced to drive for their needs, this will defeat the priority - make this a transit first community. The precinct planning which follows will need to ensure that the population of each community and the diversity of uses will allow each to develop its own character and be a healthy node unto itself, but still within easy reach of the larger city by transit. However, the push for more and more park land can threaten the viability of the communities. Lake Ontario Park is only a short stroll away from most of	I want to congratulate the team on their very hard diligent work on this project. The detailed analysis of how the decision were reached is clear and comprehensive for those who want to see them.  The year 2035 seems a long way away. At almost 30 years into the future this 60+ year old may be looking over the shoulders of the worker bees

Responder	Are you generally comfortable with the approach taken to refine the EA alternatives? Why or why not?	Are you generally comfortable with the preliminary preferred alternative for the EA and how it was chosen? Why or why not?	What do you see as the two or three key issues and/or opportunities that need to be addressed in the next steps of the EA?	Do you have any other advice for the TRCA or Waterfront Toronto?	Other comments?
				these areas.  Don't forget the need for the recreational facilities which were part of the Commissioners Park Project. A healthy community must have access to sports facilities for people of all ages.	who are putting the finishing touches on this jewel.
16	I was interested in the meticulous way the points were allocated according to the various criteria, to come up with a tentative winner.	The plan with most points also seems on the face of it to be the most attractive too.	I would concur with some of the audience members who suggested there should be more green areas, rather than industry closest to the outer lake. That gas plant has to go!	No comment	No comment
17	No comment	I like the preferred alternative.	I would like the EA to include a consideration of green space that continues south of the shipping channel, right into Lake Ontario Park.	I was a tad deflated re: the timeline. 2035?! And I am very concerned that WT and other stakeholders will have spent millions of dollars and spent thousand of hours (including large amounts of public input) doing all this fantastic planning, and the ORB ( <i>sic</i> ) might simply ignore the final result. Is there anything that can be done to ensure that this does not happen?	No comment
18	Very pleased with the level of detail and methodology used to refine the EA alternatives and then select a preferred alternative.	Preferred alternative provides a great opportunity to balance the natural features of the mouth of the Don with the proposed development in the Port Lands.	Considerable concerns about the ability of the landowners/planners/builders/contractors to be able to determine a proper scale for the proposed developments in the Port Lands that do not overpower and threaten the proposed natural features. If economics alone (money from development etc.) is used to determine development density, then project will probably not be truly successful. I would hate to see a corridor of tall buildings > 8 stories lining the proposed naturalized river. It might be worthwhile to establish the success	The meeting was well advertised, well attended, and well run. Everyone seems to have done a great job. I look forward to the next meeting.	No comment

