

A3. Community Liaison Committee (CLC)

LIST OF INVITEES AND MEMBERS

INFORMATION PACKAGE

TERMS OF REFERENCE

MEETINGS

Meeting #1 – April 22, 2013(Phase 1)

Agenda, Presentation, Handouts, Meeting Notes

Meeting #2 – June 4, 2013 (Phase 1)

Agenda, Presentation, Handouts, Meeting Notes, Completed Questionnaires

Meeting #3 – July 14, 2013 (Phase 2)

Agenda, Presentation, Handouts, Meeting Notes, Completed Questionnaires

Meeting #4 – August 12, 2013 (Phase 2)

Agenda, Presentation, Handouts, Meeting Notes, Completed Questionnaires

Meeting #5 – March 6, 2014 (Phase 2)

Agenda, Presentation, Handouts, Meeting Notes, Completed Questionnaires

Meeting #6 – June 10, 2014 (Phase 3)

Agenda, Presentation, Handouts, Meeting Notes, Completed Questionnaires

Meeting #7 – September 10, 2014 (Phase 3)

Agenda, Presentation, Handouts, Meeting Notes

SITWALKS

Sitewalk #1 – May 30, 2013 (Phase 1)

Map, Example Photo Release Form

CORRESPONDENCE

Includes record of all relevant communications received from member of the CLC during the Class EA process.

Correspondence Issued to all CLC Members

Correspondence from CLC Members

LIST OF INVITEES AND MEMBERS

Community Liaison Committee Invitee Member List

First Name	Last Name	Organization
MEMBERS		
[REDACTED]	[REDACTED]	Action for Neighbourhood Change/Hub - Victoria Village
[REDACTED]	[REDACTED]	Bike 25
[REDACTED]	[REDACTED]	Cycle Toronto
[REDACTED]	[REDACTED]	Don Mills Residents Inc.
[REDACTED]	[REDACTED]	Don Watershed Regeneration Council
[REDACTED]	[REDACTED]	Friends of the Don East
[REDACTED]	[REDACTED]	Flemingdon Health Centre
[REDACTED]	[REDACTED]	The Ontario Road Ecology Group (OREG)
[REDACTED]	[REDACTED]	Resident - Flemingdon Health Centre (Alternate)
[REDACTED]	[REDACTED]	Resident
[REDACTED]	[REDACTED]	Todmorden Mills Wildflower Preserve
[REDACTED]	[REDACTED]	Toronto Centre for Active Transportation
[REDACTED]	[REDACTED]	Toronto Field Naturalists
[REDACTED]	[REDACTED]	Toronto Ornithological Club
[REDACTED]	[REDACTED]	Victoria Village Community Association
[REDACTED]	[REDACTED]	Victoria Village Community Association (alternate)
[REDACTED]	[REDACTED]	Victoria Village Community Association (alternate)
[REDACTED]	[REDACTED]	Walk Toronto
[REDACTED]	[REDACTED]	Wynford Concorde Residents Group
[REDACTED]	[REDACTED]	Wynford Concorde Residents Group (alternate)
[REDACTED]	[REDACTED]	Woodbine Gardens Homeowners Association
INVITED		
[REDACTED]	[REDACTED]	Don Mills Collegiate Institute
[REDACTED]	[REDACTED]	East York Garden Club
[REDACTED]	[REDACTED]	Parkview Hills Residents Association
[REDACTED]	[REDACTED]	Senator O'Connor College School
[REDACTED]	[REDACTED]	St. Brigid School
[REDACTED]	[REDACTED]	Taylor Massey Project
[REDACTED]	[REDACTED]	Victoria Village Public School

INFORMATION PACKAGE

East Don Trail
Environmental Assessment
COMMUNITY LIAISON COMMITTEE
Information Package

Prepared by

Toronto and Region Conservation Authority

In cooperation with

City of Toronto

March 18, 2013

This document has been prepared exclusively for those who have been invited to participate on the Community Liaison Committee (CLC) for the East Don Trail Environmental Assessment, and/or for those cited on the project Contact List as part of the Environmental Assessment process.



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1 PROJECT DESCRIPTION

The City of Toronto (the City), Transportation Services and Parks, Forestry, and Recreation departments with assistance by Toronto and Region Conservation Authority (TRCA) have initiated an Environmental Assessment (EA) to facilitate the creation of the East Don Trail. The EA process will identify and evaluate a range of alternatives to determine a preferred main trail route and potential community access points. The proposed East Don Trail would provide a key connection in the multi-use trail network between the north end of Charles Sauriol Conservation Area, the Gatineau Trail and the Lower Don Trail systems, in the City of Toronto.

The purpose of this project is to create a key connection in the multi-use trail system, provide safe access to nature and recreational opportunities for the public, and create a transportation corridor for cyclists. The planning and design of this project will be completed through a provincially mandated Environmental Assessment (EA) process.

In accordance with the EA process, a “Notice of Study Commencement” formally initiating the study appeared in the East York Mirror on Thursday, January 31, 2013 and in the North York Mirror South on Thursday, February 7, 2013 (Appendix A). More information about the EA process is presented in Section 4.

2 BACKGROUND

2.1 BIKEWAY TRAILS IMPLEMENTATION PLAN

During the summer of 2011, the City of Toronto conducted an audit of its existing major multi-use trail network to assess the viability of new trail connections. New trail connection opportunities were identified, evaluated, and prioritized.

Evaluation and prioritization was based on the following four broad criteria:

- Land ownership and approvals
- Estimated cost to build the trail
- Technical requirements and design challenges
- Network connectivity

The findings were produced by the City of Toronto Transportation Services as the *Bikeway Trails Implementation Plan*¹, which recommends 77 km of new trails be added to the existing trail network. The Plan was approved by City Council at its meeting on June 6, 2012.

One of the largest and most complex projects identified as a priority in the Bikeway Trails Implementation Plan is the East Don Trail. This trail is proposed within the East Don River Corridor from Lawrence Avenue East to the convergence of the West Don River at the intersection of Don Mills Road and the Don Valley Parkway. This trail would link the north end of Charles Sauriol Conservation Area, the Gatineau Trail and the Lower Don Trail systems.



FIGURE 2-1 CITY OF TORONTO BIKEWAY TRAILS – NEW CONNECTIONS

Source: City of Toronto, January 2013.

¹ To view the implementation plan and other related information, visit <http://www.toronto.ca/cycling/network/multi-use-trails/multi-use-trails-plan.htm>

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2.2 EAST DON TRAIL FEASIBILITY STUDY

In May 2012, with support from R.V. Anderson Associates Limited, City of Toronto and TRCA completed a feasibility study which assessed potential trail alignment options, technical challenges, and a phased construction approach to facilitate completion of a trail system through the East Don Corridor from the north end of Charles Sauriol Conservation Area to the intersection of the Don Valley Parkway and Don Mills.

The feasibility study concluded that a trail within the East Don Corridor was possible, while also accommodating the natural environment, public requirements, and approval requirements of the various agencies, levels of government, private owners and others having jurisdiction within the study area. In order to determine the best trail route, further consultation, investigations and environmental studies were recommended.

3 EAST DON TRAIL ENVIRONMENTAL ASSESSMENT

The next step in realizing the completion of the East Don Trail will involve a comprehensive planning and design process facilitated through a provincially mandated EA process. This EA process will build upon the information developed in the East Don Trail Feasibility Study.

3.1 REGIONAL STUDY AREA

The boundaries of the regional study area are Lawrence Avenue to the north, O'Connor Drive to the south, Victoria Park Avenue to the east, and Don Mills Road and Laird Drive to the west. The area contains several existing multi-use trail systems including the Lower Don Trail, West Don Trail, Taylor Creek Trail, Gatineau Corridor Trail and the newly built trail at the north end of Charles Sauriol Conservation Area.

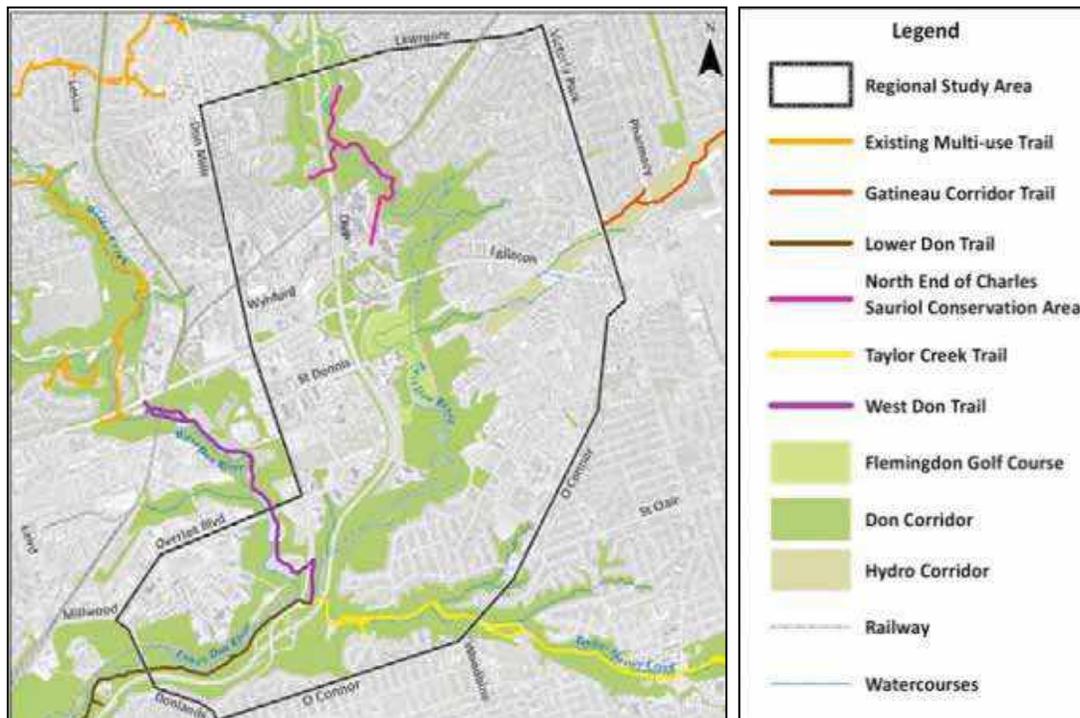


FIGURE 3-1 LOCATION OF REGIONAL STUDY AREA.

Source: TRCA, February 2013.

3.2 OPPORTUNITY STATEMENT AND OBJECTIVES

The following opportunity statement was developed to guide the EA process for the East Don Trail:

A significant gap in the multi-use trail network exists within the East Don Corridor between the north end of Charles Sauriol Conservation Area, the Gattineau Trail and the Lower Don Trail. The East Don Trail will fill this existing gap in the trail network thus creating a continuous connected trail network.

A successful preferred trail route for the East Don Trail will address these five (5) main objectives:



Connections

- The East Don Trail will provide a key connection route linking to local and inter-regional trail systems.

Public Safety

- The East Don Trail will provide a safe way for people to access the valley system.
- The trail will provide safe off road options (where possible) for cycling and recreational use.
- The trail will investigate options to accommodate emergency and City park maintenance vehicles.

Natural Environment

- The East Don Trail will be designed to be respectful of the natural environment.
- The trail will provide a single focused route through the green space within the East Don Corridor, assisting in the management of informal trails.
- The trail will be located in areas that minimize negative environmental impacts, preventing informal trails from potentially affecting more environmentally sensitive areas.

Recreation

- The East Don Trail will create outdoor recreational opportunities for a variety of users.
- This multi-use trail will provide recreational opportunities for neighboring communities.
- The trail will increase access for people to discover and appreciate natural areas within the City.

Transportation

- The East Don Trail will function both as a recreational destination and as a commuter route for a variety of users including cyclists.

3.3 ENVIRONMENTAL ASSESSMENT PROCESS

The East Don Trail Project is being carried out under a provincially mandated Environmental Assessment (EA) process. A range of alternatives will be identified and evaluated to determine a preferred main trail route. The evaluation process will consider:

- Technical feasibility
- Terrestrial and aquatic impacts
- Social impacts
- Cost and constructability
- Operations and maintenance

The EA process will provide the community and area residents opportunities to contribute at each stage in the process.

3.3.1 ENVIRONMENTAL ASSESSMENT OBJECTIVES

The East Don Trail EA process will ensure that the following is considered during the planning and decision-making:

The Environment

- Aim to minimize, prevent or avoid negative environmental effects.
- Ensure proper impact management taking necessary actions to prevent, change, mitigate or remedy any potential negative environmental effects of the alternatives or undertaking.



Meaningful Consultation

- Ensure all interested persons inputs, comments, and feedback will be heard and incorporated where appropriate.
- Stakeholders include: user groups, landowners, nearby residents, affected aboriginal communities, interested and affected persons/groups, regulatory agencies, Councillors, MPs, and MPPs.

Financially Feasible

- Ensure that the trail design (preferred alternative) will be one that is practical, financially realistic, and economically viable.

3.3.2 PLANNING AND DESIGN PROCESS

The study will follow a provincially mandated EA process. A Terms of Reference (also known as the "Framework" or "Work Plan") will first be created to guide the Environmental Assessment process. Figure 3-1 below broadly illustrates the EA process being undertaken. A more detailed description of each of the steps is provided in the sections below.

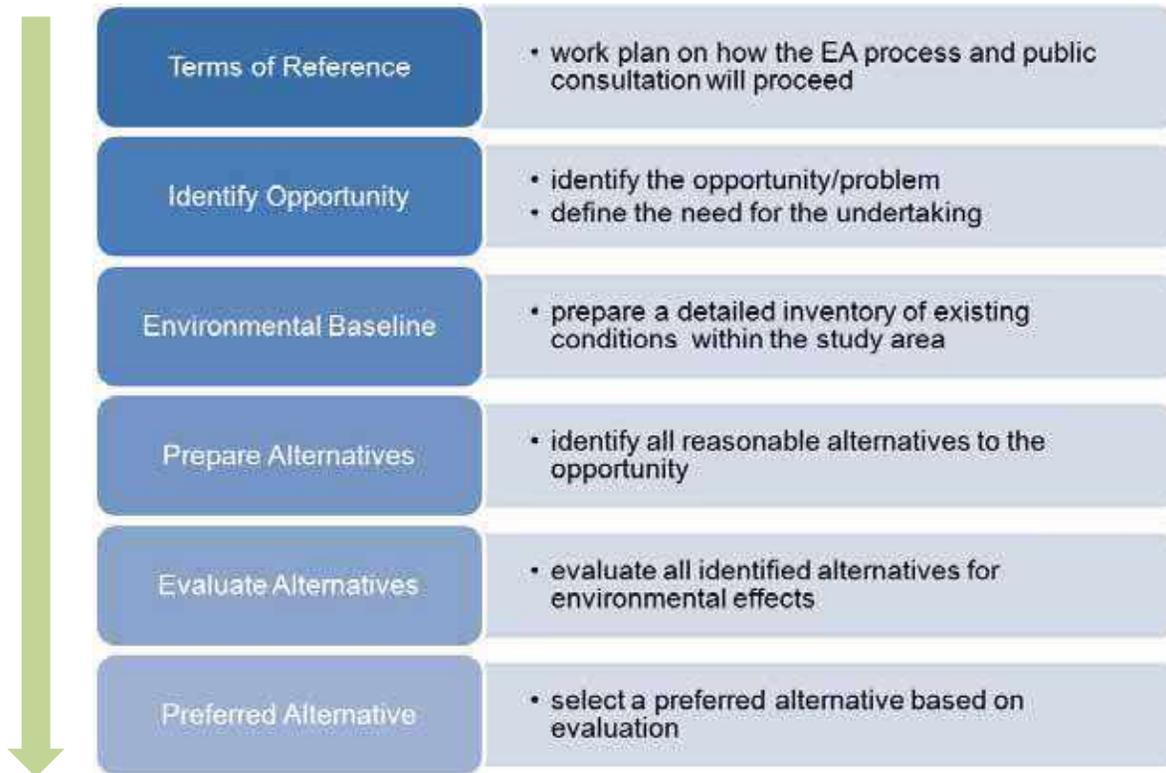


FIGURE 4-2. ENVIRONMENTAL ASSESSMENT PLANNING AND DESIGN PROCESS.

The Terms of Reference

A Terms of Reference is created during the early stages of a project and forms the framework for how the project will be defined and developed. The Terms of Reference for the East Don Trail EA will act as the work plan for how the EA process and public consultation will proceed. During this stage the opportunity is identified which defines the need for the undertaking and an Opportunity Statement is drafted (see Section 3.2).

The Environmental Baseline or Baseline Inventory

The environmental baseline provides the information needed to evaluate the alternative options developed through the EA process, and a foundation from which to monitor the types and level of environmental impacts that may result from implementing the preferred alternative.

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The environmental baseline involves the examination and documentation of:

- The opportunity;
- Existing site conditions, including physical, biological, cultural and socioeconomic characteristics;
- Engineering/technical aspects to be considered; and,
- Previous protective measures that have been implemented within the study area, if any.

The results of the environmental baseline will be discussed during CLC meetings, and will be formally documented at the conclusion of the study by TRCA in the final report.

Evaluation of Alternative Options

The information obtained in completing the baseline inventory is used in the evaluation of alternative trail alignments to determine a preferred main trail route. Specific consideration will be given to the advantages and disadvantages of each method. The evaluation process will consider:

- Physical impacts
- Biological impacts
- Socio-economic impacts
- Cultural impacts
- Technical feasibility
- Cost and constructability
- Operations and maintenance

The Community Liaison Committee (CLC) along with TRCA and City will examine the alternative options at meetings and through the distribution of materials and feedback forms. The evaluation of these alternatives will include an examination of the types and extents of impacts, both positive and negative, which would likely result with each alternative.

Selecting a Preferred Alternative

Once the examination of the potential impacts of each alternative are reviewed and discussed by the CLC, a preferred alternative will be selected for further consideration. Additional input from the CLC will be sought to ensure that the concerns of all interested and affected parties are taken into consideration and addressed where possible as part of the detailed environmental analysis of the preferred alternative.

Detailed Environmental Analysis of the Preferred Alternative

In order to determine the impacts likely to be associated with implementation of the preferred alternative, a Detailed Environmental Analysis is required. To complete this environmental analysis, the information collected for the environmental baseline will be examined in greater detail to confirm potential impacts, refine methods of mitigation, and identify any unforeseen impacts. The evaluation includes both temporary impacts during construction, and permanent impacts resultant from the installation of the proposed trail.

This stage of the EA process screens the potential impacts of the proposed undertaking on the physical, biological, socio-economic, and cultural environments during construction and maintenance phases. It includes the consideration of the magnitude, geographic extent, duration, frequency, permanence or reversibility, and ecological context of the effects, as well as proposed mitigation measures and any residual effects.

Once the Detailed Environmental Analysis is completed, and input has been gained from interested parties, the preferred alternative can be confirmed

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Documentation and Approval

The EA process will systematically identify all areas of concern with the proposed undertaking, and will document all methods of mitigation required to address these concerns and outline any concerns that cannot be resolved through mitigation measures. This process will be fully documented and included in a final report available to all interested parties.

Upon completion of the final document, the report will be filed for review with the public and the Ministry of the Environment. If there are no objections during this review, the project is considered approved under the EA process, at which time TRCA and City will seek to obtain authorizations from the required provincial and federal agencies.

4 PUBLIC INVOLVEMENT IN THE EA PROCESS

The EA process has been developed to provide avenues through which the public, local interest groups, non-government organizations and federal and provincial agencies can participate. The East Don Trail EA process will provide all those with a potential interest in the project opportunities to contribute their views during the planning stages of the project.

The following section introduces the role of the CLC, as it is the most intensive form of public involvement and pertains directly to the intended readers of this document.

4.1 THE COMMUNITY LIAISON COMMITTEE

A committee made up of stakeholder representatives will be formed to participate in the EA process for East Don Trail. The two key functions of the Community Liaison Committee (CLC) will be:

- to identify items of public concern related to the impact and design of the project; and,
- to offer potential advice or solutions to resolve these concerns.

Stakeholder groups and individuals whom have expressed interest in the East Don Trail Project will be invited to participate in the CLC. The following sections provide an overview of the roles and responsibilities of CLC members, and proposed meeting format. A detailed Terms of Reference (ToR) for the CLC, which expands on the information provided below, will be provided to all invited CLC members who confirm their interest in participating on the CLC.

4.1.1 CLC MEMBERS ROLES AND RESPONSIBILITIES

The CLC provides a mechanism for community engagement and communication. All CLC members must be committed to attending and participating in the meetings by listening to information provided by TRCA and the City, providing input and engaging in discussion in a respectful and constructive manner. While opinions and ideas may differ, all will be listened to and considered.

CLC Members will be responsible for:

- Attending all CLC meetings (members may send one (1) alternate in their place if they are not able to attend a meeting).
- Listening to/reviewing and considering the information provided by TRCA and the City.
- Participating in discussions.
- Listening to and considering the opinions of other CLC members.
- Providing constructive feedback on TRCA and the City suggestions for improvements.
- Being prepared for meetings by reviewing any materials provided in advance by TRCA and/or the City (including minutes from previous meetings).
- Participating in the evaluation of preliminary alternatives and preferred alternative.
- Assisting TRCA and the City by keeping the local community and other interest groups apprised of the information about the Project by relaying information via existing community networks.
- Informing TRCA and the City of any situation that may be either a conflict of interest or a potential conflict of interest with their CLC obligations.

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4.1.2 LENGTH OF TERM

The length of the term will be for the duration of the East Don Trail EA, which is expected to be less than two (2) years. Members may be released at any time during the term by written resignation or by expressing their intent at a CLC Meeting.

4.1.3 CLC MEETINGS AND FORMAT

A total of at least four (4) CLC meetings will be held during the EA process. These meetings will be:

- Conducted in a local facility
- Scheduled at least two (2) weeks in advance of the proposed meeting date
- Held in the evening
- Approximately two (2) hours in length
- Run in a series of formats depending on the content of the given meeting

4.1.4 CLC TERMS OF REFERENCE

A Terms of Reference further detailing the roles and responsibilities, meeting format, and agreement to participate in the CLC will be provided to all invited CLC members who confirm their interest in participating on CLC.

APPENDIX A

Notice of Study Commencement



Notice of Public Event

East Don Trail:

Environmental Assessment Study

Notice of Commencement & Public Open House

The City of Toronto with Toronto and Region Conservation (TRCA) are hosting a public event to introduce you to the East Don Trail Environmental Assessment study. The event will be a drop-in open house for viewing study materials and one-on-one discussions with members of the project team. We invite you to attend this event to learn more about the work completed to date, key challenges and opportunities, and ways the community can participate in the study.

Date: Wednesday, February 13th, 2013

Time: 6:00 p.m. – 8:30 p.m.

Place: Blessed John 23rd Catholic School

175 Grenoble Drive (East of Don Mills Road)



This venue is wheelchair accessible.
Please contact to arrange for additional accommodations.

Background

The City of Toronto and TRCA are investigating ways to construct a multi-use trail system within the East Don valley lands, as part of the 2012 multi-year *Bikeway Trails Implementation Plan*. The proposed trail will provide a key connection between the north end of Charles Sauriol Conservation Area, the Lower Don Trail system, and Gatineau Corridor Trail.

The Process:

The East Don Trail EA study will be carried out in accordance with the requirements of the *Environmental Assessment Act* providing opportunities for public input at key stages. The study will ensure that any potential impacts to the valley lands, river crossings, flood and erosion risks, and property ownership are considered.





*Existing footpath –
East Don Valley west of Northline Road*



Example of multi-use trail – High Park

We would like to hear from you:

Public consultation is an important part of this study. We are asking for your input to inform the East Don Trail EA study. Topics to discuss include:

- How and where you are utilizing the East Don valley lands
- Key areas of interest
- Challenges, opportunities, and other concerns
- How we can engage the community and provide opportunities for participation

You are invited to learn more and to share your insights and opinions at any time. For more information, please contact:

Maogsha Pyjor
Public Consultation Coordinator
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M5V 3C6
Tel: 416-338-2850
Fax: 416-392-2974
TTY: 416-397-0831
E-mail: eastdontrail@toronto.ca or
mpyjor@toronto.ca

www.toronto.ca/eastdontrail



Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

TERMS OF REFERENCE

TERMS OF REFERENCE

Community Liaison Committee (CLC)

East Don Trail Environmental Assessment

1 Introduction

The Consultation and Communication Strategy for the East Don Trail Environmental Assessment (EA) recognizes the need for accountability to the public and stakeholders. To facilitate ongoing stakeholder involvement at the planning level of the project, a Community Liaison Committee (CLC) made up of stakeholder representatives and local residents will be formed.

2 Purpose and Objectives of the CLC

The purpose of the CLC is to assist Toronto and Region Conservation Authority (TRCA) and the City of Toronto (the City) in obtaining additional public input concerning the planning and design process of the East Don Trail EA while staying consistent with the project's purpose. The CLC is not a formal commenting or decision-making body of Toronto and Region Conservation Authority TRCA or the City of Toronto the City.

The objectives of the CLC are to:

- Identify items of public concern related to the impact and design of the East Don Trail ;
- Offer potential advice or solutions to resolve these concerns;
- Assist TRCA and the City in reaching out and maintaining communication with community residents, local groups, associations, and organizations that share an interest in the East Don and the project; and
- Act as the voice of the community for the East Don Trail EA.

3 Effective Committee Practices

In the interest of committee effectiveness, members agree to be bound by the following practices:

- Members will not, on their own, or as part of another association, engage in independent action that is in conflict with the East Don Trail EA, CLC Terms of Reference, CLC Information Package, or CLC Member's Agreement.
- Members will speak outside of the CLC with one voice on all matters related to the East Don Trail EA; disagreements and differences of opinion will only be voiced within the CLC.
- Members will be responsible to inform TRCA and the City of any situation that may be either a conflict of interest or a potential conflict of interest with CLC obligations.
- Members will listen to, review and consider the information provided by TRCA and the City.
- Members will strive at all times to ensure that the best interests of all community members are taken into account.
- Members will be courteous, listen to and consider the opinions of other CLC members.
- Members should participate fully in discussion but not dominate the discussion or allow others to do so.
- Members should speak one at a time and not cut off other members while they are speaking.

- Members wishing to make comments should do so through the facilitator, and wait their turn until they have the floor.
- Members will provide constructive feedback to TRCA and the City regarding suggestions for improvements.

4 CLC Member Requirements and Responsibilities

Requirements and responsibilities of CLC members include:

- Committing to the work of the CLC and willingness to serve on the CLC.
- Willingness to abide by and sign the CLC Committee Member's Agreement prior to the first scheduled meeting (mandatory in order to participate).
- Providing the name of one (1) alternate, along with the relationship to the CLC member, to the identified Committee Chair at or before the first CLC meeting. Alternates should be from the same organization, or if you are an individual, from the same household.
- Attending CLC meetings scheduled by TRCA. Each CLC member is encouraged to send one (1) alternate in his or her place if he/she is not able to attend a meeting. Notice must be provided to the identified Committee Chair at least 24 hours prior to the CLC meeting date if the named alternate will be attending in place of the CLC member. If the notice is not provided, the alternate may not be permitted to participate in the CLC meeting.
- Attending all CLC Meetings and providing support at public meetings and events including Public Information Sessions.
- Preparing for meetings by reviewing any materials provided in advance by TRCA and/or the City (including notes from previous meetings), and providing direct input into the process.
- Identifying items of public concern with regard to the impact and design of the multi-use trail alternatives, and providing direct input on these concerns to TRCA to be utilized throughout the planning and design process.
- Assisting the Technical Advisory Committee with content review.
- Assisting TRCA and the City by keeping the local community and other interest groups apprised of information about the Project.
- Informing TRCA and the City of any situation that may be either a conflict of interest or a potential conflict of interest with their CLC obligations.
- Not distributing any handouts or information provided to CLC members to individuals, parties, organizations, or groups, outside of the CLC member's affiliate organization or household. Handouts, workbooks and other materials requiring feedback from CLC members must be submitted by that CLC member. If the CLC member chooses, they may work collaboratively with their affiliate organization or household to develop their feedback. However, no additional copies will be accepted.

5 Chairing of CLC Meetings

CLC meetings will be co-Chaired by a member of the project team and a staff member from the TRCA. If it is seen fit at any point in the process, a third party facilitator will be retained by TRCA to Chair CLC meetings.

6 Membership

The East Don Trail EA CLC includes representatives from local community organizations and users of the East Don Valley Corridor. TRCA and the City of Toronto have worked together to identify a list of potential members. This list represents a balanced and broad spectrum of opinions and geographies within the Regional Study Area. In addition, the affected Ward Councillors will be invited to observe.

7 Length of Term

The length of the term will be for the duration of the East Don Trail EA, which is expected to be less than two (2) years. Members may be released at any time during the term by written resignation or by expressing their intent at a CLC Meeting.

7.1 Project Timeline

The following is an outline of the proposed timeline for the project. Please note that this timeline is based on prior experience by TRCA on projects of this nature, and does not take into account any significant deviations in the planning, design and approvals phases of the project due to actions beyond the control of the project planning staff.

The following is an outline of the tentative project schedule:

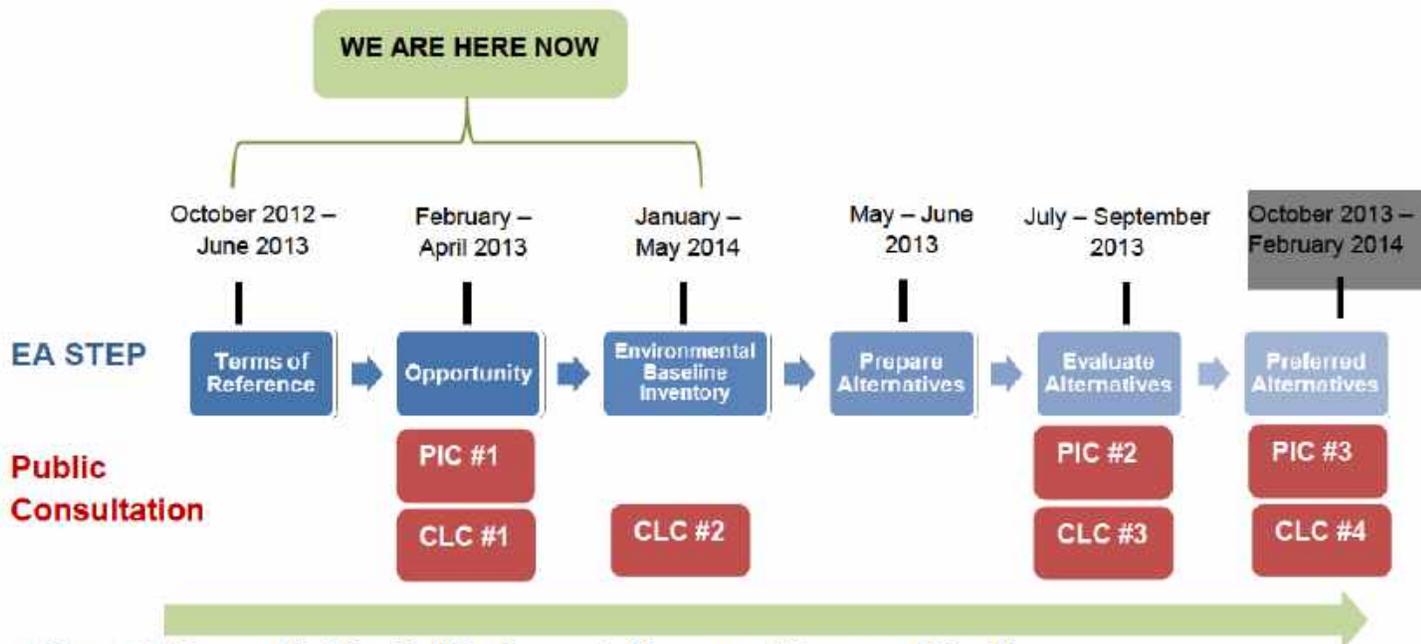


Figure 6-1. Proposed East Don Trail Environmental Assessment Process and Time Line.

PIC=Public Information Center

CLC = Community Liaison Committee

8 CLC Meetings and Attendance

8.1 Meetings

It is anticipated that the CLC will meet a minimum of four (4) times during the EA process. Meetings will be scheduled to ensure that the majority of CLC members have the opportunity to attend. In addition:

- The CLC will not have a formal voting structure, but instead will promote discussion.
- Each meeting will be co-chaired by a member of the project team and a staff member from the TRCA, and be attended by the members of the CLC, TRCA and City staff. Over the course of the EA, project consultants may be asked to attend CLC meetings to discuss specific technical content with the CLC.
- It is expected that each CLC member prepare in advance for the meetings by reviewing any materials provided prior to the meeting.
- Individuals not in attendance at a scheduled meeting will be encouraged to add their viewpoints to meeting notes via written correspondence to TRCA.
- Future dates and meeting locations will be provided to CLC members at the first meeting. It is intended that the CLC meeting dates will be fixed as they will follow the EA schedule.
- If a scheduled meeting is required to be re-scheduled, TRCA and the City will provide formal notification in writing (via email) within 24 hours prior to the original scheduled meeting time.
- TRCA, with assistance of the City, will provide administrative support for the CLC meetings.

8.2 Attendance

Members are expected to attend meetings consistently. Members that are unable to attend should send their identified Alternate (see Section 4 – Member Roles and Responsibilities). Alternates shall be briefed and provided with the necessary documents by the CLC member they are replacing. The CLC member should also debrief the alternate throughout the EA process so they remain current.

9 Record Keeping

The proceedings of each CLC meeting will be kept in the form of notes, rather than verbatim minutes, which will be taken by a TRCA designated note taker. The meeting notes will be a record of attendees, decisions of the CLC, and the main points of discussion.

The meeting notes will be circulated in draft to the CLC in advance of the next meeting. At the beginning of each meeting the notes from the previous meeting will be discussed and either approved by the CLC members present at the meeting or appropriately modified during the meeting, and then approved.

Once finalized, the notes will be included in formal reports and submitted as part of the EA process.

10 Media Protocol

All media requests to CLC members will be directed to the CLC Committee Co-Chairs and circulated to the Committee.

COMMITTEE MEMBER'S AGREEMENT

Community Liaison Committee (CLC)

East Don Trail Environmental Assessment

I have read the Information Package and Terms of Reference of the Community Liaison Committee (CLC) of the East Don Trail EA, agree with them as a description of the CLC's role, and as a member of the CLC commit myself to directing my efforts to these ends.

Further, while a member of the CLC, I will not undertake any independent action with respect to the East Don Trail study area, planning and/or process and/or construction, or community liaison process.

I recognize that the length of term will be for the duration of the East Don Trail Environmental Assessment.

I also recognize that I may be released at any time during the term by written resignation or by expressing my intent at the CLC meeting.

Name

Organization (if applicable)

Address

Signature

Date

MEETINGS

Meeting #1 – April 22, 2013 (Phase 1)

Agenda, Presentation, Handouts, Meeting Notes

**East Don Trail Environmental Assessment
Community Liaison Committee #1**

**Monday April 22, 2013
Flemingdon Health Centre – Community Room
10 Gateway Boulevard, Toronto
6:30 – 8:30 pm**

AGENDA

- 6:30 – 6:50 Welcome and Introductions**
- Welcome and opening comments
 - Role of the Chair
 - City of Toronto Welcome
 - CLC Members Introductions
 - Project Team Introductions
- 6:50 – 7:00 Community Liaison Committee**
- CLC Meetings
 - CLC Ground Rules
 - CLC Purpose and Objectives
 - CLC Terms of Reference
 - Return of CLC Member's Agreement
- 7:00 – 7:10 East Don Trail Project**
- Brief Project Background
 - Project Study Areas
 - Opportunity Statement and Project Objectives
 - Overview of Environmental Assessment Process and Timeline
- 7:10 – 7:20 Public Consultation**
- Public Consultation Plan
 - Summary of Public Meeting #1
- 7:20 – 8:00 Existing Challenges and Issues**
- Presentation of Existing Challenges and Issues
 - Discussion
- 8:00 – 8:20 Closing**
- Summary of Comments Heard
 - Next Steps
 - Questions

East Don Trail Environmental Assessment

Community Liaison Committee

Meeting #1

April 22, 2013



Agenda

1. Welcome and Introductions
2. Community Liaison Committee
3. Project Background
4. Environmental Assessment (EA)
5. Public Consultation
6. Existing Challenges and Issues
7. Next Steps
8. Closing

1. Welcome and Introductions

- Opening Comments
- Role of the Chair
- City of Toronto Welcome
- CLC Member Introductions
 - Your Name
 - The Organization you are with (if applicable)
 - Your interest in the East Don Project Environmental Assessment

Project Team Introductions

- **City of Toronto**
 - Daniel Egan, Project Sponsor
 - Jennifer Hyland, Project Manager
 - Wendy Strickland, Governing Group
- **Toronto and Region Conservation Authority**
 - Lisa Turnbull, Project Advisor
 - Violetta Tkaczuk, Project Manager
 - Natalie Seniuk, Public Consultation Coordinator
 - Erica Dewell, Intern

East Don Trail Project Team

City of Toronto

- Transportation Infrastructure Management
 - Daniel Egan, Jennifer Hyland
- Parks, Forestry & Recreation
 - Garth Armour, Wendy Strickland
- Public Consultation Unit
 - Maogosha Pyjor

Consulting Team:

- Aquafor Beech Limited
- Schollen & Company Inc.
- Delcan
- Terraprobe Inc.

Toronto and Region Conservation Authority

- Project Management Office
 - Lisa Turnbull, Violetta Tkaczuk, Natalie Seniuk, Thomas Sciscione, Erica Dewell
- Conservation Lands
 - Deanna Cheriton
- Water Resource Engineering
 - Amy Winterhalt

2. Community Liaison Committee

1. Community Liaison Committee (CLC) Meetings
2. Ground Rules
3. Purpose and Objectives
4. Terms of Reference
5. Member Agreement

CLC Meetings

- Meeting Format
 - Series of formats based on content
 - Tonight – Presentation & Facilitated Discussion
- Materials
 - Handouts and Binders
- Time and Duration
 - Approximately 2 hours in length
 - Evenings from 6:30 pm to 8:30 pm
- Location
 - Local facility

CLC Ground Rules

Common ground rules for members and staff:

- Avoid use of jargon
- Listen to each comment with respect
- Avoid use of cellphones
- Ask questions
- Share information with the group

CLC Purpose and Objectives

Purpose:

- Provide additional public input concerning the planning and design process of the East Don Trail EA

Functions or objectives:

- Identify items of public concern related to the impact and design of the project.
- Offer potential advice or solutions to resolve these concerns.
- Mechanism to reach out to the community.
- Act as the voice of the community.

CLC Terms of Reference

- Requirements and Responsibilities
- Chairing of CLC Meetings
- Membership
- Length of Term
- Attendance
- Record Keeping
- Media Protocol

CLC Member Agreement

- Provided with Terms of Reference
- To be signed by all CLC Members
- Please provide before leaving today
- Conflicts of Interest

3. Project Background

1. Bikeway Trails Implementation Plan
2. Feasibility Study

Bikeway Trails Implementation Plan

2011

- Audit of existing major multi-use trail
- Identification, evaluation and prioritization of new trail connections

2012

- Public Open House
- Council Approval of Plan on June 6

Bikeway Trails Implementation Plan

77 km of new trails to be added to existing network was proposed

East Don Trail

- Largest and most complex project
- Identified as a short term priority



Feasibility Study

- RV Anderson retained in 2011
- Also called “East Don Trail Master Plan Update”
- Assessed the potential for a trail system through the East Don Valley Corridor
- Determined a trail was possible
- Identified potential issues
- East Don Trail EA to build upon this Study



4. East Don Trail EA

1. Study Areas
2. Opportunity Statement
3. Project Objectives
4. Environmental Assessment (EA) Process
5. Proposed Timeline

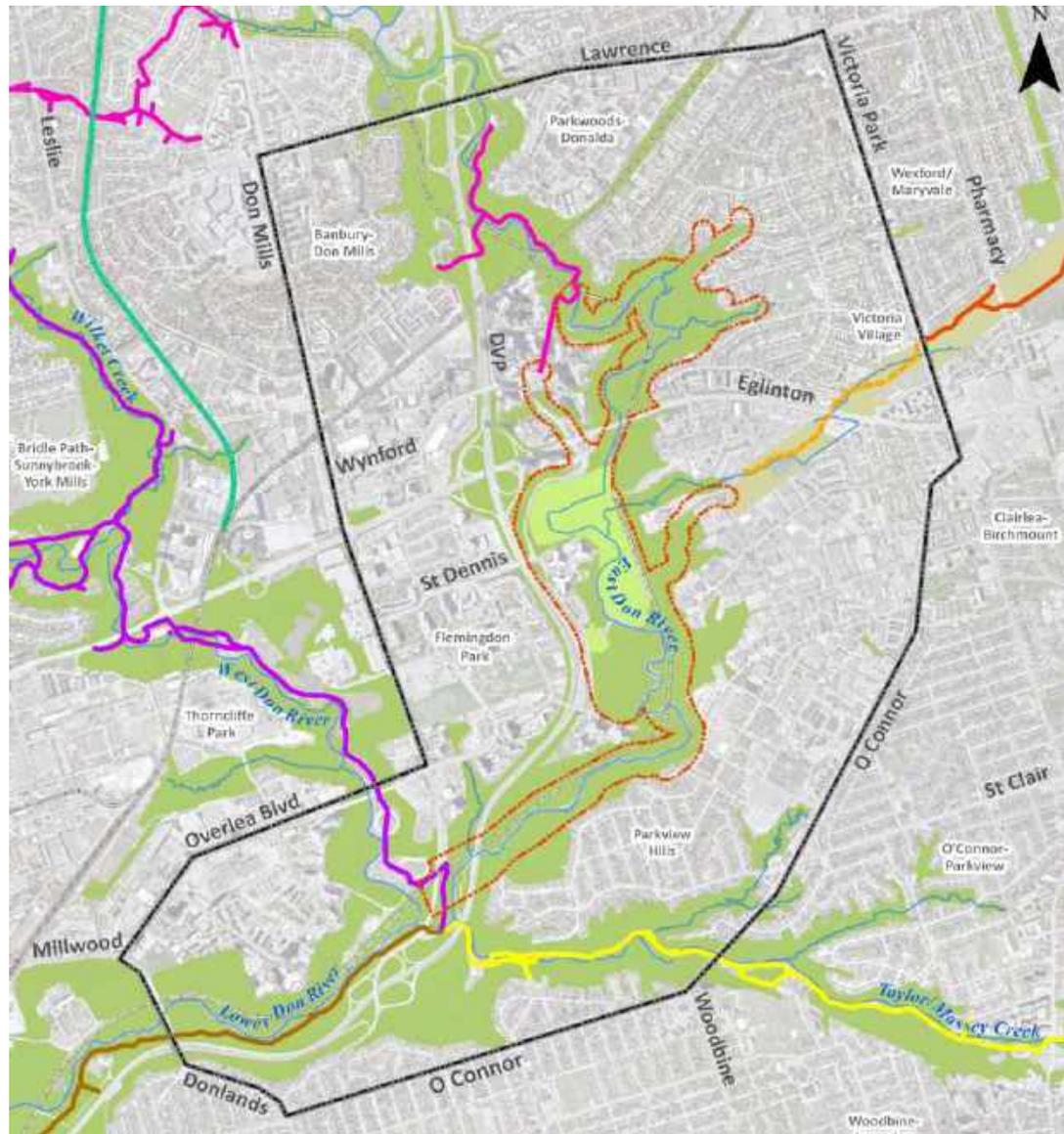
Study Areas

Regional Study Area

- Lawrence Avenue
- Victoria Park Avenue
- O'Connor Drive
- Don Mills Road

Local Study Area

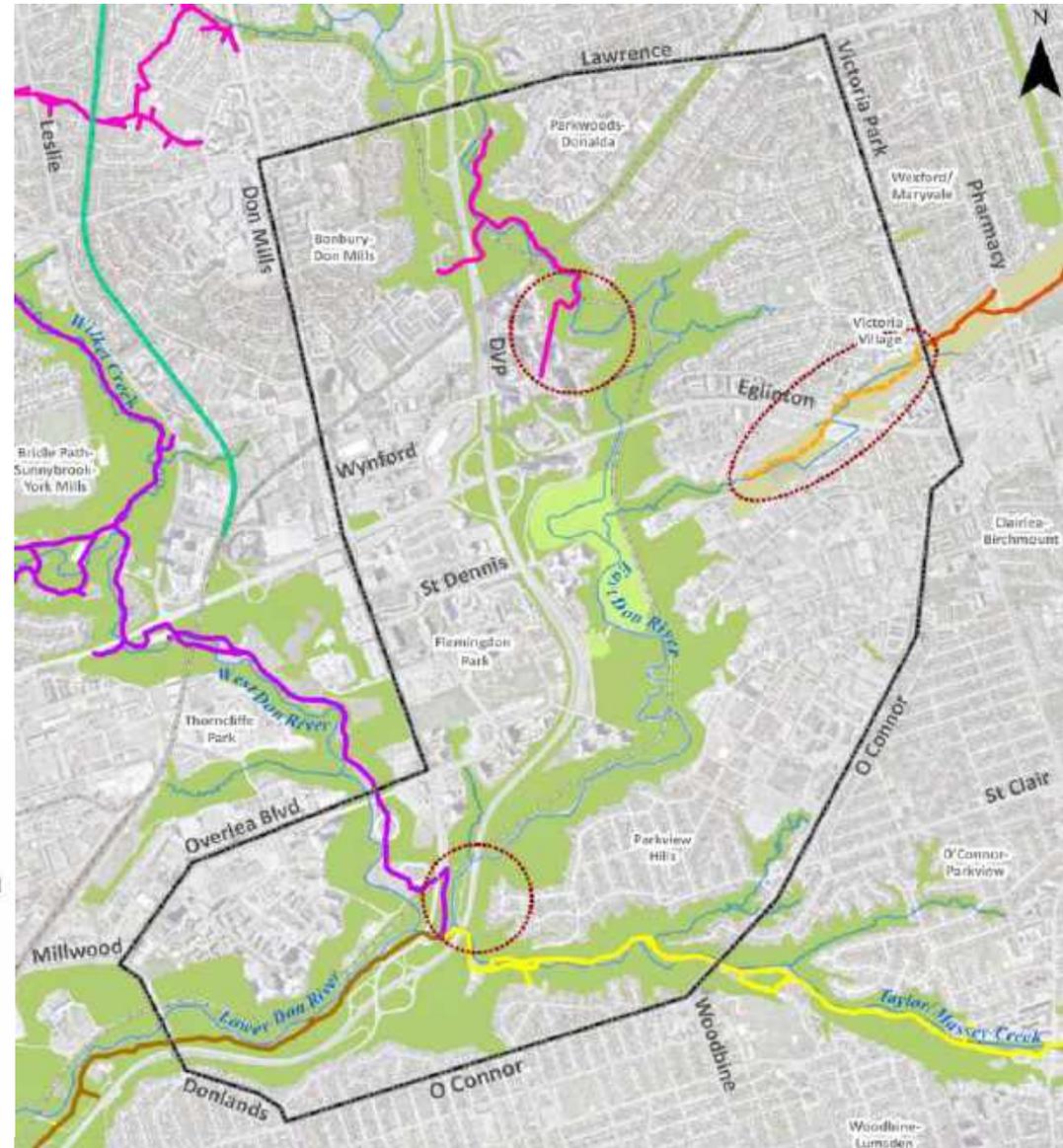
- Encompasses potentially useable East Don Corridor Land



Opportunity Statement

A significant gap in the multi-use trail network exists within the East Don Corridor between the north end of Charles Sauriol Conservation Area, the Gatineau Trail and the Lower Don Trail.

The East Don Trail will fill this existing gap in the trail network thus creating a continuous connected trail network.



Project Objectives

Connections

- Key multi-use trail connection route

Public Safety

- Safe access to valleylands
- Safe off-road option for cycling and recreational use
- Options to accommodate emergency and maintenance vehicles

Natural Environment

- Respectful of the natural environment
- Provide single focused route
- Avoid or minimize negative environmental impacts

Project Objectives

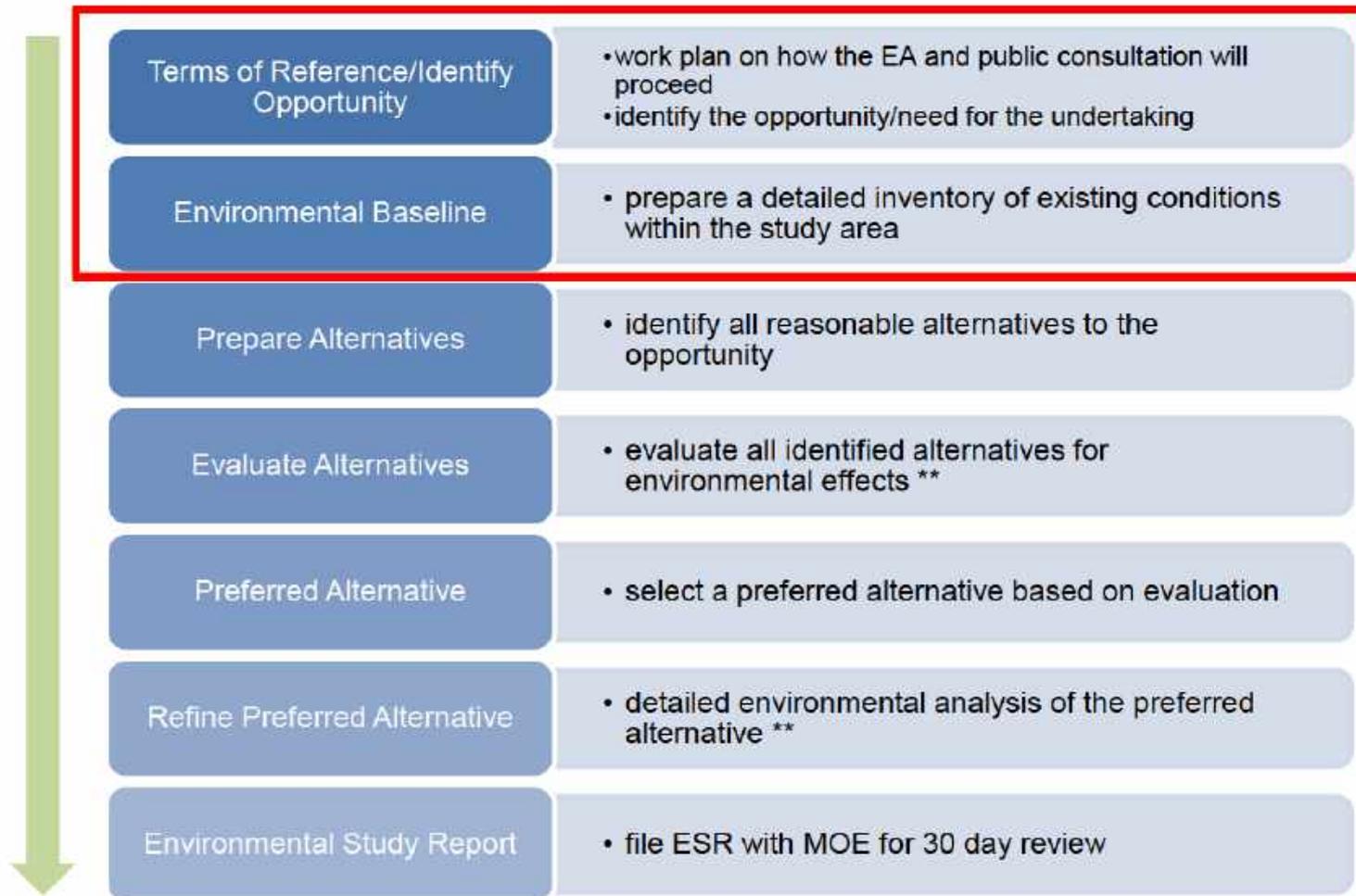
Recreation

- Create outdoor recreation opportunities for variety of users and neighbouring communities
- Increase access to natural areas
- Function as a recreation destination

Transportation

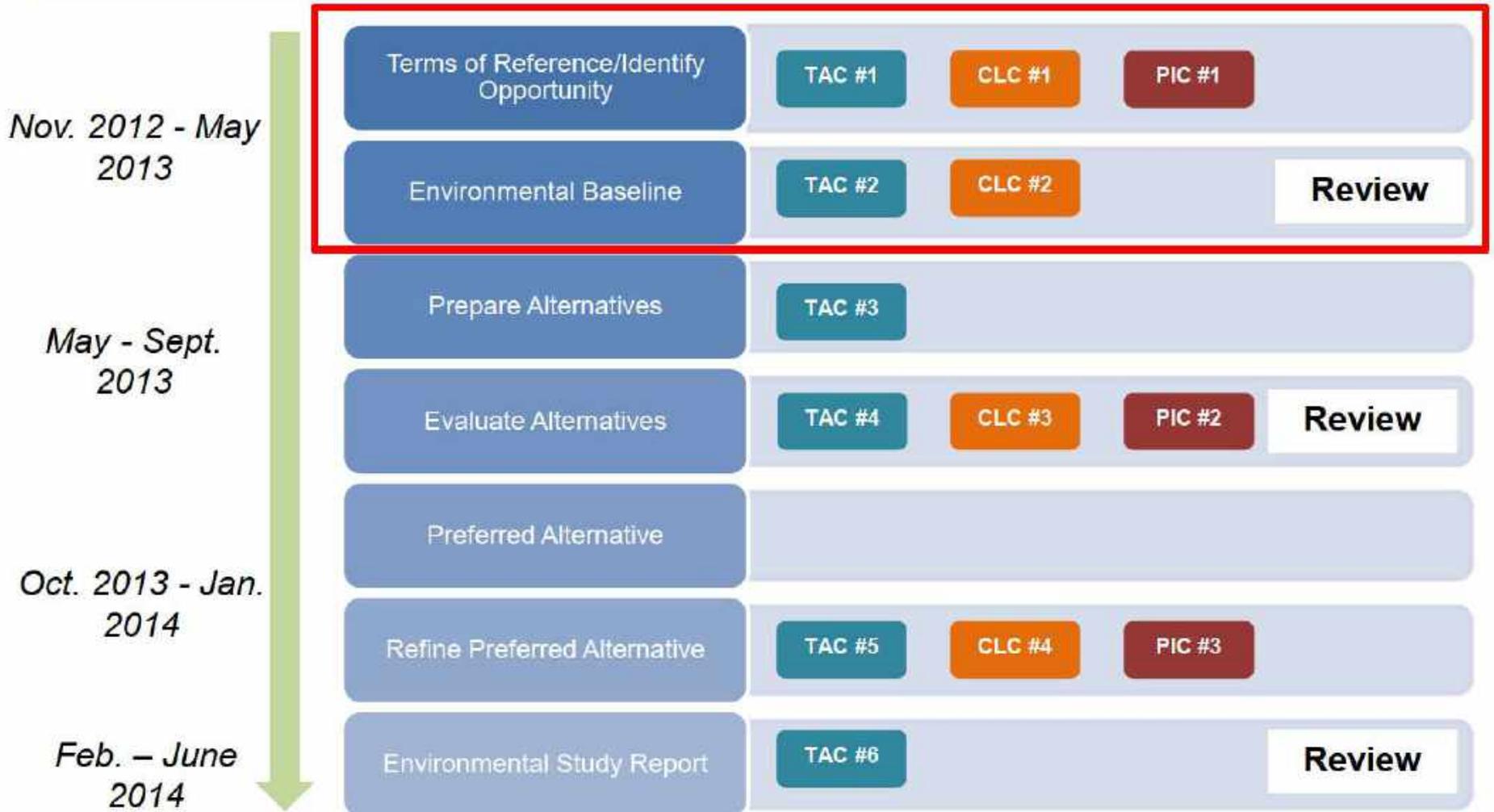
- Function as a commuter route for a variety of users

EA Process



**Evaluation Process will consider the biological, physical, socio-economic, and cultural environments

Proposed Timeline



5. Public Consultation

1. Public Consultation Plan
2. Public Consultation Schedule
3. Summary of Public Meeting #1

Public Consultation Plan

- To provide all those with a potential interest in the project opportunities to contribute their views during the planning stages of the project.
- Techniques:



- Project Newsletter & Websites
- Frequently Asked Questions
- Public Information Centres (PICs)

- Community Liaison Committee (CLC)

Public Consultation Schedule

Date	Meeting	Topic
April 11, 2013	CLC Meeting #1	Project Introduction Environmental Assessment Process Existing Challenges and Issues
May 29, 2013	CLC Meeting #2	Existing Conditions Evaluate Options including "Do Nothing"
August 2013	CLC Meeting #3	Evaluation of Preliminary Alternatives
September 2013	Public Information Centre #2	Evaluation of Preliminary Alternatives
October 2013	CLC Meeting #4	Preferred Alternative
January 2014	Public Information Centre #3	Preferred Alternative

Summary of Public Meeting #1

- Public Information Centre (PIC) #1 held on February 13, 2013
- Open house format
- Feedback collected through:
 - Interactive mapping
 - Comment form
 - Discussions with staff
- Summary of event available on project website

www.toronto.ca/involved/projects/eastdontrail

Summary of Public Meeting #1

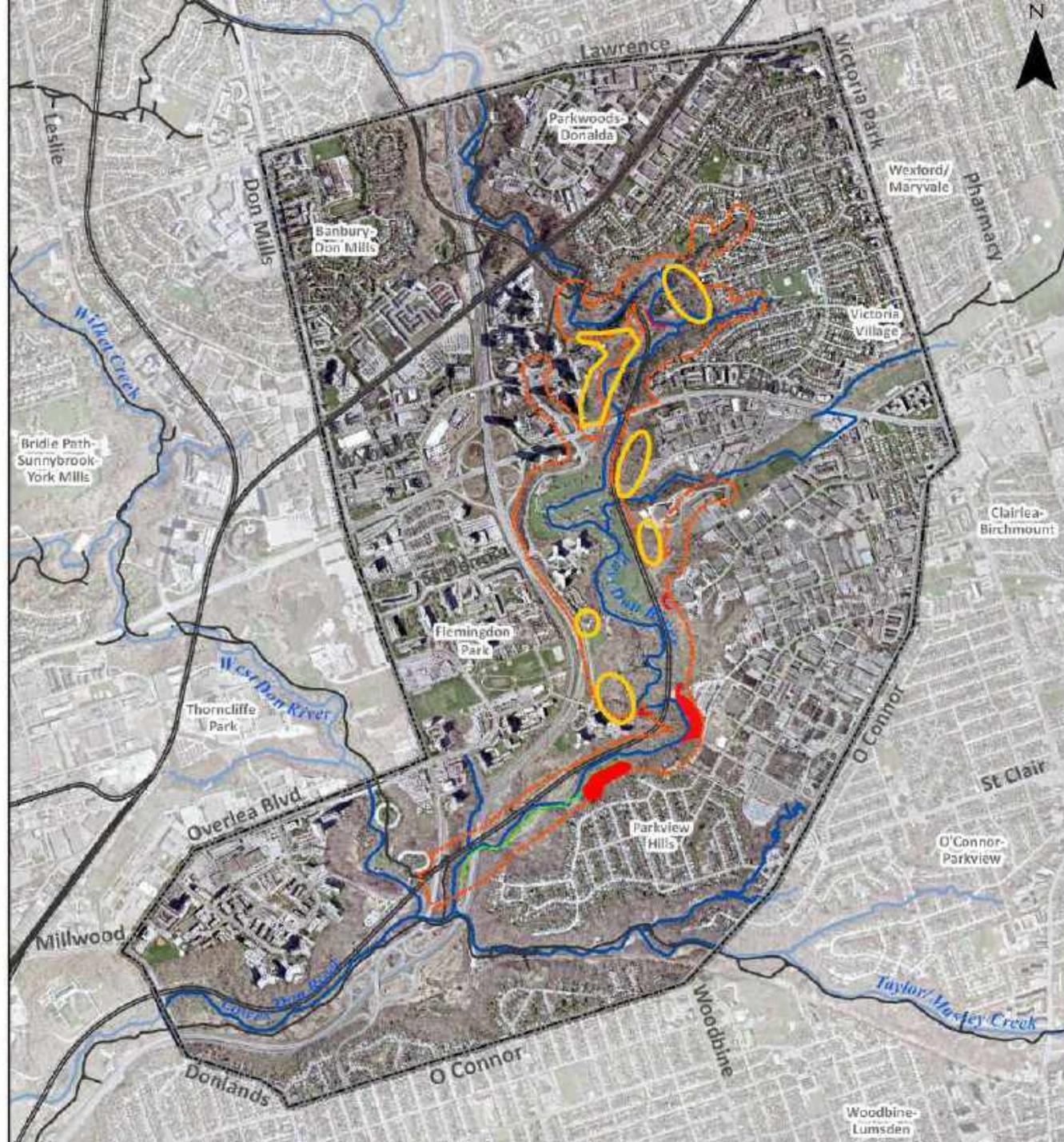
- Support:
 - Increasing opportunity for recreation
 - Larger cycling network connections
 - Providing safe routes for cyclists
 - Improving access for a wider demographic
- Concerns:
 - Potential environmental impacts
 - Impact on personal enjoyment with increased use
 - Trail etiquette with multiple types of users

6. Existing Issues and Challenges

- Share knowledge about the Study Area as it relates to:
 - Physical Environment
 - Natural Environment
 - Socio-Economic Environment
 - Cultural Environment
- Questions to think about:
 - Is there additional information that could provide value to the EA process?

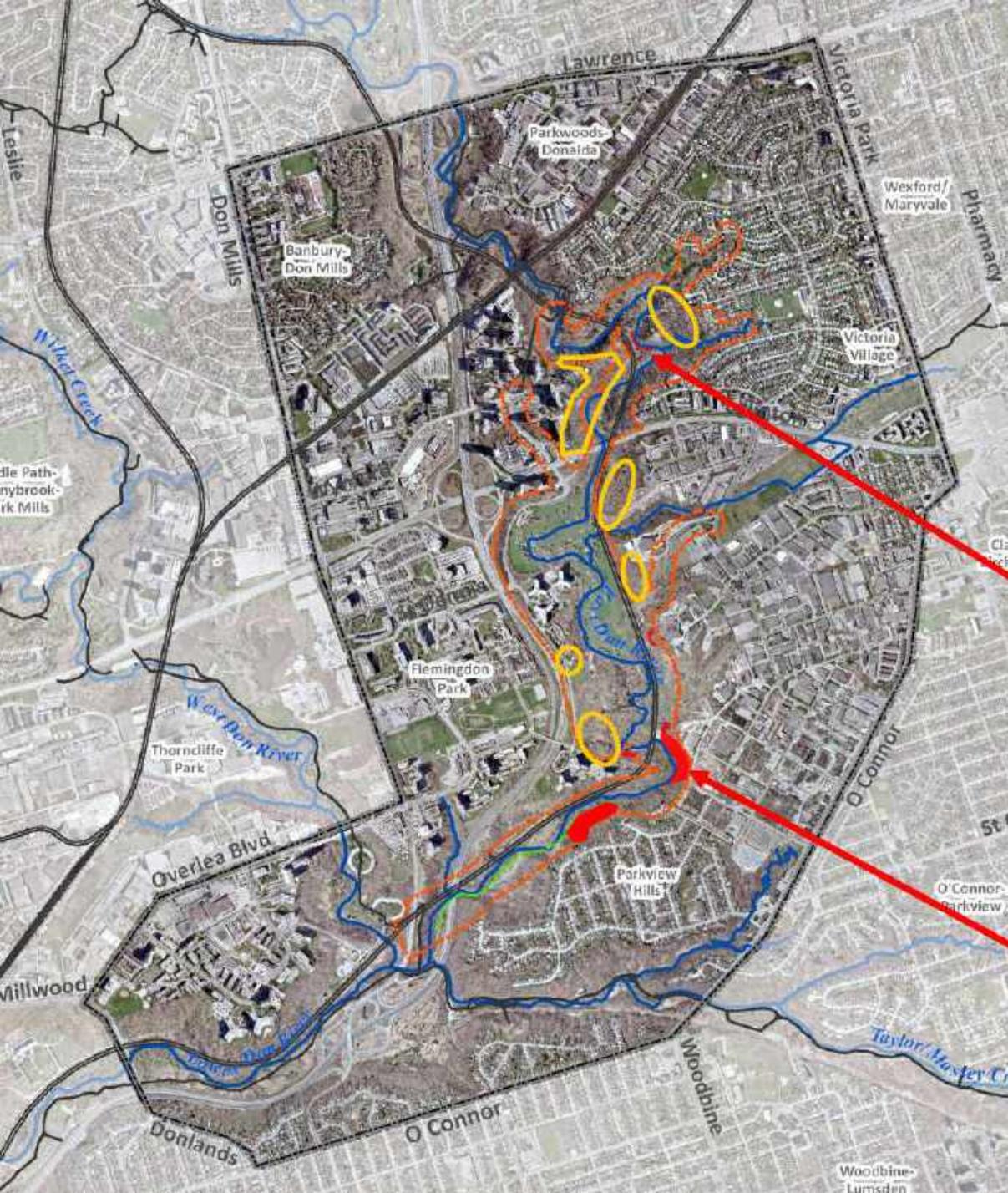
Physical Environment

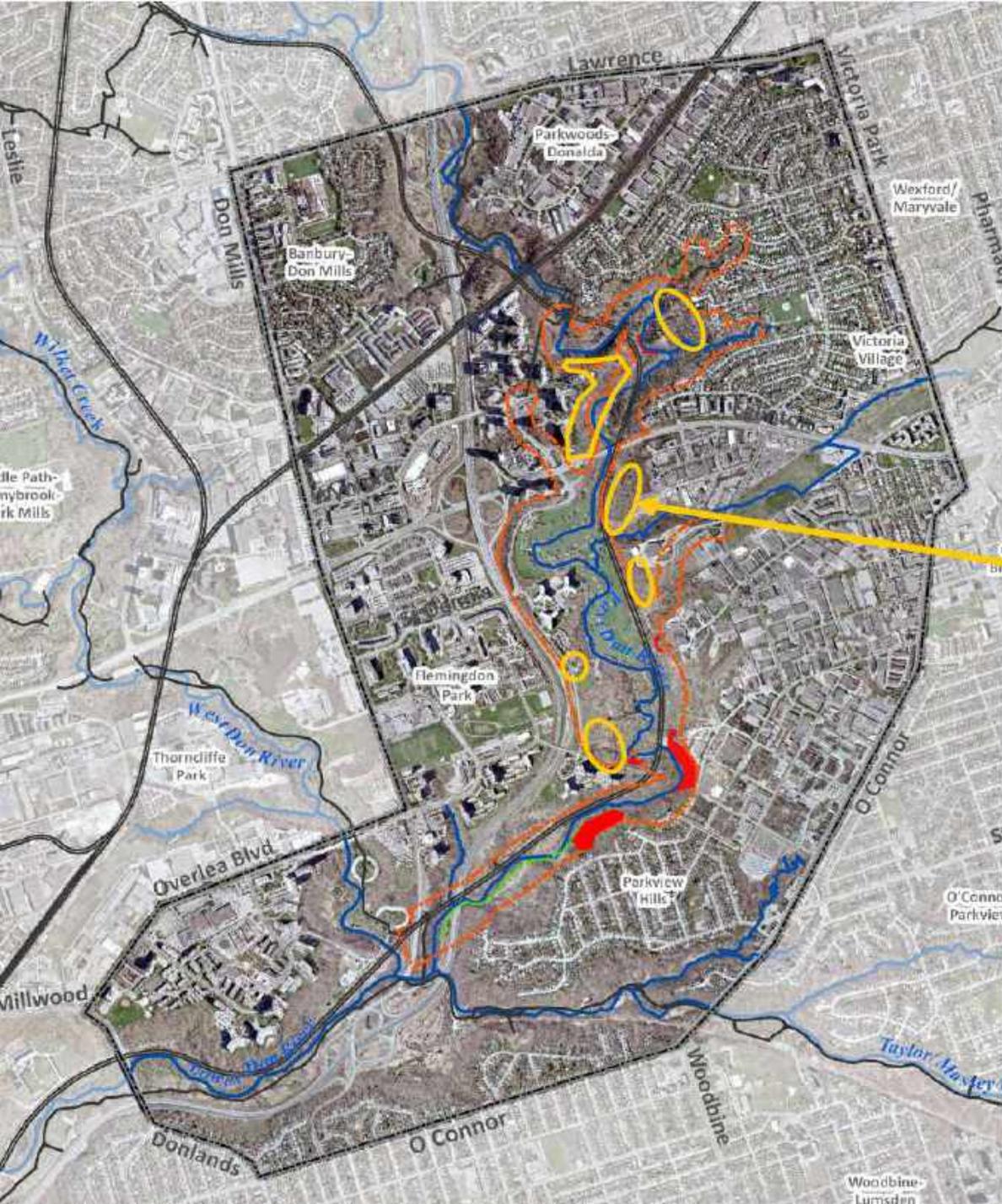
- Potential Slope Stability Issues
- Flooding
- Steep grades
- Limited space



Physical Environment

- Potential Slope Stability Issues





Physical Environment

- Steep Grades
- Limited Space



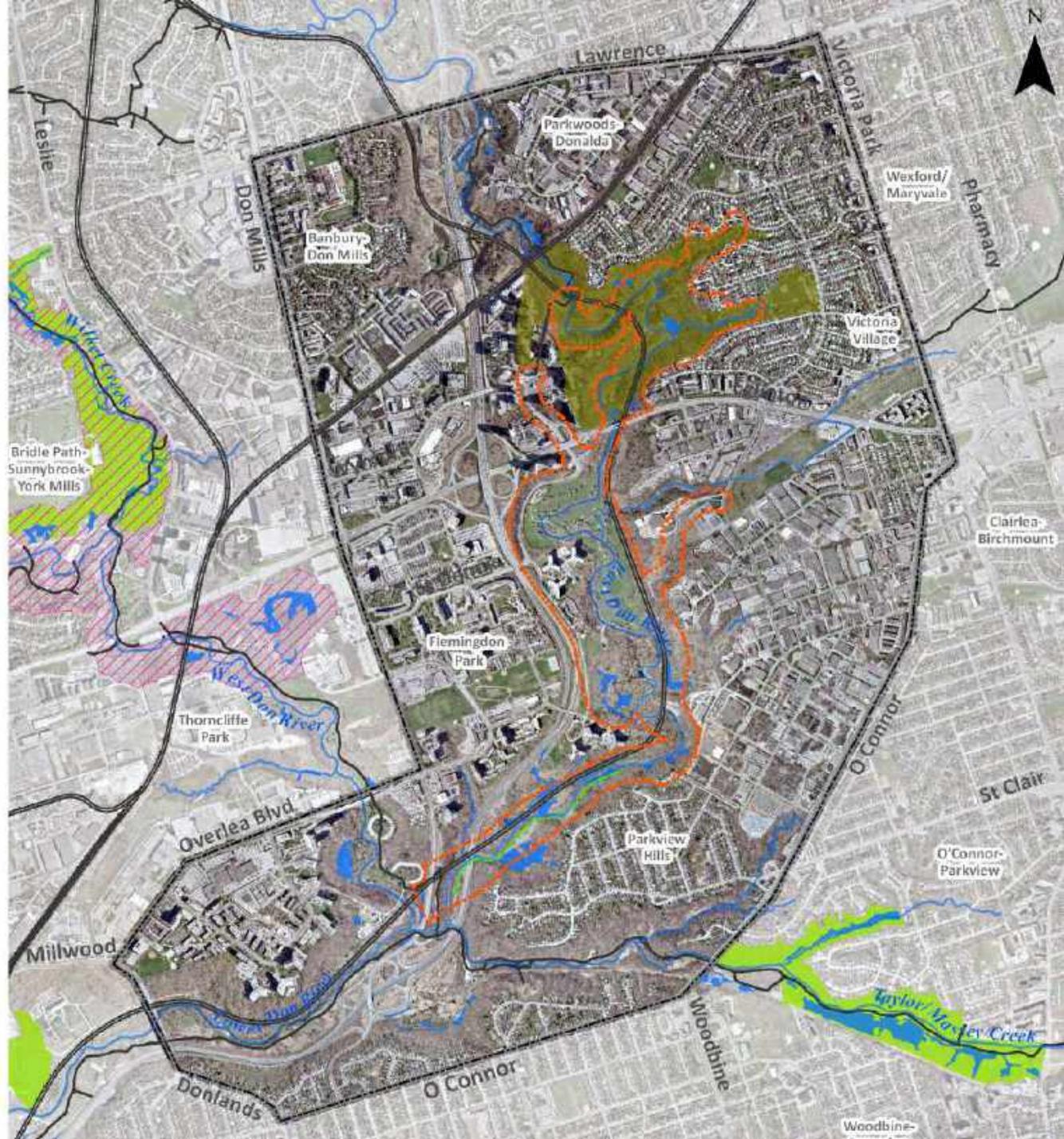
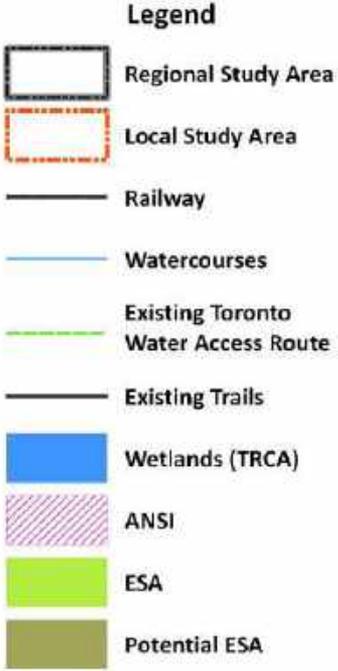
Steep Slopes



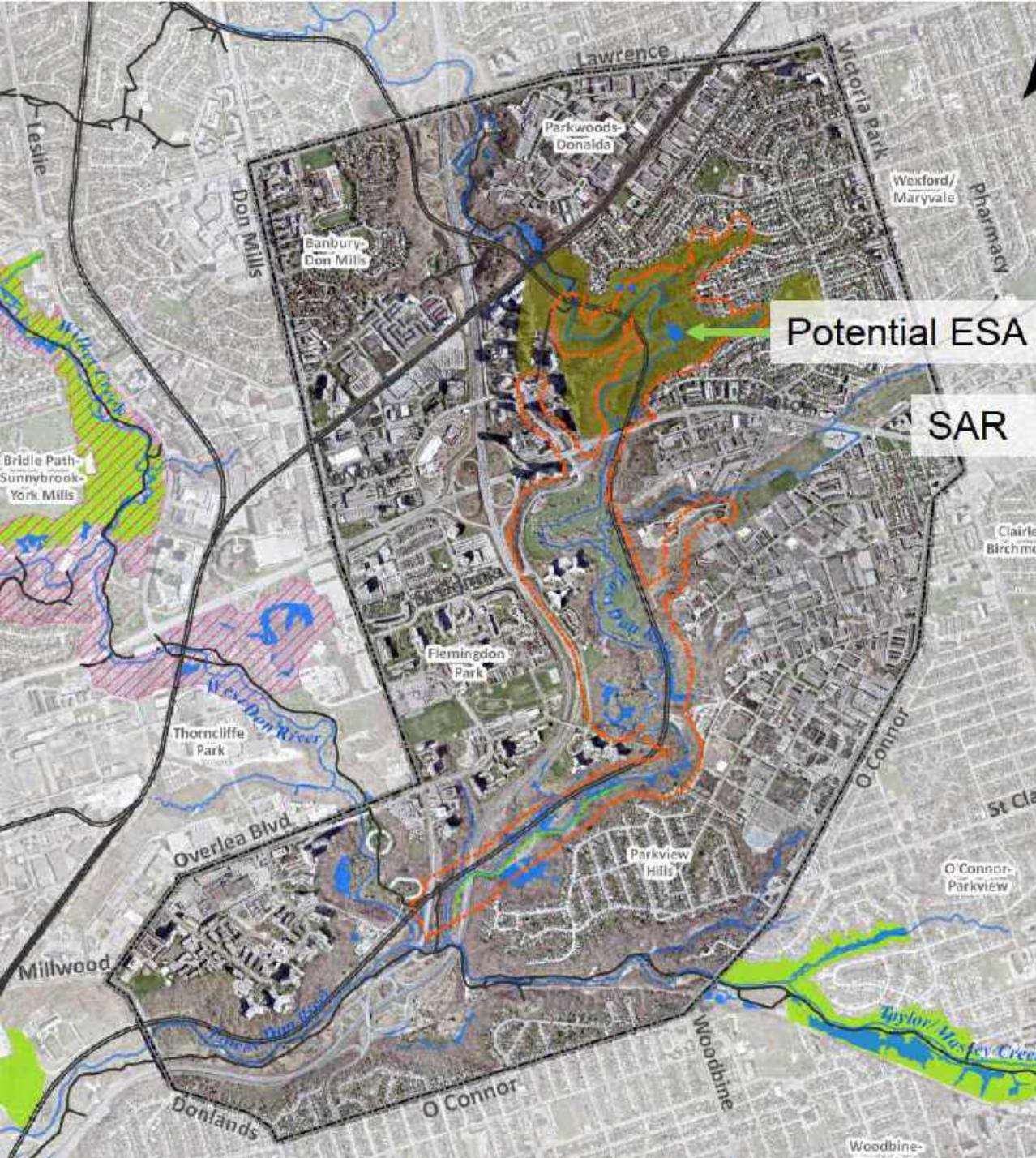
Limited space

Natural Environment

- Species at Risk
- Wildlife Use
- Potential Environmentally Significant Area
- Local Wetlands
- Natural Cover

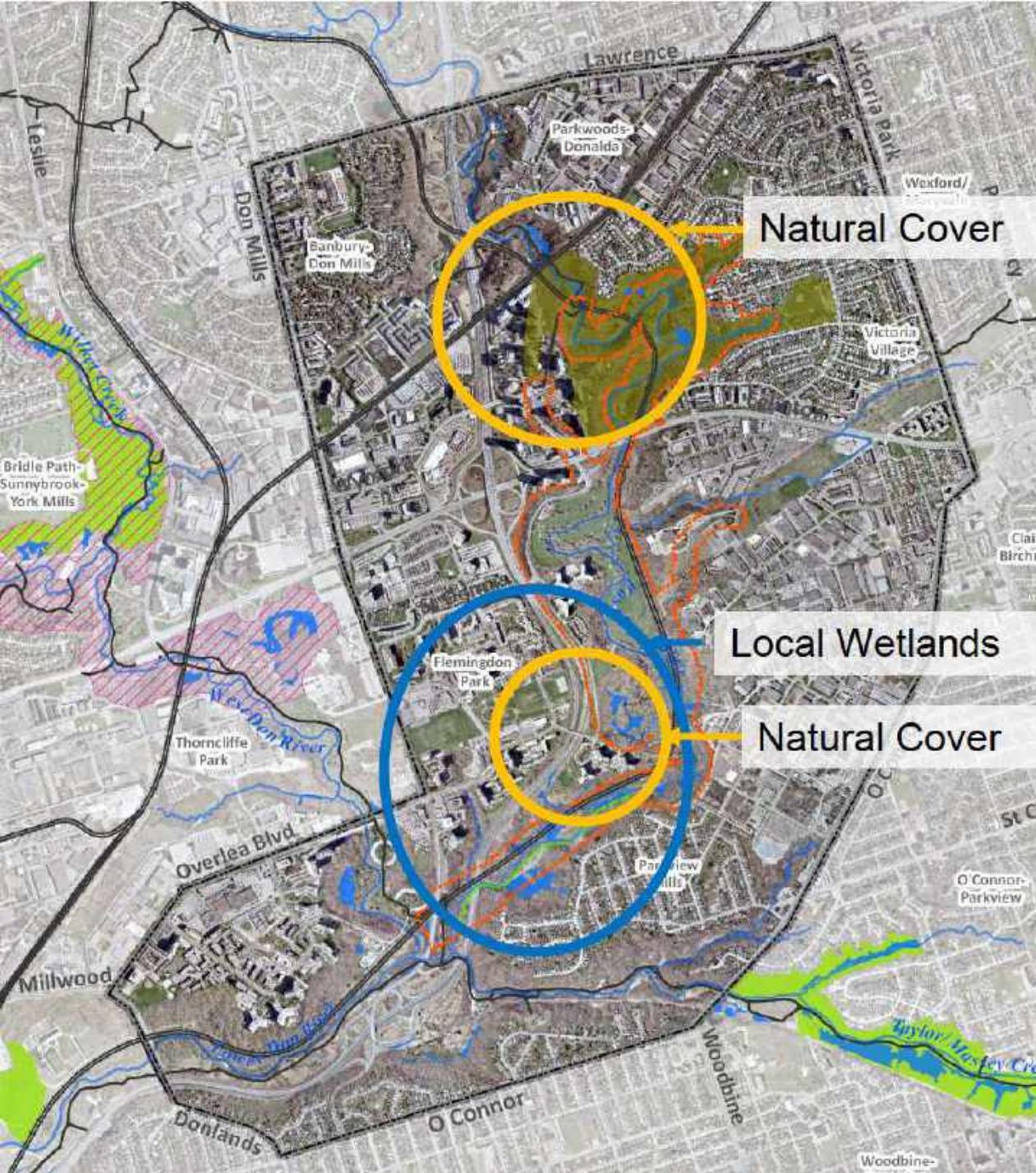


Natural Environment



- Potential Environmentally Significant Area (ESA)
- Species at Risk (SAR)

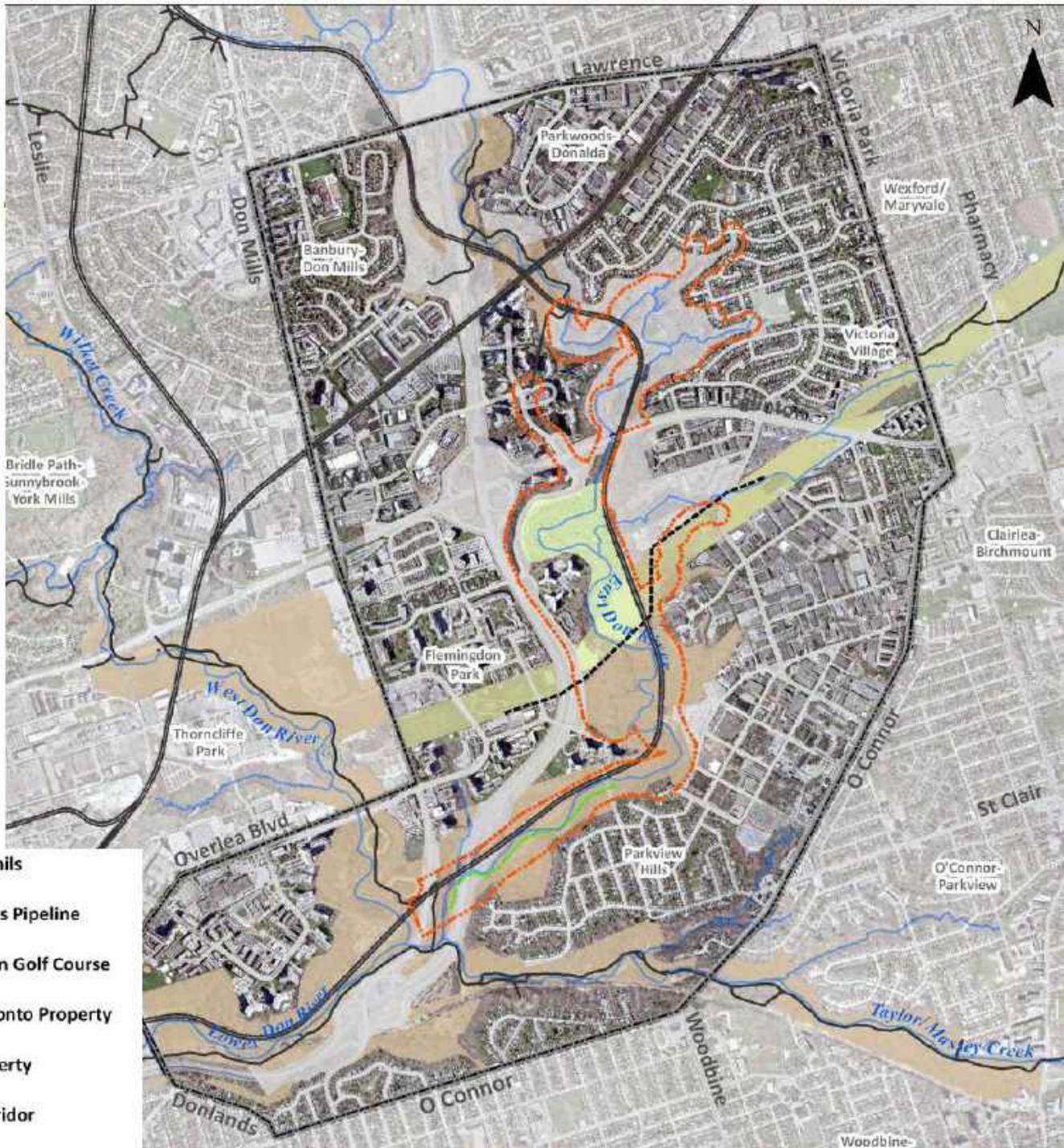
Natural Environment



- Natural Cover
- Local Wetlands
- Species of Concern

Socio - Economic Environment

- Infrastructure
- Private Land Ownership
- Land Use



Legend

	Regional Study Area		Existing Trails
	Local Study Area		Natural Gas Pipeline
	Railway		Flemingdon Golf Course
	Watercourses		City of Toronto Property
	Existing Toronto Water Access Route		TRCA Property
			Hydro Corridor

Socio – Economic Environment

Infrastructure

- Rail Line
- Hydro Corridor
- Enbridge Pipeline
- Toronto Water Access route
- Sanitary Sewer



Socio – Economic Environment

Land Use

- Former Landfills
- Flemington Golf Course
- Current Use



Issues and Challenges

Physical Environment

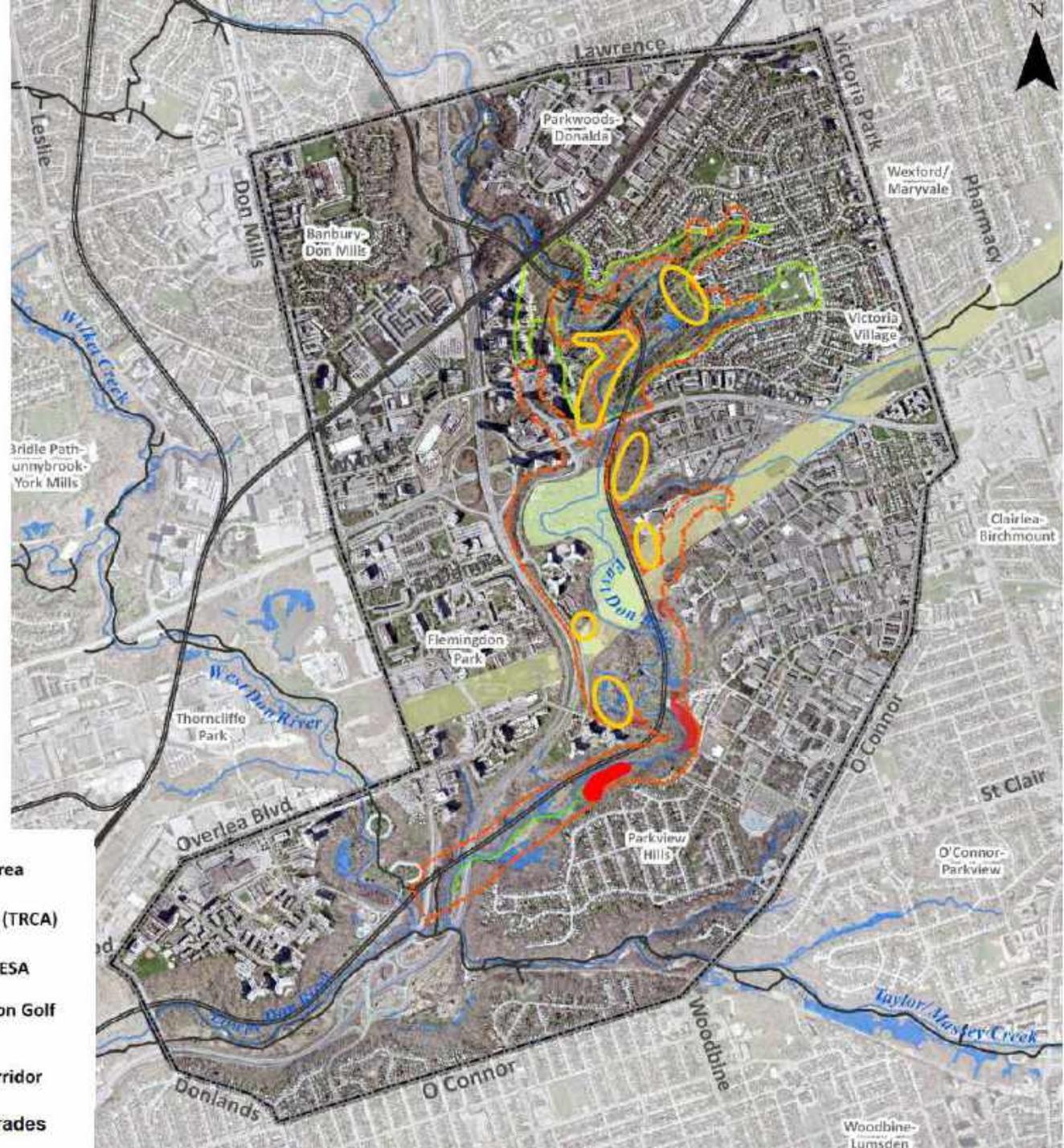
- Potential Slope Stability Issues, Flooding, Steep Grades, Limited Space

Natural Environment

- SAR, Wildlife Use, Potential ESA, Local Wetland, Natural Cover

Socio-Economic Environment

- Utilities, Informal Use, Land Ownership, Historic Dump Sites



7. Next Steps

- Background Environmental Inventory
 - Consultant Studies
 - Geomorphological evaluation
 - Geotechnical assessment
 - Existing Conditions
- CLC Meeting #2 – Tentative date May 29, 2013
 - Review Existing Conditions
 - Evaluate Options including “Do Nothing”

QUESTIONS?

- Please remember to leave a signed copy of the CLC Member Agreement with a member of the project team

Natalie Seniuk

Toronto and Region Conservation Authority

nсениuk@trca.on.ca

647-537-4185

CLC Website – please add to your notes

www.toronto.ca/eastdontrailclc/



East Don Trail Environmental Assessment Community Liaison Committee Meeting #1

NOTICE OF MEETING **CANCELLATION**

Please be aware that the East Don Trail Environmental Assessment Community Liaison Committee (CLC) meeting scheduled for **Thursday, April 11, 2013** has been **CANCELLED** due to a freezing rain warning for the City of Toronto. The meeting has been rescheduled for **Monday, April 22, 2013** to be held **Flemingdon Health Centre** from **6:30 pm to 8:30 pm**.

We are sorry for any inconvenience this may have caused.

If you have any questions or concerns please contact:

Natalie Seniuk
Project Coordinator
Toronto and Region Conservation Authority
Email : nсениuk@trca.on.ca
Phone: 647-537-4185

For further information on the East Don Trail Environmental Assessment CLC please visit: www.toronto.ca/eastdontrailclc/

**East Don Trail Project
Environmental Assessment**

**Community Liaison Committee Meeting #1
Notes**

Flemingdon Health Centre
Community Room
April 22nd, 2013
6:30pm – 8:30pm

Meeting Chair: Adele Freeman

Note Taker: Erica Dewell

ATTENDANCE	
Name	Affiliation
Lisa Turnbull	Toronto and Region Conservation Authority
Natalie Seniuk	Toronto and Region Conservation Authority
Violetta Tkazcuk	Toronto and Region Conservation Authority
Daniel Eagan	City of Toronto
Jennifer Hyland	City of Toronto
Wendy Strickland	City of Toronto
[Redacted]	Action for Neighbourhood Change/Hub, Victoria Village
[Redacted]	Bike 25
[Redacted]	Don Mills Residents Inc.
[Redacted]	Don Watershed Regeneration Council
[Redacted]	Flemingdon Health Centre
[Redacted]	Resident Ward 29
[Redacted]	Todmorden Mills Wildflower Preserve
[Redacted]	Toronto Field Naturalists
[Redacted]	Toronto Ornithological Club
[Redacted]	Walk Toronto
[Redacted]	Wynford Concorde Residents Group
Regrets: [Redacted] (Cycle Toronto), [Redacted] (Friends of the Don East), [Redacted] (Toronto Centre for Active Transportation), [Redacted] (Victoria Village Community Association), [Redacted] (Woodbine Gardens Homeowners Association)	
Observer: [Redacted] (Resident Ward 26)	

WELCOME AND OPENING COMMENTS

The Chair, Adele Freeman (AF or The Chair) - Director of Watershed Management at Toronto and Region Conservation Authority (TRCA) - welcomed everyone to Community Liaison Committee (CLC) Meeting #1 and thanked the group for volunteering to participate on the CLC. She informed the group that notes would be taken throughout the meeting so that the comments and questions may be recorded and a summary of the meeting in the form of notes will be available for CLC members.

The Chair introduced herself and described her role in the meeting, which is to allow the Project Team to provide information while ensuring that the CLC members have an opportunity to share information and provide opinions as well.

The Chair then provided an opportunity for Daniel Egan (DE) - Manager of Cycling, Infrastructure and programs with the City of Toronto - to welcome the members of the CLC and provided a brief introduction to the project.

INTRODUCTION OF CLC MEMBERS

The Chair asked that CLC meeting participants introduce themselves and to say something about whom they are and which community group or organization they represent.

INTRODUCTION OF PROJECT TEAM

The Project Team consisted of staff from both the City of Toronto (the City) and Toronto and Region Conservation Authority (TRCA), each of whom introduced themselves and their role in the project.

FORMAT OF THE MEETING

Natalie Seniuk (NS) - Project Coordinator with TRCA – provided the administrative background for the CLC indicating that the format of each CLC meeting would vary depending on the content, but in general, the meetings will begin with a presentation followed by a facilitated roundtable discussion. For the first meeting, there would be a presentation with facilitated discussion throughout the evening, to encourage flexible and timely dialogue. NS also indicated that each CLC Member had been provided with a Project Binder (one per household or organization) to maintain a record of information provided during the duration of the East Don Trail Environmental Assessment (East Don Trail EA). The members of the CLC should note that the information provided at the CLC meetings is meant to be shared with the respective organizations or households, but not be used for public circulation.

NS explained that there are four CLC Meetings and two Public Information Centres planned as part of the Environmental Assessment process for the East Don Trail.

NS then outlined the ground rules, as found in the CLC Terms of Reference (ToR).

The Chair asked the team if everyone agreed with the meeting location, time, format and ground rules of the CLC. No one voiced any objections.

██████████ – with Toronto Field Naturalists - had been asked to report to his organization, and for information to appear in their newsletter which gets widely distributed. ██████████ inquired about the possibility of the project team providing information for this purpose

AF/NS: said they would consider providing information that may be distributed.

PURPOSE AND OBJECTIVES OF THE CLC (TERMS OF REFERENCE)

NS briefly reviewed the CLC Terms of Reference (ToR) and outlined the purpose and objectives of the CLC.

NS encouraged the CLC members to review the ToR on their own, though the presentation would address the main components of the document. It was also asked that each member of the CLC read, sign and provide a copy of the Members Agreement form located on the last page of the ToR, to a member of the Project Team before leaving.

The Chair asked if anyone had any questions regarding the purpose and objectives of the CLC, the ToR and the Member's Agreement. The members were also asked if there was anyone else who may be interested in joining the CLC, or if there were any Conflicts of Interest that they may have regarding the East Don Trail EA (as outlined in the ToR).

NS explained that the purpose of CLC Meeting # 1 was to:

1. Introduce the CLC to The East Don Trail EA Study;
2. Provide an overview of the EA process that the study would follow;
3. Provide an overview of the Public Consultation that will take place through the EA process;
4. Provide an overview of the study area, including some of the existing challenges; and most importantly,
5. To seek CLC input and comments

INTRODUCTION TO THE PROJECT

The Chair turned the meeting over to NS to provide an introduction to the East Don Trail Study. NS gave a presentation on the following five items (PowerPoint Slides 12-27):

- (1) Background of the East Don Trail Study including and overview of the Bikeway Trails Implementation Plan and Feasibility Study;
- (2) The East Don Trail Environmental Assessment process
- (3) The opportunity statement and objectives for the East Don Trail Environmental Assessment;
- (4) An overview of the EA planning and design process and the proposed timeline; and
- (5) the public consultation plan.

Questions related to the Project Introduction:

CLC Question:

██████████ – Member of Bike 25 - asked NS to further explain the Project "Study Area". What is meant by the "50 meter (m)buffer".

Project Team Response:

Violetta Tkaczuk (VT) – Project Manager with TRCA - explained that the Local Study Area had been identified as the potential location through which a trail may be created. Generally, it was determined that any area that is within 50 m from the East Don River would be a suitable spot to support a trail. The 50 m buffer is flexible, and wherever there is not a suitable site within 50 m of the river to lay a trail, the Local Study Area would be adjusted accordingly.

Project Team Question:

DE asked VT to explain the purpose of the Regional and Local Study Areas.

Project Team Explanation:

VT stated that both a Regional and Local Study Area are required in the Environmental Assessment process. The Regional Study Area is created to determine broader effects on environment including the social, cultural, biological, physical, and economic.

CLC Comment:

██████████ expressed concern over the naming of the most northerly connection area, believing this will cause confusion with the existing trail name.

Project Team Decision:

The Chair parked the discussion until the end of the meeting.

Questions related to the Opportunity Statement and Project Objectives Section:

CLC Question:

██████████ of Don Mills Residents Inc. stated that that the discussion to date had been primarily about bicycles, and if the trail was being built mainly for that purpose?

Project Team Response:

VT explained that the trail is meant to be multi-use, so although it hopes to support cyclists, it is by no means only meant for that purpose. Walking and other uses are meant to be equally supported as well; no one use is going to be given priority.

CLC Question:

██████████ asked if off-leash dogs would be allowed in area, or if an area would be identified through the process?