Responder	Are you generally comfortable with the approach taken to refine the EA alternatives? Why or why not?	Are you generally comfortable with the preliminary preferred alternative for the EA and how it was chosen? Why or why not?	What do you see as the two or three key issues and/or opportunities that need to be addressed in the next steps of the EA?	Do you have any other advice for the TRCA or Waterfront Toronto?	Other comments?
			parameters (based on balance) for the whole Port Lands area ahead of time so that the final results can be compared to those parameters.		
19	<p>Generally comfortable with the following exceptions:</p> <ul style="list-style-type: none"> <li>• The decision for the preferred choice of the design competition had significant emphasis on building density and height and that other design concepts with higher density and greater building height had not been successful with that factor being significant in the decision. In general this is desirable, but not appropriate at the edge of the waterfront.</li> <li>• Difficult to really assess the study area without a stronger understanding of what is going to happen around it. Although the Central Waterfront, East Bay Front and the West Don Lands are well described, the balance of the Port Lands is ill-defined and it is critical. The surrounding area is important to the whole vision and its ultimate viability and desirability.</li> </ul>	<p>Generally comfortable. Not sure why Keating Channel is no longer linked to the Don as a permanent, open-water connection. May be due to hydraulic modelling issues, debris build-up issues or terrestrial linkage of natural areas. I am not certain I agree with this decision and would like an explanation why it was taken.</p> <p>Strongly support the following:</p> <p>a) The planned entertainment element to area under the Gardiner along the Keating Channel. This could be linked to the Distillery District, creating a critical mass that will improve the success of both areas. Pedestrian-oriented connectivity to both areas should be maximized. The planned development in both the Study Area and the East Bay Front will result in the loss of two of Toronto's medium-sized, event-oriented entertainment venues (the Government and the Docks). Their replacement should be considered in the new development. Would be in everyone's interest to separate such entertainment zones and complexes from residential areas</p>	<p>Toronto has a face, and that is the waterfront. Most images in foreign media, post cards, tourist images show the Toronto waterfront with the CN Tower and Sky Dome prominently displayed. This is the image of Toronto to the rest of the country and the world. All development around the center of the waterfront should consider opportunities to improve the face of Toronto. We have had notable successes and notable failures in this area. I hope we have learned but I am afraid, based on the presentations I heard on March 29<sup>th</sup>, we have not. Please consider the following:</p> <ul style="list-style-type: none"> <li>• Toronto has no natural visual element that helps create an impressive, unique and identifiable sky-line (examples that have include Montreal with Mount Royal and Vancouver with the coast ranges). Toronto has beautiful river valleys, improvements of which are part of the waterfront projects, however, these are not evident when viewing the skyline.</li> <li>• The face of Toronto is the skyline and it is man-made</li> <li>• Toronto has a recognizable skyline thanks to large, iconic buildings such as the CN Tower and the Sky Dome.</li> <li>• Toronto's recognizable iconic buildings are characterized by bold geometries giving</li> </ul>	<p>a) What will happen to the steel railroad bridge up river, though, I think in or close to the northern extent of the study area? When bike riding up the Don bike path, I have always liked this structure and hope that not only will it not be demolished but something could be done with it to enhance its use (even if relocated). I think the steel bridge for pedestrians/bikes at the off-ramp to Lake Shore from the DVP is a nice complement to it and hopefully there is a linkage-theme going on here.</p> <p>b) The presence of industry in the Port Lands and the port itself needs a clear direction in order to really be able to understand the study area's future success and viability. This needs to be discussed with more emphasis instead of seemingly to be ignored. What is going to happen on the south side of the Shipping Channel? What is going to happen east of the study area? Right now, with a few exceptions of natural areas and the new playing fields, these areas are dreadful. The industries present, with a few exceptions, are unpleasant in appearance, generate too much truck traffic and are noisy. This is not compatible with a sustainable neighbourhood. Most of these industries, particularly the container port</p>	No comment

Responder	Are you generally comfortable with the approach taken to refine the EA alternatives? Why or why not?	Are you generally comfortable with the preliminary preferred alternative for the EA and how it was chosen? Why or why not?	What do you see as the two or three key issues and/or opportunities that need to be addressed in the next steps of the EA?	Do you have any other advice for the TRCA or Waterfront Toronto?	Other comments?
		<p>and the residential zones. Entertainment complexes by the water are popular and successful if made accessible and well serviced (e.g. Fisherman's Wharf in San Francisco, Darling Harbour in Sydney, South Street Sea Port, New York). It needs to be distinctly different than existing waterfront areas (Ontario Place or Harbour Front), i.e. not so kid or family oriented.</p> <p>b)The relocation of Lake Shore and its minimization as a significant thoroughway. It cuts off the public from the waterfront, is hostile to cross, ugly and unnecessary. With the Gardiner taking traffic, Lake Shore should be pedestrian oriented with minimal lanes only serving local traffic, as well as on and off ramps for the Gardiner.</p> <p>c)The three channel approach (although with the disclaimer mentioned above).</p> <p>d) The use of the arched bridges in the artist's conceptions of the competition winner - they are beautiful, distinctive and functional. Continuing such a linking design element through the whole central waterfront would be a good idea. Bike riders can travel long distances and would notice in one ride this continuing design</p>	<p>the city a modern, even futuristic look.</p> <ul style="list-style-type: none"> <li>• Toronto is a new city whose historical architecture, though important to protect, is not iconic for the most part, and not along the immediate waterfront.</li> <li>• Only government projects seem to result in iconic architecture. The private sector and private sector developers do not have the ability to create buildings that stand out. There are enough un-inspired slab condos, and office buildings (low-rise, mid-rise and high-rise) along Toronto's waterfront...we don't need to compound the mundane tradition that has been widespread in the last few decades. Only government projects, with a few exceptions such as the TD Towers, seem to be able to develop integrated architecture... multiple buildings with the same look or design elements (not identical though!!). This should be carried out at the structures at the foot of the harbour.</li> </ul> <p>This leads to the following recommendations:</p> <ul style="list-style-type: none"> <li>• Buildings at the foot of the harbour should be iconic with bold geometries and a significant presence.</li> <li>• The architecture of buildings at the foot of the harbour should be integrated, following the same design elements.</li> <li>• The neighbourhoods that make up the rest of the developable part of the waterfront can be more human-scale.</li> <li>• I realize this viewpoint may be in the minority in the public meetings where many</li> </ul>	<p>and bulk storage yards, should be displaced elsewhere. While industrial/commercial land use along Leslie Street by the Main Wastewater Treatment Plant makes sense as a buffer to residential, light commercial and films studios is a good idea, this should not include the heavy industries and storage yards now present. I suggest that such industries would be better off in Hamilton Harbour, where active docking facilities do not conflict so much with long term vision, access to highways is superior, and employment in greater need. With the relocation of the need for active harbour use outside of Toronto's waterfront, there would be less constraints on redevelopment. Obviously I believe that industry on the waterfront should be minimized and not heavy in nature, the Port of Toronto is unnecessary and has outlived its usefulness and, you may not be surprised to find I also oppose the Island Airport, which caters to the few, and think this should be converted to a pedestrian-only neighbourhood.</p> <p>c) I would like more accessible and democratic land uses on the waterfront such as the sailing clubs by Cherry Beach.</p>	