Project Team Response:

VT clarified that it is not a part of this Environmental Assessment process, and that it is up to responsible dog owners to keep their pets on leashes. Off-leash dogs are not currently permitted in the area as per the City of Toronto by-laws.

CLC Question:

██████████ with Wynford Concorde Liaison Committee, asked if there was a plan to have a dog off-leash area?

Project Team Response:

Wendy Strickland (WS) – Natural Environment Specialist with City of Toronto’s Parks Forestry and Recreation clarified that creating a dog off-leash area is a separate process and is not covered by this Environmental Assessment, but is not aware of any process currently underway to create an off-leash area at or near the site.

CLC Question:

██████████ with Todmorden Mills Wildflower Preserve asked if there is a way to prevent an off leash dog park through this process.

Project Team Response:

VT said there is not; it is not within the power of this Environmental Assessment to do so. DE mentioned that again, it is a completely different process. The Chair clarified for the CLC that dog off leash areas are not within the scope and are not dealt with in this Environmental Assessment.

CLC Comment:

██████████ said that off-leash areas are probably something to be dealt within the communities.

CLC Question:

██████████ asked about the opportunity to improve or remediate the area?

Project Team Response:

VT explained that the natural and physical environments are both assessed during the Environmental Assessment process. Remediation works would be recommended during the process. In the event the proposed trail location would affect the environment recommendations would be made to mitigate these, for example if trees are removed than the recommendation would be to replace those trees.

CLC Question:

██████████, Ward 29 Resident, asked if trail would preclude remediation.

Project Team Response:

VT explained that is not the intent of the process.

CLC Comment:

██████████ said that there are some degraded areas that the trail could go through, that way the trail would not damage or negatively impact more sensitive areas.

Project Team Response:

VT agreed with that comment, and said it is something they will consider during the detailed design stage.

The Chair clarified that remediation does not need to be completed through an Environmental Assessment process; and although it is not necessarily within scope, the trail may be a catalyst for remediation to occur.

CLC Comment:

██████████ said that he is not worried about the opportunity for remediation because there are other ways to achieve remediation, and other proponents to do so, such as local community groups.

CLC Question:

██████████ asked about the difference between “commuter route” and “recreational use”? And what does “commuter route” mean?

CLC member noted that it would not be a true commuter route because there will not be winter maintenance or lighting.

Project Team Response:

VT explained that there is a need to provide a safe off-road option for people who commute to school or work by walking, biking, or rollerblading. The connection would allow for a safe commute. DE and JH noted that all trails are multi-use and there is no designation of commuter or recreational routes.

CLC Question:

██████████ asked if anyone had a problem with leaving the word “commuting” out of the Objectives. She believes it brings a negative connotation.

CLC Comment:

██████████ said that he does not have an issue including the words because it is one of the many uses.

██████████ said that this brings up a broader issue of cyclists driving too fast on trails, and the idea of sharing the trails or multi-use trails.

Project Team Response:

The Chair agreed with ██████████ that this is more of a citywide issue, which would be parked for now, and that this issue may not be able to be addressed through this project alone.

CLC Comment:

██████████ of Friends of the Don East (comment submitted in writing after CLC Meeting) wanted the record to show that while the bylaws state that dogs are not allowed off-leash in the valley system, this is a common practice that is not enforced.

██████████ suggested that the trail design be modified to account for this in areas where there is sensitive habitat. Ideas included post and paddle fencing (lined with meshed wire) that will prevent dogs from running off the trail and disturbing areas that should be protected.

Questions related to the Overview of EA Process Section:

CLC Question:

██████████ asked if a meeting would be held in July and/or August?

Project Team Response:

NS said that there may potentially be a meeting at the end of August but no date had been set.

CLC Question:

██████████ asked when the next meeting would be taking place.

Project Team Response:

NS said that the next meeting would likely take place at the end of May.

CLC Question:

██████████ asked about the meeting with Flemington Golf Course. ██████████ emphasized how critical their cooperation would be in the trail connection.

Project Team Response:

VT explained that Flemington Golf Course had been engaged throughout this process but that discussions related to their property were being undertaken confidentially by TRCA's Property Department. So although the project team is working with them, no details regarding the meetings could be shared.

The Chair confirmed VT's explanation.

CLC Question:

██████████ asked about archaeology, is it apart of this process?

Project Team Response:

VT confirmed that archaeological assessments are a part of this Environmental Assessment. VT briefed the CLC members about the process; Stage 1 Evaluation of Archaeological Potential is currently being undertaken, and if artifacts are found then a Stage 2 Property Assessment will take place.

Questions related to the Public Consultation Section:

CLC Question:

██████████ asked how the project team is advertising the Public Information Centres (PIC)?

Project Team Response:

VT said that it was advertised in the local papers and flyers were delivered to each home and apartment/condo building.

NS said that is good question. This was one of the discussion points for the evening, and the project team was hoping to get the CLCs input on how we can better distribute the information.

CLC Comment:

██████████ said that he knows the people in Don Mills neighbourhood get the newspapers, does not know about Flemington. However, high-rise condos do not receive flyers, the Mirror and other local newspapers.

██████████ suggested advertising in “The High-Rise”.

EXISTING CONDITIONS PRESENTATION

NS then turned the meeting over to the VT to provide a presentation on the existing conditions within the Regional and Local Study Areas. VT discussed the existing issues and challenges of the project on a physical, natural and socio-economic level (PowerPoint Slides 28-38).

During the presentation the following questions and comments were provided:

CLC Question:

██████████ asked the difference between a steep slope versus a slope stability issue?

Project Team Response:

VT explained that the difference is in the erosive forces. When the bank has been eroded it causes more of a safety issue than just a steep drop that is not (currently) likely to allow the top to give way.

CLC Comment:

██████████ brought up the safety issue of the railway going through the valley, and mentioned that it is one of the few passenger rail lines that exist in such precarious conditions.

CLC Question:

██████████ asked if the Toronto Water Access Route will become the trail?

Project Team Response:

VT said that it will be a consideration during the evaluation process, since the footprint is already there and that it “makes sense” to use, but the Environmental Assessment process must still be followed to confirm.

CLC Question:

██████████ with Walk Toronto asked for clarification of where the Meadowlark are found.

Project Team Response:

VT showed Mr. Jones on the map ██████████

CLC Question:

██████████ asked who designated Species of Concern (since the Ministry of Natural Resources does the Species At Risk).

Project Team Response:

The Chair said that TRCA decides that.

CLC Comment:

██████████ mentioned that there are some remnant forests in the Regional Study Area, and although the steep areas are dangerous, they are also beautiful. ██████████ believes these are some things to consider when preserving the natural area.

██████████ asked about the landfill near the City of Toronto Public Works yard – believes that it has been capped, but there was a road that was put in and leachate collection was an issue. Will there be potential for disturbance in these areas?

Project Team Response:

The Chair and JH said that we have been checking in with the other City departments to determine any potential issues, such as the one ██████████ mentioned.

CLC Comment:

██████████ praised the design of the map. She believes it was made very clear.

██████████ mentioned that he has some personal connection to the area. He said that there should be a history provided of the historical perspective of the area (i.e. when the rail was put in, flood levels, salmon in the river). Believes it's an important cultural area. ██████████ mentioned using Charles Sauriol's books, and work by Jane Pitfield. He had some other resources as well if needed.

Project Team Response:

The Chair agreed with ██████████

CLC Question:

██████████ asked whose jurisdiction it is for signage and interpretation, as they believe it would benefit the trail.

Project Team Response:

DE said that it is to be discussed.

CLC Comment:

The Observer pointed out the mountain biking trails in the park and wanted to know if boardwalks could be considered besides asphalt or cutting down trees?

Project Team Response: Generally, asphalt will be for the proposed trail as it is the standard surface for multi-use trails. Other materials may be considered in some areas however, the ability for a broad spectrum of users to access and use the trail will need to be considered.

CLC Question:

██████████ said that he had sat in on a discussion for a city project where the trails that were mapped were incorrect. He voiced concern about data for maps.

Project Team Response:

WS mentioned that it has been updated. Not all has been mapped, but a good portion.

CLC Question:

██████████ asked about future access points, where are they going to be?

Project Team Response:

VT mentioned that it will be considered later in the Environmental Assessment process.

CLC Question:

██████████ asked if they have already noted where public access is for the local communities?

Project Team Response:

VT said that they have mapped the informal access points. This information was requested of participants at PIC#1 which took place in February, 2013.

CLC Question:

██████████ with Toronto Ornithological Club, asked if there is an opportunity to walk the area for those who are not familiar with it, like a field trip?

There was a lot of interest shown for field trip.

Project Team Response:

NS said she would plan one prior to CLC Meeting #2 as was generally the agreed to timing by the CLC.

CLC Comment:

██████████ mentioned that a "Mr. Apple" has uploaded a thorough picture view of the trail, shown on Google Earth and suggested sharing these with the group.

██████████ also suggested that the CLC members share email addresses so they are able to connect with each other outside of meetings.

Project Team Response:

The Chair mentioned that written permission would be required from the group to share emails and names between CLC members

NS agreed to send out permission requests so that the group could chat amongst themselves.

CLC Comment:

██████████ mentioned that there are some dangerous areas that we might not be able to get to when a site walk is undertaken.

Project Team Response:

The Chair said that there will be some stipulations and some areas to avoid.

A closing discussion was undertaken where Lisa Turnbull - Project Manager with TRCA – provided the group with the key discussion points that were heard during the meeting. Some discussion regarding the project opportunity statement and objectives was also undertaken.

Key points that were recorded by LT during the meeting included:

- The physical environment – the existing rail line will present a great challenge, and the explanation of erosion areas versus steep slopes should be clarified.
- The Natural environment – photos of some of the species at risk/concern should be provided at the next meeting, and the existence of remnant forests located on tops of many slopes should be identified
- Cultural environment – there is an opportunity for the Trail to provide historical story of the area and there is interpretive value in this project as there is an interesting history here that many may not be aware of.
- General comment – there is illegal dumping occurring by the City’s public works yard at Northline Road. (out of scope for this project but was noted for the City’s project team)

Key decisions made by the CLC regarding the opportunity statement and objectives were as follows:

- The opportunity statement needed to be modified to address some of the naming issues for the trail connection. It was agreed that the statement should be changed to read “between Existing East Don Trail (East of Wynford Heights Crescent), Gatineau Trail (at approximately Bermondsey Road), and the Don Trail System.
- It was requested that the wording around “commuter route” be reviewed and possibly be replaced with “multi-use”. DE and JH agreed to look at this internally and provide some direction from the City.
- ██████████ of Cycle Toronto provided two points in response to the opportunity statement and project objectives (submitted in writing after CLC meeting):
 - A point should be added under Transportation for multi-modal transportation – including access to transit (including the planned Eglinton-Crosstown LRT)
 - A point should be added regarding Accessibility and accommodating a variety of trail users of different abilities

NEXT STEPS AND CLOSING

VT identified the next steps in the meeting (PowerPoint Slide 39):

- (1) Background Environmental Inventory including a Geomorphical Evaluation and Geotechnical Assessment done by the Consultant;
- (2) CLC Meeting # 2 tentatively scheduled for May 29, 2013, where the existing conditions will be reviewed and Options Evaluated, including the “do nothing” approach.

VT thanked everyone for attending and reminded meeting participants to provide their contact information so that project information could be relayed to CLC members accordingly.

Meeting Adjourned 8:30pm

Note regarding additional submissions:

It should be noted that written submissions were received by two organizations prior to CLC Meeting #1 and will be addressed in the process at the appropriate time. A formal response from the project team is also appended:

1. Briefing Paper received from the Wynford Concorde Residents Group in cooperation with Don Mills Residents Inc. on April 18, 2013 via email
2. Written submission from Victoria Village Community Association on April 22, 2013

Proposals for the East Don Trail Environmental Assessment on behalf of the Wynford Concorde Residents Group and Don Mills Residents Inc.

The following are three initial proposals for consideration as part of the East Don Trail Environmental Assessment. The Wynford Concorde Residents Group and Don Mills Residents Inc. trust that these proposals will be addressed at the appropriate time in the course of the assessment and as the project is implemented.

Winter Opening

We would like the City to ensure that the development of new East Don trail will be accompanied by the winter opening of trails north of the Forks to the Milne Hollow area to benefit residents who may be walkers and other trail users. We propose that the trail and right of way as well as access routes into the valley be designed with this in mind. In the meantime, we would like to see attention paid to prompt opening of gates to parking areas at Milne Hollow and other parts of the East Don when weather permits, as soon as the parking areas and trails are clear of snow. (This year the Milne Hollow trail has been open earlier than the gate from Lawrence Avenue East at Milne Hollow and this, we understand, has led to congestion problems for vehicles at the gate).

Etiquette

We propose that the City take additional steps to ensure trails in our area are safe for our residents to use. Many residents of the Wynford Concorde area and Don Mills generally are seniors with, in some cases, brittle bones. The City appears to rely on a policy of promoting etiquette on trails they manage with suggestions about e.g.: travelling on the right and a speed limit for bicycles. Our residents need to know that these rules of etiquette are followed now and will be reinforced when the new trail connects our local area to the rest of the Don valley trail system and many more users have access to the Wynford Concorde and Milne Hollow area of the valley. If our residents do not feel safe on these trails they will not welcome this project now and will plan to abandon them and the valley to other users when it is completed.

We understand a four meter wide asphalt trail is planned like the one in the Milne Hollow/Wynford Concorde area and that the City expects everyone to get along as on other trails they manage. For example, we understand that speed bumps or rough surfaces will not be installed on the trail to deter speeding cyclists, since this could be a safety concern for cyclists. Nor will a pebble walkway be installed alongside the paved trail which would be dedicated to pedestrians, even though this is done in some areas such as just north of Pottery Road. We think these matters should be reconsidered.

This is not just an issue for the City. We as residents groups can help residents and users to be fully aware of the etiquette rules and enable them to join the trails aware of these rules and in a position to help general adherence to them. The Wynford Concorde Residents Group and Don Mills Residents Inc. have access to the local community through newsletters and bulletin boards to broadcast rules of etiquette.

Natural Environment Focus

We encourage the City to focus on restoring and enhancing the natural environment in the valley where this trail is being installed, and in the adjacent Wynford Concorde area. In the proposed master plan for the Lower Don Valley, particularly at the waterfront end of the valley, there is talk of establishing venues for cultural events to encourage more people to use the valley and the trails, and having a program of installing art works of various kinds throughout the valley. Milne Hollow has a few modest but appropriate examples of these art works. There is a proposal solicited from a Toronto area artist to illuminate the Bloor Street Viaduct and a consultant to the City has suggested installing a giant beachball on one lip of the Lower Don valley as a cultural artifact.

The tree and plant life and animal habitat in the valley has been depleted over many years, since the railways came in fact, and there are invasive plant species that overrun native plants and impoverish the habitat for animals. We propose that the scope of the planned environmental baseline study include assessment of the impacts of previous developments such as the railways and the DVP, as well as the proposed trail on the natural environment and animal habitat. We also propose that the scope of this assessment be designed as a platform for future natural environment restoration programs whether as part of the East Don Trail project or otherwise. In addition, we propose that implementation of the development plan for the East Don Trail include enhancing the natural environment and be undertaken as a priority over arts and cultural initiatives. We believe our residents in Wynford Concorde and Don Mills want to enjoy the natural environment of the valley and its animal and bird life when they visit, as a priority over going to concerts or art shows.

The City made rehabilitating the natural environment of Milne Hollow a blue ribbon (million dollar?) project before opening the area to trails. Our local residents have since taken part in many plantings in this area to supplement the City's work. They have established a stewardship group for Milne Hollow under the Forestry Department's stewardship program where they take part in removing invasive species and helping the natural development of the area.

We hope that, on behalf of our residents, the City can focus efforts on conserving and enhancing the natural environment in the valley where the new trail is to be installed and the adjacent Wynford Concorde area that remains unremediated.

The City is giving attention to providing access to the valley for construction equipment and for residents as part of the new trail project. This improved access gives the City an opportunity to undertake significant natural restoration in the area. This is a unique opportunity to rehabilitate an area of the Don valley that is the major natural feature of our district.

April 18, 2013

July 19, 2013

██████████
Wynford Concorde Residents Group

Re: East Don Trail Project – Response to Submission from Wynford Concorde Residents Group and Don Mills Residents Inc.

Dear ██████████

Thank you for your submission on April 18, 2013 on behalf of the Wynford Concorde Residents Group and Don Mills Residents Inc. We have reviewed your initial proposals regarding winter opening, trail etiquette, and the natural environment focus. Responses from the project team are provided below.

Winter Opening

Regarding winter opening of the trail, Parks, Forestry and Recreation does not maintain multi-use trails within City of Toronto ravines during the winter months and therefore, the Study will not recommend winter maintenance of the trail. This suggestion was discussed and assessed by City staff. However, due to the cost, the potential topography of the trail, and potential impacts on the adjacent natural area (e.g., impacts of salts on vegetation and waterways) it was determined that it is not feasible to provide winter maintenance at this time. This does not preclude the future maintenance of any trails within the City of Toronto as policies are amended.

Etiquette

Regarding trail etiquette, this has been noted as an important issue by the project team. As I am sure you are aware, efforts such as public education campaigns and increased by-law enforcement are beyond the scope of this project. However, members of the public will be informed that reporting bylaw infractions is done by contacting 311, as is standard City process.

We appreciate the enthusiasm and interest that communities and residents groups have in proactively participating in the implementation and monitoring of trails. At this time, City of Toronto does not have a formal avenue for this to occur for the East Don Trail. We encourage you to keep your residents informed of the project, bylaws and etiquette related to ravines and trails by using the resources available through the following links:

www.toronto.ca/trees/ravines.htm

www.toronto.ca/parks/engagement/index.htm

Natural Environment Focus

Regarding the natural environment focus, the location of the preferred trail alignment will consider the impacts on the natural environment and, as required through the Environmental Assessment process, will also consider the physical, social-economic, and cultural environments. The recommended location will also meet the study objectives for providing safe access to the valley lands, a safe off-road option for cyclists and other users, as well as providing a simple focused route while avoiding or minimizing environmental impacts.

As you are aware, the East Don valley lands currently have an extensive network of informal trails (trails and footpaths that have developed over time from people using the area) all of which have an impact on the natural environment through increased fragmentation of habitat and increased opportunities for interaction between wildlife and people/pets. Through the implementation of a single-focused trail, the project team is aiming to encourage users of the valley system to stay on a single route and reduce the impacts of informal use. An added benefit of formalizing the trail will be increased access for future restoration and maintenance of areas that are currently in a deteriorated state.

As you outlined, the natural environment of the East Don Valley is in a deteriorated state and would benefit from restoration. Many of the tree species within the Don Valley are non-native including Manitoba Maples, an invasive species to Southern Ontario. Though stewardship and restoration projects fall outside of the scope of the Environmental Assessment process, an opportunity to plant native species in the valley lands is available as part of a tree replacement program that will be developed through the detailed design and permitting process for the East Don Trail Project. The tree replacement program, in accordance with requirements of Toronto's Ravine and Natural Feature Protection by-law, will outline the replacement of trees as a result of the design and construction of the East Don Trail. Please note that all efforts will be made to limit the number of large native trees removed to minimize disturbance, and that all removals will be subject to approvals under the Ravine and Natural Feature Protection by-law. In instances when tree removal is unavoidable the tree replacement program will provide an opportunity to replace these invasive species with native tree species when removed.

For the benefit of all community members at large, a Frequently Asked Questions document has been created and posted on the project website www.toronto.ca/eastdontrail. Please share this information with your residents as it may help to answer some of the commonly asked questions for the East Don Trail Project. We will be updating this document as the process continues in an effort to capture the information that may be of interest to the community.

Once again, on behalf of the project team, I would like to thank Wynford Concorde Residents Group and Don Mills Residents Inc. for providing proposals to consider as part of this project. We will be discussing some of these considerations at our upcoming CLC Meetings, as we reach the appropriate point in the process. I encourage you to also voice some of these considerations in person at the meetings so that the other CLC members have the opportunity to participate in a discussion with the project team, as this is often when the solutions are developed.

I hope that I have provided you with adequate responses. If you have any additional comments, please do not hesitate to get in touch with me.

Sincerely,



Natalie Seniuk
Public Consultation Coordinator, East Don Trail Project
Project Management Office
Restoration Services

Attach. Original submission dated April 18, 2013.

cc: [REDACTED] Don Mills Residents Inc.
Jennifer Hyland, City of Toronto
Maogosha Pyjor, City of Toronto
Violetta Tkaczuk, TRCA

Victoria Village Community Association
East Don Trail EA Community Liaison Committee (CLC).

April 22nd, 2013

Natalie Seniuk, MCIP
Project Coordinator, Project Management Office
Restoration Services
Toronto and Region Conservation Authority – Boyd Office
9755 Canada Company Avenue
Woodbridge, ON L4L 1A7

Dear Natalie:

As the representative of the VVCA and avid user of the Charles Sauriol Conservation Area, I would discuss some of the issues surrounding the proposal to connect various aspects of this ravine through the use of a multi-use network. The City of Toronto has done an excellent job in many instances to provide key connections through the implementation of a multi-trail system. As having spoken to the many voices of those who live in the Victoria Village area, there is a concern that a section of the natural trail within the Charles Sauriol Conservation Area may be impacted through the multi-use network and would like to see it preserved as a natural trail.

To provide some context, this trail's entry begins from within the Anewan Park eventually leading into the conservation area. This trail runs parallel to Sweeney Drive eventually meandering down and connecting to the trail at the foot of the Don River.

Transforming this portion of the trail into a transportation corridor for cyclists may have certain implications that we would like to discuss further with the Committee. I will briefly outline some of them in point form for discussions purposes:

- The potential asphaltting of this portion of the trail will require the widening of the existing trail, perhaps having an impact on existing trees adjacent to the immediate path of travel.
- This portion of the trail is elevated significantly from the Don River and consideration would have to be given to creating some guard rail to protect cyclists.
- Due to the elevation and grading along the existing trail, asphaltting this part of the trail will have to consider water run off along any hardscape trail. This run off would have to consider the grading and potential for erosion.
- The impact to the local wildlife should be considered as the volume of users using the trail will increase. Bringing bicycles to this portion of the trail has the potential to impact migration patterns of some of the wildlife within the ravine.

Potential solutions in incorporating this multi-use trail without compromising some of the beauty of the natural trails:

- Locating any proposed multi-use trail lower near the river (still taking into account potential for the flooding season).
- There appears to be an opportunity to connect from this lower area back into the Anewan Park. I believe there may have been a link made for emergency vehicles to get down near the river area. Can confirm this with the other CLC members and City.

One more consideration we would like to bring forth would be the potential for the City to invest in a tree planting initiative within the Charles Sauriol Conservation Area. Native caliber bare root trees along with wips to be considered planted over a certain period of time (i.e. over 5 years). This could go hand-in-hand with the removal of invasive tree species.

As residents of Victoria Village we are fortunate to have the Charles Sauriol Conservation Area within our community. We would like to see other residents of Toronto enjoy the beauty and majesty that this area has to offer. We also want to make sure that we can do this in a responsible manner that takes into consideration some of the points mentioned.

As the VVCA I look forward in representing the interests of the local community. I am also committed to working closely with all CLC members in a manner that is respectful and constructive during the planning stages of this project.

I thank you in advance.

Regards,

[REDACTED]
[REDACTED]

c. [REDACTED]

July 19, 2013

[REDACTED]
Victoria Village Community Association

Re: East Don Trail Project – Response to Submission from Victoria Village Community Association

Dear [REDACTED]

Thank you for your submission on April 22, 2013 on behalf of the Victoria Village Community Association.

The project team is currently working on determining a number of potential options for the main trail alignment that would provide a connection between the existing East Don Trail (East of Wynford Heights Crescent), the Gatineau Corridor Trail (at approximately Bermondsey Drive), and the Don Trail System. The proposed trail is being designed as a multi-use trail and will support a broad spectrum of users. In order for the trail to be considered multi-use it will be surfaced with asphalt and a minimum width of 3.5 metres (m). In regards to the potential community access points to the main trail, the location and type of access will be assessed after the selection of the preferred alignment for the main trail. These trail connections will not be implemented as part of the Environmental Assessment process for the East Don Trail.

Anewen Charles Sauriol Conservation Area Anewen Park Community Access Point

We have recorded your comments regarding the creation of a multi-use trail access in Anewen the Charles Sauriol Conservation Area within the Anewen Park area, and appreciate that this area may have its own considerations regarding the type of access that is appropriate.

We would like to let you know that no decision has been made concerning the type of trail that will be provided at each of the potential community access points (i.e., whether they will adhere to the multi-use trail design standards). If this access point were to be paved as asphalt, this would be for a number of reasons including: it is a firm stable surface, does not erode, and has lower maintenance costs than other materials (e.g. Limestone screenings, natural surface). Asphalt is also a durable surface that is able to support higher volumes of foot traffic, and a variety of users and abilities (i.e., children, users with mobility issues, and elderly users) In addition, as has been mentioned at our CLC meetings the existing formal trails that exist within this area will be reviewed for management opportunities as part of the Natural

Environment Trail Strategy program, as Anewen Park is considered a high priority area for management. A copy of the Natural Environment Trail Strategy can be accessed at:

<http://www.toronto.ca/parks/engagement/trails/index.htm>

Regarding tree removal as a result of formalizing a trail in the area: If removal of any trees as a result of formalizing a trail is required, all efforts will be made to limit the number of large, native trees removed and to minimize disturbance to natural areas, particularly those of higher quality natural cover. Once the preferred alignment has been selected, an experienced ecological field technician will be undertaking a detailed survey of the trees that may be affected to determine the tree type, health and age. The information collected in this detailed survey will assist the project team in refining the exact alignment of the trail so that where possible, healthy native trees will be avoided. In instances when tree removal is unavoidable, all proposed removals will be reviewed under the Ravine and Natural Feature By-law and a tree replacement program will be developed, in accordance with requirements under that by-law. Many of the tree species within the Don Valley are non-native including Manitoba Maples, an invasive species to Southern Ontario. The tree replacement program will provide an opportunity to replace these invasive species with native tree species when removed.

Regarding the consideration for guard rails in areas where the trail may be elevated, I would like to refer back to the project objectives. The safety of all trail users is a key project objective, and the consideration of safety features, such as guard rails and grading/slope of the trail, will be assessed in greater detail during the detailed design stage, and all efforts will be made to ensure public safety for all trail network users.

Potential Solutions to Incorporating the Multi-Use Trail

We have recorded your comments and suggestions regarding placement of the multi-use within the valley system while respecting the existing natural areas and their aesthetic value to users.

Regarding the placement of the trail close to the Lower Don River, a study of the geomorphic processes of the Lower East Don River is currently being undertaken including flooding, erosion impacts, and movement of the riverbed. This study will assist with the locating of the trail, and help determine a suitable placement of the trail in relationship to the river channel. Some of the outcomes of this study were presented at CLC Meeting #2 and will be further discussed as the process moves forward. The alternative trail alignments are currently being created and assessed by the project team, the alignments will be presented at CLC Meeting #3 and the evaluation and assessment of the alignments will be presented at CLC Meeting #4. Many factors will be assessed to determine the most suitable trail location including physical, natural, social-economic, and cultural environments. The final preferred location will meet the study objectives for providing safe access to the valley lands, a safe off-road option for cyclists and other users, as well as providing a simple focused route while avoiding or minimizing environmental impacts.

Regarding the existing gravel path within the Charles Sauriol Conservation Area at Anewen Park, there is currently a gravel trail that was constructed by Toronto Water as an access route to their infrastructure within the valley. The use of this existing access route as a potential community access point, the location and type of access will be assessed after the selection of the preferred alignment for the main trail. These trail connections will not be implemented as part of the Environmental Assessment process for the East Don Trail.

Tree planting initiatives

We have received comments and interest from CLC Members regarding the investment in the tree planting initiatives in the East Don Valley Corridor. Unfortunately, this falls outside of the scope of the Environmental Assessment process however; the interest in this initiative has been shared with the City of Toronto. There may be an opportunity for community led volunteer initiatives in the future. As mentioned previously, the removal of any trees as part of this project will result in the planting of native trees and shrubs in accordance with the requirements for replacement under the Ravine and Natural Feature Protection by-law (<http://www.toronto.ca/trees/ravines.htm>).

Once again, on behalf of the project team, I would like to thank Victoria Village Community Association for providing us with comments and considerations for this project. We will be discussing some of these considerations at our upcoming CLC Meetings, as we reach the appropriate point in the process. I encourage you to also voice some of these considerations in person at the meetings so that the other CLC members have the opportunity to participate in a discussion with the project team, as this is often when the solutions are developed.

I hope that I have provided you with adequate responses to your questions and comments. If you have any additional comments, please do not hesitate to get in touch with me.

Sincerely,



Natalie Seniuk
Public Consultation Coordinator, East Don Trail Project
Project Management Office
Restoration Services

Attach. Original submission dated April 22, 2013.

cc: [REDACTED], Victoria Village Community Association
[REDACTED], Victoria Village Community Association
Jennifer Hyland, City of Toronto
Maogosha Pyjor, City of Toronto
Violetta Tkaczuk, TRCA

Meeting #2 – June 4, 2013 (Phase 1)

Agenda, Presentation, Handouts, Meeting Notes, Completed Questionnaires

**East Don Trail Environmental Assessment
Community Liaison Committee #2**

**Tuesday June 4, 2013
Flemingdon Park Library – 2nd Floor, Meeting Room #1
29 St. Dennis Drive, Toronto
6:30 – 8:30 pm**

AGENDA

- 6:30 – 6:40 Welcome and Introductions**
- Welcome and opening comments
 - Consultant Introductions
- 6:40 – 6:45 Relevant Planning Initiatives**
- 6:45 – 7:30 Existing Conditions**
- CLC Sitewalk Summary
 - Physical Environment
 - Natural Environment
 - Social and Cultural Environment
 - Technical/Engineering
- 7:30 – 8:15 Alternatives to the Problem/Opportunity**
- Updated Opportunity Statement and Objective
 - Description of alternatives to
 - Evaluation of alternatives to (group exercise)
- 8:15 – 8:30 Closing**
- Summary of Comments Heard
 - Next Steps
 - Questions

EAST DON TRAIL ENVIRONMENTAL ASSESSMENT

Community Liaison Committing
Meeting #2

June 4, 2013

6:30 to 8:30 pm

Flemingdon Park Library – 2nd Floor, Meeting Room #1



Agenda

1. Welcome
2. Relevant Planning Initiatives
3. Existing Conditions
4. Problems and Opportunities
5. 'Alternatives To' the Problem/Opportunity
6. Evaluation of 'Alternatives To' the Problem/Opportunity
7. Next Steps
8. Closing

Relevant Planning Initiatives

The project objectives, identified problems and opportunities, and opportunity statement were created utilizing the following planning initiatives

- Bikeway Trails Implementation Plan (2012)
- Toronto Bike Plan – Shifting Gears (2001)
- A Healthy Toronto By Design Report. Road to Health: Improving Walking and Cycling in Toronto (2012)
- City of Toronto Walking Strategy
- City of Toronto Parks Plan 2013-2017
- The City of Toronto Official Plan (2006)

Existing Conditions

Physical Environment

- Groundwater and Baseflow
- Stormwater Management and Water Quality

Natural Environment

- Natural Cover: Flora; Wetlands
- Fauna: Wildlife and Habitat; Fish and Fish Habitat
- Potential ESA

Social and Cultural Environment

- Land Use
- Trails

Technical /Engineering

- East Don Historical Changes
- Geomorphic and Geotechnical Conditions

Sitewalk – May 30, 2013

Location 1 - Anewen Drive

We will enter from Anewen Drive and head down to the large erosion scar where we will stop to discuss some of the existing conditions in this area.

- Erosion scar
- Potential ESA
- Possible bridge crossings

Location 2 - Linkwood Lane Park

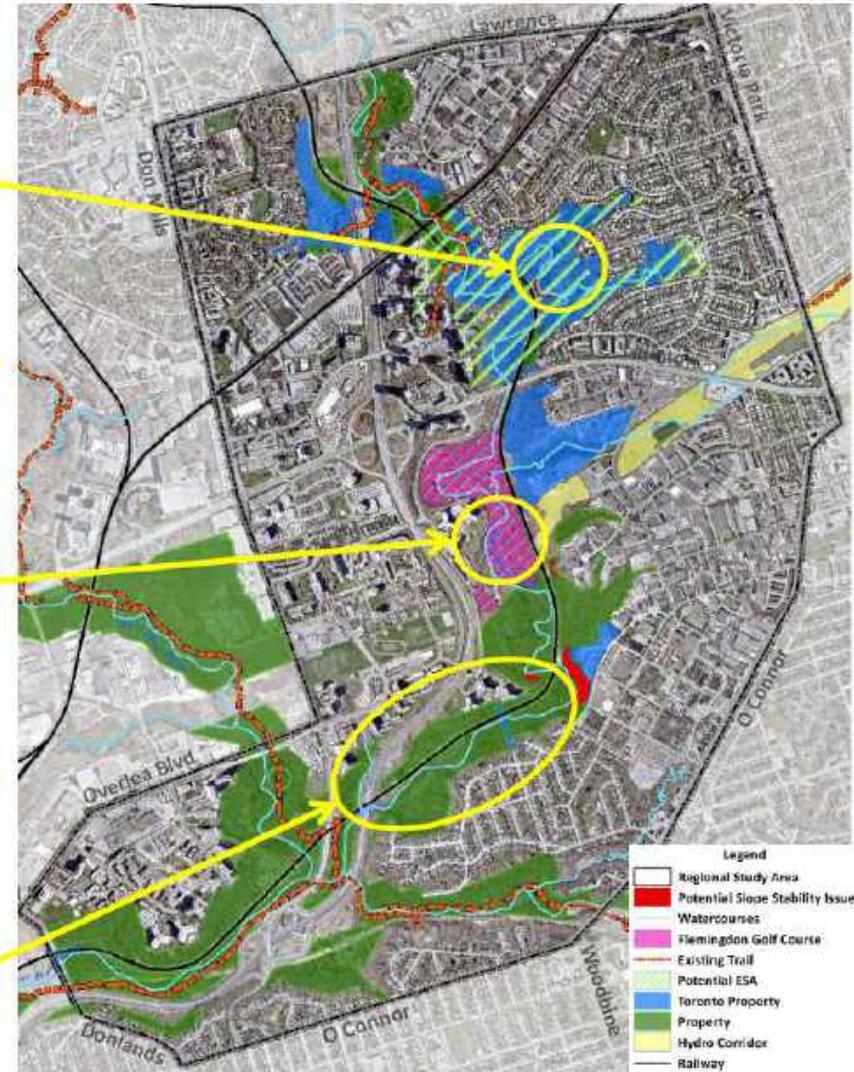
We will park along Linkwood Lane and walk into the park where we have a good view of some of the following existing conditions:

- Hydro Corridor
- Flemington Golfcourse
- Trail Connection

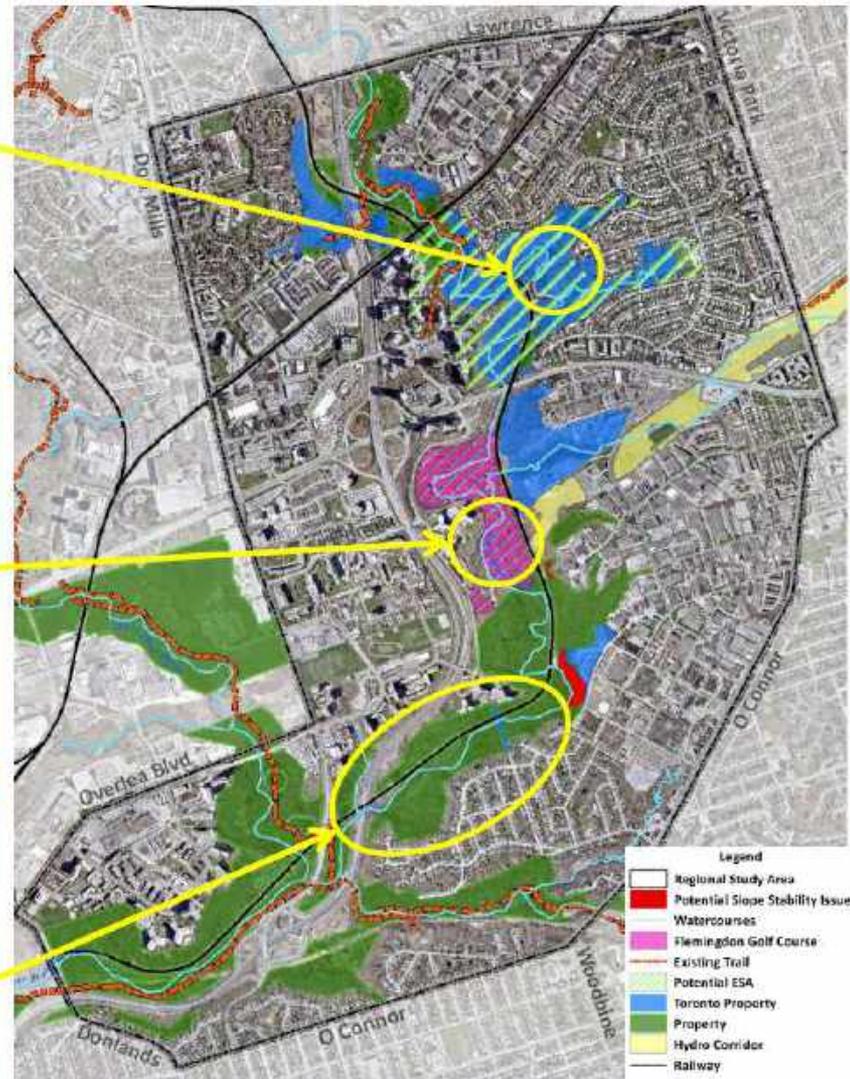
Location 3 - Don Trail System at South end of Study Area

Time permitting, we will head down to the south end of the study area and the south connection point.

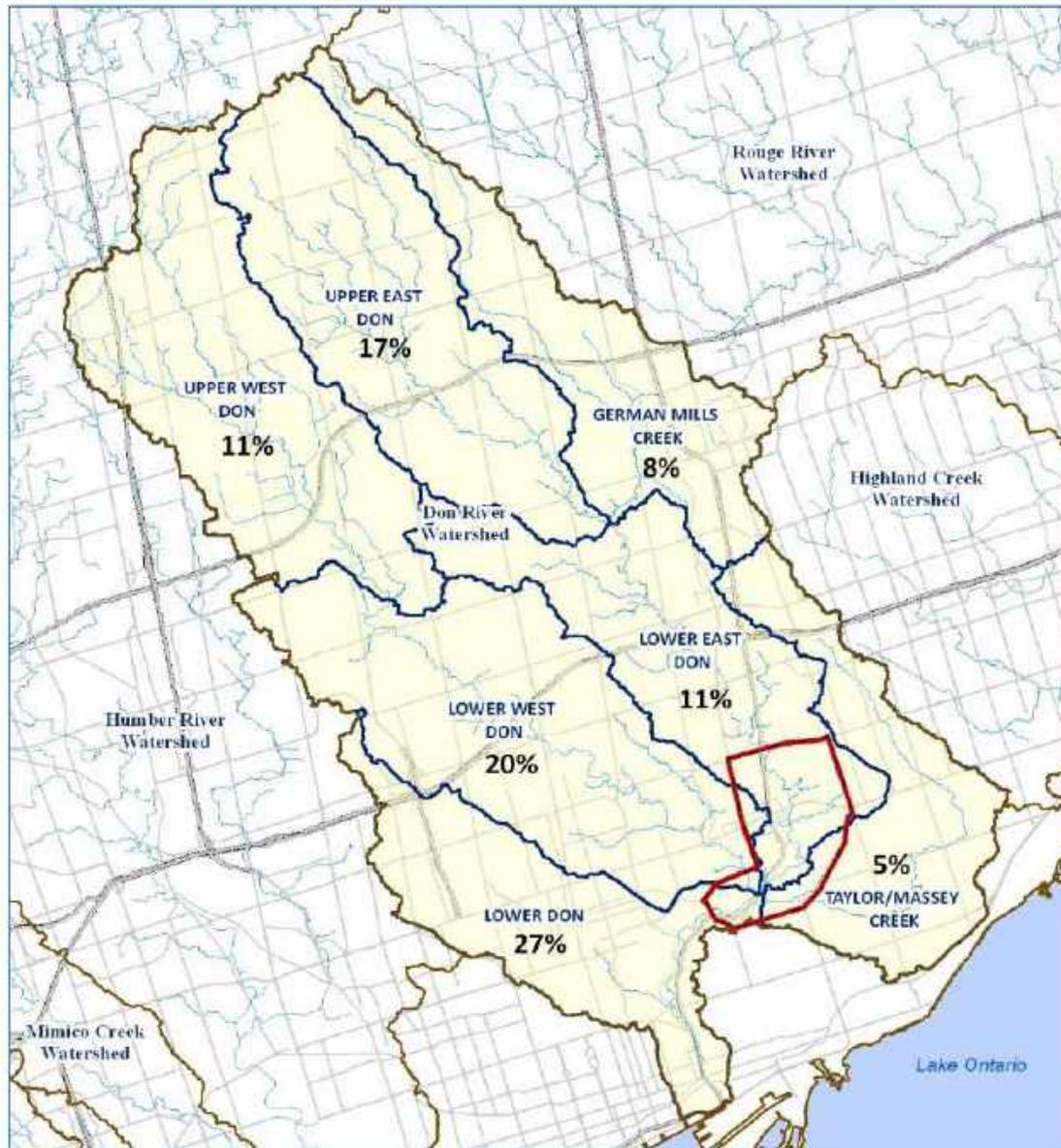
- Toronto Water Access Route
- Trail Connection



Sitewalk



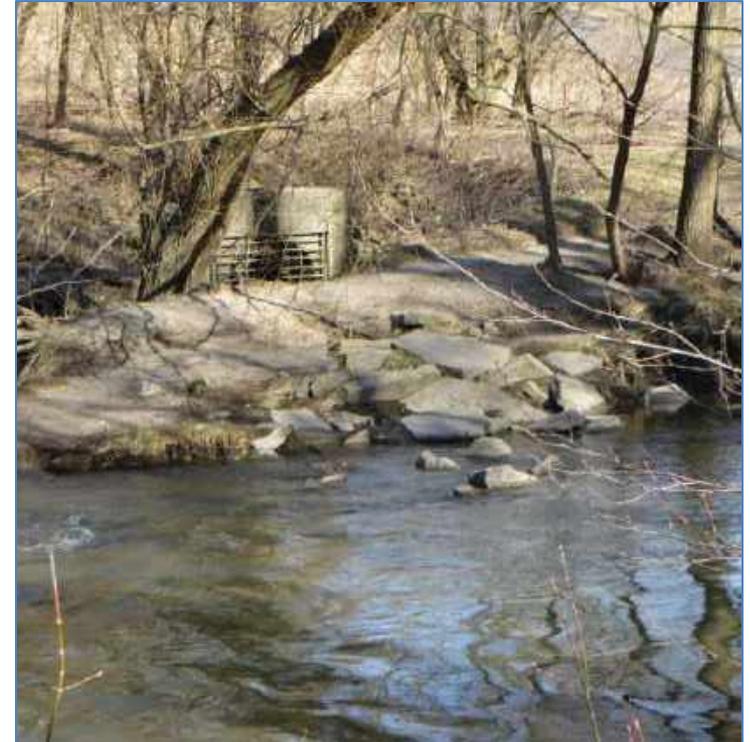
Groundwater and Baseflows



- River flow is generally made up of groundwater discharge (baseflow) and land surface runoff
- Baseflow accounts for 49% of mean annual discharge in the Don
- Rate of groundwater recharge has been reduced due to impervious surfaces

Stormwater Management and Water Quality

- Faster flow rates, increased flood risk, erosion, and reduced water quality as a result of urbanization and lack of modern stormwater management.
- Combined sewers carrying both stormwater and sanitary sewage regularly overflow during rain events
- Stormwater management pond recently retrofitted within Moccasin Trail Park
- Surface water quality received fairly poor to very poor ratings, indicating very substantial organic pollution is likely



Natural Cover: Flora



Natural Cover Type	Regional Study Area (ha)	Local Study Area (ha)
Forest	126.7	52
Successional	36.8	9.4
Wetland	28.5	5.8
Meadow	13.9	5.1
Beach/Bluff	4.3	3.3

Vegetation Communities

- 75 communities (local study area), 18 regionally significant (L2&3)
- Dominated by Fresh-Moist Manitoba Maple Lowland (L5) deciduous forest at 10.5 ha

Species - 43 of regional concern (L2 and L3)

Non-Native - 40% are non-native, most are invasive

Natural Cover: Flora

Species at Risk

Butternut



Invasive Species

Common Reed



Garlic Mustard



Manitoba Maple



Natural Cover: Wetlands

Regional study area

- 13.9ha total size, 22 community types

Local study area

- 5.1 ha total size, 15 community types: 10 marsh and 5 swamp

Wetlands - TRCA

L-Rank

- L+
- L1
- L2
- L3
- L4

Natural Cover (2007-2008)

- Forest
- Successional
- Wetland
- Meadow
- Beach/Bluff



Fauna: Wildlife and Habitat



Habitat

- Quantity is low and quality is poor
 - Based on patch size, shape and matrix influence
- 12% Natural Cover
- Ravines play an important role in providing wildlife corridors and linking habitats
- Atlantic and Mississippi flyways

Species

- Includes both species of concern and invasive species

Fauna: Wildlife and Habitat

Species at Risk



Eastern Meadowlark

- Threatened (MNR)
- Habitat includes grasslands and agriculture lands

Species of Concern



Eastern Wood Pewee

- Special Concern (COSEWIC)
- Breeds in forest habitat

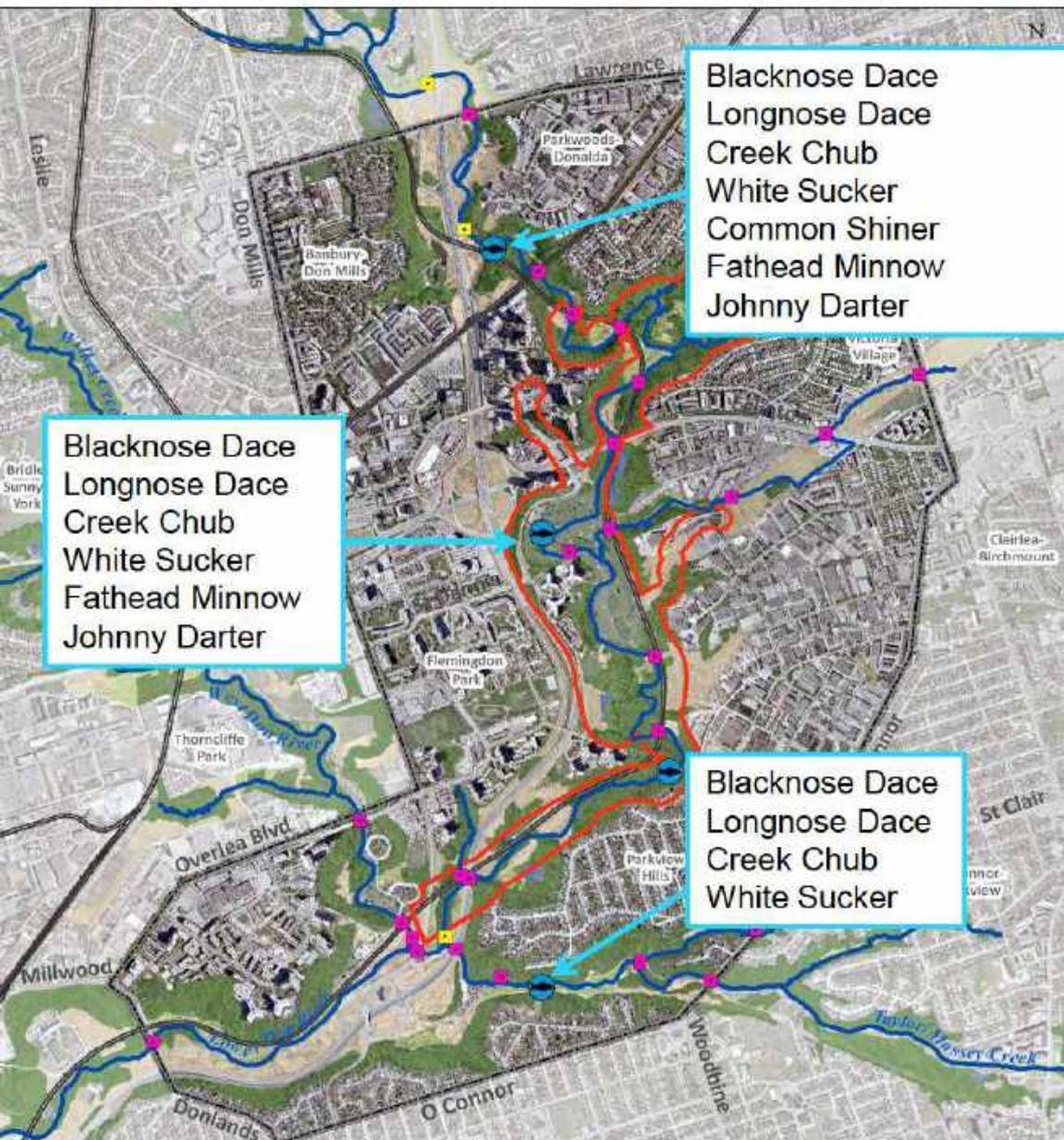
Invasive



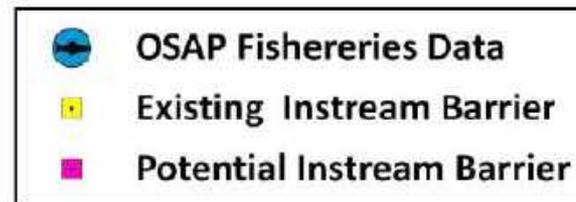
European Starling

- Invasive
- Aggressive competitors, high reproductive ability, and adaptable to new environments

Fauna: Fish and Fish Habitat



- Fragmented and degraded habitat; aquatic ecosystem function is severely impaired
- Low riparian cover
- Low diversity fish and benthic communities
- Pollution-tolerant native fish species
- Exotic species include Common carp



Fauna: Fish and Fish Habitat

Common Native Species



Invasive Species



Potential ESA

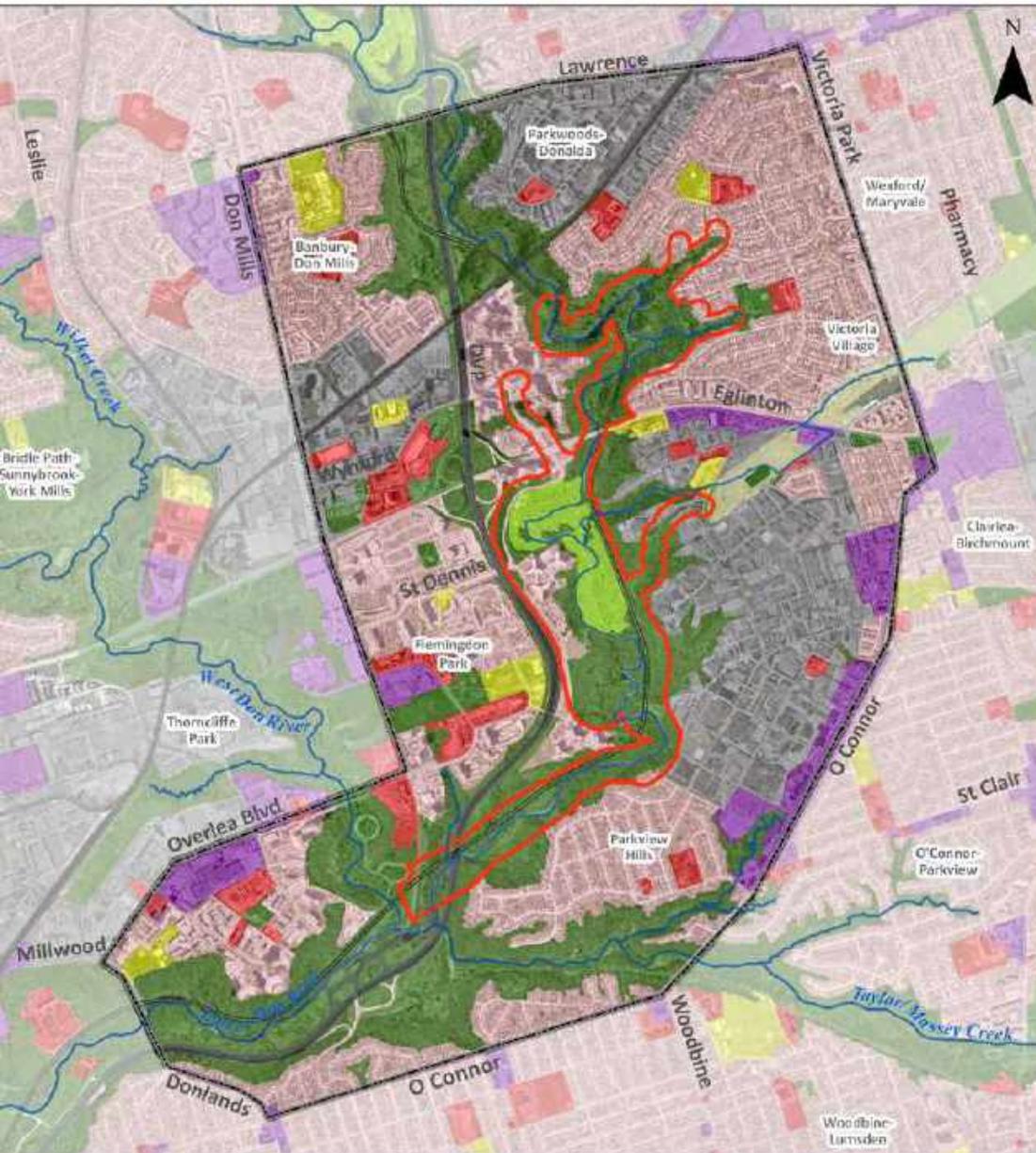


- Wigmore Park Ravine Potential ESA
- Criterion A:
 - potential habitat for Butternut, 19 significant flora species, 6 significant vegetation communities, 1 significant fauna species
- Criterion B:
 - river section provides excellent examples of meandering in the Don River watershed
- Criterion C:
 - 76 L1 to L4 species, 61 vegetation communities, total area 46ha

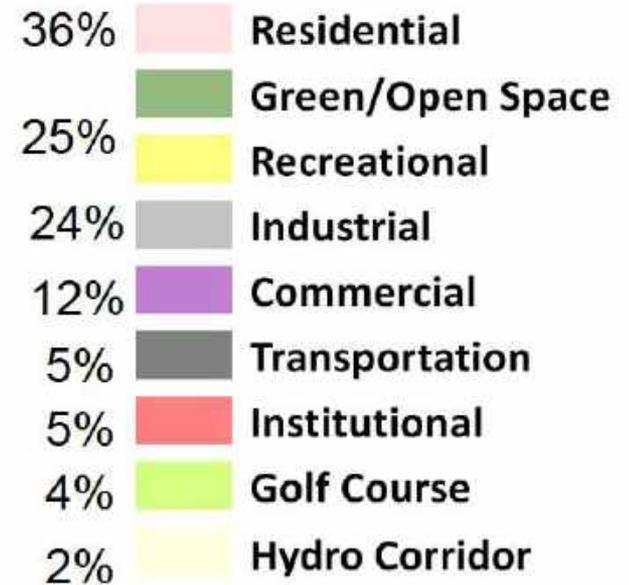
Legend

-  Regional Study Area
-  Local Study Area
-  Potential ESA
-  ANSI
-  ESA

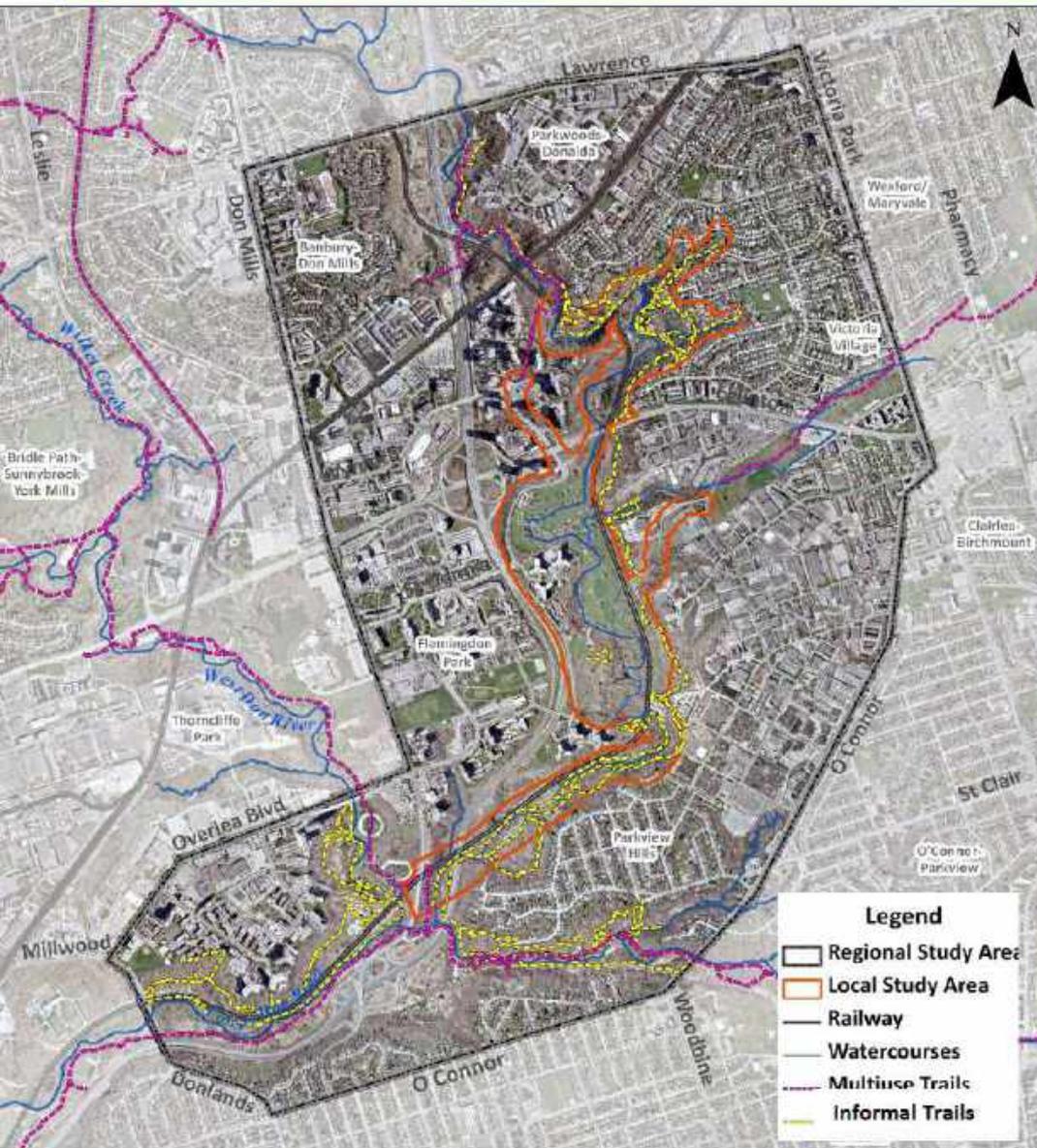
Land Use



4 Wards: 26 Don Valley West, 29 Toronto-Danforth, 31 Beaches-East York, 34 Don Valley East



Existing Trails



Surrounding multiuse trails include existing East Don, Gatineau Corridor Trail, Lower Don, Taylor Creek, West Don/Wilket Creek, and Don Mills

Extensive network of informal trails already present within local study area



Geomorphic and Geotechnical Analysis

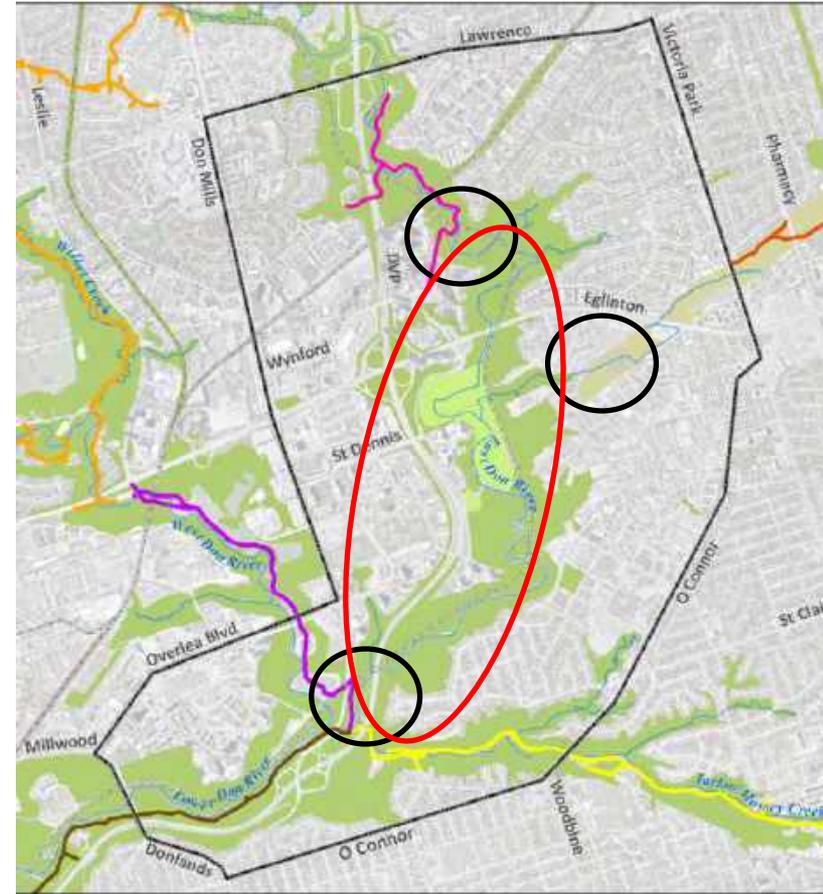
Opportunity Statement

Opportunity Statement:

A significant gap in the multi-use trail network exists within the East Don Corridor between Existing East Don Trail (East of Wynford Heights Crescent), Gatineau Corridor Trail (at approximately Bermondsey Drive), and the Don Trail System. The East Don Trail will fill this existing gap in the trail network thus creating a continuous connected trail network.

Project Objectives:

- Create a Connection
- Natural Environment
- Recreation
- Ensure Public Safety
- Transportation/Safe Travel Route



Alternatives To

Alternatives To identify ways of solving the problem in the Problem and Opportunity statement; they are solutions to the undertaking

Two “Alternatives To” are being considered:

1. Do Nothing
2. Provide Multi-Use Trail Connection

The Alternatives To are a result of previous planning initiatives undertaken outside of the EA process by the City of Toronto: *The Bikeway Trails Implementation Plan* and the *East Don Trail Master Plan Update*

Alternatives To

- *Do Nothing*
 - The alternative “Do Nothing” will consist of no action, no trail infrastructure will be constructed and improved access will not be created into the valley lands. No improvements or changes would be made directly to solve the problems(s) identified.
- *Provide Multi-use Trail Connection*
 - The Alternative “Provide Multi-use Trail Connection” will consist of constructing a multi-use trail from the existing East Don trail to the Lower Don trail, a trail connection will also be constructed to the Gatineau Corridor Trail. This option will also explore additional access points.

Evaluation Alternatives To

Broad Evaluation Criteria

- Functional Value
- Natural and Physical Environment
- Social and Cultural Environment
- Cost
- Technical
- Supports Planning Initiatives

Evaluation Alternatives To

Functional Value

Broad Evaluation Criteria

**Sub
Evaluation
Criteria**

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
Provides trail infrastructure for a variety of users within the East Don corridor	No new trail infrastructure will be provided	• Will provide infrastructure for a broad spectrum of users	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provides connection with existing and planned adjacent trails and uses	No multi use trail connections will be made. A significant gap will remain in the multi use trail network	• Will provide a critical connection in the City of Toronto's multi use trail system • Will connect to existing East Don Trail, Galineau Corridor Trail, and the Don Trail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provides access for a variety of users into the East Don corridor	Access will remain the same, no additional points will be made or enhanced. Currently some informal access exists that can be unsafe and limits some users from accessing	• Will provide additional access or enhance current access points • Access points will provide safe access into the East Don Corridor for a variety of users	<input type="checkbox"/>	<input checked="" type="checkbox"/>
OVERALL		• Overall the Multi Use Trail Connection option is preferred from a Functional Value perspective as it meets the majority of criteria for functional value	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluation Alternatives To

Functional Value

Broad Evaluation Criteria

Alternatives To
high level impact
evaluation

Sub
Evaluation
Criteria

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Provides trail infrastructure for a variety of users within the East Don corridor</i>	<ul style="list-style-type: none"> No new trail infrastructure will be provided 	<ul style="list-style-type: none"> Will provide infrastructure for a broad spectrum of users 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Provides connection with existing and planned adjacent trails and uses</i>	<ul style="list-style-type: none"> No multi use trail connections will be made A significant gap will remain in the multi use trail network 	<ul style="list-style-type: none"> Will provide a critical connection in the City of Toronto's multi use trail system Will connect to existing East Don Trail, Gattineau Corridor Trail, and the Don Trail 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Provides access for a variety of users into the East Don corridor</i>	<ul style="list-style-type: none"> Access will remain the same, no additional points will be made or enhanced Currently some informal access exists that can be unsafe and limits some users from accessing 	<ul style="list-style-type: none"> Will provide additional access or enhance current access points Access points will provide safe access into the East Don Corridor for a variety of users 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
OVERALL		<ul style="list-style-type: none"> Overall the Multi Use Trail Connection option is preferred from a Functional Value perspective as it meets the majority of criteria for functional value 	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluation Alternatives To

Functional Value

Broad Evaluation Criteria

Alternatives To
high level impact
evaluation

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
Provides trail infrastructure for a variety of users within the East Don corridor	- No new trail infrastructure will be provided	- Will provide infrastructure for a broad spectrum of users	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provides connection with existing and planned adjacent trails and uses	- No multi use trail connections will be made - A significant gap will remain in the multi use trail network	- Will provide a critical connection in the City of Toronto's multi use trail system - Will connect to existing East Don Trail, Gageaux Corridor Trail, and the Don Trail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provides access for a variety of users into the East Don corridor	- Access will remain the same, no additional points will be made or enhanced - Currently some informal access exists that can be unsafe and limits some users from accessing	- Will provide additional access or enhance current access points - Access points will provide safe access into the East Don Corridor for a variety of users	<input type="checkbox"/>	<input checked="" type="checkbox"/>
OVERALL		- Overall the Multi Use Trail Connection option is preferred from a Functional Value perspective as it meets the majority of criteria for functional value	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of evaluation

- Least Preferred

- Intermediate Preferred

- Most Preferred

- Not Applicable or Unknown

Sub Evaluation Criteria

Evaluation Alternatives To

Functional Value

Broad Evaluation Criteria

Alternatives To
high level impact
evaluation

Sub
Evaluation
Criteria

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Provides trail infrastructure for a variety of users within the East Don corridor</i>	<ul style="list-style-type: none"> No new trail infrastructure will be provided 	<ul style="list-style-type: none"> Will provide infrastructure for a broad spectrum of users 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Provides connection with existing and planned adjacent trails and uses</i>	<ul style="list-style-type: none"> No multi use trail connections will be made A significant gap will remain in the multi use trail network 	<ul style="list-style-type: none"> Will provide a critical connection in the City of Toronto's multi use trail system Will connect to existing East Don Trail, Gattinesu Corridor Trail, and the Don Trail 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Provides access for a variety of users into the East Don corridor</i>	<ul style="list-style-type: none"> Access will remain the same, no additional points will be made or enhanced Currently some informal access exists that can be unsafe and limits some users from accessing 	<ul style="list-style-type: none"> Will provide additional access or enhance current access points Access points will provide safe access into the East Don Corridor for a variety of users 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
OVERALL		<ul style="list-style-type: none"> Overall the Multi Use Trail Connection option is preferred from a Functional Value perspective as it meets the majority of criteria for functional value 	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of
evaluation

Overall
evaluation
for the broad
Criteria

Evaluation Alternatives To

Functional Value

Broad Evaluation Criteria

**Alternatives To
high level impact
evaluation**

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Provides trail infrastructure for a variety of users within the East Don corridor</i>	No new trail infrastructure will be provided	Will provide infrastructure for a broad spectrum of users	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Provides connection with existing and planned adjacent trails and uses</i>	No multi use trail connections will be made A significant gap will remain in the multi use trail network	Will provide a critical connection in the City of Toronto's multi use trail system Will connect to existing East Don Trail, Guinness Corridor Trail, and the Don Trail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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OVERALL		Overall the Multi Use Trail Connection option is preferred from a Functional Value perspective as it meets the majority of criteria for functional value	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Sub
Evaluation
Criteria**

**Summary of
evaluation**

**Overall
evaluation
for the broad
Criteria**

Evaluation Alternatives To

Functional Value

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Provides trail infrastructure for a variety of users within the East Don corridor</i>	<ul style="list-style-type: none"> No new trail infrastructure will be provided 	<ul style="list-style-type: none"> Will provide infrastructure for a broad spectrum of users 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Provides connection with existing and planned adjacent trails and uses</i>	<ul style="list-style-type: none"> No multi use trail connections will be made A significant gap will remain in the multi use trail network 	<ul style="list-style-type: none"> Will provide a critical connection in the City of Toronto's multi use trail system Will connect to existing East Don Trail, Gattineau Corridor Trail, and the Don Trail 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Provides access for a variety of users into the East Don corridor</i>	<ul style="list-style-type: none"> Access will remain the same, no additional points will be made or enhanced Currently some informal access exists that can be unsafe and limits some users from accessing 	<ul style="list-style-type: none"> Will provide additional access or enhance current access points Access points will provide safe access into the East Don Corridor for a variety of users 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
OVERALL		<ul style="list-style-type: none"> Overall the Multi Use Trail Connection option is preferred from a Functional Value perspective as it meets the majority of criteria for functional value 	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluation Alternatives To

Natural and Physical Environment

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<p><i>Impact on terrestrial species, communities and/or habitats</i></p>	<ul style="list-style-type: none"> • No change in impact • Currently unmanaged use of the area (multiple information trails) is likely impacting terrestrial species, communities and habitats • The number and magnitude of informal trails and access points can impact habitat fragmentation. 	<ul style="list-style-type: none"> • May have a negative or positive impact • Provision of a single, planned route can focus users on a single route away from more sensitive and steep areas preventing further impact • Access to the valley for maintenance vehicles can provide opportunities for restoration and management of invasive species. • Can facilitate wildlife movement across river and rail line • Some vegetation may be removed, however tree replacement will provide an opportunity to remove invasive species and replace with native species. • Some wildlife and habitat may be disrupted during construction and use of the area 		

Evaluation Alternatives To

Natural and Physical Environment

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<p><i>Impact on aquatic species, communities and/or habitats (including wetlands, riparian, and river course)</i></p>	<ul style="list-style-type: none"> • No change in impact • Currently unmanaged use of the area (multiple informal trails) is likely impacting aquatic species, communities and habitats 	<ul style="list-style-type: none"> • May have a negative or positive impact • Construction of crossings can provide opportunities for restoration, mitigation and enhancements. • Provision of a single, planned route can focus users on a single route away from current informal trails near riparian and wetland habitats. • Trail may cross the river at sections disrupting the aquatic species and riparian habitat • Trail may cross or be located adjacent to wetland habitat 		
<p><i>Impact to East Don River geomorphic processes (e.g. flooding, baseflows, slope stability)</i></p>	<ul style="list-style-type: none"> • No change in impact • Currently unmanaged use of the area (multiple informal trails) could be impacting geomorphic processes • System is continually degrading 	<ul style="list-style-type: none"> • May have a negative or positive impact • Construction of trail can provide opportunities for remediation work • Provision of a single, planned route can focus users on a single route away from more sensitive and steep areas preventing further impact • Multi use trail surface may increase runoff entering the East Don River. • Construction and use of trail may impact soil compaction and stability 		

Evaluation Alternatives To

Natural and Physical Environment

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<p><i>Impact on identified Species at Risk (SAR), species of concern, and/or potential ESA.</i></p>	<ul style="list-style-type: none"> • No change in impact • Currently unmanaged use of the area (multiple informal trails) is likely impacting SAR, species of concern, and potential ESR 	<ul style="list-style-type: none"> • May have a negative or positive impact • The trail may travel through the potential ESA area, however the number and magnitude of informal trails and access points may be reduced. • Some vegetation may be removed, however tree replacement will provide an opportunity to remove invasive species and replace with native species • The route will be determined adhering to the SAR Act • Trail construction and use may disrupt the habitat of fauna species of concern • Provision of a single, planned route can focus users on a single route away from SARs, species of concern, or more ecologically sensitive areas of the potential ESA 		
<p>OVERALL</p>	<p>• Overall both the Do Nothing and the Multi Use Trail Connection options are preferred from the perspective of the Natural and Physical Environment. The Multi Use Trail Connection option is slightly preferred as impacts may occur, however this option provides an opportunity for mitigation, restoration and enhancement to improve the system.</p>	<p>• Overall both the Do Nothing and the Multi Use Trail Connection options are preferred from the perspective of the Natural and Physical Environment. The Multi Use Trail Connection option is slightly preferred as impacts may occur, however this option provides an opportunity for mitigation, restoration and enhancement to improve the system.</p>		

Evaluation Alternatives To

Social and Cultural Environment

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Impact to current valley lands users</i>	<ul style="list-style-type: none"> • No change in impact 	<ul style="list-style-type: none"> • Will improve trail infrastructure for current users • Will provide safe access into the valley lands • Potential for an increase in use of the valley lands 		
<i>Impact on surrounding neighborhoods and communities</i>	<ul style="list-style-type: none"> • No change in impact • Potential for increase in users on existing walkways, as the existing East Don Trail does not connect with adjacent trails • Surrounding communities cut off from direct access to adjacent trail networks 	<ul style="list-style-type: none"> • Increased recreational opportunities • Will provide connections to communities and adjacent trails • Potential for increase in user activity in communities at access points 		
<i>Impact on Public Safety</i>	<ul style="list-style-type: none"> • No change in impact • Some access points into the valley lands pose safety risk as they are steep and on uneven ground • Safety concerns with users crossing active rail line 	<ul style="list-style-type: none"> • Will improve public safety for users • Multi use surface provides even unobstructed terrain • Will provide opportunities for emergency vehicle access and use of wayfinding points (unique identifiers) to identify locations and assist in emergency response. • Will provide options for safe off road active transportation and recreational use 		

Evaluation Alternatives To

Social and Cultural Environment

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Impact to overall aesthetics of study area</i>	<ul style="list-style-type: none"> No change in impact 	<ul style="list-style-type: none"> Will provide increased opportunity for people to enjoy aesthetic scenic views within the valley lands The trail may impact the view into the valley lands 		
<i>Impact on opportunities to access and enjoy natural areas within the City</i>	<ul style="list-style-type: none"> No change in impact Currently limited safe access for some to enjoy the natural areas within the valley lands 	<ul style="list-style-type: none"> Increases opportunities for public, and a larger spectrum of users, to access and enjoy natural areas within the City 		
<i>Impact to cultural heritage resources, including archeological resources</i>	<ul style="list-style-type: none"> Unknown at this time Archeological Assessment Stage 1 currently underway 	<ul style="list-style-type: none"> Unknown at this time Archeological Assessment Stage 1 currently underway 		
OVERALL		<ul style="list-style-type: none"> Overall the Multi Use Trail Connection option is preferred from the Social and Cultural perspective as it will provide recreational opportunities, increase public safety (trail use and access), connect adjacent communities and neighborhoods, and increase opportunities to enjoy and appreciate nature. 		

Evaluation Alternatives To

Cost

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Capital cost (cost to design and implement associated works)</i>	<ul style="list-style-type: none"> No additional cost associated 	<ul style="list-style-type: none"> A cost will be associated with this option Funding currently allocated in 		
<i>Operation and maintenance cost</i>	<ul style="list-style-type: none"> On going costs that are currently not factored into budget planning, including emergency and maintenance access, and management of informal use. 	<ul style="list-style-type: none"> A cost will be associated with this option May decrease some current infrastructure located in the valley and maintenance costs. 		
OVERALL	<ul style="list-style-type: none"> Overall both the Do Nothing and the Multi Use Trail Connection options are preferred from the Cost perspective. The Multi Use Trail Connection Option will include a cost, however funding has already been allocated. The Do Nothing option currently has costs associated that are above and beyond the current budget. 	<ul style="list-style-type: none"> Overall both the Do Nothing and the Multi Use Trail Connection options are preferred from the Cost perspective. The Multi Use Trail Connection Option will include a cost, however funding has already been allocated. The Do Nothing option currently has costs associated that are above and beyond the current budget. 		

Evaluation Alternatives To

Technical

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Geotechnical considerations/feasibility</i>	<ul style="list-style-type: none"> • Not applicable 	<ul style="list-style-type: none"> • Feasible from a geotechnical perspective 		
<i>Utility and infrastructure impacts</i>	<ul style="list-style-type: none"> • No impact • Limits access for utility and park maintenance vehicles and activities in the valley lands 	<ul style="list-style-type: none"> • Feasible considering the current utilities and infrastructure • Potential to negatively impact some existing infrastructure and improve others • Supports access for utility and park maintenance vehicles/activities (located within the East Don corridor) 		
<i>Constructability</i>	<ul style="list-style-type: none"> • Not applicable 	<ul style="list-style-type: none"> • Feasible from a construction perspective 		
OVERALL		<ul style="list-style-type: none"> • Overall the Do Nothing and the Multi Use Trail Connection options are technically feasible. The Multi Use Trail Connection option is preferred from the Technical perspective as it will support access for utility and park maintenance activities. 		

Evaluation Alternatives To

Supports Planning Initiatives

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Bikeway Trails Implementation Plan</i>	• Does not meet the objectives	• Adheres to planning initiatives and objectives	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>A Healthy Toronto By Design Report: Road to Health: Improving Walking and Cycling in Toronto. April 2012</i>	• Does not support	• Adheres to planning initiative	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>City of Toronto Walking Strategy</i>	• Does not support	• Adheres to planning initiative	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>City of Toronto Parks Plan 2013-2017, Parks, Forestry and Recreation</i>	• Does not meet the objectives	• Adheres to planning initiatives and objectives	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Eglinton Crosstown LRT EA Study</i>	• Does not support	• Adheres to planning initiative	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The City of Toronto Official Plan</i>	• Does not support	• Adheres to planning initiative	<input type="checkbox"/>	<input checked="" type="checkbox"/>
OVERALL		• Overall the Multi Use Trail Connection option is preferred from a Planning Initiatives perspective as it supports a number of current planning initiatives	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Preferred Alternatives To Solution

Evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
Functional Value		Meets the majority of criteria for functional value	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Natural and Physical Environment	The Multi Use Trail Connection option is slightly preferred as impacts may occur, however this option provides a mechanism for managing current human use of the valley corridor and an opportunity for mitigation, restoration and enhancement to improve the system	The Multi Use Trail Connection option is slightly preferred as impacts may occur, however this option provides a mechanism for managing current human use of the valley corridor and an opportunity for mitigation, restoration and enhancement to improve the system	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Social and Cultural Environment		Will provide recreational opportunities, increase public safety (trail use and access), connect adjacent communities and neighborhoods, and increase opportunities to enjoy and appreciate nature.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Cost	The Multi Use Trail Connection Option will include a cost, however funding has already been allocated. The Do Nothing option currently has costs associated that are above and beyond the current budget.	The Multi Use Trail Connection Option will include a cost, however funding has already been allocated. The Do Nothing option currently has costs associated that are above and beyond the current budget.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Technical		Is technically feasible, and will support access for utility and park maintenance activities	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Supports Planning Initiatives		Supports a number of current planning initiatives	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Preferred Solution:	2 of 6	6 of 6	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Next Steps

- Completion of survey for existing conditions
 - Archeological Stage 1
 - Geomorphic and fluvial geotechnical assessments
- Refine evaluation of alternatives to
- Draft alternative methods
- Upcoming Public Consultation

Next Steps



Questions?



East Don River Trail: EA and Detailed Design

Class Environmental Assessment,
Geomorphic and Geotech Analysis,
& Detailed Design

CLC Meeting #2 – Existing Conditions

June 4th, 2013



TECHNICAL ADVISORY COMMITTEE
(TAC)
MEETING OVERVIEW

Meeting Agenda (defined by TRCA)

Aquafor to Assist VT with (3) Existing Conditions.

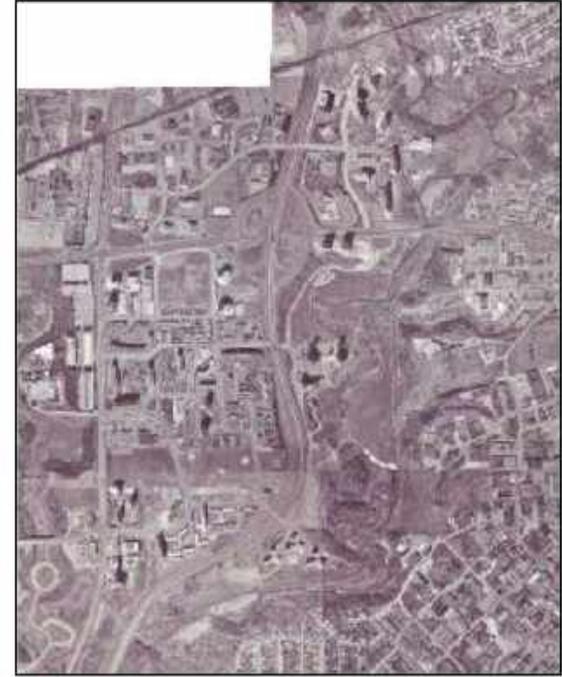
Historic Comparison



1949



1967



1989

Historic Comparison

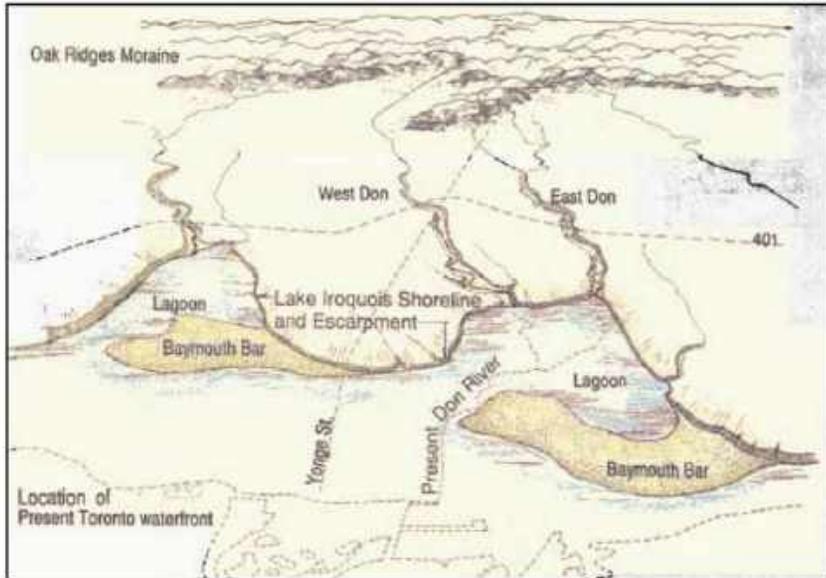


1949

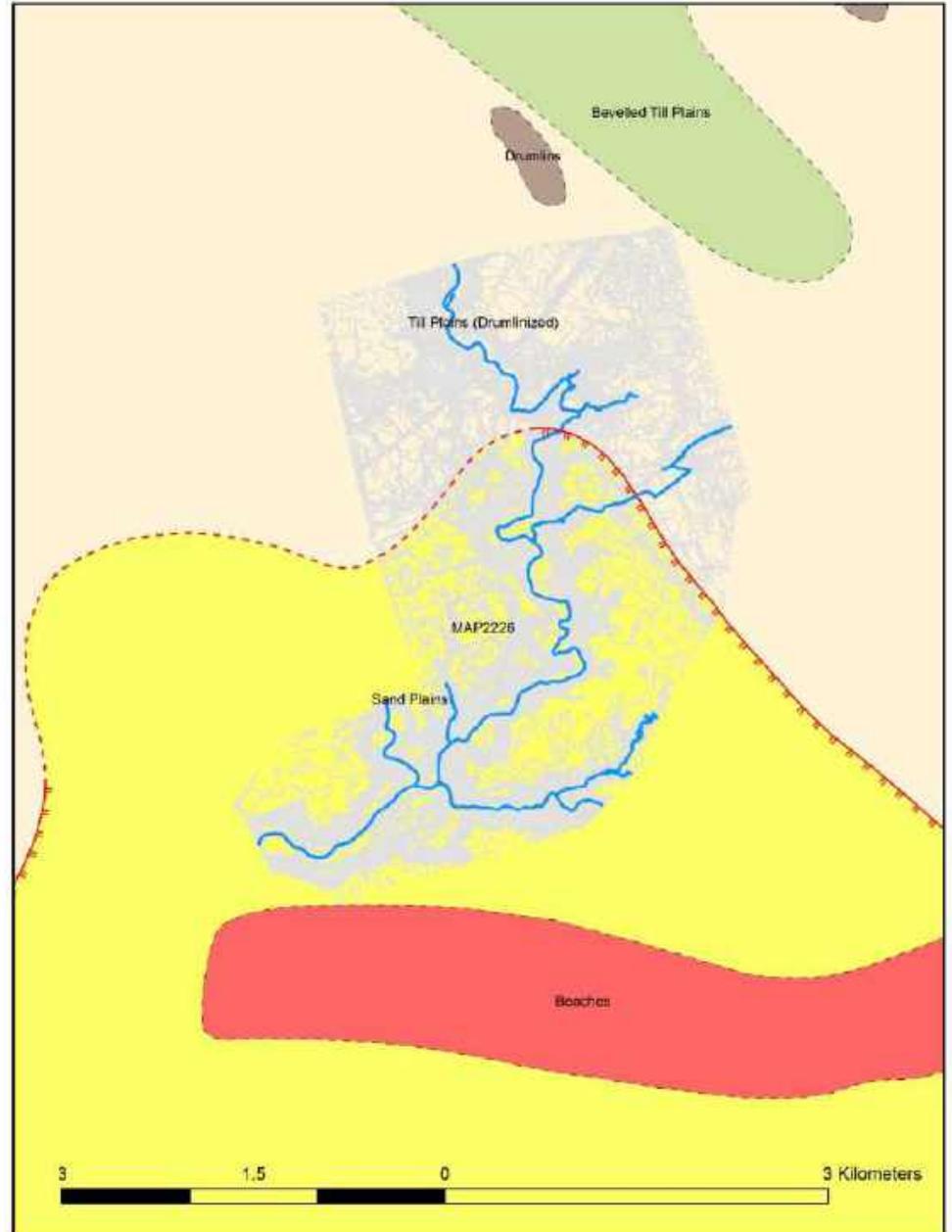


2011

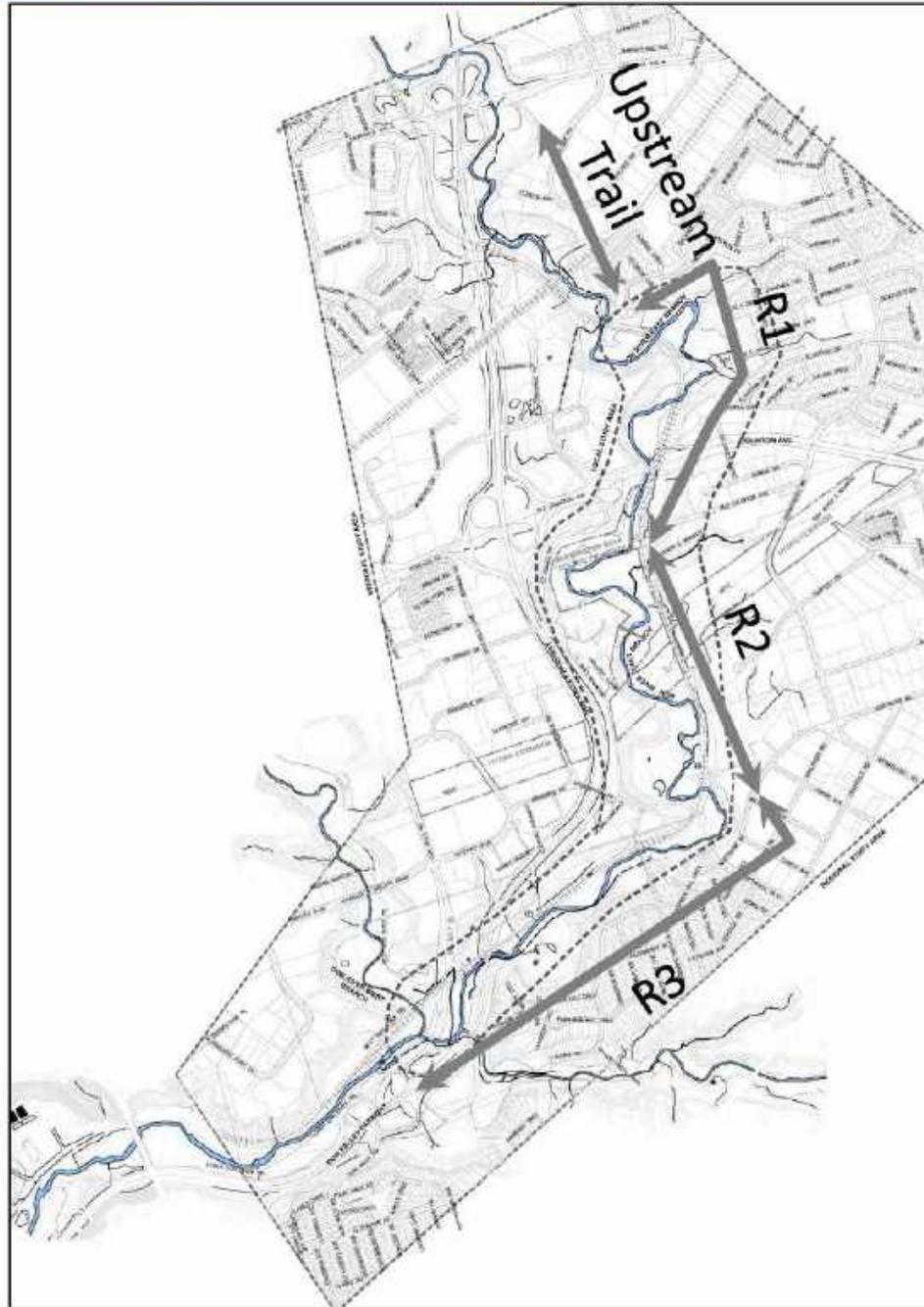
Study Physiography



Adapted from *Regeneration*, a Report by the Royal Commission on the Future of Toronto Waterfront, 1992



Reach Delineation



Geomorph and Geotechnical Conditions

Upstream Trail



3. Gabion baskets protecting existing trail.



4. ~3m wide trail b/n valley toe and channel.

Geomorph and Geotechnical Conditions

Upstream Trail



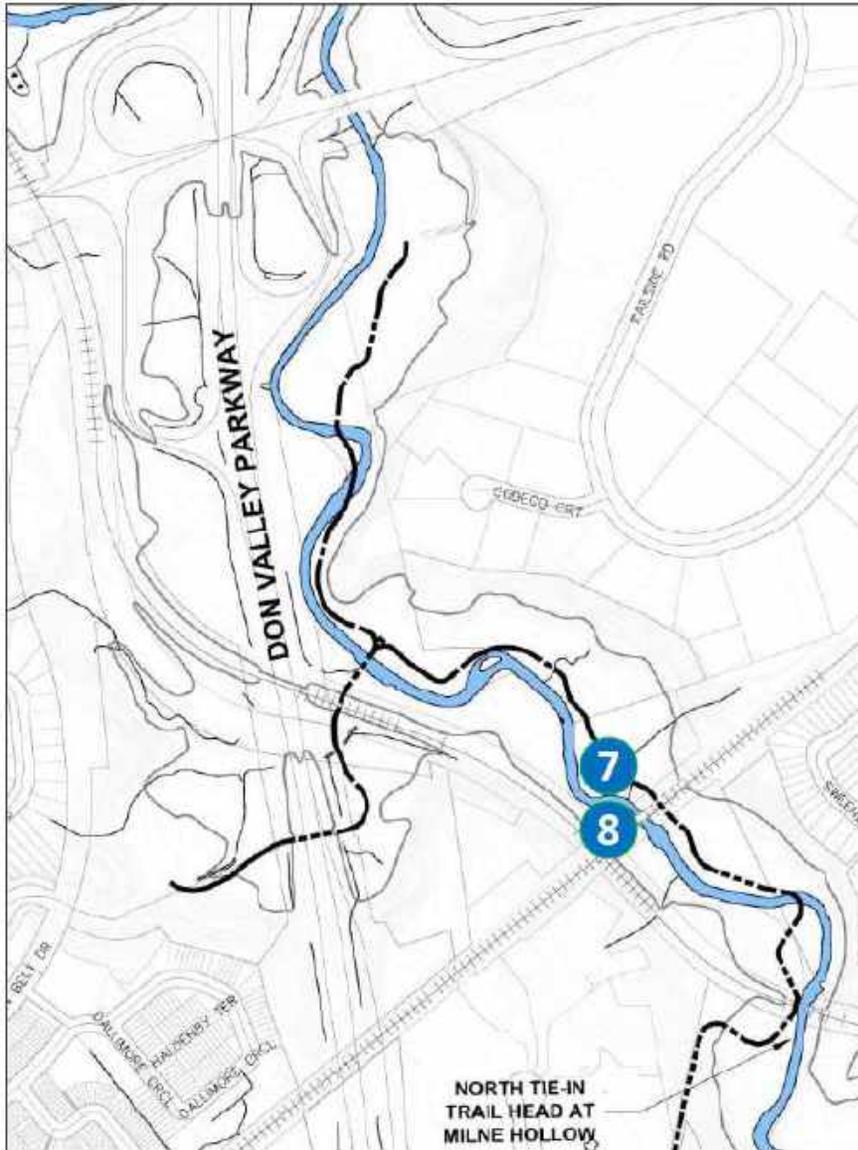
5. Concrete weir at downstream end of R1.



6. Span bridge w armoured banks & rail tunnel.

Geomorph and Geotechnical Conditions

Upstream Trail



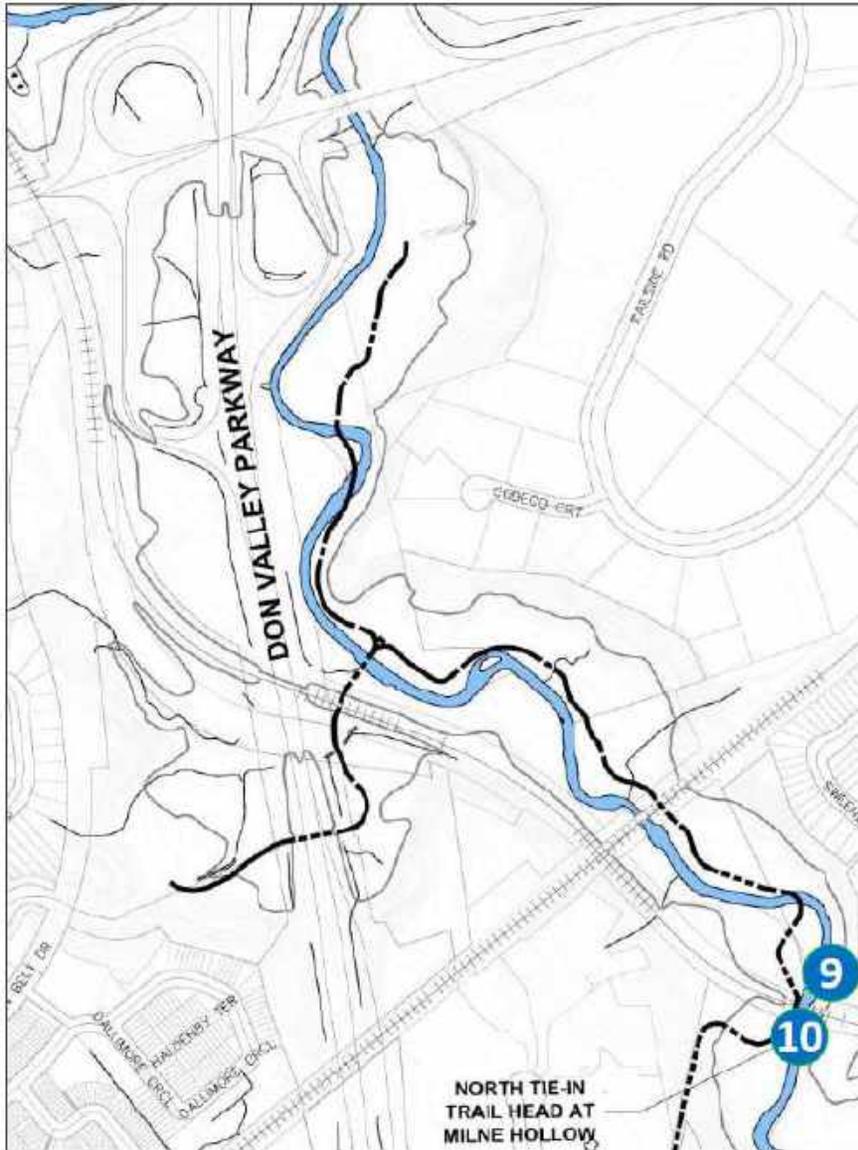
7. Trail dividing wetland and channel areas.