Responder	Are you generally comfortable with the approach taken to refine the EA alternatives? Why or why not?	Are you generally comfortable with the preliminary preferred alternative for the EA and how it was chosen? Why or why not?	What do you see as the two or three key issues and/or opportunities that need to be addressed in the next steps of the EA?	Do you have any other advice for the TRCA or Waterfront Toronto?	Other comments?
		<p>element.  e) Strongly support re-naturalization efforts. Disappointed in the recent development of the soccer fields by Cherry Beach - their construction resulted in the destruction of half of the rare and beautiful cotton woods, native species on the north shore of Lake Ontario, which should have been protected. Hopefully the re-naturalization will involve the replacement of some of the lost cotton wood stands (for more on cotton woods, refer to page 54 of "Environment in Transition" of the Royal Commission (1990).</p>	<p>participants are more into the small is beautiful, green is good philosophy and would look at my view as one from a by-gone era of mega-projects and grandiose government spending, but I am an environmental engineering consultant by profession.</p>		
20	<p>Yes. The use of a failure mode effects analysis (FEMA) and summarizing of results in a matrix to compare and contrast the various sub-components (Criteria and Indicators) for each Objective is a sound approach to evaluating the strengths and weaknesses of the various alternatives.</p>	<p>Essentially quite comfortable. Applying a qualitative weighting to the intrinsic elements related to the 7 main factors and similarly applying a derived weighting to the overall alternatives is a bone fide decision making protocol. Final matrix lends itself to a self-explanatory presentation to the uninitiated.</p>	<p>a) Within 4WS the water flow meanders through a proposed configured wetland. Pedestrian access is important so that citizenry can visit and appreciate the naturalization. Equally important to positively guard more sensitive areas and preclude human intrusion.  b) Find a way to keep the Essroc Italcementi silos or at least commemorate the site with a plaque.  c) Preserve the remaining Port of Toronto. Encourage cruise ship visitation and/or national Great Lakes voyages with Toronto as Home Port. Commercialization in the Port area may include nautical shops.</p>	<p>a) Continue to maintain the critically important focus on improving (and re-inventing) natural habitats in the many Don River and Waterfront projects. Accelerate implementation wherever possible.  b) Continue to encourage public input.</p>	<p>Unfortunate that the Don Mouth Naturalization and Port Lands Flood Protection Project is forecast to be quarter century long implementation. This presents a potential risk that commercialization will overtake the envisioned project.</p>
21	<p>Yes, very comfortable. Was done in a very systematic way and was very detailed in</p>	<p>Yes. With respect to the 7 objectives for the project; it was given the "most preferred"</p>	<p>1) During the summer months, the water flow in the Don is very low. How do you ensure that there is adequate flow in the</p>	<p>1) Make sure the two bridge crossings have a unique and attractive design  2) The western end of the proposed</p>	

Responder	Are you generally comfortable with the approach taken to refine the EA alternatives? Why or why not?	Are you generally comfortable with the preliminary preferred alternative for the EA and how it was chosen? Why or why not?	What do you see as the two or three key issues and/or opportunities that need to be addressed in the next steps of the EA?	Do you have any other advice for the TRCA or Waterfront Toronto?	Other comments?
	nature. Final summary grid for comparing alternatives was clear and concise. Easy for me to understand why alternative 4WS was the preferred alternative.	designation for 5 of 7 objectives and a "moderately preferred" designation for one other objective. No other alternative came close to matching the objectives for the project.	new meandering Don River course from the Lakeshore Blvd to the inner harbour? We could be looking at an almost dry river bed. Would initial dredging of the new river channel address this concern? 2) Along the Keating Channel, diagrams for the revitalized Don show promenades, cafes etc. These will be fine as long as the water in the Keating Channel is not stagnant – how will you keep the water in Keating Channel from becoming stagnant? Could you install a pipe along the bottom of the Channel and periodically pump compressed air through it to create bubbles that would aerate the water? Or could you install a large wind turbine at the harbour entrance to the Channel connected via gears to underwater paddles. As the wind turned the blades the gear system would slowly turn the underwater paddles to create a small current that would flow towards the inner harbour.	open space/terrestrial habitat facing the inner harbour will offer great views of the harbour and downtown. Any walkway following the perimeter of this open space should feature adequate lookout stations with enough seating to accommodate viewers. This area facing the harbour might be a good location for a couple of restaurants/cafes. 3) The remnants of the industrial buildings in the area (i.e. concrete silos, lifting crane) should be retained and converted to attractions for the public. Perhaps the crane could be converted to offer better views of the harbour and downtown. (i.e. a viewing platform could be lifted by the crane to allow visitors to view the harbour for a nominal fee) 4) When plans are being finalized for the neighbourhoods bordering the new Don River course, they should include a mix of variable income housing using the requirements for the West Don Lands and East Bayfront as a guide.	
22	No comment	No comment	No comment	WATER and AIR QUALITY a) Water quality is extremely important. Rather than waiting for solutions to water quality to happen upstream it would be improved by returning the natural meandering feature of the river in the Don Narrows. Could be accomplished by replacing the DVP starting south of Bloor with a two-lane road. The four most westerly lanes starting south of Bloor would be removed, keeping the one lane on the	No comment

Responder	Are you generally comfortable with the approach taken to refine the EA alternatives? Why or why not?	Are you generally comfortable with the preliminary preferred alternative for the EA and how it was chosen? Why or why not?	What do you see as the two or three key issues and/or opportunities that need to be addressed in the next steps of the EA?	Do you have any other advice for the TRCA or Waterfront Toronto?	Other comments?
				<p>east and adding it to the existing one lane street called Davies Ave. Water quality would further be greatly improved by eliminating this part of the DVP as the airbourne pollutants, which end up in the river, come from the exhaust of the huge numbers of cars that travel that route and the oil, grease and chemicals they deposit on the road which are washed into the river during rain falls would be eliminated. Would also be have a vast positive impact on air quality.</p> <p>b) Water quality must also be addressed in the EA.</p> <p>c) Wet Weather Flow and controls must start at Steeles Ave and be constantly emphasized.</p> <p><b>DEVELOPMENT ON FLOOD PLAINS</b> Climate Change must be the MAIN consideration for any development project. The intensity of Hurricane Katrina resulted from Climate Chang. The 'winds' carried the storm all the way up to Canada and flooding occurred in the lower Don. When, where and intensity of storms cannot be predicted and decision-making with respect to all development projects must 'err on the side of caution'.</p> <p><b>INTENSIFICATION MUST BE LIVABLE</b> Intensification is needed but it must be done sustainably, without causing overcrowding and with a sufficient</p>	