8. Rip Rap around outside bend. Natural bed.

Geomorph and Geotechnical Conditions

Upstream Trail



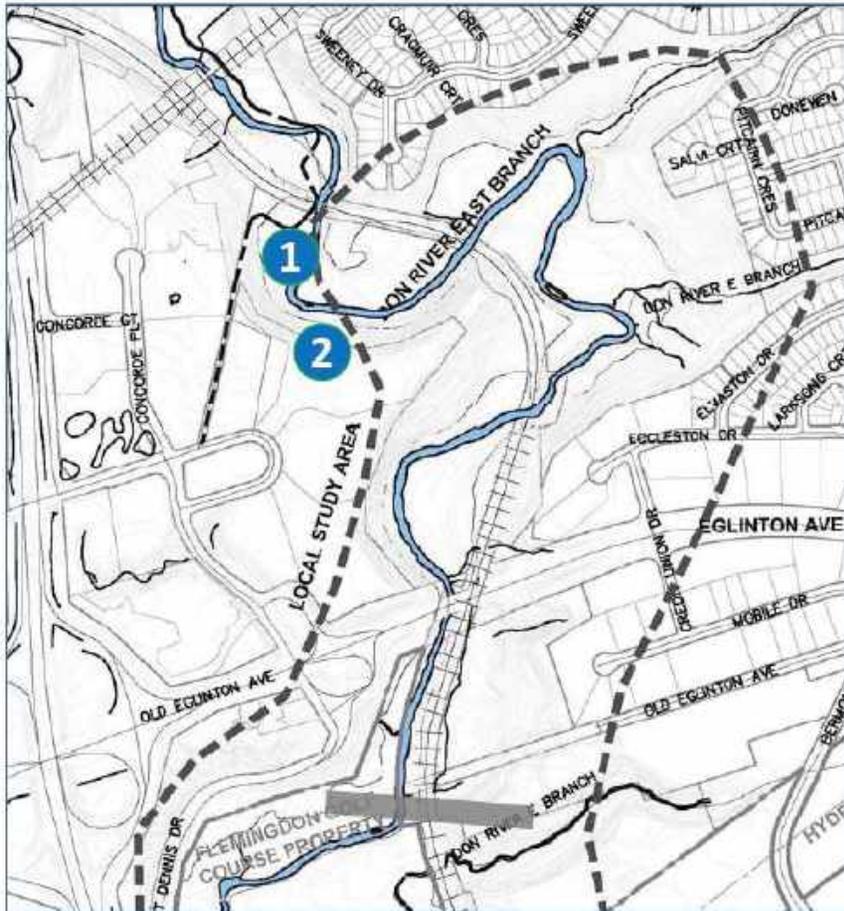
9. Channel and trail cross railway.



10. Armourstone retaining bank along trail.

Geomorph and Geotechnical Conditions

Reach 1 – Trail Segment 1



1. Potential Trail Crossing Location.



2. Significant valley wall scar– 8-12m height.

Geomorph and Geotechnical Conditions

Reach 1 – Trail Segment 1



3. Sanitary sewer MHs within floodplain.

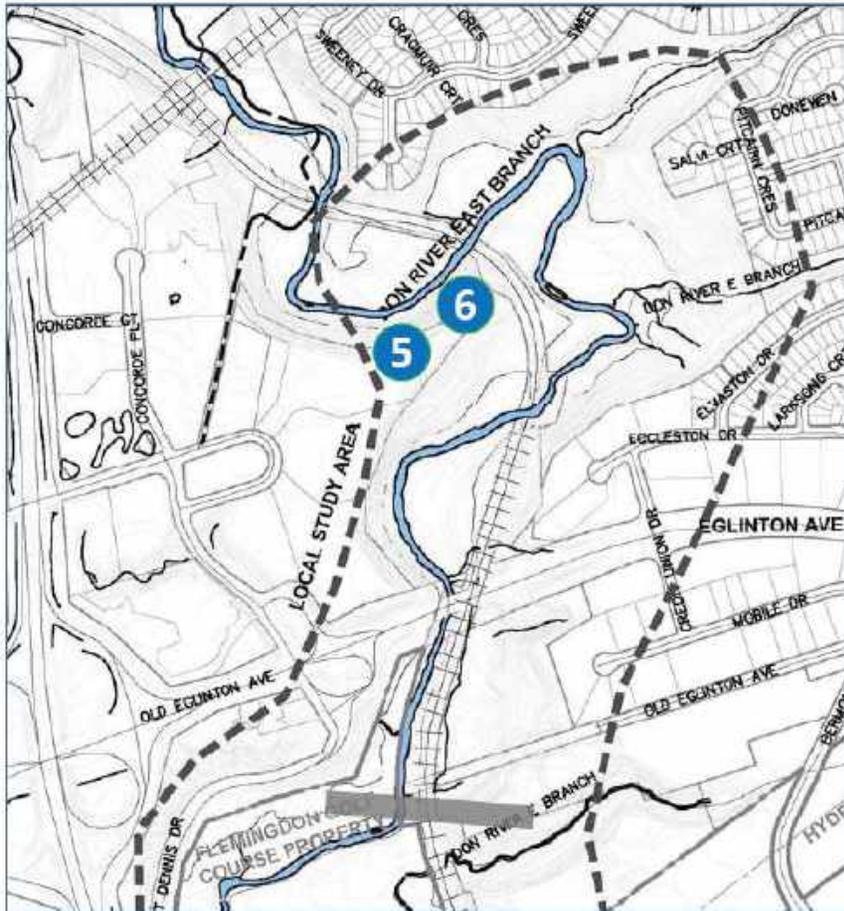


4. Existing trail within floodplain.

Trail Segment 1

Geomorph and Geotechnical Conditions

Reach 1 – Trail Segment 1



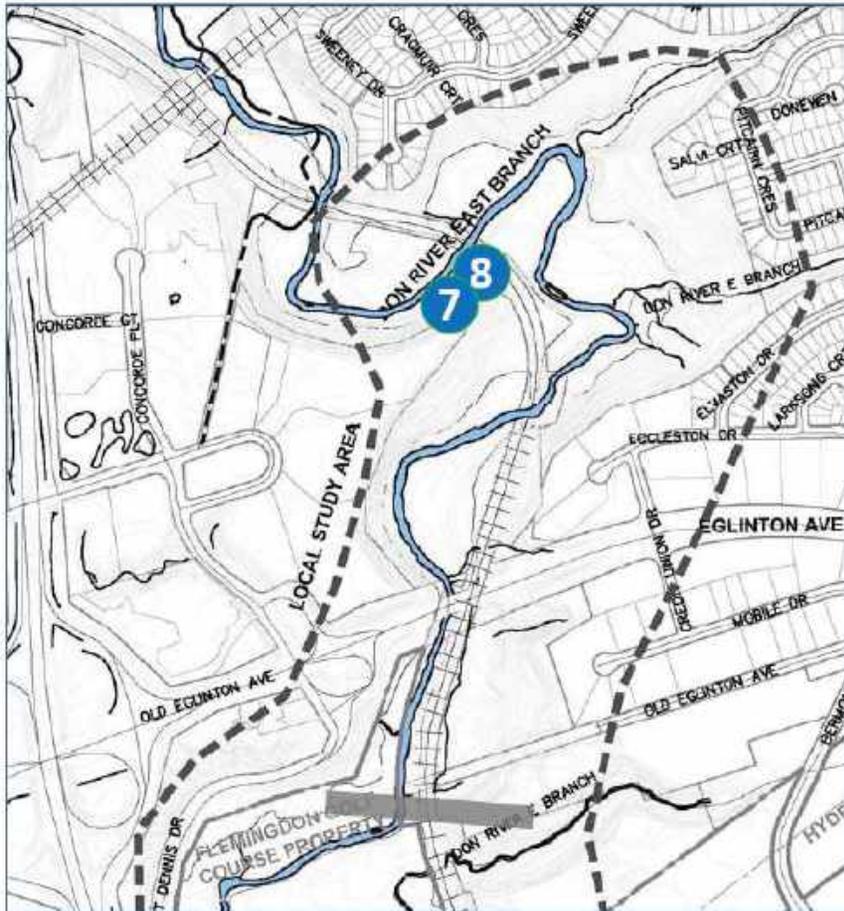
5. Active erosion into sand plain slope.



6. Channel planform along valley toe.

Geomorph and Geotechnical Conditions

Reach 1 – Trail Segment 1



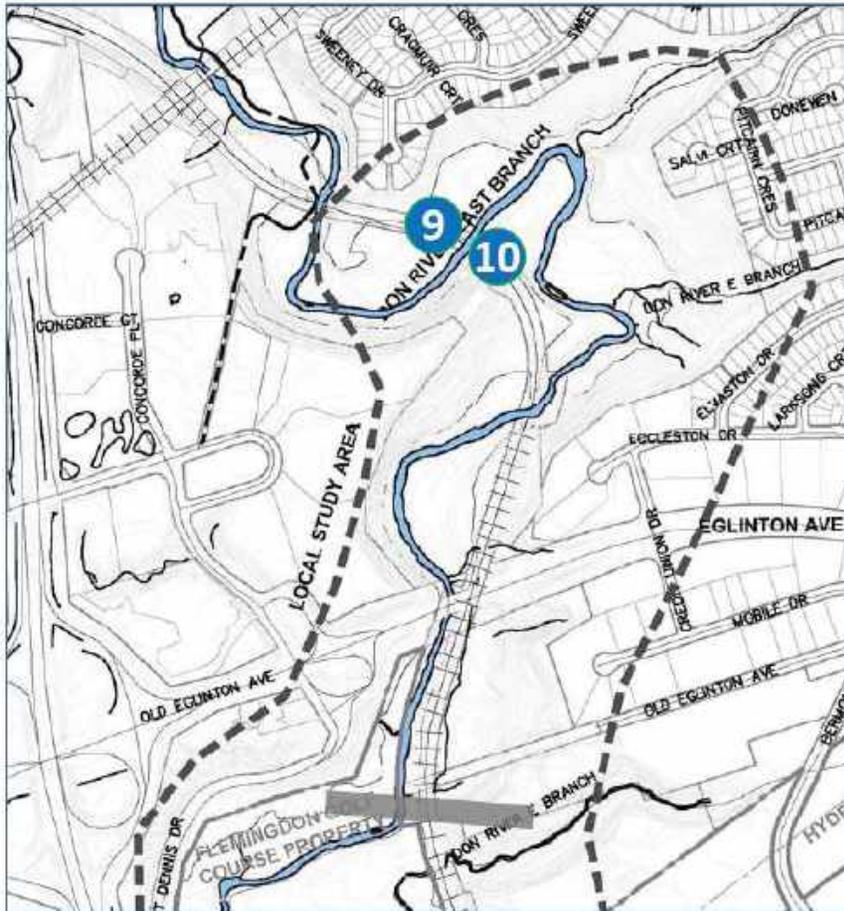
7. Channel planform along base of valley toe.



8. Active erosion scar into sand u/s railway.

Geomorph and Geotechnical Conditions

Reach 1 – Trail Segment 1



9. Existing trail alignment under railway.

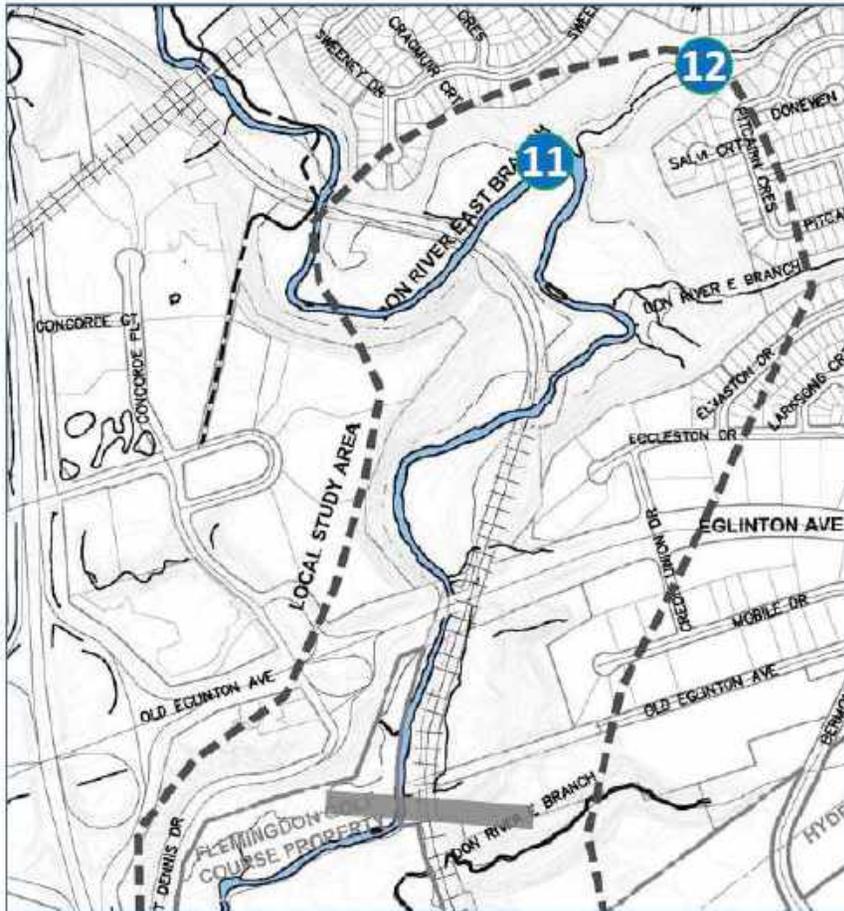


10. Minimal channel alteration under railway.

Trail Segment 1

Geomorph and Geotechnical Conditions

Reach 1 – Trail Segment 1



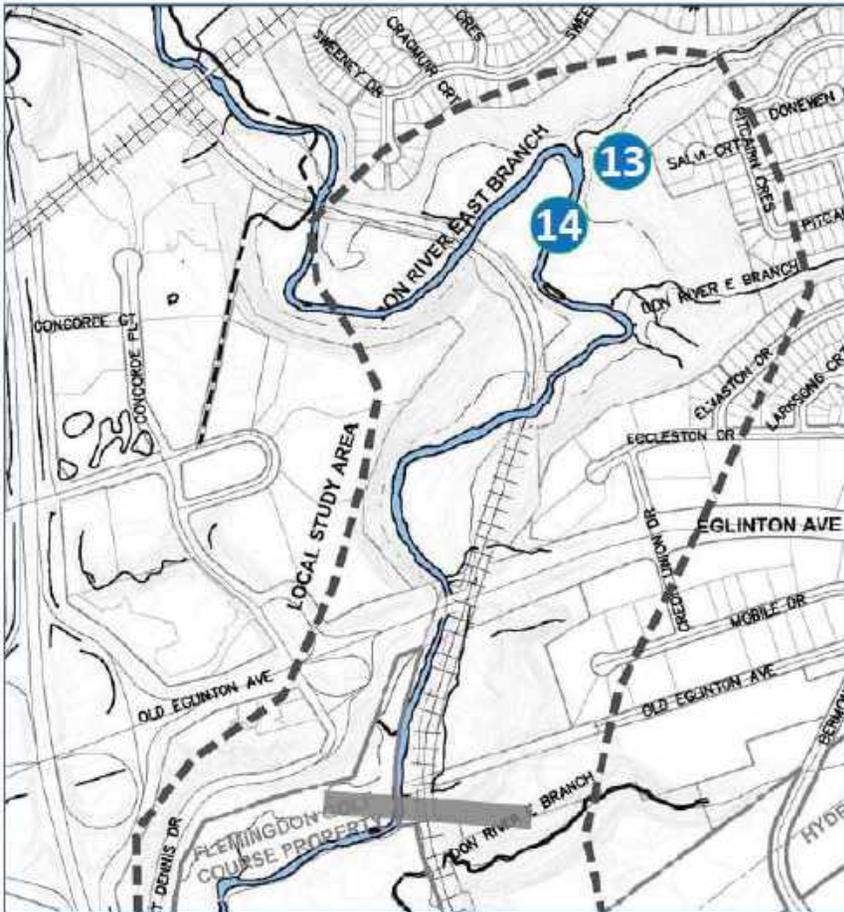
11. Natural banks as channel crosses valley.



12. Storm outfalls set back from channel.

Geomorph and Geotechnical Conditions

Reach 1 – Trail Segment 1



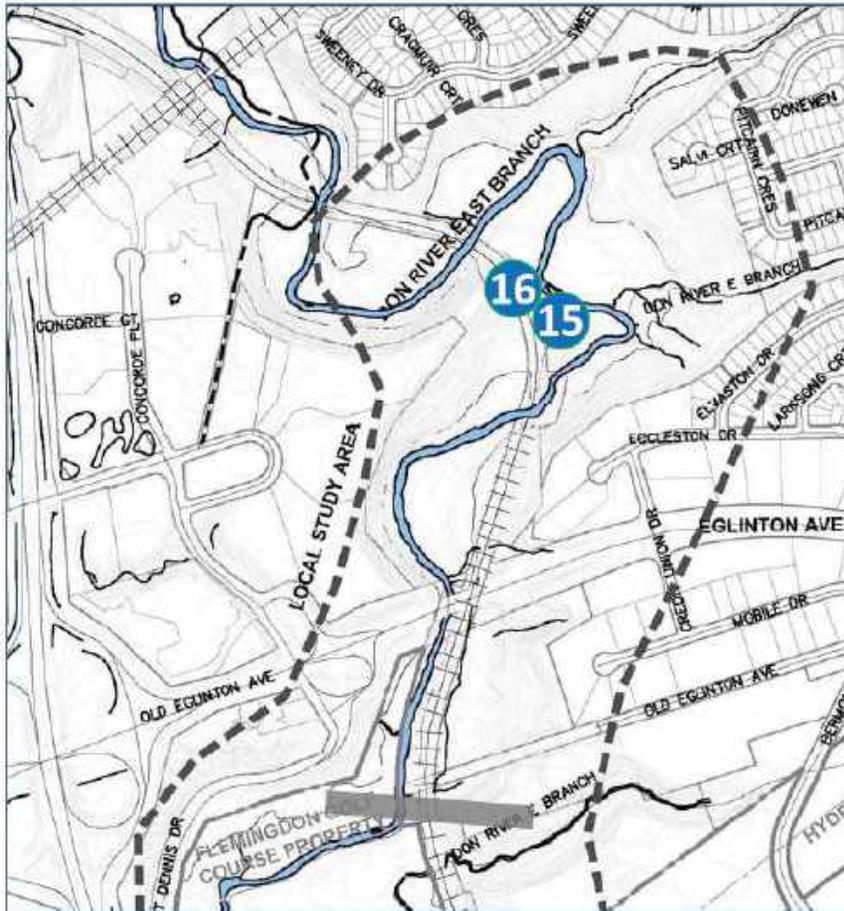
13. Valley wall scar into opposing sand slope .



14. Natural channel as it extends across valley.

Geomorph and Geotechnical Conditions

Reach 1 – Trail Segment 1



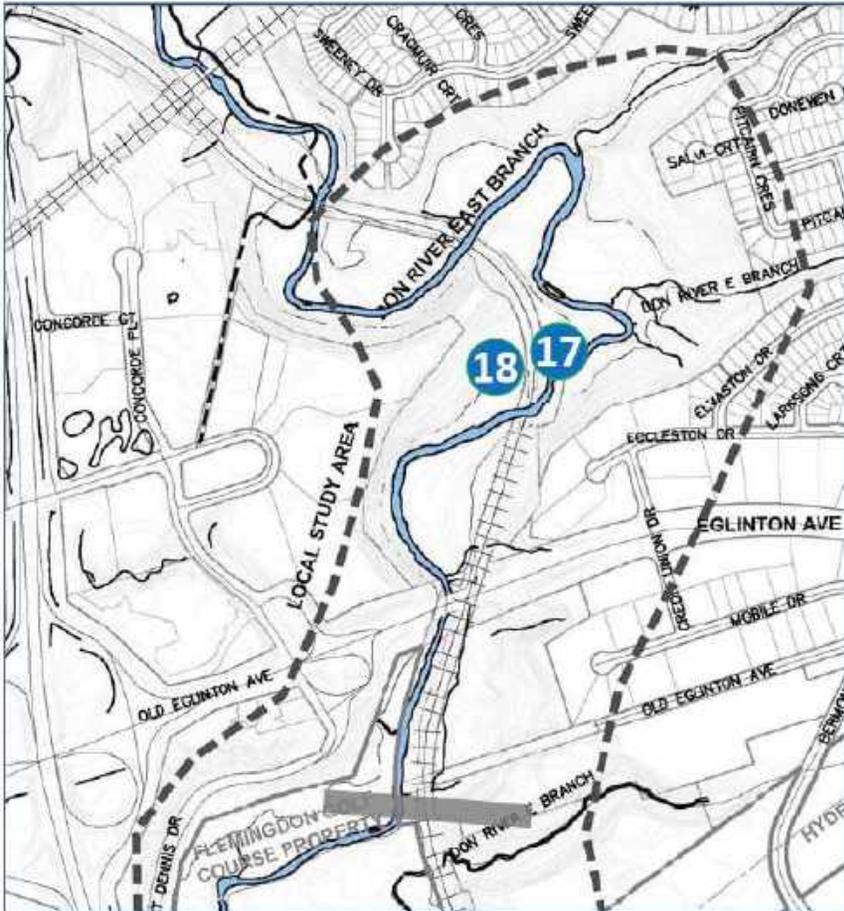
15. Valley wall scar into opposing sand slope .



16. Railway tracks beyond top of valley slope.

Geomorph and Geotechnical Conditions

Reach 1 – Trail Segment 1



Trail Segment 1



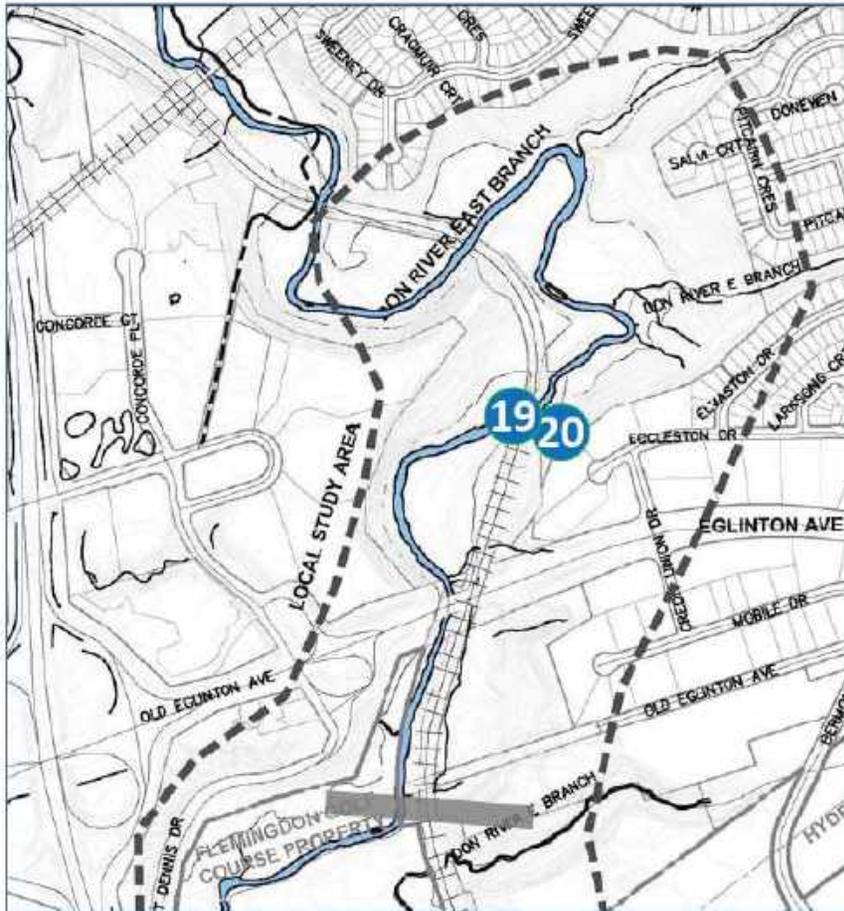
17. Potential tunnel location under railway.



18. Potential tunnel location under railway.

Geomorph and Geotechnical Conditions

Reach 1 – Trail Segment 1



19. Skewed river crossing under bridge.



20. Opposing crossing adjacent to toe of slope.

Geomorph and Geotechnical Conditions

Reach 1 – Trail Segment 1



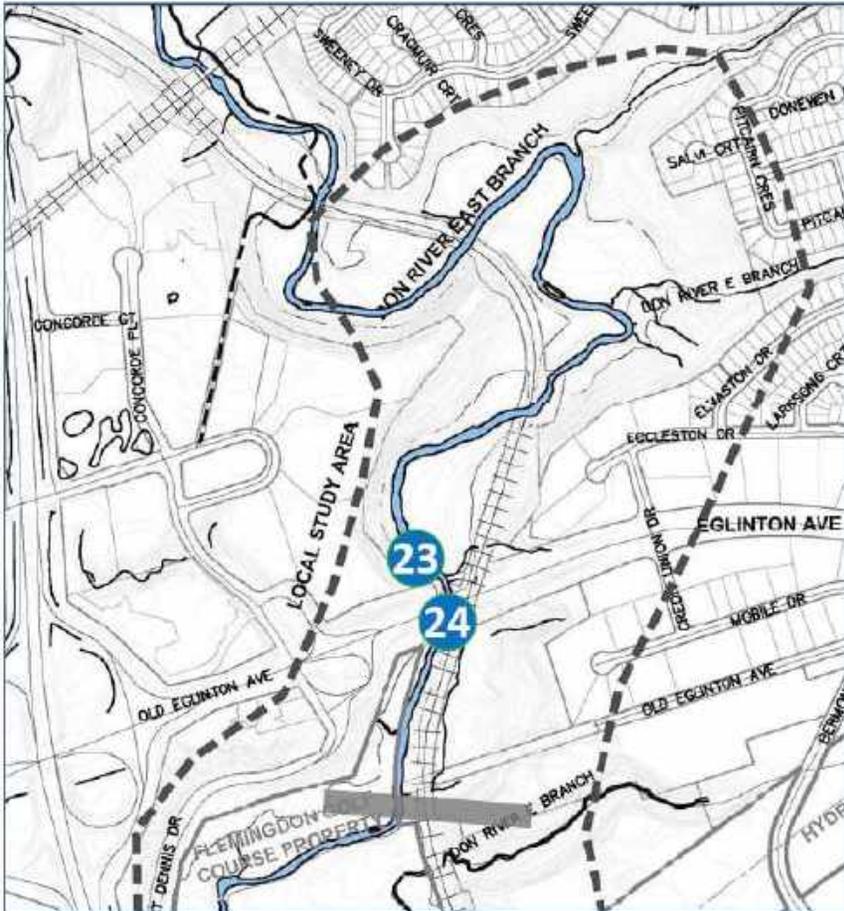
21. Natural channel crossing valley.



22. Valley wall contact with toe protection.

Geomorph and Geotechnical Conditions

Reach 1 – Trail Segment 1



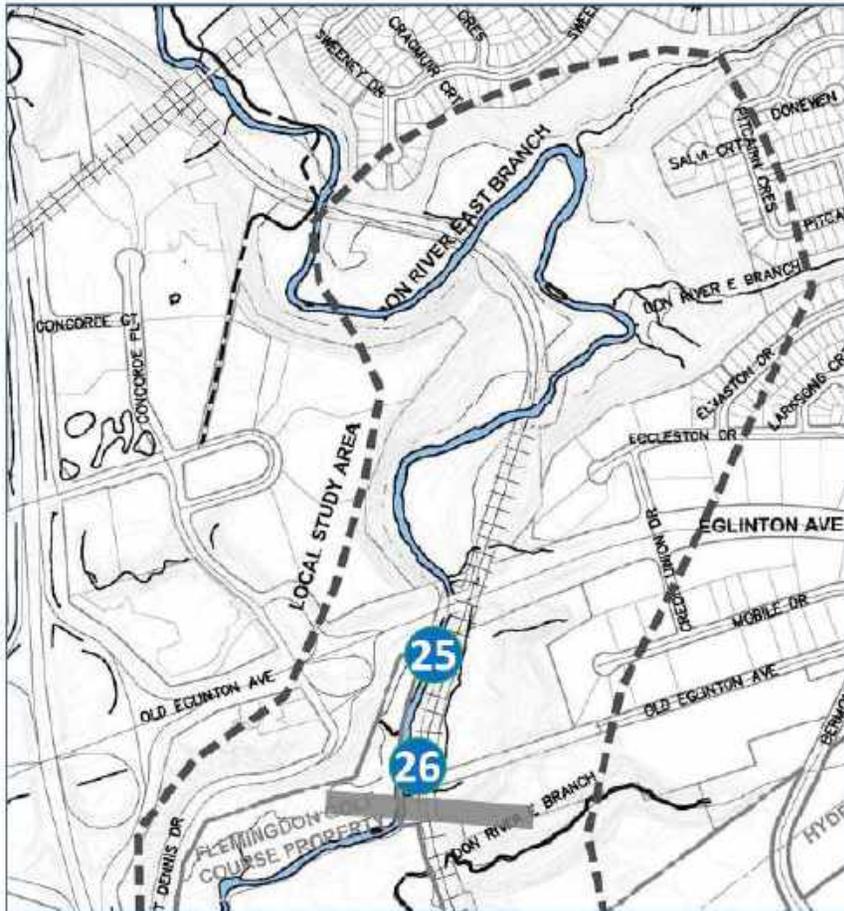
23. Potential trail – channel crossing location.



24. Potential trail – Eglinton crossing location.

Geomorph and Geotechnical Conditions

Reach 1 – Trail Segment 1



25. Channel downstream Eglington



26. Downstream extent Reach 3, Trail Segment 1.

Stream Systems Understanding – Reach 1

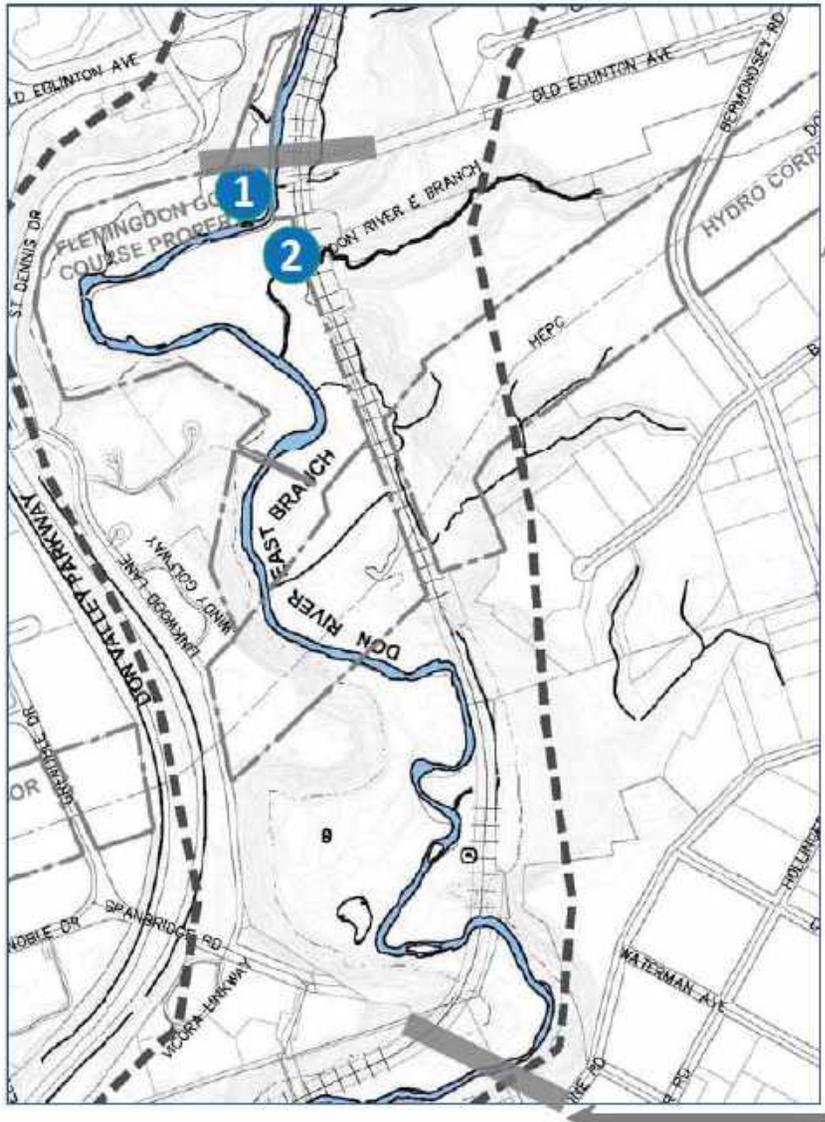


Key Features:

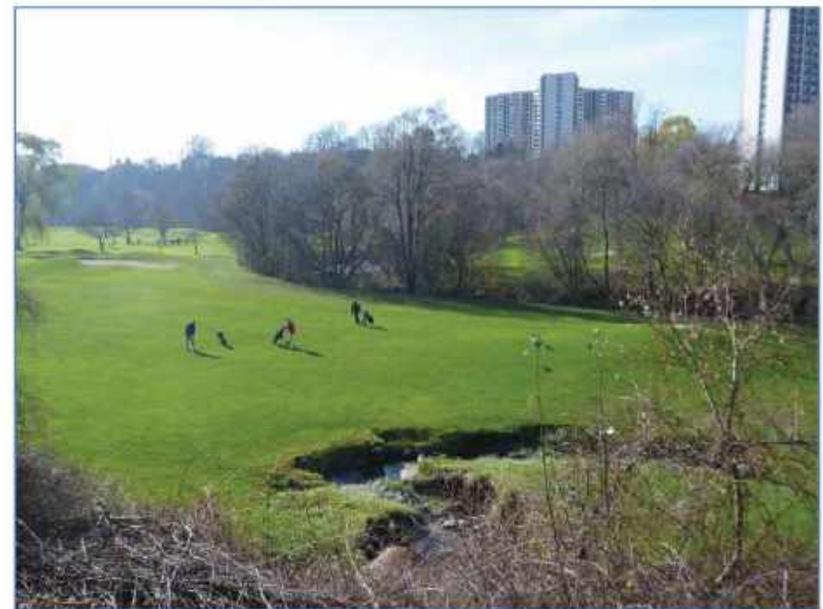
- Significant valley wall contacts throughout reach along outside bend of swooping meanders.
- Channel primarily natural condition with floodplain access into mature valleyland
- Minimal channel alteration, only local areas of bank / rip rap protection.
- Sanitary sewer within valley system.
- One location where trail may extend along top of valley.

Geomorph and Geotechnical Conditions

Reach 2 – Trail Segment 2



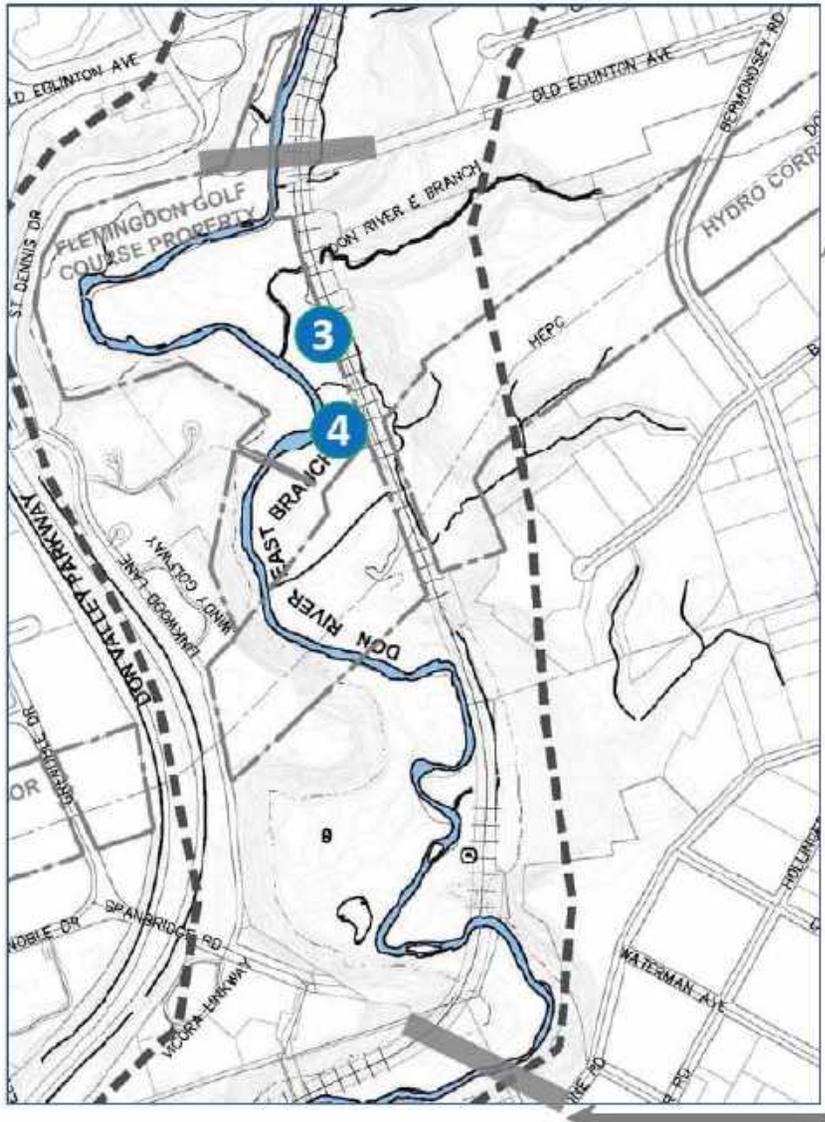
1. Channel erosion along bank in golf course.



2. Downstream extent Reach 3, Trail Segment 1.

Geomorph and Geotechnical Conditions

Reach 2 – Trail Segment 2



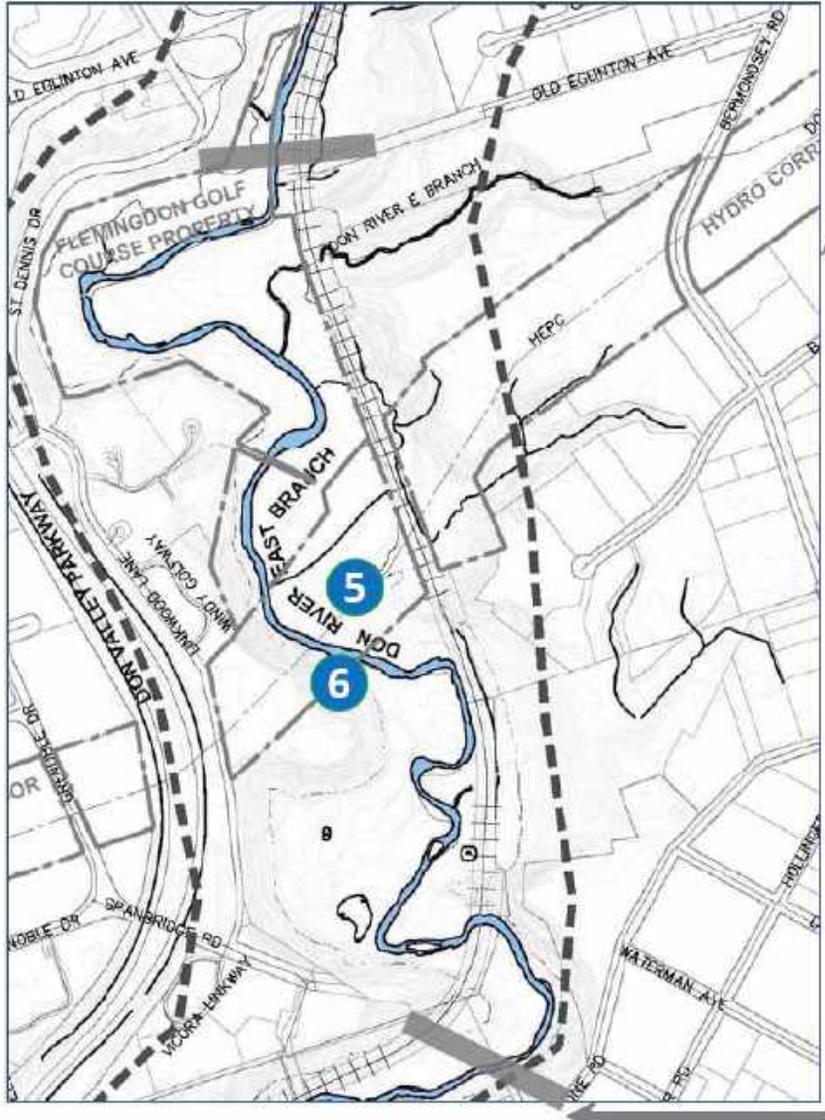
3. Golf course on both sides of channel.



4. Thin riparian buffer between golf course.

Geomorph and Geotechnical Conditions

Reach 2 – Trail Segment 2



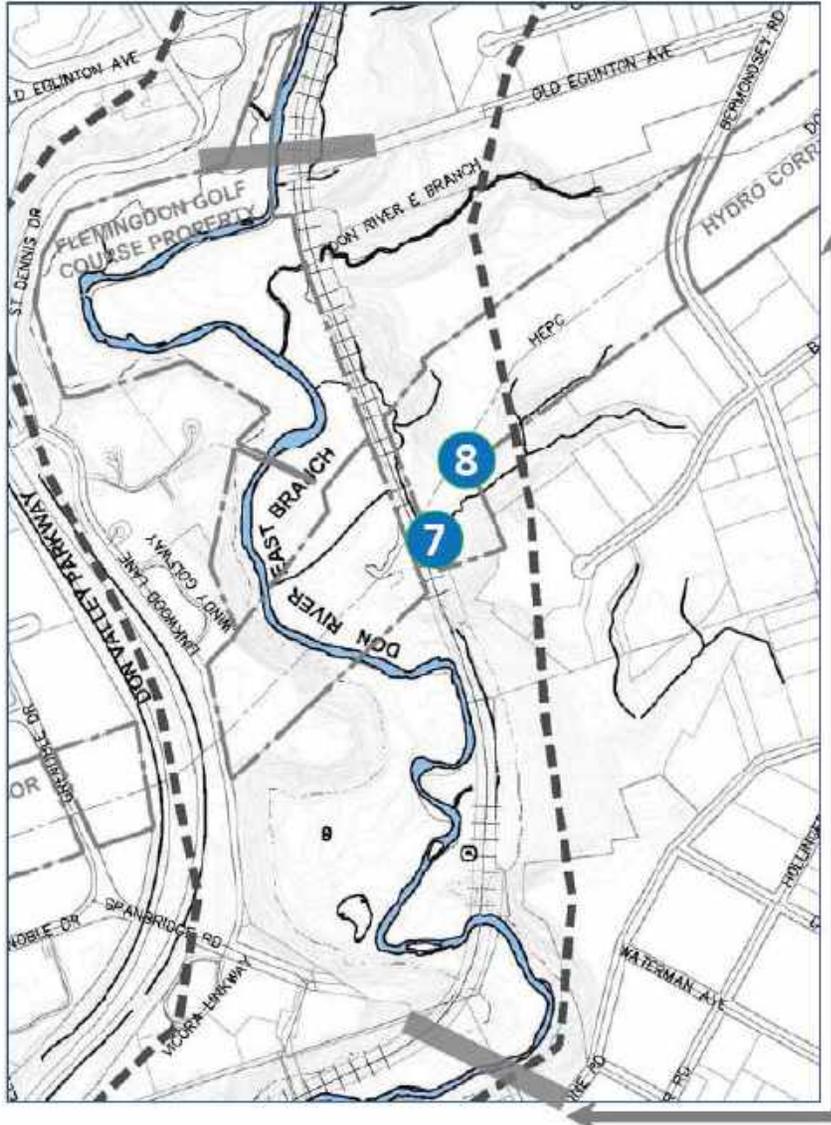
5. Hydro corridor and golf course integration.



6. Natural banks w intermittent hardening.

Geomorph and Geotechnical Conditions

Reach 2 – Trail Segment 2



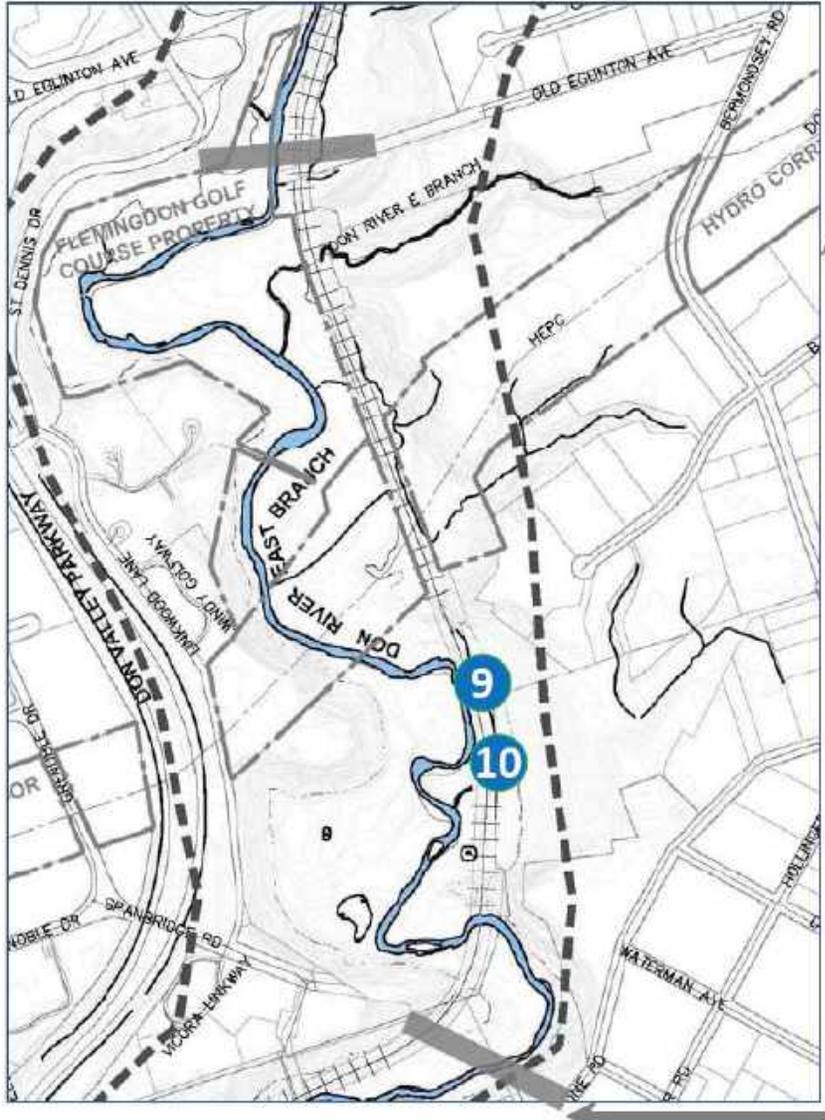
7. Hydro corridor access to valley and railway.



8. Existing hydro maintenance access to valley.

Geomorph and Geotechnical Conditions

Reach 2 – Trail Segment 2



Trail Segment 2



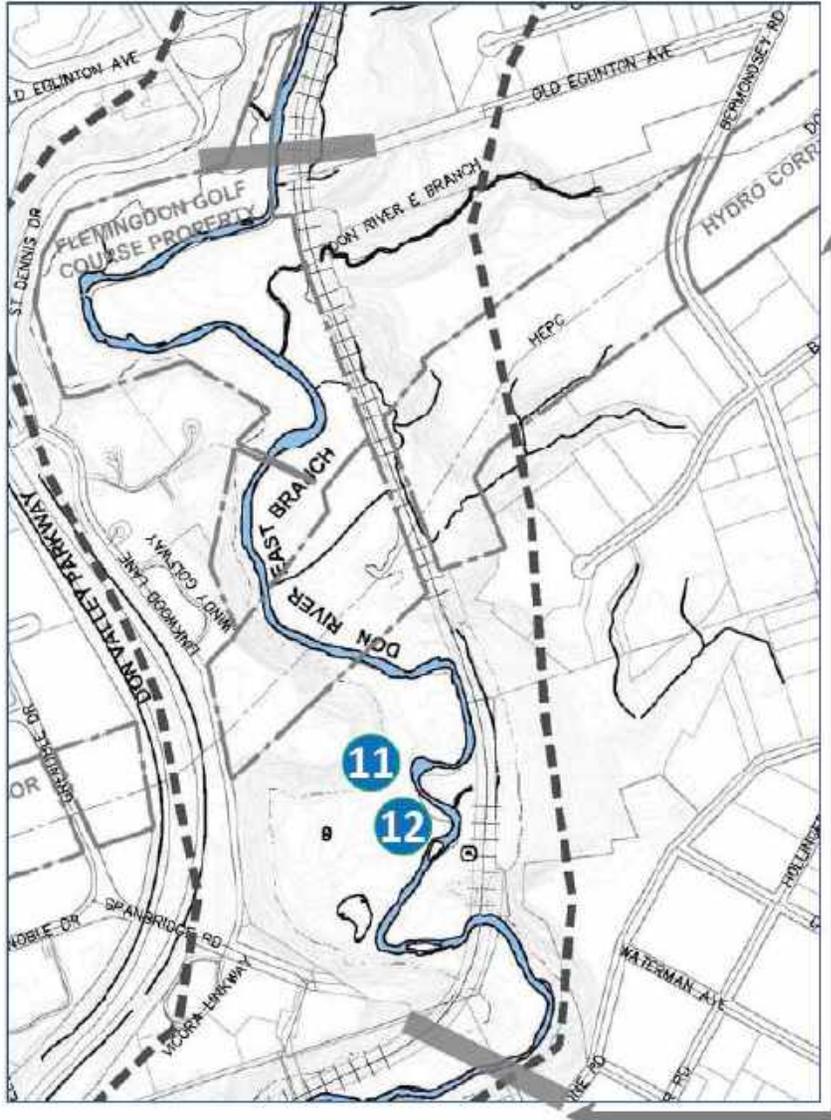
9. Riprap slope protection.