Responder	Are you generally comfortable with the approach taken to refine the EA alternatives? Why or why not?	Are you generally comfortable with the preliminary preferred alternative for the EA and how it was chosen? Why or why not?	What do you see as the two or three key issues and/or opportunities that need to be addressed in the next steps of the EA?	Do you have any other advice for the TRCA or Waterfront Toronto?	Other comments?
				<p>amount of green space. The wise locations for intensification would be along subway lines. It is unwise to have it where it is crowding a river, situated on the flood plain and on or in too close proximity to waterfront, all of which are prime public space where the "majority" will be reaping benefit. Vancouver has a population of 1/2million and they have Stanley Park which is 1,000 acres. Toronto's population is 2-1/2 million and the Portlands are also 1,000 acres. The Portlands is historically the flood plain for the Don River and keeping it public means it will always be available for the whole of the GTA to access as a green space. Leslie Spit cannot truly be considered as green space for people, it is man-made, very narrow 'strip' and the only way out is to return on the very narrow path. It is a great corridor for animals but not for the majority of people.</p> <p>RIVER MAINTENANCE The annual cost of maintenance for the river will still be there and very costly. Were the river given a larger area to form its own and changing path, the cost could be reduced. Ever changing year to year directions that the river takes would also be a fascinating event to observe.</p>	
23	Generally yes. I really liked the island that was eliminated. If water issues	Yes.	<p>a) Expanding the study area, south of ship channel and east as well b) Maximizing naturalization, preservation</p>	<p>a) The EA needs to address water quality b) One disadvantage of the plan</p>	Emphasize wet weather flow control upriver

Responder	Are you generally comfortable with the approach taken to refine the EA alternatives? Why or why not?	Are you generally comfortable with the preliminary preferred alternative for the EA and how it was chosen? Why or why not?	What do you see as the two or three key issues and/or opportunities that need to be addressed in the next steps of the EA?	Do you have any other advice for the TRCA or Waterfront Toronto?	Other comments?
	prevent creating the island in the suggested location, can an island be sited elsewhere in the plan?		of land a priority or we will lose it c) Considering reductions in development density, perhaps higher 'exclusive' prices could be gained on any market value developments? (not that I want this to be an exclusive playground for the rich).	identified was the cost of annual maintenance. To what degree could this be reduced by letting the river play a role in determining the form year to year? c) Maximize natural regeneration, but minimize built form and human impact. I think much more can be done, but this is the best plan I've seen so far.	
24	No comment	No comment	With respect to the choice of solution, this is a case of too little too late, as opening up the last 500m or so of a lengthy river will do little to alleviate flooding upstream, and the cost of the works along with the loss of productive realty suggests that this option is too costly.	a) In the Don Narrows presentation slides it is erroneous to say that the Don originally discharged into Ashbridges Bay Marsh. It passed through that bay and discharged into Toronto Bay, and would have had very little contact with the marsh as it would have leveed itself off from it, as all rivers tend to do when they pass thru marshes. b) There is one slide showing return period flow rates as a bar graph, with one bar oddly called 'hurricane'. I presume that this is in reference to the Hazel storm which was not a hurricane per se, it would today be called a tropical storm. We get a great number of tropical storm remnants in the Great Lakes region, Hazel was merely the worst one we've recorded here. As all these storms are covered by return period data, it should not therefore be difficult to assign the Hazel one a return period as well. I suspect that it falls within the 1000 to 10000 year range.	No comment
25	No comment	No comment	Cycling connection between Queens Quay and Lakeshore Blvd. From a trail user's perspective, there seems to be a break in	No comment	No comment

Responder	Are you generally comfortable with the approach taken to refine the EA alternatives? Why or why not?	Are you generally comfortable with the preliminary preferred alternative for the EA and how it was chosen? Why or why not?	What do you see as the two or three key issues and/or opportunities that need to be addressed in the next steps of the EA?	Do you have any other advice for the TRCA or Waterfront Toronto?	Other comments?
			<p>the east-west routing of the multi-use trail. As one travels west bound along the Lakeshore Blvd. trail there doesn't appear to be a direct connection to the Queens Quay trail. The Queen's Quay route will be a popular east-west network serving not just recreational users, it will be a commuter route. As such there should be a direct link between Queens Quay and Lakeshore Blvd trails. Currently the plans seem to indicate a detour south on Don Roadway and Cherry St. rather than along the current alignment of Lakeshore Blvd.</p>		
26	No comment	<p>I was part of the Task Force to Bring Back the Don when we met several times with Michael Hough at the time when he was preparing his rendering of the naturalization of the mouth of the Don that we hoped to achieve one day. At the time I felt that what he drew was as good as we could hope to achieve. Since, I realized how we had a very limited scope which limited our dreams. In a Utopian world I'd like to eliminate the Keating Channel and the Ship Channel and have the river flow through multiple channels into the lake and a huge wide path as a natural green space rather than sports fields - I realize that is impossible. I am now overjoyed to learn that the preferred option goes way beyond the Hough drawing and that green space at</p>	No comment	<p>This is the time to get the most natural space at a branched, sprawling mouth of the Don. This opportunity will never come again! We have to push the limits as much as possible BUT you need to know how shocked and pleased I was to hear the preferred option described.</p>	No comment