10. Armourstone bank protection.

Geomorph and Geotechnical Conditions

Reach 2 – Trail Segment 2



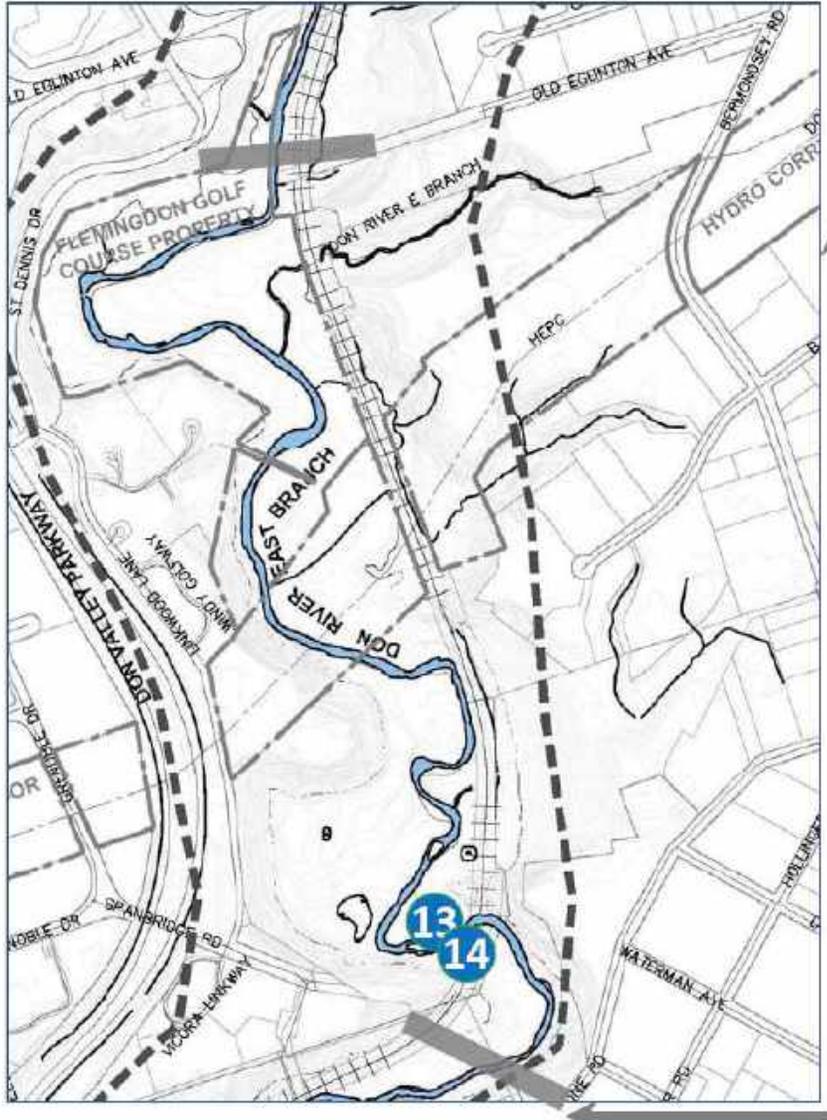
11. Active bank with shelter structure on top.



12. Active outside bend with aggrading point bar.

Geomorph and Geotechnical Conditions

Reach 2 – Trail Segment 2



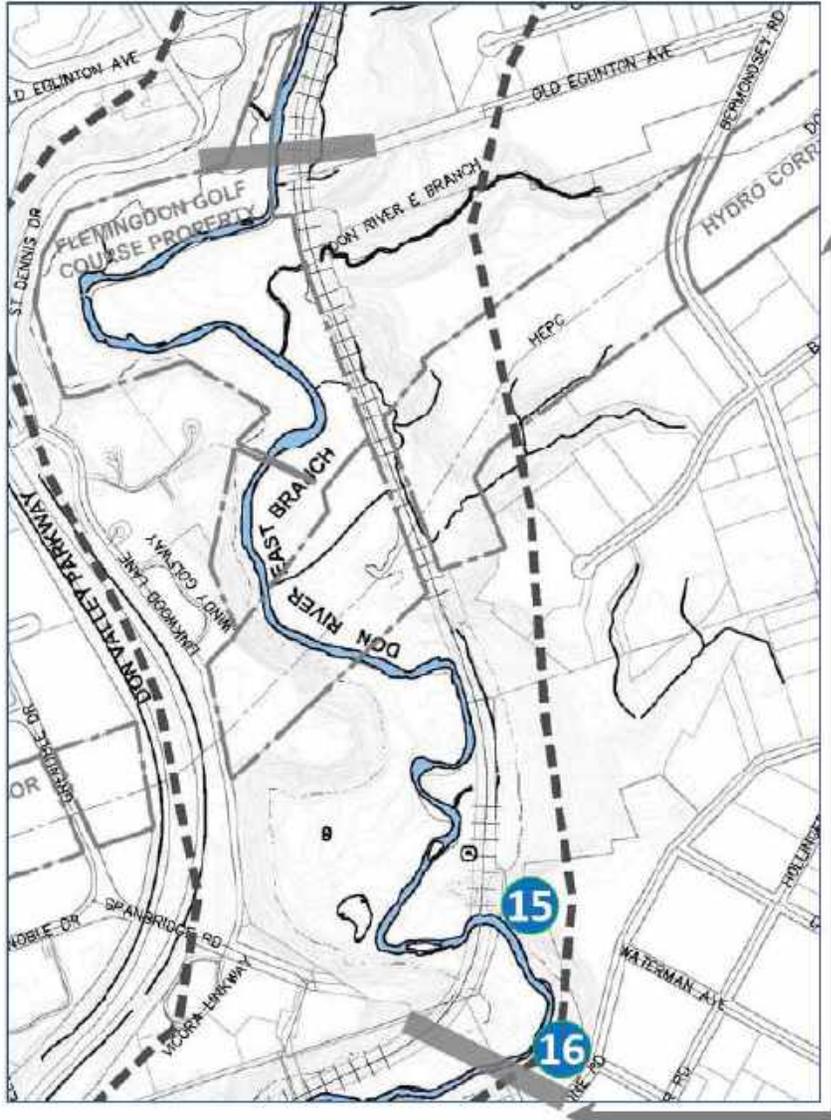
13. Active bank with shelter structure on top.



14. Active outside bend with aggrading point bar.

Geomorph and Geotechnical Conditions

Reach 2 – Trail Segment 2

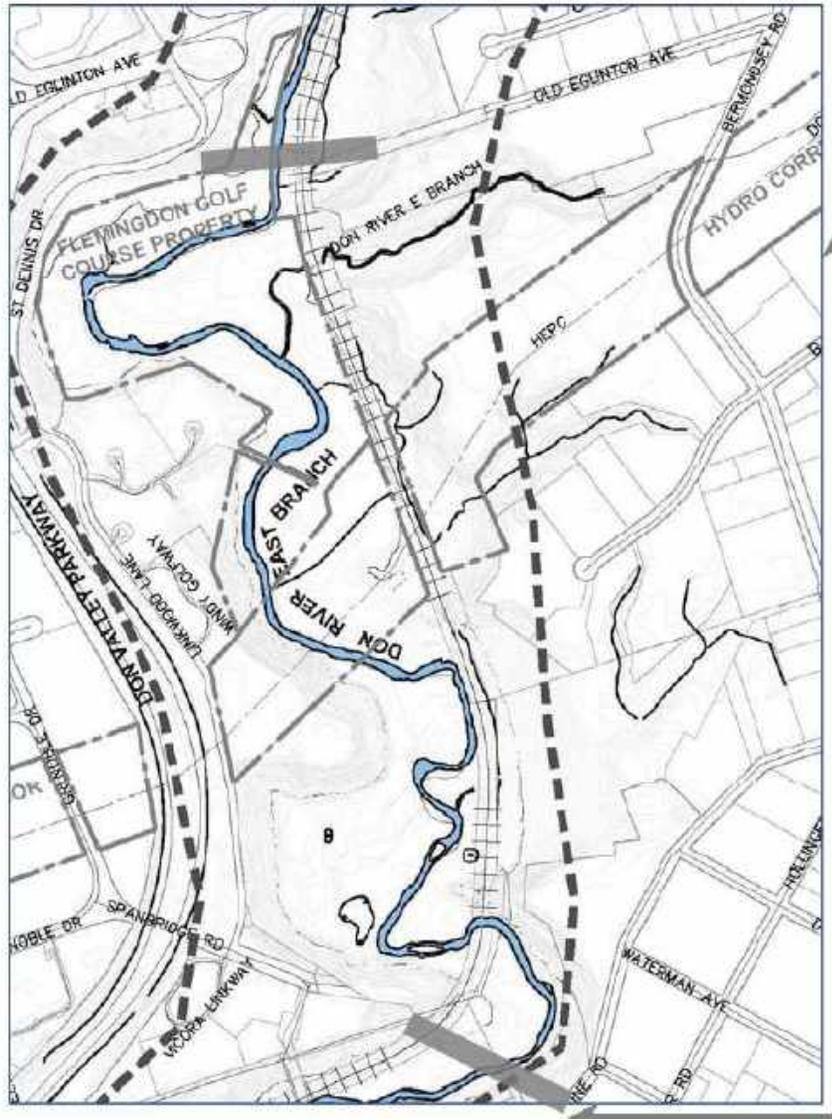


15. Mass slumps of active slope.



16. Active outside bend with aggrading point bar.

Stream Systems Understanding – Reach 2

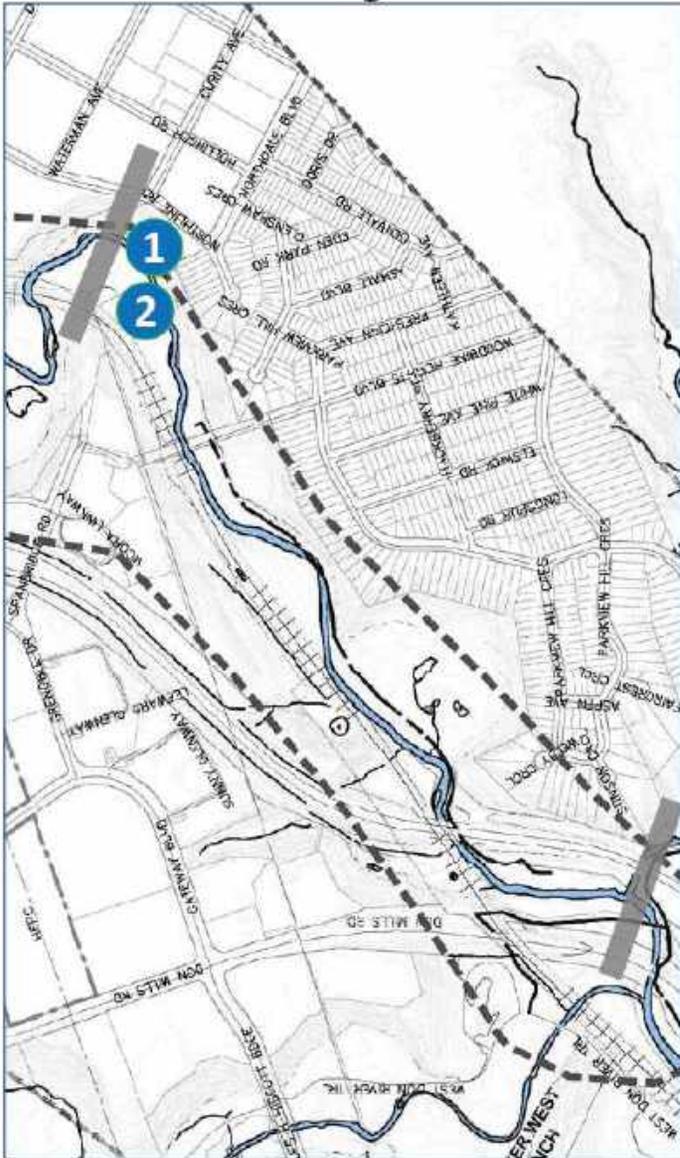


Key Features:

- Wide valley setting with meander contacts along both slopes;
- Average W:D – 35m:1.5m – slightly wider than R3;
- Localized areas of erosion / slope protection;
- Active channel migration and bend extension where unmitigated;
- Overtopping / floodplain access under moderate flow conditions.

Geomorph and Geotechnical Conditions

Reach 3 – Trail Segment 3



Trail Segment 3



1. Natural channel within confined valley.



2. Existing trail alignment in floodplain.

Geomorph and Geotechnical Conditions

Reach 3 – Trail Segment 3



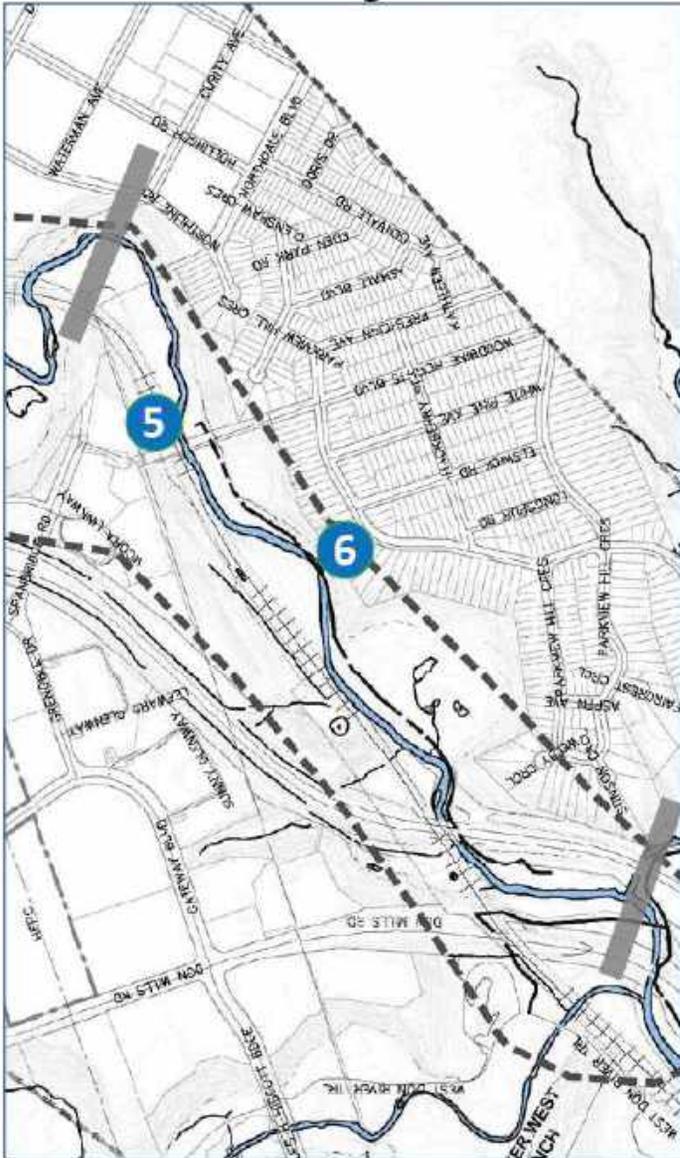
3. Minor valley contact with bike trials on slope.



4. Channel confined by railway tracks.

Geomorph and Geotechnical Conditions

Reach 3 – Trail Segment 3



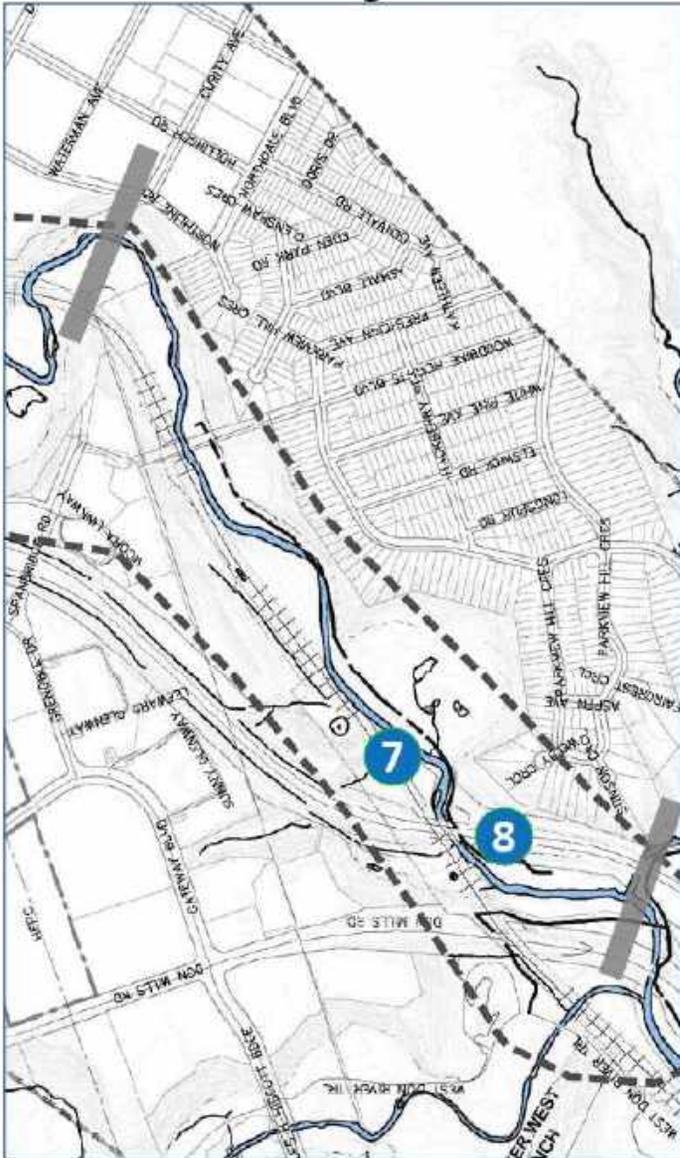
5. Crossing location to tie-in maintenance route.



6. Recent bank and slope engineering.

Geomorph and Geotechnical Conditions

Reach 3 – Trail Segment 3



Trail Segment 3



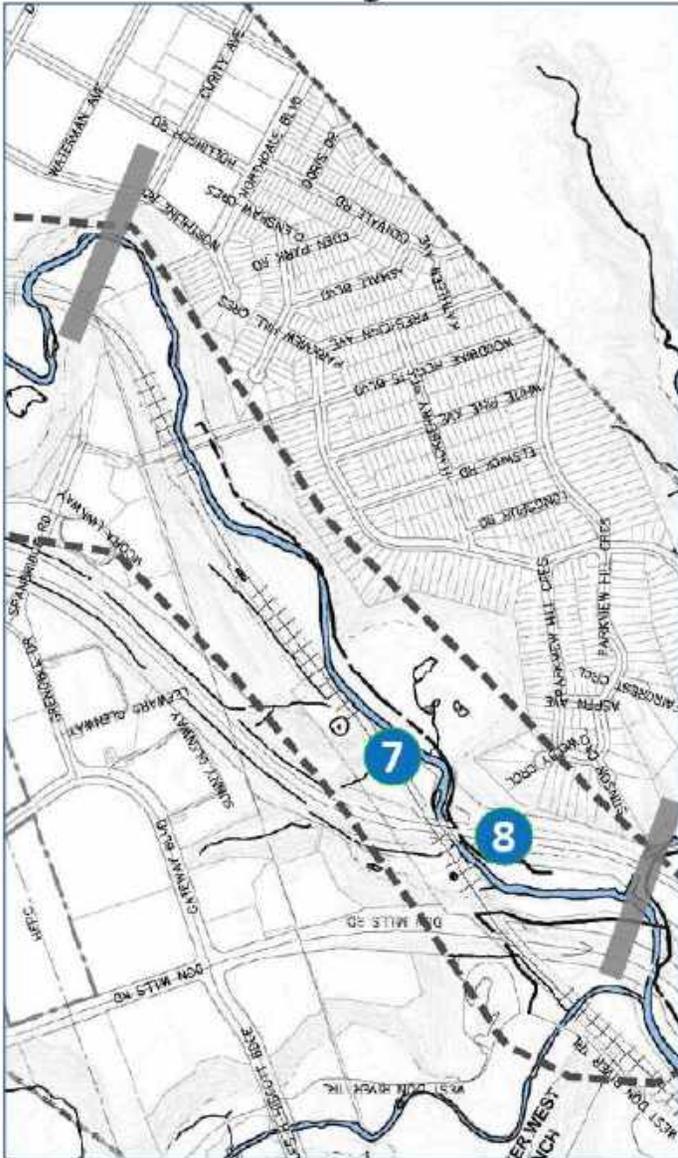
7. Large span bridge under DVP.



8. Existing trail under opposing bank.

Geomorph and Geotechnical Conditions

Reach 3 – Trail Segment 3



Key Features:

- Confined valley setting with low amplitude meanders;
- Average W:D – 30m:2m – slightly narrower and deeper than R3;
- Recent channel and slope engineering to facilitate maint. road;
- Channel generally stable condition;
- Overtopping / floodplain access under moderate flow conditions.



**East Don Trail Environmental Assessment
Community Liaison Committee #2**

Alternatives To and Evaluation Handout

June 4, 2013

Flemingdon Park Library - 2nd Floor, Meeting Room #1
29 St. Dennis Drive, Toronto, ON
6:30 – 8:30 pm

Overview:

Two Alternatives To are being considered:

1. Do Nothing

The alternative “Do Nothing” will consist of no action, no trail infrastructure will be constructed and improved access will not be created into the valley lands. No improvements or changes would be made directly to solve the problems(s) identified.

2. Provide Multi-Use Trail Connection

The Alternative “Provide Multi-use Trail Connection” will consist of constructing a multi-use trail from the existing East Don trail to the Lower Don trail, a trail connection will also be constructed to the Gattineau Corridor Trail. This option will also explore additional access points.

The Alternatives To are a result of previous planning initiatives undertaken outside of the EA process by the City of Toronto: *The Bikeway Trails Implementation Plan* and the *East Don Trail Master Plan Update*

East Don Trail EA Alternatives To Evaluation Criteria

Broad Criteria	Sub Evaluation Criteria
Functional Value	Provides trail infrastructure for a variety of users within the East Don corridor
	Provides connection with existing and planned adjacent trails and uses
	Provides access for a variety of users into the East Don corridor
Natural and Physical Environment	Impact on terrestrial species, communities and/or habitats
	Impact on aquatic species, communities and/or habitats (including wetlands, riparian, and river course)
	Impact to East Don River geomorphic processes (e.g. flooding, baseflows, slope stability)
	Impact on identified Species at Risk (SAR), species of concern, and/or potential ESA.
Social and Cultural Environment	Impact to current valley lands users
	Impact on surrounding neighborhoods and communities
	Impact on Public Safety
	Impact to overall aesthetics of study area
	Impact on opportunities to access and enjoy natural areas within the City
	Impact to cultural heritage resources, including archeological resources
Cost	Capital cost (cost to design and implement associated works)
	Operation and maintenance cost
Technical	Geotechnical considerations/feasibility
	Utility and infrastructure impacts
	Constructability
Supports Planning Initiatives	Bikeway Trails Implementation Plan
	A Healthy Toronto By Design Report: Road to Health: Improving Walking and Cycling in Toronto. April 2012
	City of Toronto Walking Strategy
	City of Toronto Parks Plan 2013-2017, Parks, Forestry and Recreation
	Eglinton Crosstown LRT EA Study
	The City of Toronto Official Plan

Glossary of Terms

Broad Evaluation Criteria: High level standards that will be assessed, and have been based on Environmental Assessment objectives. Each Broad Evaluation Criteria contains additional Sub Evaluation Criteria

Sub Evaluation Criteria: Specific standards that each Alternative To will be evaluated against.

Impact Evaluation: High level assessment results of each of the Alternatives To, done for each of the Sub Evaluation Criteria

Summary of Evaluation: A sum of the impact evaluation for each sub evaluation criteria in the form of a simple illustration. The illustration is meant to allow for easy and comprehensive comparison of the impact evaluation.

Overall Evaluation: Based on the outcomes of the sub evaluation criteria, the Alternative To are each assigned either “Least Preferred” or “Most Preferred” for the Broad Evaluation Criteria in order to determine which option is most suitable.

Multi-use Trail: Facilities separated from the roadway, which support a number of non-motorized uses such as walking, running, cycling, inline skating, wheelchair users, and dog walking, amongst others. In order to accommodate these uses, the multi-use trail must be approximately 3.5 to 4 meters in width with an asphalt surface. Where possible, the trail will meet accessibility requirements and provide access for EMS and maintenance vehicles.

Functional Value

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Provides trail infrastructure for a variety of users within the East Don corridor</i>	<ul style="list-style-type: none"> No new trail infrastructure will be provided 	<ul style="list-style-type: none"> Will provide infrastructure for a broad spectrum of users 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Provides connection with existing and planned adjacent trails and uses</i>	<ul style="list-style-type: none"> No multi use trail connections will be made A significant gap will remain in the multi use trail network 	<ul style="list-style-type: none"> Will provide a critical connection in the City of Toronto's multi use trail system Will connect to existing East Don Trail, Gatineau Corridor Trail, and the Don Trail 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Provides access for a variety of users into the East Don corridor</i>	<ul style="list-style-type: none"> Access will remain the same, no additional points will be made or enhanced Currently some informal access exists that can be unsafe and limits some users from accessing 	<ul style="list-style-type: none"> Will provide additional access or enhance current access points Access points will provide safe access into the East Don Corridor for a variety of users 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
OVERALL		<ul style="list-style-type: none"> Overall the Multi Use Trail Connection option is preferred from a Functional Value perspective as it meets the majority of criteria for functional value 	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Natural and Physical Environment

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<p><i>Impact on terrestrial species, communities and/or habitats</i></p>	<ul style="list-style-type: none"> • No change in impact • Currently unmanaged use of the area (multiple informal trails) is likely impacting terrestrial species, communities and habitats • The number and magnitude of informal trails and access points can impact habitat fragmentation. 	<ul style="list-style-type: none"> • May have a negative or positive impact • Provision of a single, planned route can focus users on a single route away from more sensitive and steep areas preventing further impact • Access to the valley for maintenance vehicles can provide opportunities for restoration and management of invasive species. • Can facilitate wildlife movement across river and rail line • Some vegetation may be removed, however tree replacement will provide an opportunity to remove invasive species and replace with native species. • Some wildlife and habitat may be disrupted during construction and use of the area 		

Natural and Physical Environment *(continued)*

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<p><i>Impact on aquatic species, communities and/or habitats (including wetlands, riparian, and river course)</i></p>	<ul style="list-style-type: none"> • No change in impact • Currently unmanaged use of the area (multiple informal trails) is likely impacting aquatic species, communities and habitats 	<ul style="list-style-type: none"> • May have a negative or positive impact • Construction of crossings can provide opportunities for restoration, mitigation and enhancements. • Provision of a single, planned route can focus users on a single route away from current informal trails near riparian and wetland habitats. • Trail may cross the river at sections disrupting the aquatic species and riparian habitat • Trail may cross or be located adjacent to wetland habitat 		
<p><i>Impact to East Don River geomorphic processes (e.g. flooding, baseflows, slope stability)</i></p>	<ul style="list-style-type: none"> • No change in impact • Currently unmanaged use of the area (multiple informal trails) could be impacting geomorphic processes • System is currently degrading 	<ul style="list-style-type: none"> • May have a negative or positive impact • Construction of trail can provide opportunities for remediation work • Provision of a single, planned route can focus users on a single route away from more sensitive and steep areas preventing further impact • Multi use trail surface may increase runoff entering the East Don River. • Construction and use of trail may impact soil compaction and stability 		

Natural and Physical Environment *(continued)*

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<p><i>Impact on identified Species at Risk (SAR), species of concern, and/or potential ESA.</i></p>	<ul style="list-style-type: none"> • No change in impact • Currently unmanaged use of the area (multiple informal trails) is likely impacting SAR, species of concern, and potential ESR 	<ul style="list-style-type: none"> • May have a negative or positive impact • The trail may travel through the potential ESA area, however the number and magnitude of informal trails and access points may be reduced. • Some vegetation may be removed, however tree replacement will provide an opportunity to remove invasive species and replace with native species • The route will be determined adhering to the SAR Act • Trail construction and use may disrupt the habitat of fauna species of concern • Provision of a single, planned route can focus users on a single route away from SARs, species of concern, or more ecologically sensitive areas of the potential ESA 		

Natural and Physical Environment *(continued)*

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
OVERALL	<ul style="list-style-type: none"> Overall both the Do Nothing and the Multi Use Trail Connection options are preferred from the perspective of the Natural and Physical Environment. The Multi Use Trail Connection option is slightly preferred as impacts may occur, however this option provides an opportunity for mitigation, restoration and enhancement to improve the system. 	<ul style="list-style-type: none"> Overall both the Do Nothing and the Multi Use Trail Connection options are preferred from the perspective of the Natural and Physical Environment. The Multi Use Trail Connection option is slightly preferred as impacts may occur, however this option provides an opportunity for mitigation, restoration and enhancement to improve the system. 		

Social and Cultural Environment

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Impact to current valley lands users</i>	<ul style="list-style-type: none"> No change in impact 	<ul style="list-style-type: none"> Will improve trail infrastructure for current users Will provide safe access into the valley lands Potential for an increase in use of the valley lands 		
<i>Impact on surrounding neighborhoods and communities</i>	<ul style="list-style-type: none"> No change in impact Potential for increase in users on existing walkways, as the existing East Don Trail does not connect with adjacent trails Surrounding communities cut off from direct access to adjacent trail networks 	<ul style="list-style-type: none"> Increased recreational opportunities Will provide connections to communities and adjacent trails Potential for increase in user activity in communities at access points 		
<i>Impact on Public Safety</i>	<ul style="list-style-type: none"> No change in impact Some access points into the valley lands pose safety risk as they are steep and on uneven ground Safety concerns with users crossing active rail line 	<ul style="list-style-type: none"> Will improve public safety for users Multi use surface provides even unobstructed terrain Will provide opportunities for emergency vehicle access and use of wayfinding points (unique identifiers) to identify locations and assist in emergency response. Will provide options for safe off road active transportation and recreational use 		

Social and Cultural Environment *(continued)*

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Impact to overall aesthetics of study area</i>	<ul style="list-style-type: none"> No change in impact 	<ul style="list-style-type: none"> Will provide increased opportunity for people to enjoy aesthetic scenic views within the valley lands The trail may impact the view into the valley lands 		
<i>Impact on opportunities to access and enjoy natural areas within the City</i>	<ul style="list-style-type: none"> No change in impact Currently limited safe access for some to enjoy the natural areas within the valley lands 	<ul style="list-style-type: none"> Increases opportunities for public, and a larger spectrum of users, to access and enjoy natural areas within the City 		
<i>Impact to cultural heritage resources, including archeological resources</i>	<ul style="list-style-type: none"> Unknown at this time Archeological Assessment Stage 1 currently underway 	<ul style="list-style-type: none"> Unknown at this time Archeological Assessment Stage 1 currently underway 		
OVERALL		<ul style="list-style-type: none"> Overall the Multi Use Trail Connection option is preferred from the Social and Cultural perspective as it will provide recreational opportunities, increase public safety (trail use and access), connect adjacent communities and neighborhoods, and increase opportunities to enjoy and appreciate nature. 		

Cost

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Capital cost (cost to design and implement associated works)</i>	<ul style="list-style-type: none"> No additional cost associated 	<ul style="list-style-type: none"> A cost will be associated with this option Funding currently allocated in capital budget for implementation 		
<i>Operation and maintenance cost</i>	<ul style="list-style-type: none"> On going costs that are currently not factored into budget planning, including emergency and maintenance access, and management of informal use. 	<ul style="list-style-type: none"> A cost will be associated with this option May decrease some current infrastructure located in the valley and maintenance costs. 		
OVERALL	<ul style="list-style-type: none"> Overall both the Do Nothing and the Multi Use Trail Connection options are preferred from the Cost perspective. The Multi Use Trail Connection Option will include a cost, however funding has already been allocated. The Do Nothing option currently has costs associated that are above and beyond the current budget. 	<ul style="list-style-type: none"> Overall both the Do Nothing and the Multi Use Trail Connection options are preferred from the Cost perspective. The Multi Use Trail Connection Option will include a cost, however funding has already been allocated. The Do Nothing option currently has costs associated that are above and beyond the current budget. 		

Technical

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Geotechnical considerations/feasibility</i>	<ul style="list-style-type: none"> • Not applicable 	<ul style="list-style-type: none"> • Feasible from a geotechnical perspective 		
<i>Utility and infrastructure impacts</i>	<ul style="list-style-type: none"> • No impact • Limits access for utility and park maintenance vehicles and activities in the valley lands 	<ul style="list-style-type: none"> • Feasible considering the current utilities and infrastructure • Potential to negatively impact some existing infrastructure and improve others • Supports access for utility and park maintenance vehicles/activities (located within the East Don corridor) 		
<i>Constructability</i>	<ul style="list-style-type: none"> • Not applicable 	<ul style="list-style-type: none"> • Feasible from a construction perspective 		
OVERALL		<ul style="list-style-type: none"> • Overall the Do Nothing and the Multi Use Trail Connection options are technically feasible. The Multi Use Trail Connection option is preferred from the Technical perspective as it will support access for utility and park maintenance activities. 		

Supports Planning Initiatives

Sub evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Bikeway Trails Implementation Plan</i>	• Does not meet the objectives	• Adheres to planning initiatives and objectives	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>A Healthy Toronto By Design Report: Road to Health: Improving Walking and Cycling in Toronto. April 2012</i>	• Does not support	• Adheres to planning initiative	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>City of Toronto Walking Strategy</i>	• Does not support	• Adheres to planning initiative	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>City of Toronto Parks Plan 2013-2017, Parks, Forestry and Recreation</i>	• Does not meet the objectives	• Adheres to planning initiatives and objectives	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Eglinton Crosstown LRT EA Study</i>	• Does not support	• Adheres to planning initiative	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The City of Toronto Official Plan</i>	• Does not support	• Adheres to planning initiative	<input type="checkbox"/>	<input checked="" type="checkbox"/>
OVERALL		• Overall the Multi Use Trail Connection option is preferred from a Planning Initiatives perspective as it supports a number of current planning initiatives	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Overall Evaluation

Evaluation criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
Functional Value		Meets the majority of criteria for functional value	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Natural and Physical Environment	The Multi Use Trail Connection option is slightly preferred as impacts may occur, however this option provides a mechanism for managing current human use of the valley corridor and an opportunity for mitigation, restoration and enhancement to improve the system	The Multi Use Trail Connection option is slightly preferred as impacts may occur, however this option provides a mechanism for managing current human use of the valley corridor and an opportunity for mitigation, restoration and enhancement to improve the system	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Social and Cultural Environment		Will provide recreational opportunities, increase public safety (trail use and access), connect adjacent communities and neighborhoods, and increase opportunities to enjoy and appreciate nature.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Cost	The Multi Use Trail Connection Option will include a cost, however funding has already been allocated. The Do Nothing option currently has costs associated that are above and beyond the current budget.	The Multi Use Trail Connection Option will include a cost, however funding has already been allocated. The Do Nothing option currently has costs associated that are above and beyond the current budget.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Technical		Is technically feasible, and will support access for utility and park maintenance activities	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Supports Planning Initiatives		Supports a number of current planning initiatives	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Preferred Solution:	2 of 6	6 of 6	<input type="checkbox"/>	<input checked="" type="checkbox"/>

East Don Trail EA Alternatives To and Evaluation Questions – Community Liaison Committee #2 June 4, 2013

Please use the following questions to help guide discussion concerning the evaluation of Alternatives To

Alternatives To Evaluation Criteria Questions:

1. Do you agree with the broad evaluation criteria? If no, please explain.

2. Is there a category that is missing in the broad evaluation criteria? If yes, please explain.

3. Do you agree with the sub evaluation criteria? If no, please explain.

4. Are there any sub evaluation criteria that are missing? If yes, please explain.

5. Are any of the sub evaluation criteria redundant or unnecessary? If yes, please explain.

Alternatives To Evaluation Questions:

1. Have the evaluation rationales/assessments captured the high level impacts? If no, please explain.

a. Are any key impacts missing?

b. Are any impacts redundant?

c. Do you disagree with any of the impacts?

2. Do you agree with the summary evaluation (most preferred, intermediate preferred, least preferred, not applicable/unknown)?

3. Do you agree with the overall evaluation?

Do you have any other questions or comments related to the East Don Trail Environmental Assessment process to date?

Please leave your completed questionnaire at the door on the way out OR if you'd like more time to write your comments, please send them no later than Tuesday June 18, 2013 to:

ATTN: Natalie Seniuk, Project Coordinator

Email: nсениuk@trca.on.ca

Mail:

Toronto and Region Conservation Authority
Restoration Services
5 Shoreham Drive, Downsview, ON M3N 1S4

**East Don Trail Project
Environmental Assessment**

**Community Liaison Committee Meeting #2
Notes**

Flemingdon Park Library
2nd Floor, Meeting Room #1
June 4th, 2013
6:30pm – 8:30pm

Meeting Chair: Adele Freeman

Note Taker: Natalie Seniuk

ATTENDANCE	
Name	Affiliation
Lisa Turnbull	Toronto and Region Conservation Authority
Natalie Seniuk	Toronto and Region Conservation Authority
Violetta Tkazcuk	Toronto and Region Conservation Authority
Garth Armour	City of Toronto
Jennifer Hyland	City of Toronto
Dave Maunder	Aquafor Beech Ltd.
Rob Amos	Aquafor Beech Ltd.
[REDACTED]	Bike 25
[REDACTED]	Cycle Toronto
[REDACTED]	Don Mills Residents Inc.
[REDACTED]	Flemingdon Health Centre - Alternate
[REDACTED]	Todmorden Mills Wildflower Preserve
[REDACTED]	Toronto Field Naturalists
[REDACTED]	Toronto Ornithological Club
[REDACTED]	Victoria Village Community Association
[REDACTED]	Walk Toronto
[REDACTED]	Woodbine Gardens Homeowners Association
[REDACTED]	Wynford Concorde Residents Group
Regrets:	[REDACTED] (Action for Neighbourhood Change/Hub, Victoria Village), [REDACTED] (Don Watershed Regeneration Council), [REDACTED] (Flemingdon Health Centre), [REDACTED] (Friends of the Don East), [REDACTED] (OREG – Ontario Road Ecology Group), [REDACTED] i (Parkview Hills Community Association), [REDACTED] (Resident Ward 29) [REDACTED] (Toronto Centre for Active Transportation)

WELCOME AND OPENING COMMENTS

The Chair, Adele Freeman (AF or The Chair) - Director of Watershed Management at Toronto and Region Conservation Authority (TRCA) - welcomed everyone to Community Liaison Committee (CLC) Meeting #2

The Chair asked that CLC meeting participants to introduce themselves.

Violetta Tkaczuk (VT) – Project Manager with TRCA - welcomed the group to the meeting and went over the agenda for the evening.

VT provided an overview of the relevant planning initiatives that were used to develop the project objectives, identify the problems and opportunities, and the opportunity statement.

VT showed the map and key points that were visited as part of the sitewalk that was undertaken on May 30 with available CLC Members and members of the project team. A brief description of the three locations and key features that were discussed during this visit were presented.

EXISTING CONDITIONS

VT presented the existing conditions within the Regional and Local Study Areas.

Groundwater and Baseflows

Baseflow accounts for 49% of the mean annual discharge in the Don River (river flow is generally made up of groundwater discharge (baseflow) and land surface runoff)

Stormwater Management and Water Quality

Stormwater management was often not implemented within the area historically, but as development boomed stormwater management practices became more prevalent in the 1980's

Natural Cover: Flora

The regional and local study areas follow the same trend regarding the natural cover types present within them with forest cover being the most highly represented natural cover type.

L Ranks are a means of ranking flora and fauna, and are assigned relative scores according to their ecological needs and sensitivities, the range being L1 (intolerant) to L5 (tolerant). L1 to L3 are of regional concern in TRCA jurisdiction, L4 are considered to be of concern in the urban areas.

Natural Cover: Wetlands

No provincially significant wetlands are present within the regional study area. Wetlands are found throughout the regional and local study area, and total 5.1ha in size for the entire local study area.

Fauna: Wildlife and Habitat

Natural Cover in the Regional Study Area is lower than other areas within TRCA's jurisdiction. Across other areas within TRCA's jurisdiction natural cover represents 25% of the area, whereas, in the Don this natural cover only represents 12%. Species at Risk within the Regional Study Area include the Eastern Meadowlark; Species of Concern include the Eastern Wood Pewee; and, invasive species include the European Starling.

Fauna: Fish and Fish Habitat

Fish and fish habitat within the East Don River is monitored through the Ontario Stream Assessment Protocol (OSAP). This program is run by TRCA and includes an annual bugs and benthics survey (as they are an excellent indicator of water quality), annual bank profile survey, and a fish survey that is undertaken every three years.

A number of existing instream barriers exist within the system including weirs, and natural debris. These prevent fish from moving up stream.

Potential Environmentally Significant Areas (ESA)

Wigmore Park Ravine is the only potential Environmentally Significant Area within the Regional Study Area. It has been designated as an ESA because it meets 3 of 4 criteria set out for designation.

Land Use

The majority of the land use within the Region Study Area is residential, followed by green/open space and recreation, and then industrial

Questions related to Existing Conditions

CLC Question:

What do the numbers on the map on slide "Groundwater and Baseflow" stand for (see slides for reference)?

Project Team Response

They show the percentage of the total baseflow that is contributed to the system by each of the subwatersheds. Based on the numbers shown on the map, most of the groundwater discharge is occurring in the lower reach of watershed.

The Chair requested that the information regarding what the percentages on the map stand for be posted for the benefit of CLC members unable to attend.

CLC Question

When referring to the L Ranks, what does tolerant/intolerant mean?

Project Team Response

The L Ranks represents a species tolerance to their ecological need and sensitivity to their environment. L1 Ranked species are most sensitive to disturbance within their environment.

CLC Question

Is part of this project remediation to remove invasive species from the study area? (Examples of invasive flora species inquired about included dog strangling vine, Manitoba Maple)?

Project Team Response

It is not part of the project; however as part of the project species will be removed for trail construction, and these may be invasive species where possible. The species removed, will always be replaced with native species.

CLC Question

Are the species of concern presented in the slides the only ones found in the regional and local study areas? And, does this only apply to flora species?

Project Team Response

No, there are other species within the area including fauna. Only some were shown to provide an example and illustrate what can be found. It should also be noted that there is a difference between species at risk (regulated by MNR) and species of concern (as listed by COSEWIC – Committee on the Status of Endangered Wildlife in Canada). Species of concern are listed but they do not have legislation protecting them.

CLC Question

What does natural cover refer to?

Project Team Response

Natural cover refers to the natural and un-groomed areas. They are often made up of forests and successional areas. They do not necessarily relate directly to what wildlife in the area need, but could potentially be used as habitat by a variety of species.

CLC Question

When it is stated that there are Species at Risk identified in the area, is it based on a specific population size?

Project Team Response

No, it is based on surveys that have been completed, and may represent only a single sighting.

CLC Question

Are there known to be any Species at Risk nesting within the Regional Study Area?

Project Team Response

Not to our knowledge, but it is possible. To date, a study to assess this has not been completed.

CLC Question

Can the notes of additional species be provided? And, was this only a sample of a larger list?

Project Team Response

This is only a sampling however, there are other species that were identified in our records, this will be included in the East Don Trail EA existing conditions report that will form part of the EA.

CLC Question

There are Chinook Salmon that run up the Don River. Are they harming the other fish?

Project Team Response

Chinook are introduced species however, they are not harming the other fish. Chinook run up the system to Markham, likely because the barriers that used to be in place in the Don River have been removed. It should also be noted that they are not a reproducing population. The native salmon species to the area is the Atlantic Salmon, and fingerlings were found recently in the area.

CLC Question

Are all the fish found in the Don River system native?

Project Team Response

The majority of fish found in the Don River system are common native fish. The only invasive species is the common carp.

CLC Question

Are there any Koy?

Project Team Response

Koy are mostly found in ponds and contained areas near residential areas. They have been surveyed however, when it does happen it is just an occurrence and not prevalent.

CLC Comment

Chinook salmon are invasive. The Chair clarified that they are not categorized this way by TRCA.

CLC Question

Are Brown Trout invasive, or are they native to Ontario?

Project Team Response

AF noted that we are not sure that they are native to this area, but possibly stocked. The project team will check. Historically, Brown Trout have been competitive with Atlantic Salmon for habitat.

CLC Question

What is the process for designating an ESA?

Project Team Response

In approximately 2008 City of Toronto identified additional areas within the City that could be potential ESA. To qualify as an ESA the site/area must meet one of the four set criteria. Wigmore Park Ravine is a candidate site and meets three of the four criteria, which means that it is a significant area and needs to be paid close attention to it during design. Currently, there is not any set legislation for the protection of this area. Candidate areas will be presented to City Council for approval as part of the next Municipal Plan process.

CLC Question

What does having an ESA in the area mean? Will the presence of the ESA affect routing and construction or, just implementation?

Project Team Response

The presence of the potential ESA will not preclude activities but is a consideration in how the trail is built and the care taken to protect significant resources. This will be addressed later in the process.

CLC Comment

Ward 25 should be added to the mapping and presentation as it is affected by the project.

GEOMORPHIC AND GEOTECHNICAL ANALYSIS

Rob Amos (RA) – with Aquafor Beech Ltd. – presented the geomorphic and geotechnical analysis that was undertaken for the project. Fluvial geomorphology is the science of how water interacts with land.

Historic comparison of the geomorphic investigation

From 1949-67 some big changes occurred outside of the valley system in terms of development. This included significant changes to the Don River itself, such as, some realignment of the river and hardening of the channel banks. From 1949 to 2011 we see a lot of urbanization occurring including the addition of significant roadway crossings. Urbanization places stresses on the water course and impacts the river system.

Physiography of the study area

RA showed an image of what the Don River would have looked like with the lake Iroquois shoreline (which receded 9000 years ago to the current Lake Ontario). The receding of the lake left a lot of sand and silt deposits which run through the Study Areas. As a result, we now have sandy planes (old shoreline) and do not see a lot of bedrock in the area.

Assessment of the Reaches

In order to assist with the assessment, the river channel within the Local Study Area was divided into three reaches which are each based on similar characteristics. The area upstream of the Local Study Area was also reviewed in order to take some lessons learned.

Upstream Trail

- Site 1 (S1) and Site 2 (S2) the banks of the Don River have been hardened to protect infrastructure. There are some interesting aspects to the existing trail including an offline wetland area in Sauriol Conservation Area with a viewpoint.
- S3 a different type of hardening of the river is present, and is made up of gabion baskets to protect existing trail.
- S4 the existing multi-use trail runs along the toe of valley and the banks of the river have been hardened to protect it.
- S5 shows a concrete weir (or fish barrier) that was implemented with a channel realignment to help with grade changes within the river.
- S6 is location at the first bridge crossing in the area and the banks have been armoured. It was noted that for this project, the team will be trying to increase the span of the bridges to reduce the hardening of the banks.
- At S7 the trail is acting as a physical divider between the wetland and the river channel.
- S8 shows the location of the trail at the railway crossing. This was not an ideal location. The natural channel upstream is significantly impinged due to trail which causes flooding and overtopping of the banks. As part of the design for this project, the team will want to ensure that the hydraulics of the system are as minimally impacted as possible.
- S9 is an example of a crossing that is working a bit better (than S8) and there is only minor impingement and hardening present here.

Reach 1 (R1) – North end of Local Study Area

- S1 is the location of the upstream tie-in to the existing trail. A crossing would be required near this area otherwise; the trail may need to go outside of valley.
- S2 is the site of the northern most large erosion scar (which is similar to the one seen on the CLC site walk). At this site one can see the sands and silts that make up the valley slope.
- S3 is an example of some of the existing infrastructure that is present within the valley system (this site shows a manhole for the existing storm sewer system).
- S5 & S6 show an example of an informal trail that is running close to the river bank. As part of this project, design of the multi-use trail will maintain a minimum buffer from the edge of bank to reduce risks due to erosion.
- At S7 & S8 present examples of where active erosion and fallen trees are present within the Study Area.
- S9 is the location of first railway crossing that they may need to be addressed as part of trail design.
- S10 shows the opposing side of the river bank to S9. This bank would be much harder to access than that at S9.
- S11 & S12 are sites where stormwater infrastructure (outfalls) is present. The images show the aging infrastructure and its impact on the area.
- S14 shows a different river channel setting. In this area you begin to see examples of a more natural channel than that present north of S14.
- S15 is the site of the erosion scar at base of railway line and provides a good illustration of some of the considerations for design.

- At S17 & S18 the railway line is shown that will need to be crossed as part of a trail.
- S21 & S22 are sites where valleywall contact of the river has been made and some valley toe protection has been constructed. At this site there is also an open meadow that could be potential habitat for the meadowlarks that have been surveyed in the area.
- S23 & S24 are located at the potential crossing point near Eglinton Avenue, and will need to be closely assessed during detailed design as it may prove to be a tricky crossing, which will likely require a bridge crossing of the channel upstream of Eglinton, and then alteration of the existing embankments to fit the trail under the bridge. The Metrolinx rail line also crosses under this bridge structure.

In the interest of time, the geomorphic and geotechnical conditions presentation was not completed. It was agreed, by the CLC Members present, that the remaining Reaches (R2 & R3) would be presented at CLC Meeting #3.

RA provided a brief summary of R2 & R3 before the group continued on to the evaluation of Alternatives To.

Questions related to the Geomorphic and Geotechnical Analysis

CLC Question

Will Toronto Water have to come in to do maintenance in the area and be a cause of continuous disturbance, even if the trail is not built?

Project Team Response

Yes, Toronto water will be accessing the area for regular maintenance, and they are involved in this project. Their hope is that the trail system will act as a permanent access route to their infrastructure when it requires maintenance.

CLC Comment

If you are going to design and construct a new trail, it might as well be located where their (Toronto Water) disturbance will already occur.

Project Team Response

Sewer infrastructure will be considered as part of the evaluation of the trail alignments. There are other factors that will be considered as well; however, Toronto Water will be part of the discussions because they are interested in using the trail for access.

CLC Question

If Toronto Water is going to be using the trail for maintenance, there is a high probability that this will result in damage to the trail and it could go without being repaired. Will the design consider the weight of these vehicles?

Project Team Response

This point has been noted, and will be discussed further at the detailed design stage for the project

REVISED OPPORTUNITY STATEMENT

VT presented the final opportunity statement as refined based on feedback received through public consultation including Community Liaison Committee, Technical Advisory Committee, the Public Information Centre, and other individual points of contact.

DESCRIPTION OF ALTERNATIVES TO

VT explained what Alternatives To are, the two that are being considered for this project, and what initiatives drove the development of the Alternatives To.

Alternatives To are are high level options to solve the problems and opportunities presented. The Alternatives To have been scoped down based on the previous planning initiatives that were developed for the area. TRCA and City spoke with the Ministry of the Environment (MOE) to confirm that they had support to present two (2) Alternatives To, and that those presented provide good solutions to the problem.

VT explained the evaluation of the Alternatives To. Six (6) broad evaluation criteria were developed to evaluate the Alternatives To. These broad evaluation criteria are the overarching themes under which high level impacts will be categorized. VT provided an overview of the various components that make up the evaluation table.

Two notes were made about criteria:

1. The criteria are based on the perspective of a multi-use trail user.
2. Population growth was not considered in each criterion but was looked at as more of an overarching theme throughout all of the criteria.

CLC Question

Do we have any control over the rail lines and their removal from the valley system?

Project Team Response

The rail lines are considered an essential service and we therefore have no control over their removal. In addition, we have not heard of any plans to remove them.

CLC Question

We could be heroic and say that the railroads could be removed and moved to areas that are more populated. Is that possible?

Project Team Response

Unfortunately, this is outside of the scope of this study. In the context of this study, a more appropriate conversation topic would be the routing of the trail. Also to be noted, Metrolinx is one of the key stakeholder groups for this project and the project team has met with them separately.

CLC Question

How many bridges are proposed?

Project Team Response

Based on the feasibility study that was completed, there are approximately 17 bridges proposed.

CLC Question

Will the number of bridges change based on the routing?

Project Team Response

Yes. The feasibility study is just one approach. This will change based on the routing alternative selected.

Comments and Considerations related to the Evaluation of the Alternatives To

Functional Value

- For impact #3, please add that that it improves accessibility to a variety of users. VT noted that the team would look into how this could be incorporated further.
- Please make multi-modal transportation more front and centre as this trail could become part of a multi-modal transportation network. VT noted that this was addressed through the inclusion of the Eglinton LRT study.
- Economic value - can we capture the increase in value to the area (assessment change)?
- Natural environment. Please note that impacts to the natural environment will be minimized.

Natural and Physical Environment

- No specific comments during the meeting

Social and Cultural Environment

- A survey should be completed to show what potential this project will have on the economics of the area. AF noted that this is outside of the scope of the project but may be done by others in the future.
- Why did you assess impact to aesthetics the way you did? Please add that though in the short-term there will be impacts to the aesthetics, in the long-term there will be trees added and the number of native species will be increased.
- It was noted that aesthetic are very difficult to assess and are very subjective.
- It was also noted that the existing trail north of the study area has been completed and it is a huge improvement. This should be considered.
- There are a number of points in common between functional value and social/cultural there is some overlap and redundancy that may cause these areas to be more heavily weighted than they should be. VT noted that the team will look at these to make sure there isn't any redundancy.

Technical/Engineering

- Should technical feasibility really be part of the evaluation? Shouldn't the question be how and where the trail can be implemented? To say that it the most preferred, just adds a category that builds an argument against the flora/fauna in the area. In theory the trail will be technically feasibility because it is just a matter of engineering. VT responded to say yes, that is a critical question. When the opportunities for the alignments come up, this is where we can discuss this.

There are technical opportunities to do this but there are places that this could be really difficult (e.g. near Flemingdon).

Natalie Seniuk (NS) – with TRCA - will set-up a Dropbox link where summarized comments and CLC materials will be stored. CLC members will have access to this folder so they are able to read each other's anonymous comments. Natalie will place a word version of this table into Dropbox so that members can modify a digital version.

CLC Question

How much have they earmarked for the operations and maintenance of this trail? And, what is the commitment?

Project Team Response

What we know is that the capital costs have been allocated, and attention to trails is growing within the City. Once the trail is built operational/maintenance costs will be submitted as part of budget process for this new trail infrastructure.

CLC Question

Does that address winter maintenance?

Project Team Response

No, there will be no winter maintenance at this time.

CLC Question

As part of the meetings with key stakeholders have you discussed potential partnerships opportunities? For example, for areas where the rail infrastructure is at risk and needs to be replaced or repaired.

Project Team Response

There are a number of factors that are being discussed and cost will be only one of them.

CLC Question

Who owns the rail line now?

Project Team Response

GO and Metrolinx

CLC Question

Is a 3 m to 4 metres (m) asphalt trail a given?

Project Team Response

Yes, because it is a multi-use trail criterion for trails to be surfaced with asphalt and 3 to 4 m in width.

CLC Question

What about the other users of the area (i.e. informal users)? How will they be accommodated?

Project Team Response

The City is undertaking a natural surface trails strategy that includes the informal uses as a separate process.

CLC Question

Will this project and the trails strategy be parallel processes?

Project Team Response

Yes. They are separate processes but will take each other into consideration.

CLC Comment

This is a really good learning opportunity about how the EA process works and how it fits into the greater plans for the City. It is a great way to learn about how different processes interact with each other.

CLC Question

If it is decided that the trail is the preferred Alternative To, will we have choices for the alignment of the trail?

Project Team Response

Yes, once we complete this stage we will be assessing the trail alignments. The detail increases at each stage of the process.

CLC Question

Were the existing East Don Trail and park completed in the same way?

Project Team Response

No. It did not require the EA process but because of the extent of the trail and the complexity it was decided that this project should be undertaken through the EA process.

NEXT STEPS

VT went through the Next Steps for the project.

NS agreed to send a Doodle calendar request to members all CLC Members regarding CLC Meeting #3.

The Chair closed the meeting.

Note regarding additional comments and submissions:

1. It should be noted that the following written comments were received by Friends of the Don East representative John Routh who was unable to attend CLC Meeting #2, after reviewing the materials provided from the meeting:

The lower Don River where it flows through the City of Toronto is a highly modified river system. In many places the river has been rerouted, straightened, or bank protected to prevent it from damaging man-made works such as roads, railways, trails and property. The area in the East Don that is subject to the EA is one of the few places where bank protections have been limited. The river in this section is generally free to develop its channel unencumbered.

As you know, whenever banks are protected, the energy flowing through the river system is transferred to a new place. While it may make sense to perform bank protection on an ongoing basis in one specific place or another, cumulatively these projects add up to an impact on the overall system.

Currently the Lower Don is suffering from a death through a thousand cuts. As each project protects one more section of bank, the river has no choice but to react in another place in the system and it is this legacy of the past 60 years of modifications that we are experiencing today.

When bridges are designed for this new trail some additional bank reinforcement will be necessary for the new construction. Once in place it may be necessary in the future to make further reinforcements near these new bridges as future storms modify the channel nearby.

With this in mind, I suggest that the placement of any new bridge be designed in such a way that it crosses the river as far away from current cut bank areas as possible, thus minimizing the need for any future bank protection measures. Also, the trail should be placed as far away from natural banks as is feasible or at least run closely to sections of the riverbank that have already experienced previous protection measures.

2. It should be noted that the following written comment was received by BIKE 25 representative [REDACTED] regarding information and a weblink that were discussed at CLC Meeting #2:

The blog that covers the don valley area in very nice detail is:

<http://walkingthedon.wordpress.com/>

East Don Trail EA Alternatives – CLC #2 –Questionnaire Response

1. Evaluation Criteria – The two alternatives are strikingly different and those differences are brought into focus by the criteria. The outcome that enhanced values will come for providing a carefully planned bikeway access is justified by the process.
2. Additional Criteria – Ease of communication to potential users about locations of interest. Ease of communication in emergencies within the tract.
3. Sub-evaluation Criteria - Well done and well organized
4. Additional Sub-evaluation Criteria – effects of potential future impacts and identification of those impacts (such as increased rail frequencies, double tracking, roads and parking). Connections to of geography to historical and geological information (Exemplified by the Brick Works and Todmorden Mills).
5. Redundancy – no significant problems

Evaluation – The major impacts are noted. However, it lacks specificity in the quest for generality. The major choices within doing something need to be considered in terms of the impacts and outcomes. Specification of actual goals are not made clear. The purpose of putting in a pathway could be because it is possible to do so, because connections are essential, because the need for access to the area is critical. I agree with the conclusions but the “trail” itself is vague and needs focus. The paved multi-use pathway is not really a trail. It is a small roadway that needs to be described by a better term to convey what is being proposed. Calgary uses this: “The Calgary pathways & bikeways map identifies pathways, bikeways and even trails within Calgary.” By that criterion this is a “bikeway” or maybe a “pathway” but not a trail.

General points:

1. This is a great learning experience – very valuable information is conveyed about both the process and the project.
2. For the purposes of a pathway/bikeway, proximity to the river is problematic in most areas. I would prefer to minimize exposure to bridges and potential flooding by choosing a high route wherever possible –we can’t afford to have washouts and detours. The high route also gives access to residents in adjoining areas and minimizes the need for long access trails as well as providing broader views. Maintenance issues are important.
3. The need for clear signage must be established. The current north end is confusing and the junctions are unmarked.
4. New pathways should receive specific names (such as Charles Sauriol Memorial Pathway) with clear signs and address numbering to facilitate emergency access and specification of areas in need to repair, for example. Junctions should be named as well and directions indicated. Nearest TTC locations would also be helpful. Thematic markers and coloring would be much better than what there is now.
5. Thanks for including me in this. Your team is doing a great job.

Response to East Don Trail EA CLC#2 Questionnaire

Date: 2013-06-16

Prepared by [REDACTED]

Alternatives To Evaluation Criteria Questions:

1. Do you agree with the broad evaluation criteria? If no, please explain.

Yes. The broad criteria cover the major high-level implications of the project.

2. Is there a category that is missing in the broad evaluation criteria? If yes, please explain.

No.

3. Do you agree with the sub evaluation criteria? If no, please explain.

Yes. The sub evaluation criteria cover all the major issues of the trail project.

4. Are there any sub evaluation criteria that are missing? If yes, please explain.

Consider adding the following three sub evaluation criteria:

Functional Value:

- *Improves accessibility to the East Don area (partly overlaps with Social & Cultural criterion)*

Natural and Physical Environment:

- *Impact on Regional Environment*
 - By providing additional active transportation options and multi-modal transportation connections, the trail reduces dependence on automobile use
 - Positive impacts on air pollution, global warming and hazards to wildlife (automobiles are a leading cause of death for fauna in Toronto)

Social & Cultural:

- *Impact on Transportation Network*
 - The trail would fill in a significant gap in the cycling network, connecting the West Don trail system to the Gatineau Hydro Corridor and Charles Sauriol Trail
 - The trail would also improve multi-modal transportation options, connecting to the Eglinton LRT system, TTC surface bus network and potentially GO transit
 - This partly overlaps with the Functional evaluation criterion.

5. Are any of the sub evaluation criteria redundant or unnecessary? If yes, please explain.

Alternatives To Evaluation Questions:

1. Have the evaluation rationales/assessments captured the high level impacts? If no, please explain.

a. Are any key impacts missing?

- *Impact on Public Health*
 - The trail provides significant active transportation and recreational opportunities, which improve the overall health levels and well-being of trail users
 - By providing an off-road alternative to cyclists and pedestrians, the trail provides an alternate route with superior air quality and sun (UV) exposure
- *Impact on Property Values*
 - Trails have been shown to increase property values, by serving as important neighbourhood amenities as well as transportation routes
 -

b. Are any impacts redundant?

There is some overlap between the functionality and social/cultural evaluation factors.

c. Do you disagree with any of the impacts?

- The aesthetic impact of the trail is difficult to evaluate, since it is so subjective
- The capital cost evaluation of the "Do Nothing" approach should include some of the items currently assigned to maintenance - major maintenance projects like sewer repairs will likely require capital expenditures (e.g. river modification, bridges, etc)

2. Do you agree with the summary evaluation (most preferred, intermediate preferred, least preferred, not applicable/unknown)?

Yes.

3. Do you agree with the overall evaluation?

Yes. The evaluation is objective, clearly articulated and traceable.

Do you have any other questions or comments related to the East Don Trail Environmental Assessment process to date?

The overall stakeholder consultation process is thorough, participatory and highly educational. I feel I am learning a lot about the overall project as well as the TRCA's and City's decision-making process. I really appreciate being invited to this process - and that such a wide range of stakeholders was also invited to participate.

The sitewalk, in particular, was a great learning experience - especially having experts on hand to describe and explain the technical issues around the existing environment, as well as approaches used throughout the years (e.g. riverbank hardening, invasive species control, sewer construction, etc).

Some issues have not been included in the consideration of this EA process, and they significantly impact the usability and accessibility of the trail:

- Preferred uses
 - Identify which uses are preferred, permitted, and disallowed
- Winter maintenance, and designing the trail to minimize maintenance requirements
- Lighting
 - Along the entire trail, or
 - At key points such as underpasses, bridges and access points
- Wayfinding & signage
 - Directional wayfinding
 - Route maps
 - Informational / etiquette signage (e.g. "Keep Right, Pass Left")
- Flooding impact
 - By placing the trail at the valley floor, it has the potential of flooding (and public safety risk) during severe weather events like storms or rapid snowmelt
 - Accessibility is compromised
 - Alerts/updates on the trail status should be considered
 - public communication (e.g. website?) of river flooding levels

East Don Trail EA Alternatives To and Evaluation Questions – Community Liaison Committee #2 June 4, 2013

Please use the following questions to help guide discussion concerning the evaluation of Alternatives To

Alternatives To Evaluation Criteria Questions:

1. Do you agree with the broad evaluation criteria? If no, please explain.

 Yes

2. Is there a category that is missing in the broad evaluation criteria? If yes, please explain.

 No

3. Do you agree with the sub evaluation criteria? If no, please explain.

 Yes

4. Are there any sub evaluation criteria that are missing? If yes, please explain.

 I would add impacts related to drainage, flooding and erosion under the "Technical" Criterion

5. Are any of the sub evaluation criteria redundant or unnecessary? If yes, please explain.

 No

Alternatives To Evaluation Questions:

1. Have the evaluation rationales/assessments captured the high level impacts? If no, please explain.

 Yes

a. Are any key impacts missing?

___No___

—

b. Are any impacts redundant?

___No___

—

c. Do you disagree with any of the impacts?

___No___

—

2. Do you agree with the summary evaluation (most preferred, intermediate preferred, least preferred, not applicable/unknown)?

_____Under Natural and Physical Environment is says the trail option is slightly preferred but this is not reflected in the blue boxes.

3. Do you agree with the overall evaluation?

___Yes___

—

Do you have any other questions or comments related to the East Don Trail Environmental Assessment process to date?

___No___

—

Please leave your completed questionnaire at the door on the way out OR if you'd like more time to write your comments, please send them no later than Tuesday June 18, 2013 to:

ATTN: Natalie Seniuk, Project Coordinator

Email: nсениuk@trca.on.ca

Mail:

Toronto and Region Conservation Authority
Restoration Services
5 Shoreham Drive, Downsview, ON M3N 1S4

East Don Trail EA Alternatives To and Evaluation Questions – Community Liaison Committee #2 June 4, 2013

Please use the following questions to help guide discussion concerning the evaluation of Alternatives To

Alternatives To Evaluation Criteria Questions:

1. Do you agree with the broad evaluation criteria? If no, please explain.
Yes, the broad evaluation criteria do include what is important. For myself, not being familiar with the documents listed under “Supports planning initiatives”, it would be helpful if these sub evaluation criteria were included in the other broad criteria which they relate to. Also, because “Cost” and “Technical” are so interrelated, these broad criteria could be merged.
2. Is there a category that is missing in the broad evaluation criteria? If yes, please explain.
The living (or biological) environment is quite distinct from the physical (or geographical) environment. It could be a broad criterion in its own right.
3. Do you agree with the sub evaluation criteria? If no, please explain.
Yes, but the planning initiatives could be rearranged: *City of Toronto Official Plan* and *A Healthy Toronto Design Report* to “Social and cultural environment”, *Bikeway Trails* and *City of Toronto Walking Strategy* to “Functional value”, *City of Toronto Parks Plan* to “Natural and physical environment”, and *Eglinton Crosstown LRT EA Study* to “Technical”.
4. Are there any sub evaluation criteria that are missing? If yes, please explain.
The importance of nature and keeping the environment natural is clear from the sub evaluation criteria. Because off-leash dogs have a significant impact on the environment, in “Natural and physical environment” a separate sub criterion “Impact of dogs” would be good, to assess the effect of failure to keep dogs leashed, not only to the environment, but also as a hindrance to walkers and cyclists. Signs should firmly prohibit dogs being off leash, rather than just saying “Please have your dog on a leash”. From the opening of this new trail, a culture that it is a place where dogs may be off leash should not be allowed to develop.
5. Are any of the sub evaluation criteria redundant or unnecessary? If yes, please explain.
In “Natural and physical environment” the sub criterion “Impact on identified Species at Risk” overlaps with or repeats what is in the sub criteria for terrestrial and aquatic species. Sustaining all the habitats will be best for the species at risk.

Alternatives To Evaluation Questions:

1. Have the evaluation rationales/assessments captured the high level impacts? If no, please explain.
Yes, the high level impacts are well evaluated in a general way. Because these impacts depend so much on exactly where the trail goes, many are uncertain until its route is chosen.
 - a. Are any key impacts missing?
In “Functional value – Provides trail infrastructure” the trail will not be adequate for cyclists unless you can ride your bicycle along it, without being called on to dismount and walk over bridges or on hills. In “Social and cultural environment – Impact on public safety”, a proper trail will make women more comfortable going into the valley, which now seems only to be frequented by men. Also, the trail will make the valley less attractive to homeless people to camp in it, but it could make ravine lots above the valley more accessible to intruders.
 - b. Are any impacts redundant?
In “Social and cultural environment – Impact on the overall aesthetics” people may not get much of a scenic view if trees and other vegetation are preserved, which they should be.
 - c. Do you disagree with any of the impacts?
In “Technical” all three sub criteria are called “feasible” with no evidence for this. No design is shown that copes with the constraints from the railway and steep banks, or the golf course. Minimizing the number of crossings of the river will lessen capital and maintenance costs, and will reduce impacts to the river and flooding, although it would not be so profitable for the contractors building the trail.
2. Do you agree with the summary evaluation (most preferred, intermediate preferred, least preferred, not applicable/unknown)?
Yes, I like the evaluations, though I would not call them unbiased.
3. Do you agree with the overall evaluation?
Yes, it values the natural environment highly while making good a missing feature in Toronto’s parks.

Do you have any other questions or comments related to the East Don Trail Environmental Assessment process to date?

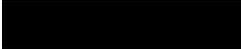
The “Alternatives to” propose all or nothing. With all the constraints, less than a full multi-use trail all the way may be more feasible. From the bridge at the south end of the existing East Don Trail east of Wynford Heights Crescent, a path with stairs could go to Sulkara Court. Avoiding the sensitive woods, users could go along Sweeney Drive to Anewen Drive, from where a multi-use trail could be built along the existing way into

Wigmore Park, coming out on Elvaston Drive. From there one could go south on Sloane Avenue and Bermondsey Road to south of the transfer station, where a multi-use trail could then follow the access roadway for the Hydro line west down to the valley and on south to connect with the north end of the Toronto Water Access roadway coming up from Taylor Creek. Building a paved trail 4 m wide the rest of the way would bring heavy equipment into quite natural woods to cut many trees and alter steep slopes. Pedestrian paths there with stairs and boardwalks could preserve the tree canopy and the natural contours.

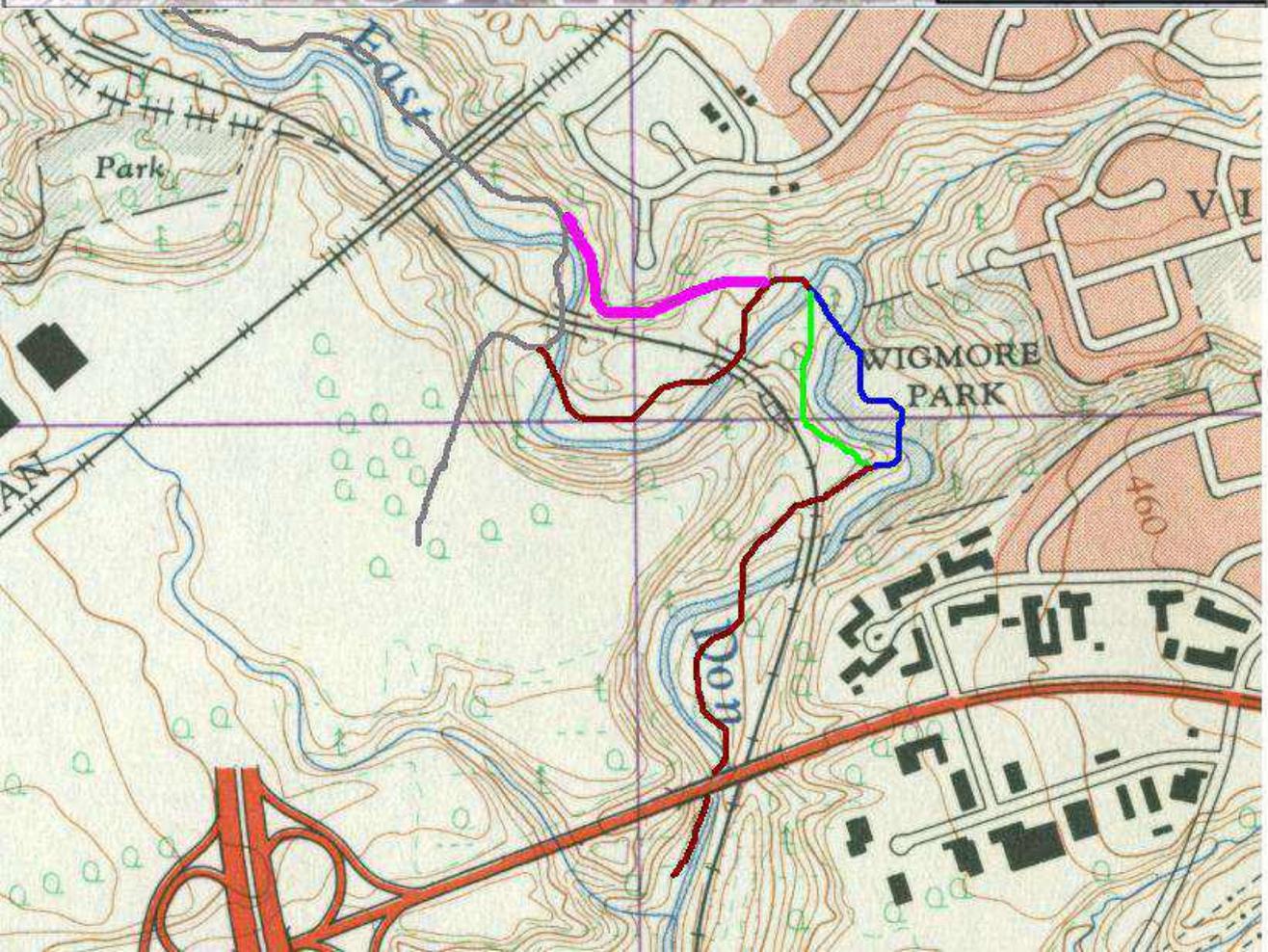
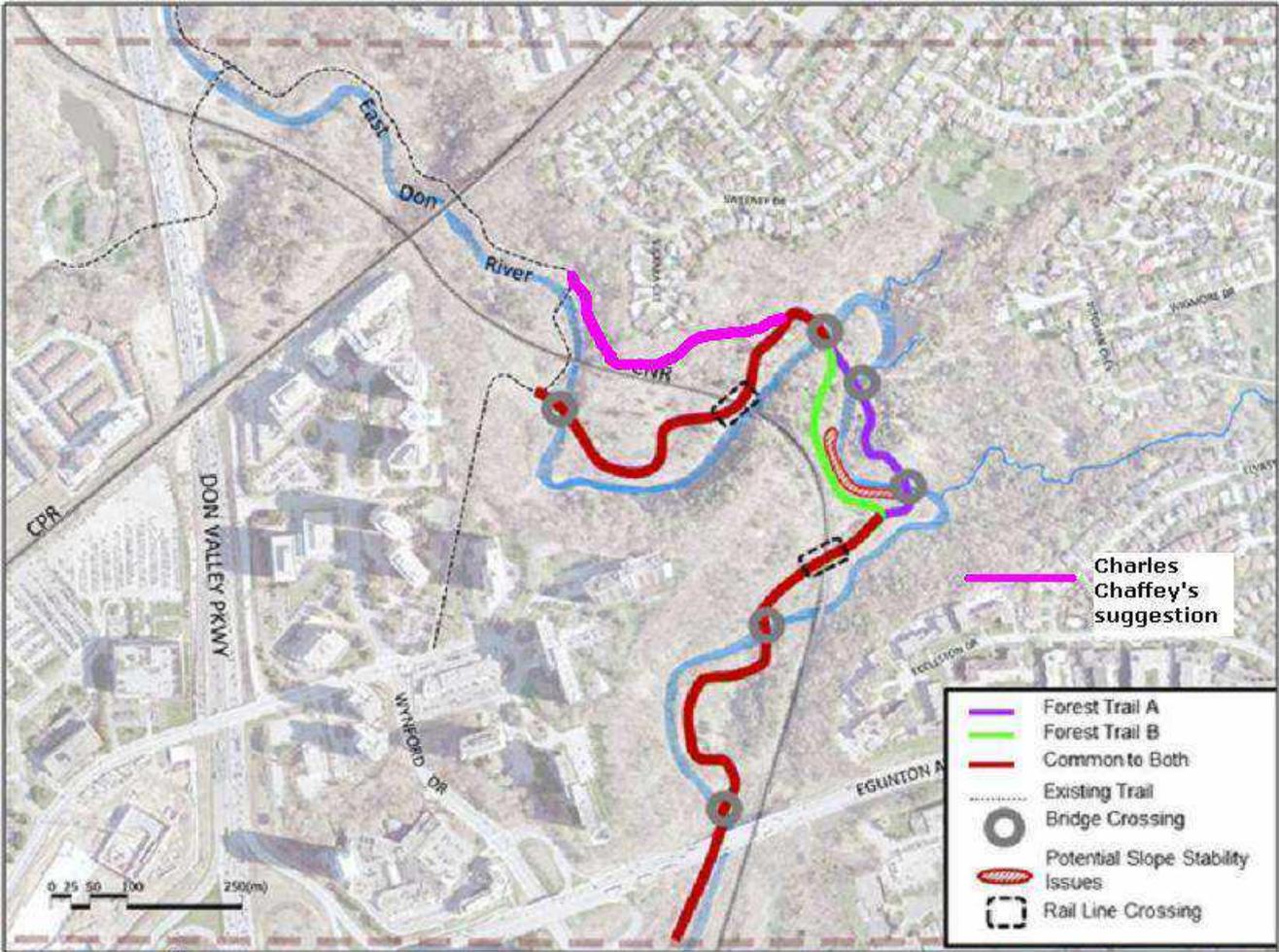
Please leave your completed questionnaire at the door on the way out OR if you'd like more time to write your comments, please send them no later than Tuesday June 18, 2013 to:

ATTN: Natalie Seniuk, Project Coordinator

Email: nсениuk@trca.on.ca

 (Toronto Field Naturalists)

Mail: Toronto and Region Conservation Authority
Restoration Services
5 Shoreham Drive, Downsview, ON M3N 1S4



From: [REDACTED]
To: [Natalie Seniuk](#)
Subject: Re: East Don Trail - CLC - Questionnaire for Completion, Materials & Update
Date: 06/15/2013 09:20 PM

Hi Natalie, thank you for the materials. I am not able to write comments on the PDF file, not sure if that's something I am not doing correctly or not. Overall, my singular comment is that I disagree with the assessment that Do Nothing, and Multi Use Trail Connection are rated the same in the Impact at Risk category. If there are Eastern Meadowlark nesting in the area, the increase in traffic with a multi-use trail, particularly dogs will negatively affect this SAR. Do you have any recent evidence of this bird in the study area? This species needs grassland type habitat. Best wishes for a happy wedding day with many happy years together.

Thanks! [REDACTED]

On Thursday, June 13, 2013, Natalie Seniuk wrote:

Hello CLC Members,

Thank you to everyone that was able to attend the Sitewalk and/or CLC meeting that took place over the last couple of weeks. I think that the sessions were informative and hope that everyone was able to take something away from them.

1. Meeting Materials

As requested at CLC Meeting #2, we have created a Dropbox folder that holds all of the materials from the CLC Meetings. Please use the link below to access the folder. If you have any trouble please let me know.

[REDACTED]

2. CLC Meeting #2 Feedback

Within the folder above you will also find the handout/questionnaire that was provided at CLC Meeting #2 regarding the Evaluation of the 'Alternatives To'.

Please take some time before Wednesday June 19 to review the materials, fill in the questionnaire, and return to me.

3. Upcoming CLC Meetings

Please note, we are proposing an extra CLC Meeting to ensure that there is enough time dedicated to reviewing the alternatives and receiving your input. I will be sending a Doodle request soon to confirm the best dates for us to meet for CLC Meetings #3 & #4 (for those that have not used it, Doodle is a website that allows us to determine which date is best for all members. I will set up a request and send a link to the group. When you follow the link, you will write you name in the request and click on the dates that you are available to meet).

4. CLC Meeting Notes

Due to time restrictions, we did not finalize meeting notes from CLC #1. We will be doing this at the beginning of CLC #3. I will circulate draft notes for CLC#2 once they are ready and we will also finalize these at the beginning of CLC #3.

5. Vacation Reminder

I will be away on vacation from June 20 - July 8. Please copy Violetta Tkaczuk on all communications to me and she will be able to reply to any urgent messages. If your request isn't urgent, I will respond to it when I return. Violetta's email address is vtkaczuk@trca.on.ca.

Thank you again to everyone. If you have any questions while accessing or reviewing the materials, please do not hesitate to get in touch with me.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

***PLEASE CONSIDER THE ENVIRONMENT WHEN DECIDING TO PRINT THIS MESSAGE**

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Thank you."

From: [REDACTED]
To: [Natalie Seniuk; vtkaczuk@toronto.ca](mailto:vtkaczuk@toronto.ca)
Cc: [REDACTED]
Subject: East Don Trail EA Alternatives and Evaluation Handout
Date: 06/14/2013 09:15 AM

Hi Natalie and Violetta:

This is a response to your request or comments on the East Don Environmental Assessment "Alternatives and Evaluation" Handout of June 4.

I am sharing it with [REDACTED] chair of the Wynford Concorde Residents Group and [REDACTED] president of DMRI and including in passing some brief explanation of the evaluation document, hopefully to assist them in understanding what this commentary is about. I would invite them to add any comments or critique if they wish.

1. Broad Evaluation Criteria

There are two broad alternatives evaluated, first: do nothing and second: build the 3.5-4.0 meter asphalt trail proposed for the new link. (Subsequent work on this project will deal with locating the trail route in the valley).

COMMENT: The second alternative is clear enough but the first is perhaps not realistic since managing the valley to repair flood damage, provide improved Toronto Water access, attack invasive species and establish other types of trails would likely be pursued in the absence of this project. Another plan for management of this part of the valley would likely be developed in the absence of the plan for this proposed trail.

However, funds provided for the proposed trail would likely not be otherwise available for other work in this part of the valley since the capital works funding for this project is I gather already assigned. In addition, the proposed trail is part of a broad city strategy to make the valleys more accessible for residents that might not be served by other investments in this part of the Don Valley. So we must be glad that the project is coming but I think the "do nothing" option presented in the Handout is a bit of a straw man.

2. Sub-criteria

For each of these two alternatives the Handout also evaluates six "sub-criteria":

1. Function: evaluates what the proposed trail will do, providing a trail for multiple users, linking with other trails and opening up the valley for residents, against the do nothing option.
2. Natural and Physical Environment: impact of the proposed trail on animals, fish and birds in the valley including at risk species, and its impact on river flow and flooding as well as impact on the stability of slopes, as compared with doing nothing.
3. Social and Cultural Environment: Impacts on the community in the area of the proposed trail, safety issues, benefits of access to this natural area, and cultural heritage impact including archeological discoveries, again compared with doing

nothing.

4/5. Cost and Technical Impacts: Can this trail be built, operated and maintained economically compared with managing the valley in a do nothing context.

6. And finally, the Handout evaluates whether the proposed trail, compared with doing nothing, fits well with other City planning initiatives such as walking and cycling strategies and the official plan.

These comments will briefly summarize and comment on the first three of these "sub-criteria", and confirm or question the City's evaluation of the two alternatives under these sub-criteria.

FUNCTION

The *function sub-criterion* discussion says that the proposed trail "will provide infrastructure for a broad spectrum of users". Again, it states further that "Access points will provide safe access into the East Don Corridor for a variety of users".

COMMENT: We endorse the functional benefits of the multiuser nature of the trail to provide safe access for a variety of users and the City's conclusion that the proposed trail is preferred to the do nothing option under this sub-criterion. A local issue is the steep ramp into the valley at Wynford Heights Crescent which does pose a safety and indeed a health risk for some seniors and can be dangerous for other users such as cyclists. We think that this issue should be addressed in the design of the proposed trail since safe access is flagged as a functional benefit of building the trail.

NATURAL AND PHYSICAL ENVIRONMENT

The evaluation of the *natural and physical environment sub-criterion* states that the ecological system in this part of the valley "is currently degrading" and that unmanaged use of the area (multiple informal trails) is impacting aquatic and land species, species at risk, environmentally sensitive areas and could be impacting geomorphic processes (e.g.: erosion of valley walls). As well, invasive species such as the Manitoba Maple and dog strangling vine have overtaken native species to a considerable extent affecting wildlife habitats and this degradation has been observed in the course of the City's work on the environmental assessment.

The evaluation further notes that developing the proposed trail will provide "access for maintenance vehicles (that) can provide opportunities for restoration and management of invasive species". It also indicates that "a single planned route can focus users on a single route away from current informal trails near riparian (river bank) and wetland habitats", away from "more sensitive and steep areas" and away from "species at risk" and "more ecologically sensitive areas". This evaluation does note however that "Some wildlife and habitat may be disrupted during construction and use of the area". This evaluation therefore is not 100% convinced that the proposed trail will be a net benefit to the environment in the valley.

COMMENT: This evaluation rightly recognizes that people making major changes to a local environment such as this trail project are not necessarily fully aware of the impacts of their activities on the ecology of the area. However, as we have noted in a previous submission, this area has already been adversely affected by earlier

major construction projects on the valley such as the railways and the DVP. We believe that the opportunity for remediation in the valley afforded by the proposed trail which is noted in several places in this evaluation means that the proposed trail is in our view a clear net benefit to the natural and physical environment of the valley. The equivocal conclusion of the evaluation under this sub-category is we believe not appropriate.

We hope that this opportunity to rescue the ecology of the valley will be taken up by the City but we also hope that remediation in this part of the Don valley will not lead to what Terry West calls "parkification". To this end we think the plan for this project must address in detail the protection of species at risk, the management of the proposed environmentally sensitive area and the type and location of remediation, all of which have been identified by the City in the Handout as benefits of building the proposed trail.

SOCIAL AND CULTURAL ENVIRONMENT

The evaluation of the *social and cultural environment sub-criterion* says the the proposed trail "will provide increased opportunity for people to enjoy aesthetic scenic views within the valley lands". A well, it will "provide recreational opportunities, increase public safety (trail use and access), connect adjacent communities and neighbourhoods and increase opportunities to enjoy and appreciate nature" for "a larger spectrum of users". This benefit applies particularly to the "potential for increase in user activity in communities at access points". The proposed trail will also "provide opportunities for emergency vehicle access and (GPS) identifiers to identify locations and assist in emergency response". The trail will also "provide options for safe off road active transportation (walking, cycling, in-line skates, roller blades) and recreational use". This evaluation notes that doing nothing leaves access more limited and also that some current access points "pose a safety risk as they are steep and on uneven ground".

COMMENT: We endorse and support the City's evaluation of this sub-criterion in favour of the proposed trail over doing nothing, especially as it relates to the more senior demographic that is an important element in our local community. We hope that this group, which in many cases prefers local rather than city-wide recreation opportunities, can benefit as much as possible from safe access to the valley on the proposed trail. Better access for emergency vehicles will be a big benefit to this population. And as we have mentioned before, safety on the trail includes all users following rules of etiquette so as to share the trail safely. This becomes a more important issue for residents in the Wynford Concorde area, adjacent to a major a access point, who can expect to see an influx of non-local residents into their currently isolated local valley trails when this project is completed.

Finally, we would repeat that it is important for the City to to recognize that the public safety and access benefits of the proposed trail will not be realized for our neighbourhood unless the City addresses the significant safety and indeed health challenge for all users, particularly our more senior residents, presented by the existing access ramp from Wynford Heights Crescent to the trail. Climbing this ramp is a cardio workout for anyone. In a project of this scale, dealing with this issue is a priority for our community.

Thank you for your consideration of these comments. Please let me know if you have any questions or responses to them,

September 6, 2013

[REDACTED]
Todmorden Mills Wildflower Preserve
[REDACTED]

Re: East Don Trail Project – Response to Submission from Todmorden Mills Wildflower Preserve

Dear [REDACTED]

Thank you for your submission on July 17, 2013 on behalf of the Todmorden Mills Wildflower Preserve. The project team has taken your comments into consideration in the evaluation of the Alternatives To the problem/opportunity. In addition to comments, your submission included a number of questions for which responses are provided below.

Question #1: Is there an Environmental Impact Statement for this area?

No, an Environmental Impact Statement will not be created as part of the East Don Trail Project. An Environmental Impact Statement (EIS) is typically associated with a development application under the Planning Act, and determines the potential impacts, direct and indirect, of the proposed development on the natural heritage system of an area. These reports include many of the same components as an Environmental Assessment (EA) including an inventory of the biophysical environment, an evaluation of the impacts of the proposed project, identifying mitigative measures, and the development of restoration and monitoring plans.

For the East Don Trail Project, an Environmental Study Report (ESR) will be produced. The ESR will include the components listed above, and will include considering effects on, not only the natural environment, but also the physical, social, and cultural environments, and the technical feasibility of the project. For the purposes of the EA process, the impact on the natural heritage of the Study Area will generally be addressed under the title of “Biological Environment”.

The Community Liaison Committee (CLC) will be provided with an opportunity to review and comment on the draft ESR in early 2014, before it is finalized and filed with the Ministry of the Environment.

To ensure mutual understanding and agreement, a brief explanation of terminology concerning species of conservation concern is provided prior to answering Questions #2 and #3.

The term “Species of Concern” is often used in a variety of ways and by different organizations. There are four (4) levels of species of conservation concern recognition and protection, based on organization level of government, and within jurisdictional boundaries. These are the:

1. Species’ status assigned by the Committee on the Status of Endangered Wildlife in Canada (COWEWIC),
2. Species status under the Federal Species at Risk Act (SARA),
3. Species status under the Endangered Species Act (ESA), and
4. Species’ L Rank as per the TRCA’s L ranking system.

Further details on each are provided below.

Authority	Details
Committee on the Status of Endangered Wildlife in Canada (COSEWIC)	<ul style="list-style-type: none"> • COSEWIC is the nation-wide authority for assessing the conservation status of wildlife species that may be at risk of extinction in Canada. • COSEWIC's assessment informs SARA and is considered to be the first step in wildlife protection.
Federal Species at Risk Act (SARA), enforced by Environment Canada	<ul style="list-style-type: none"> • This is a federal law that is designed to prevent wildlife species from becoming extinct and to help facilitate the recovery of these species. • The federal list of species at risk is determined by the federal government, and is based on the recommendations made by the COSEWIC. Not all species status recommended by COSEWIC is listed under SARA. • Species status list includes: Extirpated, Endangered, Threatened, Special Concern and No Status. • Extirpated, Endangered or Threatened species¹ on the SARA list receive protection (i.e., illegal to kill, harass, capture or harm in any way) and recovery planning under SARA. Recovery planning results in the development of recovery strategies and action plans. Special Concern species benefit from management planning.
Endangered Species Act (ESA), enforced by Ministry of Natural Resources (MNR)	<ul style="list-style-type: none"> • This act aims to identify, protect and facilitate the recovery of Ontario species at risk • Species added to the Species at Risk in Ontario (SARO) list as Endangered, Threatened or Extirpated are protected from being harmed or harassed. Special Concern species are not included in this protection. • Recovery strategies are completed for Endangered, Threatened and Extirpated species, while management plans are completed for species listed as Special Concern. • If a species is already listed under SARA than the MNR will consider the federal strategy and may adopt it as the provincial recovery strategy
L ranking system managed and enforced by TRCA	<ul style="list-style-type: none"> • Used to describe a given species' conservation concern, or status, within TRCA's jurisdiction. An L rank is assigned on the basis of local occurrence and geophysical requirements. Therefore, a species may be of conservation concern/regionally rare in TRCA's jurisdiction (locally) but not provincially or federally. • There are 5 L ranks which range from L1 (species of high/regional conservation concern within TRCA jurisdiction) to L5 (species generally secure in TRCA jurisdiction). • TRCA uses the parameters that are part of the L rank to assist in evaluating the habitat function. The L ranking system does not provide any legislated protection. TRCA manages L1-L4 species on a site-specific basis (i.e., management strategy is typically developed during project detailed design stage with the aim of avoiding or minimizing potential impacts to a species of concern and/or its habitat - see response to question 4c). • In order to prevent species of concern from disturbance, collection or habitat degradation, access to location information is restricted to those who are involved in management of the site.

¹ Automatic protection of species applies to migratory birds, aquatic species, and species on federal lands. In many cases protection of terrestrial species on non-federal lands is the responsibility of the provinces/territories where they are found.

In regards to the East Don Trail EA Regional Study Area, there are several species of conservation concern that have been previously recorded including:

- Butternut - *Juglans cinerea* (a tree species) - designated Endangered under COSEWIC, SARA and ESA. The species is protected under the ESA, which is enforced by the MNR. The recovery strategy can be found at:
http://www.mnr.gov.on.ca/en/Business/Species/2ColumnSubPage/MNR_SAR_BUTTERNUT_EN.html
- Eastern Meadowlark - *Sturnella magna* (a bird species) - designated Threatened under COSEWIC and ESA. The species is protected under the ESA. Details regarding Eastern Meadowlark recovery strategy and habitat protection can be found at:
http://www.mnr.gov.on.ca/en/Business/Species/2ColumnSubPage/MNR_SAR ESTRN MDWLRK_EN.html
- Eastern Wood-Pewee - *Contopus virens* and Wood Thrush - *Hylocichla mustelina* (both bird species) are listed under COSEWIC as Special Concern and Threatened, respectively (neither is listed under SARA and ESA).

Question #2 a: Map 15 of the Natural Heritage Study shows many dots (at least 22) for “Flora and Fauna” Species of Concern. How does this map overlay with the Natural Environment Maps we have been given in the handouts for CLC?

In response to your question regarding how the Natural Heritage Study map overlays with the maps presented to the CLC, all Natural Heritage-related publications produced by TRCA, (including watershed- and project-specific studies), utilize flora and fauna records collected by TRCA staff during natural area surveys which are undertaken as needed. This information is continuously updated, therefore information presented on the maps created for the East Don Trail Study (including the number of species recorded and the level of coverage) may differ from the data presented on maps prepared for other studies, including the Natural Heritage Study.

The East Don Trail project team used the most up-to-date survey data available to compile the natural heritage inventory for the Regional and Local Study Areas, which was used to create the natural environment maps presented to the CLC.

The complete Baseline Environmental Inventory report will also be made available to the CLC for review and comment prior to ESR filing.

Question #2 b: What are these species? (continuation of Question 2)

In regards to the question regarding flora and fauna species listed in the Regional and Local Study Area, a number of flora and fauna species of conservation concern within TRCA’s jurisdiction (L1 to L3, and L4 in urban environments) have been recorded within the Regional and Local Study Areas. They include:

- Fauna
 - Regional Study Area: Bird species include 17 L4 and one (1) L3 bird species (Wood Thrush), four (4) L4 mammal species, and one (1) L4 amphibian species.
 - Local Study Area: four (4) L4 species, no L3 species.
- Flora
 - Regional Study Area: 110 L2 - L4 ranked plant species: 42 are L2 and L3 ranked
 - Local Study Area: 57 L3 and L4 species

Of note are:

- Eastern Meadowlark, has been observed within the Regional Study Area, but has not been recorded in the Local Study Area.

- Wood Thrush, has been observed within the Regional Study Area, but has not been recorded in the Local Study Area.
- Eastern Wood-Pewee, has been observed within the Regional Study Area, but has not been recorded in the Local Study Area.
- Butternut, has been observed within the Local Study Area.

It is anticipated that the habitat of these species will not be impacted as a result of this project (see answer to question 3a for further information) However, prior to final route selection, the MNR will be consulted to ensure that the preferred route does not have any potential effects on the species.

A full list of flora and fauna species of concern will be provided in the Baseline Environmental Inventory report and, as mentioned above, will be made available to the CLC for review and comment prior to ESR filing.

Question #3: On page 10 it indicates that “The route will be determined adhering to the SAR Act “.

Question #3 a: Which are the critical habitats of concern in the East Don?

A clarification may be required regarding the statement in the CLC materials that read “The route will be determined adhering to the SARA”. The intent of this statement was to communicate that the route will be determined adhering to applicable regulations, including the SARA if species receiving protection under SARA were present. This statement was not meant to conclude that the SARA applies to the Regional and Local Study Areas. To build on this, the only species that is listed under SARA in the Regional and Local Study Areas is the Butternut. Butternut does not receive protection under SARA, but does receive protection under ESA as enforced by MNR (see footnote 1). In addition the recovery strategy for Butternut does not define the species critical habitat, due to challenges, but does describe and identify the habitat requirements. As stated above, it is anticipated that the habitat will not be impacted. As such, SARA components and SARA-specific terminology – in this case, critical habitat – do not apply. Instead, TRCA habitat classification and relevant ESA components are used to manage impacts to species of conservation concern recorded in the project study area.

Question #3 b: Is there a management plan for the Species of Concern in the East Don?

TRCA manages species of conservation concern on a site-specific basis. A management strategy is typically developed during project detailed design stage with the aim of avoiding or minimizing potential impacts to a species of concern and/or its habitat (see response to question 4c).

With respect to the species listed under ESA which have been recorded in the Study Areas (Eastern Meadowlark and Butternut), MNR will be consulted during the preferred alignment selection to ensure that the impact is avoided or minimized. As Eastern Meadowlark is listed as Threatened, and Butternut as Endangered, the provincial government prepared Recovery Strategies for these species (Management Plans are prepared for species listed as Special Concern). Links to these Recovery Strategy documents were included above (see question 1)

Question #4: Broad Evaluation Criteria “Cost” and “Technical”

Question # 4 a: What other infrastructure, such as washrooms, fitness infrastructure etc. is planned to be included in the trail construction?

Some trail amenities will be included in the detailed design and construction of the East Don Trail. These amenities will be located at nodal points (where the trail meets the road), and may include garbage receptacles, signage and bicycle parking. Lighting will be explored at areas where the trail meets the street (access points). These types of amenities (including specific locations, type and details) will be addressed in the detailed design phase of the Study. Additional amenities are outside of the scope of this Study.

Question # 4 b: What amounts have been allocated for restoration and maintenance after trail construction?