Responder	Are you generally comfortable with the approach taken to refine the EA alternatives? Why or why not?	Are you generally comfortable with the preliminary preferred alternative for the EA and how it was chosen? Why or why not?	What do you see as the two or three key issues and/or opportunities that need to be addressed in the next steps of the EA?	Do you have any other advice for the TRCA or Waterfront Toronto?	Other comments?
		<p>or near the mouth should not be sports fields. The preferred option is not Utopia but I think it's a superb option...just do not let it shrink or have the river become just one pathway slightly off the current right angle.</p>			
27	No comment	<p>a) The wide swath of green going through the west port lands, down the middle of brownfield pockets, does not feel very natural, rather very radical.  b) I think maintaining the old Villiers St shipping channel will result in ineffective use of precious land space.  c) The concept presented by the architect of having open air cafes along the preserved stagnant channel water, in the shadow of the Gardner overpass, sounds pretty silly. Essentially, the area below the Expressway ramp is less flexible re usability for outdoor activities except for naturalization.  d) The preliminary preferred alignment presented north of the Unwin Ave channel results in an isolated strip of land along the north side of the Unwin shipping channel. This strip would NOT appear suitable for residential uses as was suggested in the meeting. The lack of business conveniences that will be available there will also lower the perceived</p>	<p>a) How the dredging operation will be carried out will have a crucial important impact on the success of 'naturalization' initiative and the final preferred alternative.  b) Aside from potential pedestrian foot traffic from the proposed adjacent local residents to the south and north of Lakeshore, vehicle access to Don Mouth will largely be by bike based on current travel patterns. The preferred alternative review should given nominally stronger preference to alternatives giving improved passive and active bicycle enjoyment.</p>	No comment	No comment

Responder	Are you generally comfortable with the approach taken to refine the EA alternatives? Why or why not?	Are you generally comfortable with the preliminary preferred alternative for the EA and how it was chosen? Why or why not?	What do you see as the two or three key issues and/or opportunities that need to be addressed in the next steps of the EA?	Do you have any other advice for the TRCA or Waterfront Toronto?	Other comments?
		<p>sustainability of that design alternative e.g. car travel to shop. If there is no bothersome industrial noise coming from the shipping channel, it would indicate there is no economic benefit of maintaining the channel (in which case the shipping channel should be closed and incorporate into preferred alignment).</p>			
28 (Filmport)				<p>The Filmport studio development has a significant interest in the naturalization of the mouth and flood protection of the Port Lands area. Although we were not able to attend the Public Information Meeting on March 29, 2008 we have reviewed the presentation material and offer the following comments.</p> <p>All of the Alternatives, except for 4WS, would not allow for any development opportunities to the west of our site. Our concern would be the compatibility of any land use that would be designed for that area if this alternative were implemented. We would ask that the Environmental Assessment identify anticipated land uses for the developable lands shown in Alternative 4WS. The Terms of Reference provide general mapping of the Project Study Area and the Impact Assessment Study Area, with both areas to be confirmed during the study process. Can you advise if the study areas have been confirmed. We note that in all the</p>	

Responder	Are you generally comfortable with the approach taken to refine the EA alternatives? Why or why not?	Are you generally comfortable with the preliminary preferred alternative for the EA and how it was chosen? Why or why not?	What do you see as the two or three key issues and/or opportunities that need to be addressed in the next steps of the EA?	Do you have any other advice for the TRCA or Waterfront Toronto?	Other comments?
				<p>alternatives presented, Basin Street has been not been shown within the study boundaries. At the present time, the Official Plan and Secondary Plan anticipate Basin Street to be constructed from Bouchette Street to Cherry Street. In addition, it would appear that Basin Street could only be accommodated in Alternative 2 and 4W since a crossing of the Don River would need to be studied as part of the alternatives. Will the Official Plan and Secondary Plan be amended as part of the EA process should the preferred alternative be selected?</p>	