A specific percentage of the project has not been assigned to restoration and improvement efforts. However, all efforts will be made to limit negative impacts on the environment. When unavoidable, areas for restoration will be recommended. As part of the detailed design and permitting process, a tree replacement program will be developed for the East Don Trail Project. The tree replacement program, in accordance with requirements of Toronto's Ravine and Natural Feature Protection by-law (<http://www.toronto.ca/trees/ravines.htm>), will outline the replacement of trees as a result of the design and construction of the East Don Trail. Please note that all efforts will be made to limit the number of large native trees removed to minimize disturbance, and that all removals will be subject to approvals under the Ravine and Natural Feature Protection by-law. In instances when tree removal is unavoidable the tree replacement program will provide an opportunity to replace the removed species with native tree species.

Question # 4 c: During construction, how will the footprint of the vehicles and disturbance be kept to a minimum?

As part of the EA process the environmental effects, resulting from the interaction of the project on the environment, will be identified and considered prior to the construction and operation stages of the project. Mitigation measures will then be recommended and implemented in response to the potential environmental effects. This information will be included in the ESR document.

As the East Don Trail project has not reached this stage, this work has not been completed. Mitigation measures specific to the construction of the East Don Trail will be determined following the selection of the preferred route and detailed design.

- Some activities that might be undertaken as part of the construction to limit disturbance are listed below. Please note these are only examples of mitigation measures, which may or may not apply to the construction of the East Don Trail. Implementation of sediment and erosion control measures (e.g., sediment fencing of watercourse) for the construction phase to prevent entry of sediment into the water.
- Regular inspections and maintenance of all construction equipment to ensure it is in proper working order. Proper use of the equipment and vehicles (i.e., refueling practices and ensuring that spill kits are available).
- Implementation of a Tree Protection Plan to protect trees during the construction

Question #5: With increasing numbers of people expected to visit the East Don when the Multiple Use Trail is added, an increasing number of cyclists will continue to make use of the existing multiple dirt trails. Who will manage this impact and how will degradation be prevented and habitats protected?

The scope of this Study is limited to a multi-use paved trail. Therefore, natural surface (dirt) trails in the area will not be considered as part of the Environmental Assessment process. As you are aware, the City of Toronto recently completed a Natural Environment Trail Strategy (<http://www.toronto.ca/parks/engagement/trails/>) that identifies the opportunities, constraints, planning policies and management strategies required to ensure the protection of the City of Toronto's natural areas while offering safe and enjoyable recreational opportunities for all natural environment/dirt trail users. This Strategy is meant to help guide and inform future trail planning initiatives that will assist in the protection of the City of Toronto's natural areas. The Study Area for the East Don Trail Project is located within a priority management area within the South Don Management Zone identified in this Strategy. The priority management areas will be the focus of trail planning in Toronto in the short term of the estimated ten year process outlined in the Study.

Once again, on behalf of the project team, I would like to thank Todmorden Mills Wildflower Preserve for sharing questions and comments for the East Don Trail Environmental Assessment. I hope that we have provided you with adequate responses to your questions. If you have any additional comments or questions, please do not hesitate to get in touch with me.

Sincerely,



Natalie Seniuk
Public Consultation Coordinator, East Don Trail Project
Project Management Office
Restoration Services

Attach. Original submission dated July 17, 2013.

cc: Jennifer Hyland, City of Toronto
 Maogosha Pyjor, City of Toronto
 Violetta Tkaczuk, TRCA

East Don Trail Environmental Assessment, Community Liaison Committee
Alternatives to and Evaluation Handout

Comments and Questions from [REDACTED], Todmorden Mills Wildflower Preserve

Questions:

1. Is there an Environmental Impact Statement for this area?
2. We saw on the walkabout an area that was fairly degraded with invasive plants, and even mowed grass, yet it is providing a habitat for a Species of Concern - the Milksnake. In this same area a Cooper's hawk with a prey in its talons flew over us. Map 15 of the Natural Heritage Study shows many dots (at least 22) for "Flora and Fauna" Species of Concern. What are these species? How does this map overlay with the Natural Environment Maps we have been given in the handouts for CLC?
3. On page 10 it indicates that "The route will be determined adhering to the SAR Act".
 - a. Which are the critical habitats of concern in the East Don?
 - b. Is there a management plan for the Species of Concern in the East Don?
4. Broad Evaluation Criteria "Cost" and "Technical"
 - a. What other infrastructure, such as washrooms, fitness infrastructure etc. is planned to be included in the trail construction?
 - b. What amounts have been allocated for restoration and maintenance after trail construction?
 - c. During construction how will the footprint of the vehicles and disturbance be kept to a minimum?
5. With increasing numbers of people expected to visit the East Don when the Multiple Use Trail is added, an increasing number of cyclists will continue to make use of the existing multiple dirt trails. Who will manage this impact and how will degradation be prevented and habitats protected?

Comments:

1. There is an opportunity to improve degraded natural areas by building the Multi Use Trail, but at the same time there will be impacts to habitats. Managed well, the impacts can be short term, with a new trajectory set for long term benefits.
2. The impact of heavier use by greater numbers of people can be managed somewhat by sensitively siting the trail. At all times minimizing impact on the Natural Environment should be high in priority.
3. A high priority should be given to restoration and invasive management with enough budget allocated for this purpose.

4. Dirt trails need management. Dismantling should be considered - see the City of Toronto Natural Trail Strategy for policies and strategies that would protect dirt trails off the Multiple Use Trail.
5. The negative impact of the road on wildlife and habitats seems underestimated, while the positive impacts of mitigation and restoration are overestimated. Mitigation and restoration are fraught with problems from budget cuts to poorly chosen species, species substitutions, etc. Use existing inventories to identify areas to protect and site the trail away from these places. It is easier to protect than mitigate, restore and maintain. Our ravine system is unique and contributes to the well being and sustainability of our city, so its character and denizens need to be considered when planning this trail.
6. Improved access can provide opportunities for invasive plants to spread for example, seed dispersion from bike tires and shoes into areas *not yet impacted* by invasives, or with minimal invasive presence.
7. How will dogs be controlled along the new trail? Dogs can introduce diseases to wildlife through feces and similarly, wildlife can introduce diseases to dogs. Dogs off leash can trample vegetation and harass or kill wildlife.
8. One benefit is that better access to the valley could provide enforcement by Municipal Standards and Licensing, Animal Services Division regarding dogs off leash (unfortunately though, this is only complaint driven)
9. The Terrestrial Natural Heritage System Study, The Terrestrial Natural Heritage System Strategy and the City of Toronto Natural Trail Strategy should be part of the Sub evaluation criteria under the Broad Criteria: Supports Planning Initiatives on page 16.

Meeting #3 – July 14, 2013 (Phase 2)

Agenda, Presentation, Handouts, Meeting Notes, Completed Questionnaires

**East Don Trail Environmental Assessment
Community Liaison Committee #3**

**Monday July 15, 2013
Dennis R. Timbrell Resource Centre/Flemingdon Park Library
2nd Floor, Meeting Room #1
29 St. Dennis Drive, Toronto
6:30 – 8:30 pm**

AGENDA

- | | |
|--------------------|---|
| 6:30 – 6:40 | Welcome and Introductions <ul style="list-style-type: none">• Welcome and opening comments |
| 6:40 – 6:50 | Housekeeping and Updates <ul style="list-style-type: none">• Housekeeping items• CLC Meetings• Alternatives To |
| 6:50 – 7:10 | Geomorphic and Geotechnical Existing Conditions <ul style="list-style-type: none">• High level summary of each reach• Questions about entire presentation |
| 7:10 – 8:00 | Alternative Methods <ul style="list-style-type: none">• Restate Opportunity Statement and Project Objectives• Present Alternative Methods• Overview of key points• Discussion and Questions |
| 8:00 – 8:20 | Draft Evaluation Criteria <ul style="list-style-type: none">• Draft evaluation criteria• Questions |
| 8:20 – 8:30 | Closing <ul style="list-style-type: none">• Summary of Comments Heard• Next Steps• Questions |

EAST DON TRAIL ENVIRONMENTAL ASSESSMENT

Community Liaison Committee
Meeting #3
July 15, 2013
6:30 to 8:30 pm
Flemingdon Park Library



Agenda

1. Welcome
2. Housekeeping and Updates
 - a) Housekeeping
 - b) CLC Meetings
 - c) Updates
3. Geomorph and Geotechnical Existing Conditions
4. Alternative Methods
 - a) Problem/Opportunity Statement and Project Objectives
 - b) Alternative Methods
5. Draft Evaluation Criteria
6. Closing

Housekeeping

1. Finalize Meeting Notes
 - Meeting #1
 - Meeting #2
2. Access to CLC Materials
 - Provided in Dropbox Folder

Update: CLC Meetings

Meeting	Content	Date	Status
CLC #1	Introduction, issues and challenges	April 22	Complete
CLC #2	Alternatives to and evaluation	June	Complete
CLC #3	Alternative trail alignments, draft criteria	July 15	Today
CLC #4	Evaluate alternative trail alignments	Aug 12 or 14	To be scheduled
CLC #5	Preferred alternative	Oct 2013	

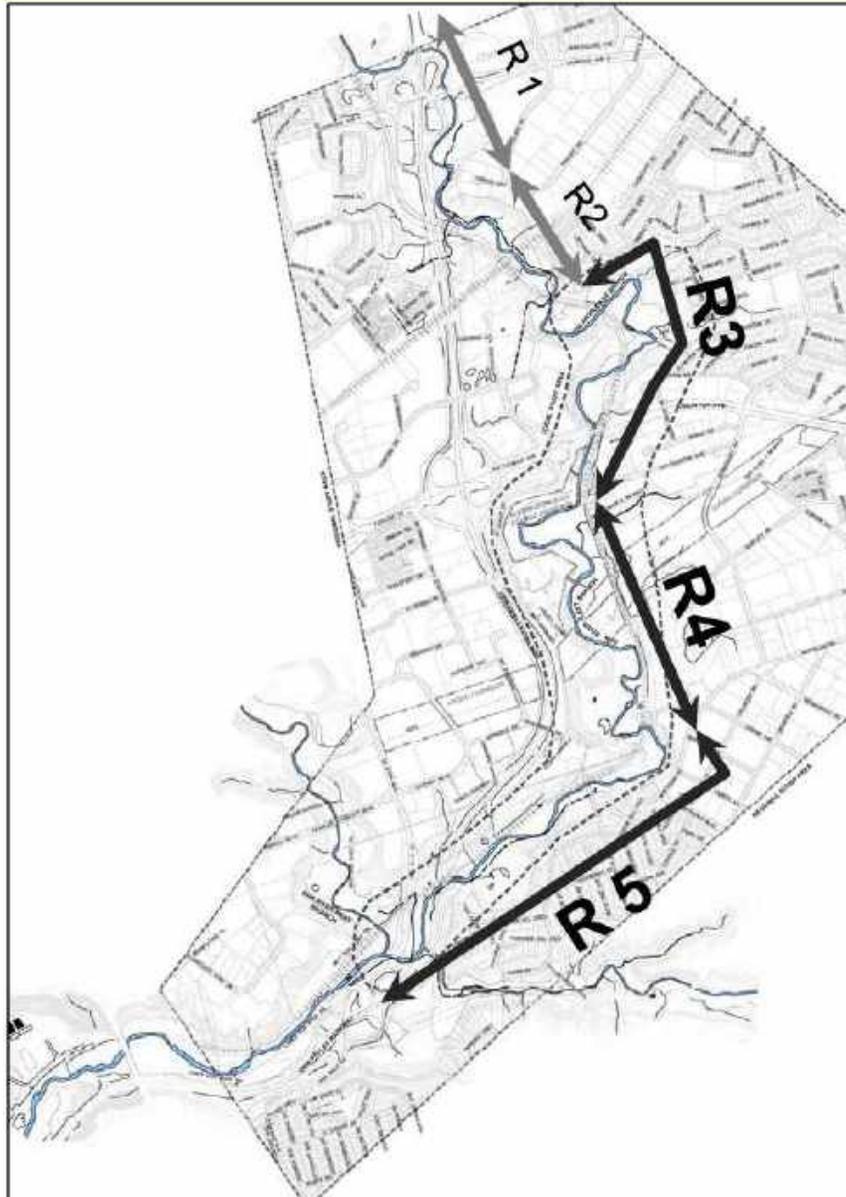
Update: Existing Conditions

- Stage 1 Archeological Assessment complete.
- Fluvial geomorphic studies complete.
- Environmental Baseline Report Draft being completed for project team and Technical Advisory Committee review and will include:
 - Physical Environment
 - Natural/Biological Environment
 - Cultural Environment
 - Social-Economic Environment
 - Technical

Update: Alternatives To

- Alternatives to were presented at CLC Meeting #2 on June 4th .
- CLC was provided an opportunity to provide comments during and after CLC Meeting.
- Revisions included:
 - Functional Value: Capturing multimodal transportation as a benefit
 - Additions to Social and Cultural Environment evaluation points, and addition of Impact to Public Health
- Preferred alternative to: Provide Multi Use Trail Connection
- Copy of final alternatives to to will be provided to CLC Members for their reference via Dropbox.

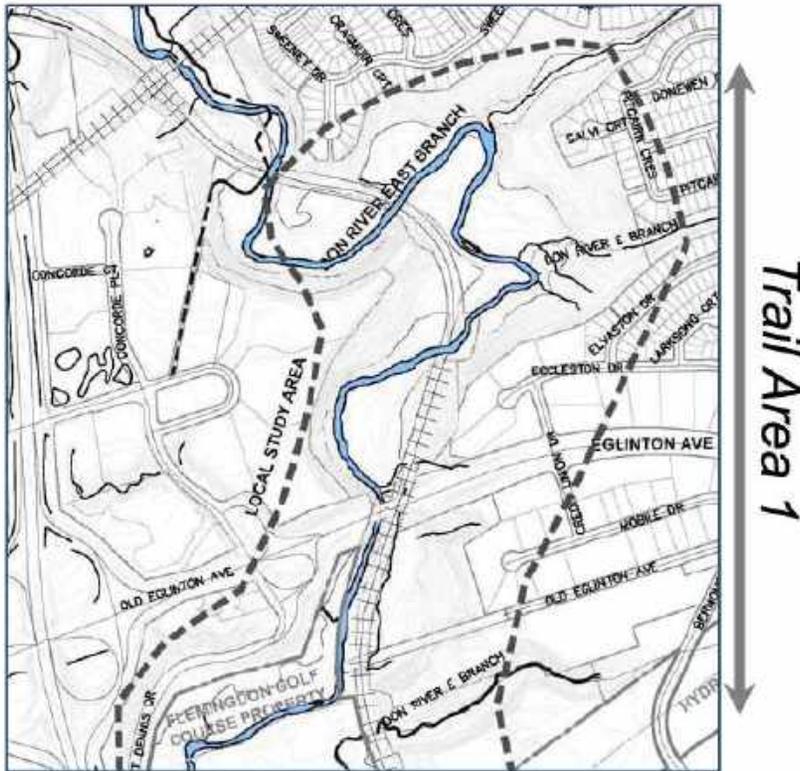
Geomorph and Geotechnical Existing Conditions



- Reaches 3, 4, and 5
- Located within Local Study Area

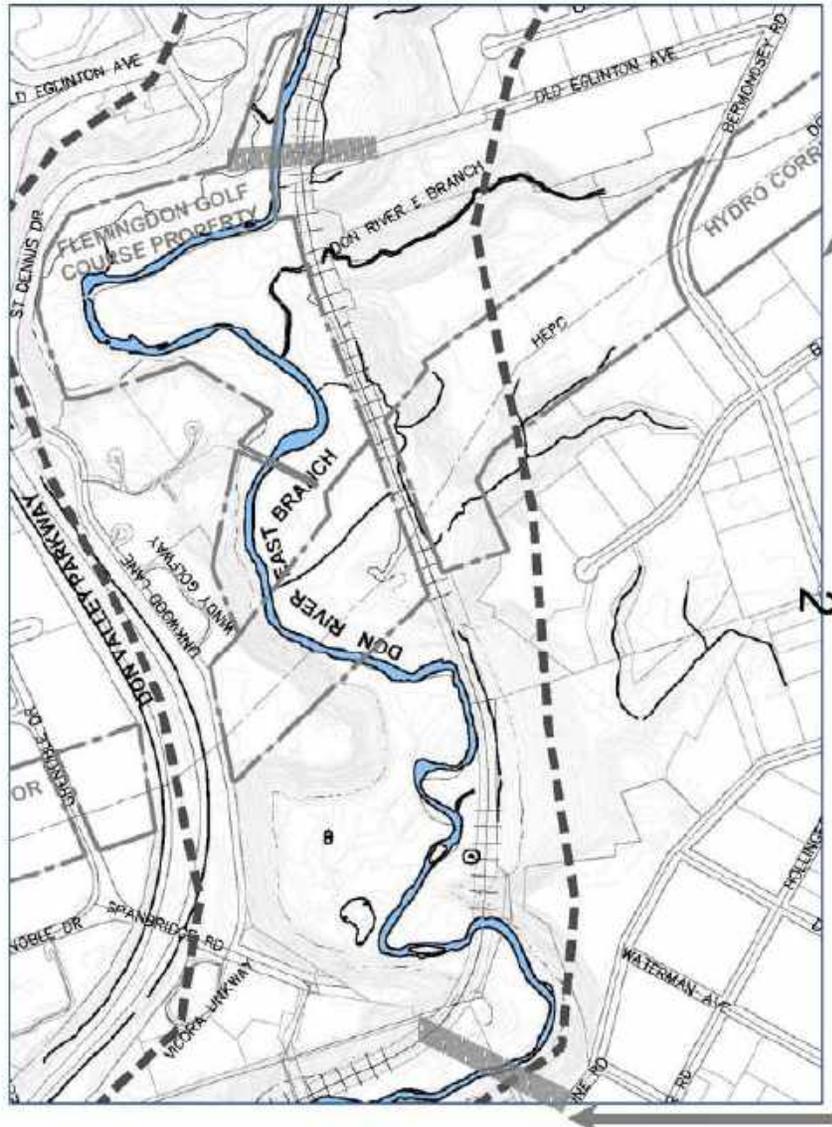
Stream Systems Understanding – Reach 3

Key Features:



- Significant valley wall contacts throughout reach along outside bend of swooping meanders.
- Channel primarily natural condition with floodplain access into mature valleyland
- Minimal channel alteration, only local areas of bank / rip rap protection.
- Sanitary sewer within valley system.
- One location where trail may extend along top of valley.

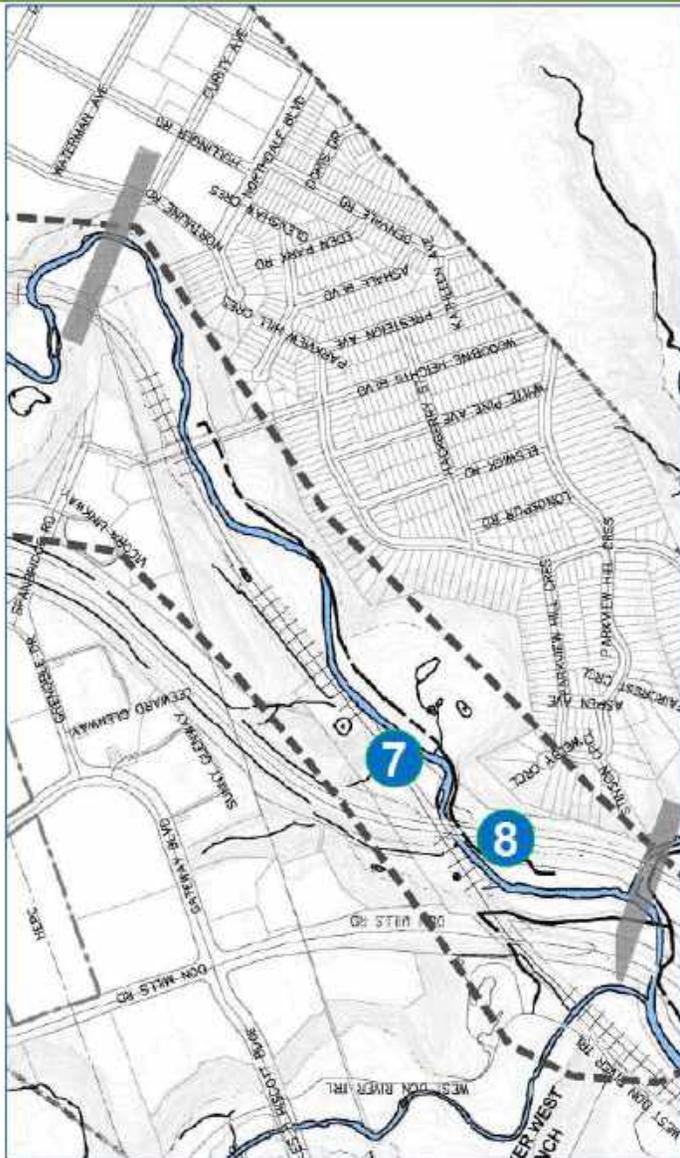
Stream Systems Understanding – Reach 4



Key Features:

- Wide valley setting with meander contacts along both slopes;
- Average W:D – 35m:1.5m – slightly wider than R3;
- Localized areas of erosion / slope protection;
- Active channel migration and bend extension where unmitigated;
- Overtopping / floodplain access under moderate flow conditions.

Stream Systems Understanding – Reach 5



Key Features:

- Confined valley setting with low amplitude meanders;
- Average W:D – 30m:2m – slightly narrower and deeper than R3;
 - Recent channel and slope engineering to facilitate maint. route;
- Channel generally stable condition;
- Overtopping / floodplain access under moderate flow conditions.

Geomorph and Geotechnical Existing Conditions

Questions?

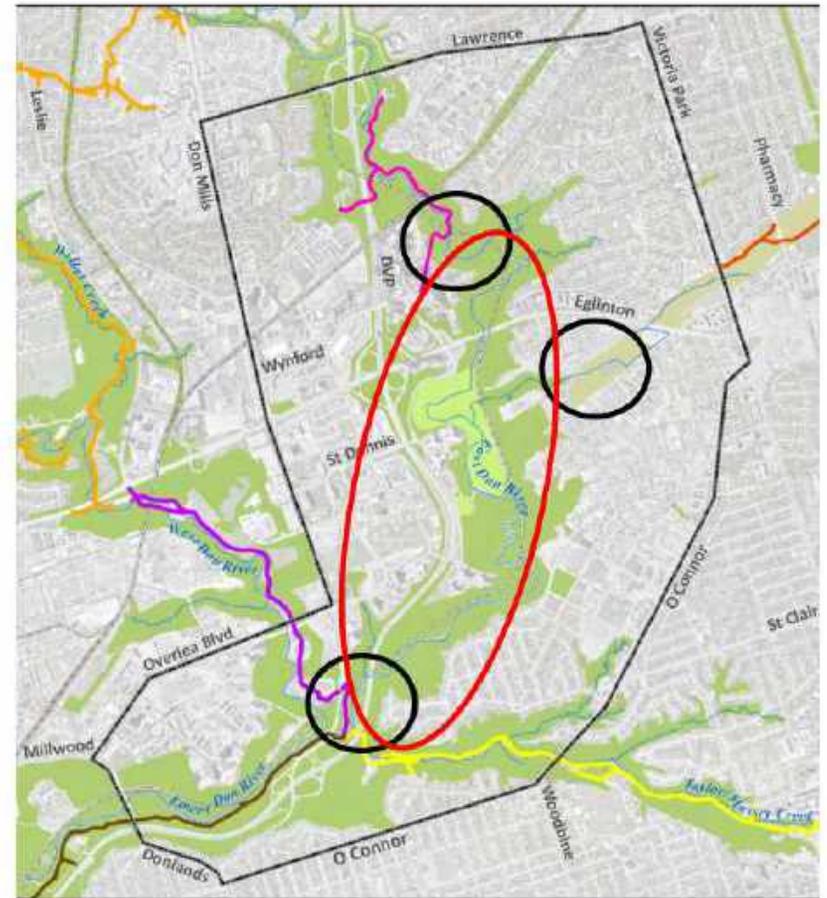
Alternative Methods

Recap: Process to this point:



Problem/ Opportunity Statement

A significant gap in the multi-use trail network exists within the East Don Corridor between Existing East Don Trail (East of Wynford Heights Crescent), Gatineau Corridor Trail (at approximately Bermondsey Rd), and the Don Trail System. The East Don Trail will fill this existing gap in the trail network thus creating a continuous connected trail network.



Project Objectives

Connections

- To provide a key connection route linking local and inter-regional trail systems.

Public Safety

- To provide a safe way for a broad spectrum of users to access the valley system.
- To provide safe off road options (where possible) for cycling and recreational use.
- To investigate options to accommodate emergency response, City and utility maintenance vehicles/activities.

Natural Environment

- To assist in the management of informal trails by providing a single focused multi-use trail within the East Don Corridor.
- To be respectful of the natural environment through the alignment, design, and construction of the trail by aiming to avoid, prevent, or minimize negative impacts.
- To increase access for a range of users to discover and appreciate natural areas within the City.

Project Objectives

Recreation

- To create trail and outdoor recreational opportunities for a variety of users.
- To provide trail and outdoor recreational opportunities for neighboring communities.

Transportation

- To function as a safe travel route to everyday places and amenities.

Supports Other Initiatives

- To coordinate with other planning initiatives in the area allowing for future integration of the multi-use trail. (e.g. Eglinton Cross-town LRT).

Alternatives

Alternatives To

- These are alternatives to the undertaking and are functionally different ways of approaching and dealing with the problem or opportunity.
- Preferred alternative to: Provide Multi Use Trail Connection

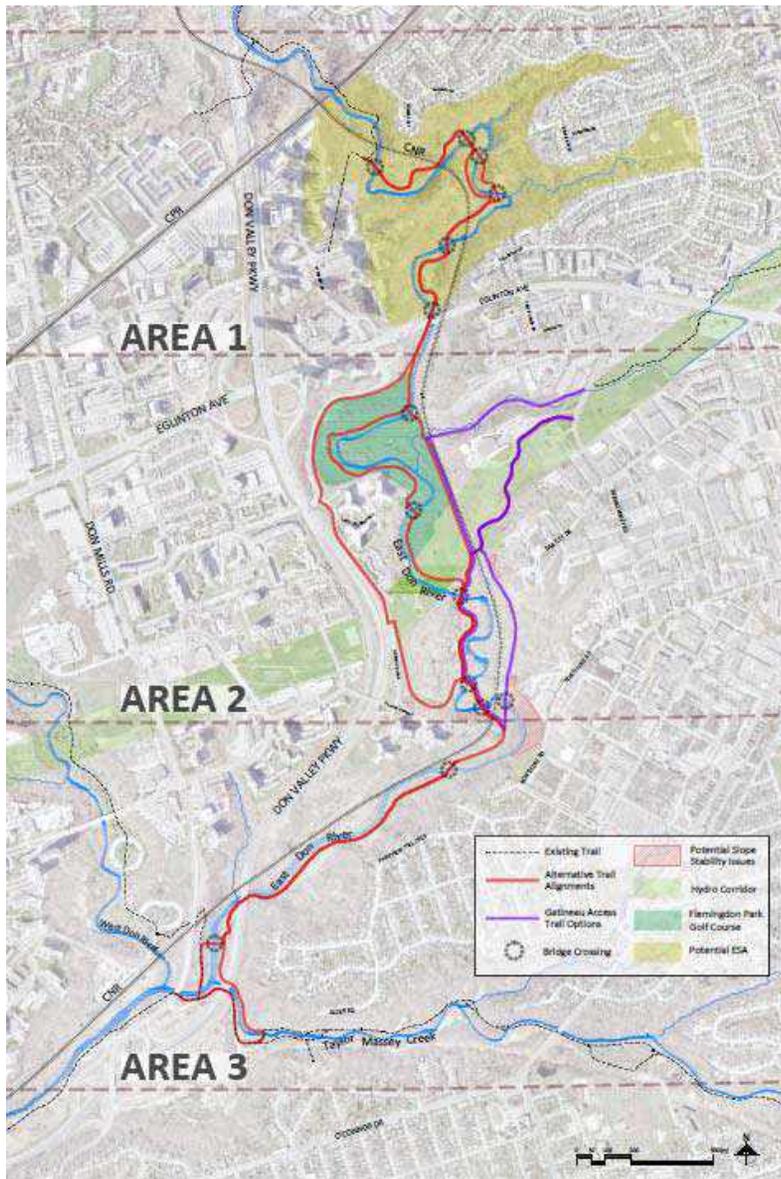
Alternative Methods

- These are alternative methods of carrying out the undertaking and are different ways of doing the same activity.
- For the purpose of this project termed: **Alternative Trail Alignments.**

Alternative Trail Alignments

- Different trail alignment options.
- High level
 - details will be addressed as part of the refinement of the preferred alignment.
 - For example, will determine if we need to cross the river but will not assess bridge length or load capacity.
- Will undergo evaluation to determine the preferred alignment (next CLC meeting).
- Broken down into 3 Areas, these areas have been determined based on infrastructure and property challenges and river reach processes.

Areas



Area 1

2 trail alignment options:

- Forest Trail A
- Forest Trail B

Area 2

9 trail alignment options:

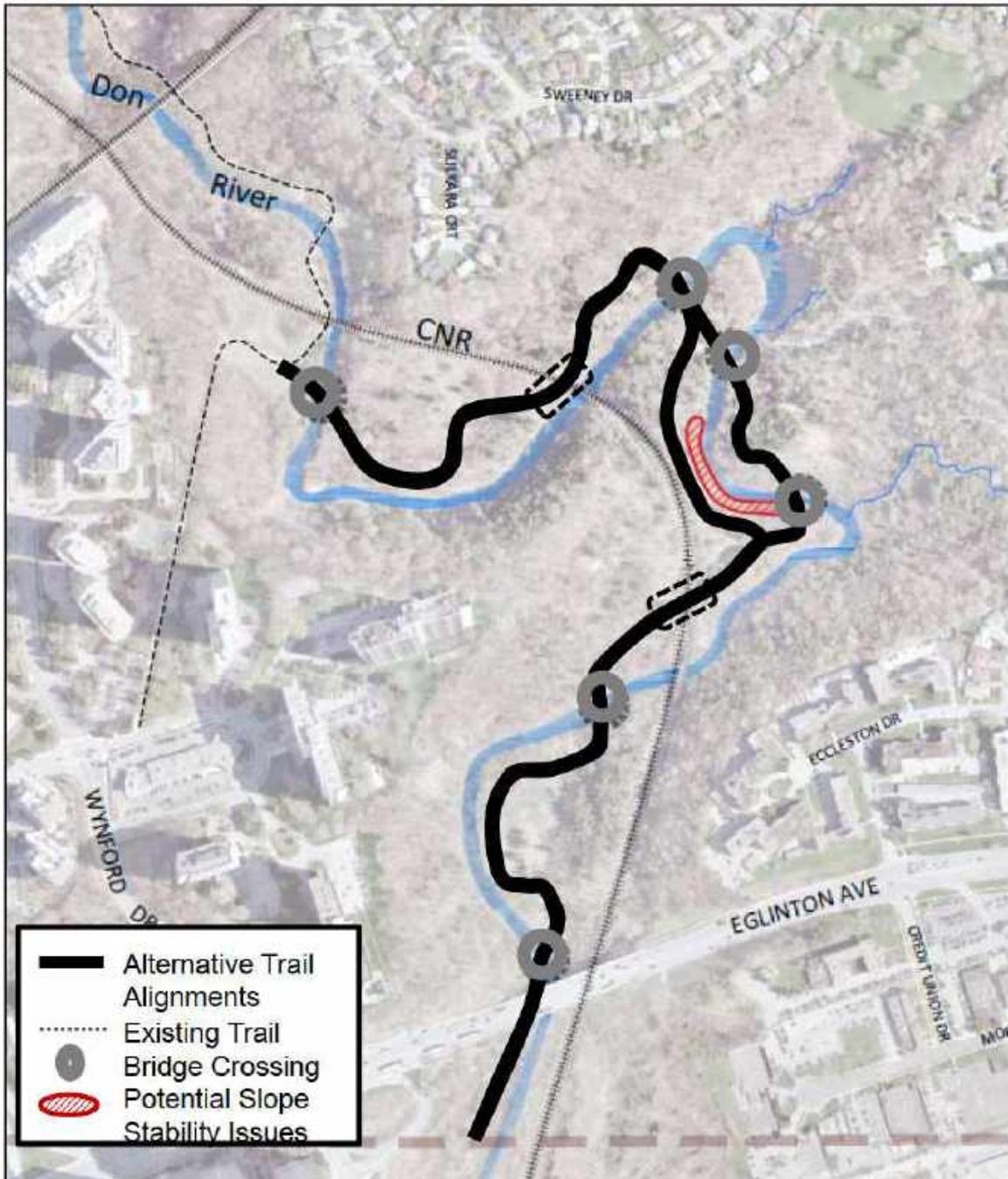
- Road Link A
- Road Link B
- Road Link C
- River Walk A
- River Walk B
- River Walk C
- Rail Trail A
- Rail Trail B
- Rail Trail C

Area 3

3 trail alignment options:

- Access Route A
- Access Route B
- Access Route C

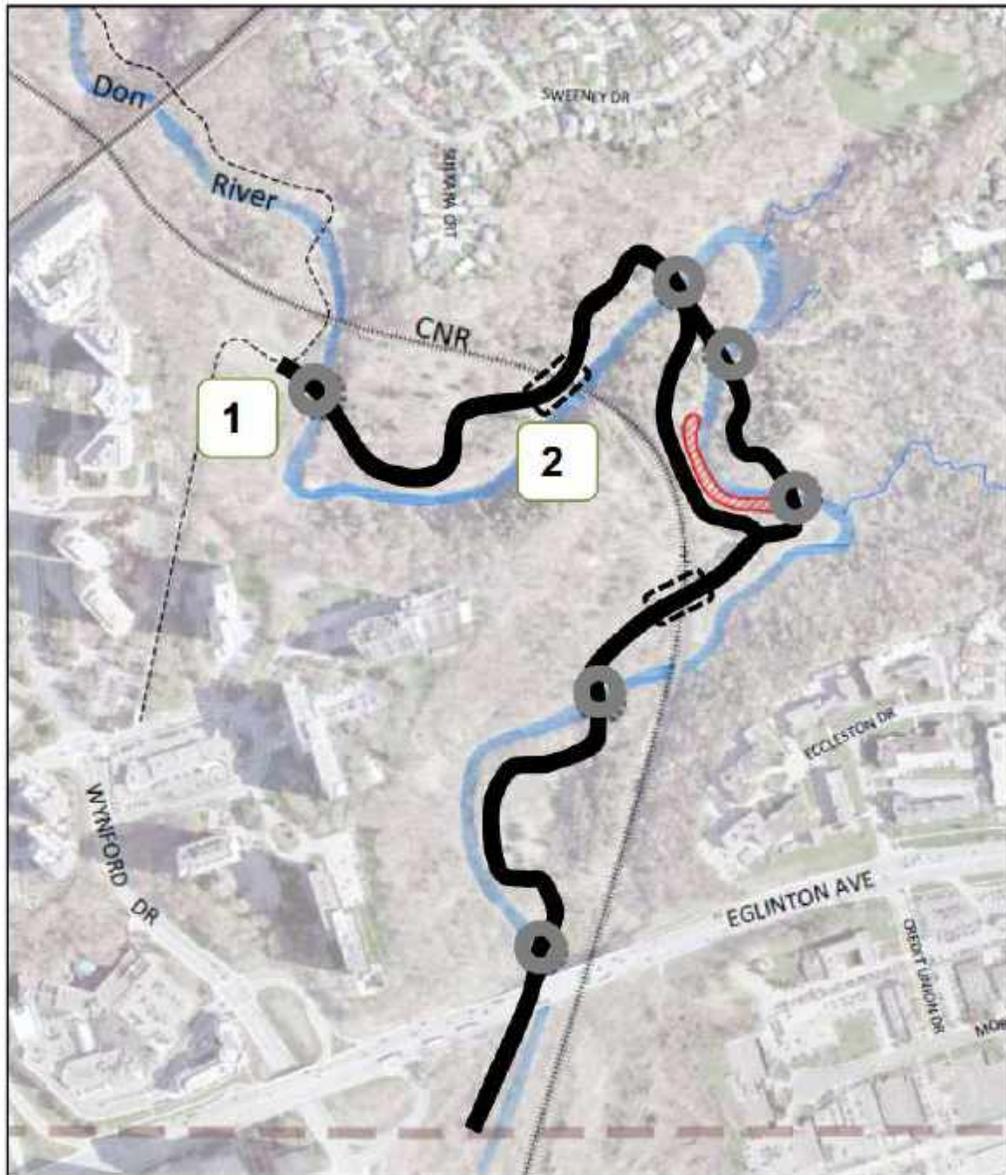
Area 1



Alternatives:
Forest Trail A
Forest Trail B

- Northern extent of study area
- Connects with existing East Don Trail
- Potential ESA
- Adjacent Wynford Concord, Victoria Village

Area 1: Issues and Challenges

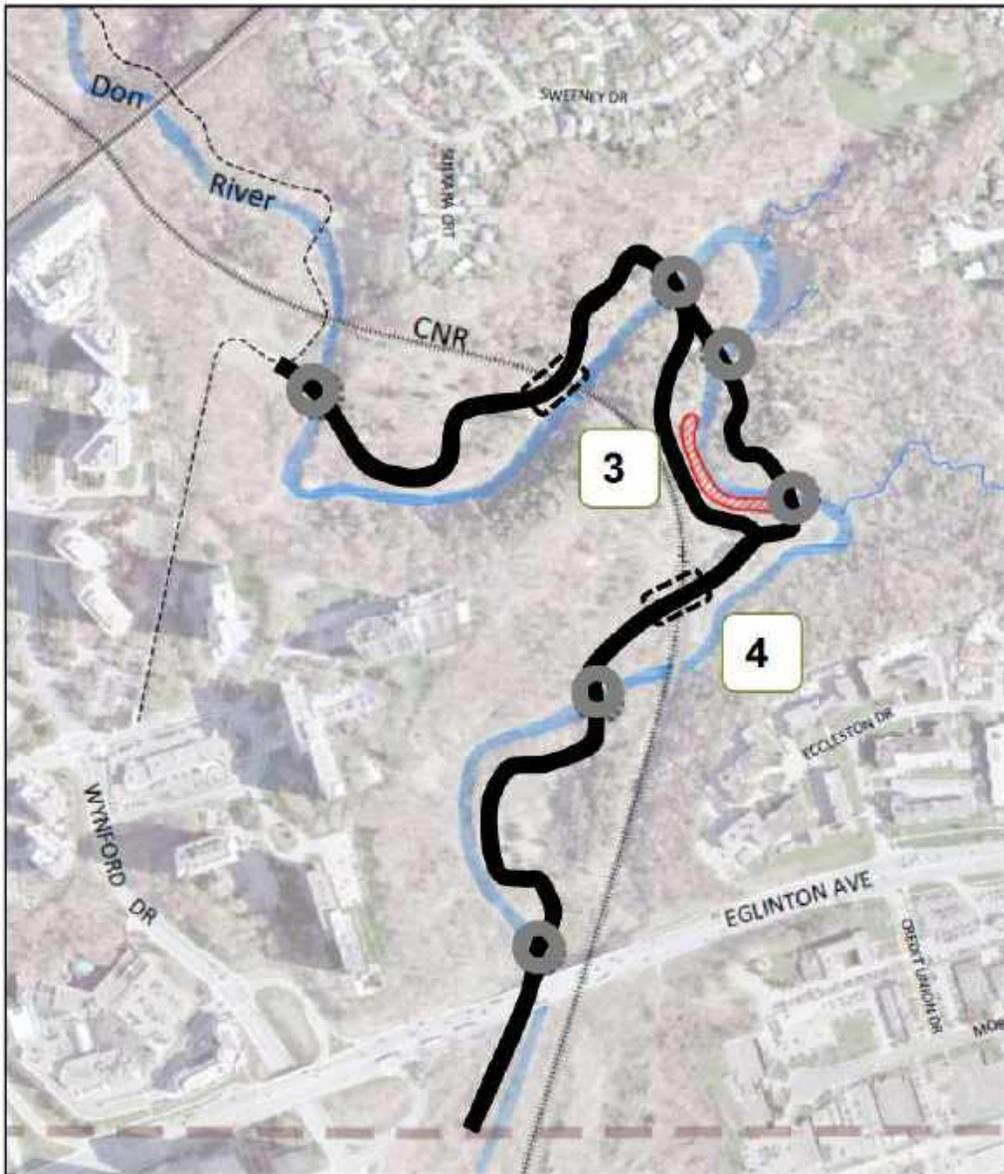


1. Potential River Crossing Location



2. Crossing Under Rail Line

Area 1: Issues and Challenges

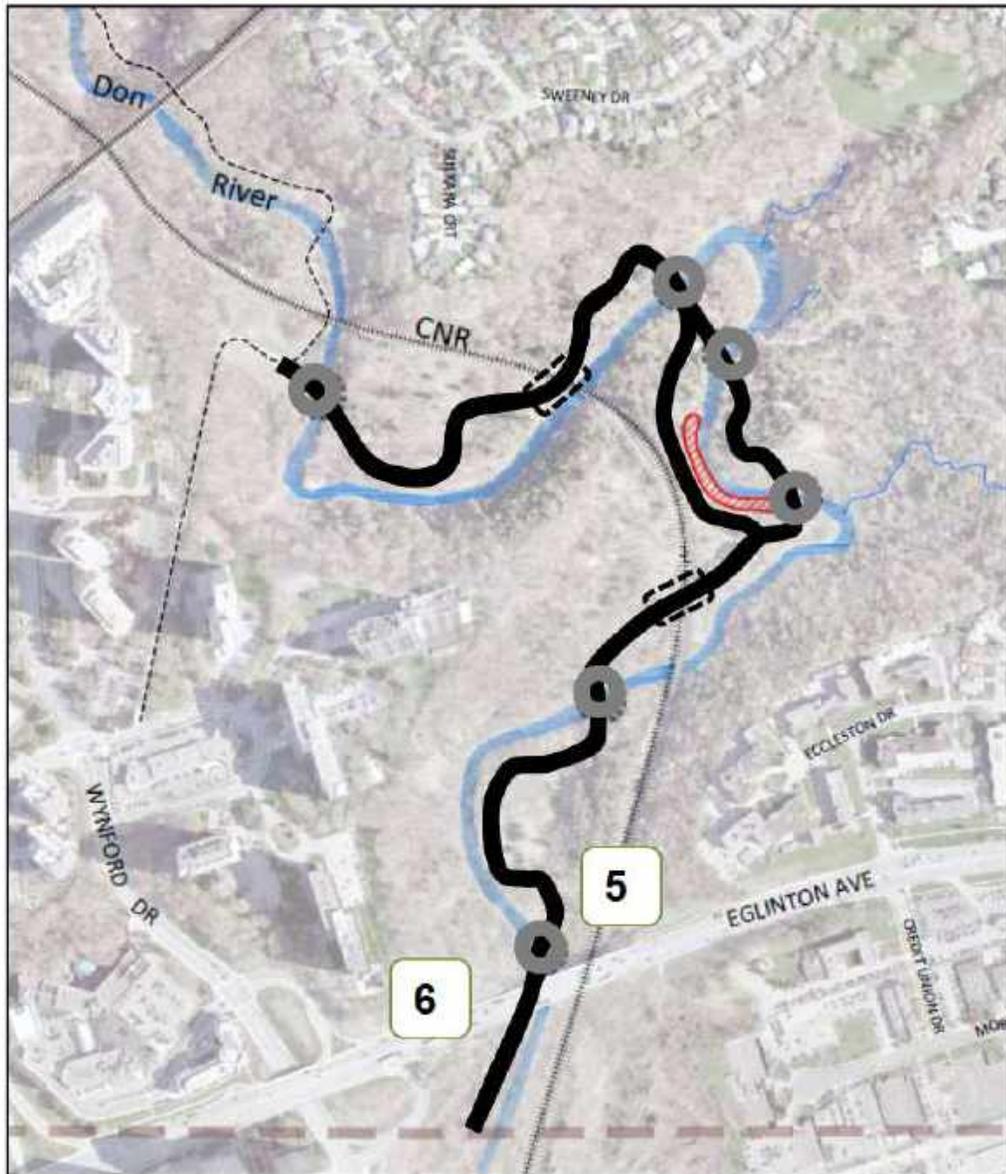


3. Large Erosion Scar

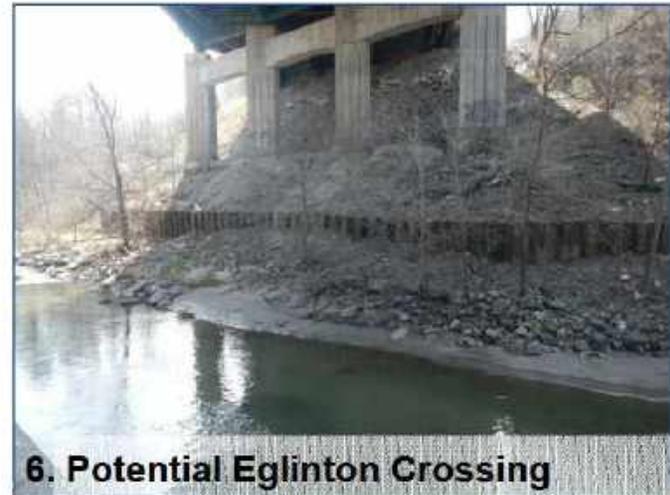


Potential rail line tunnel location

Area 1: Issues and Challenges

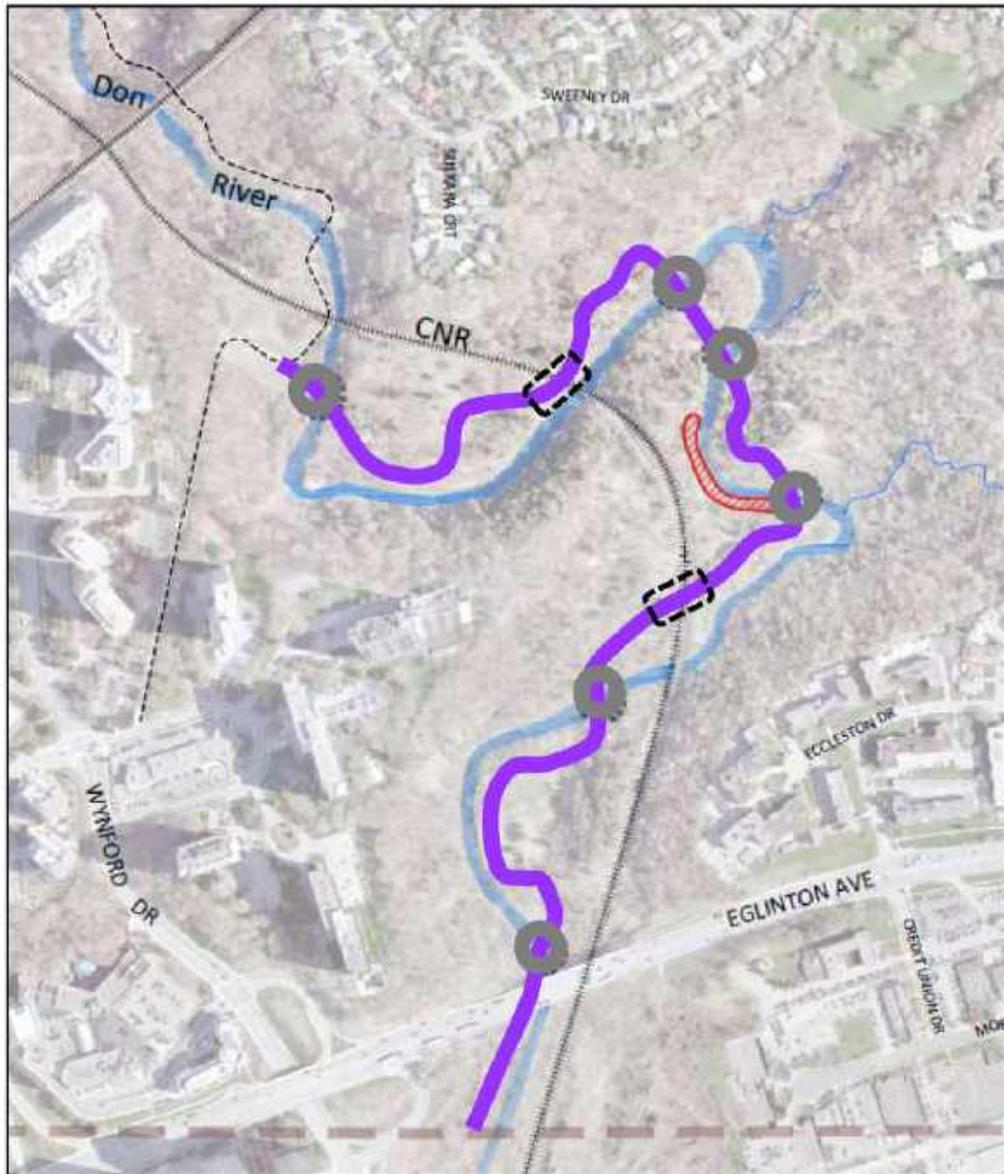


5. Potential River Crossing Location



6. Potential Eglinton Crossing

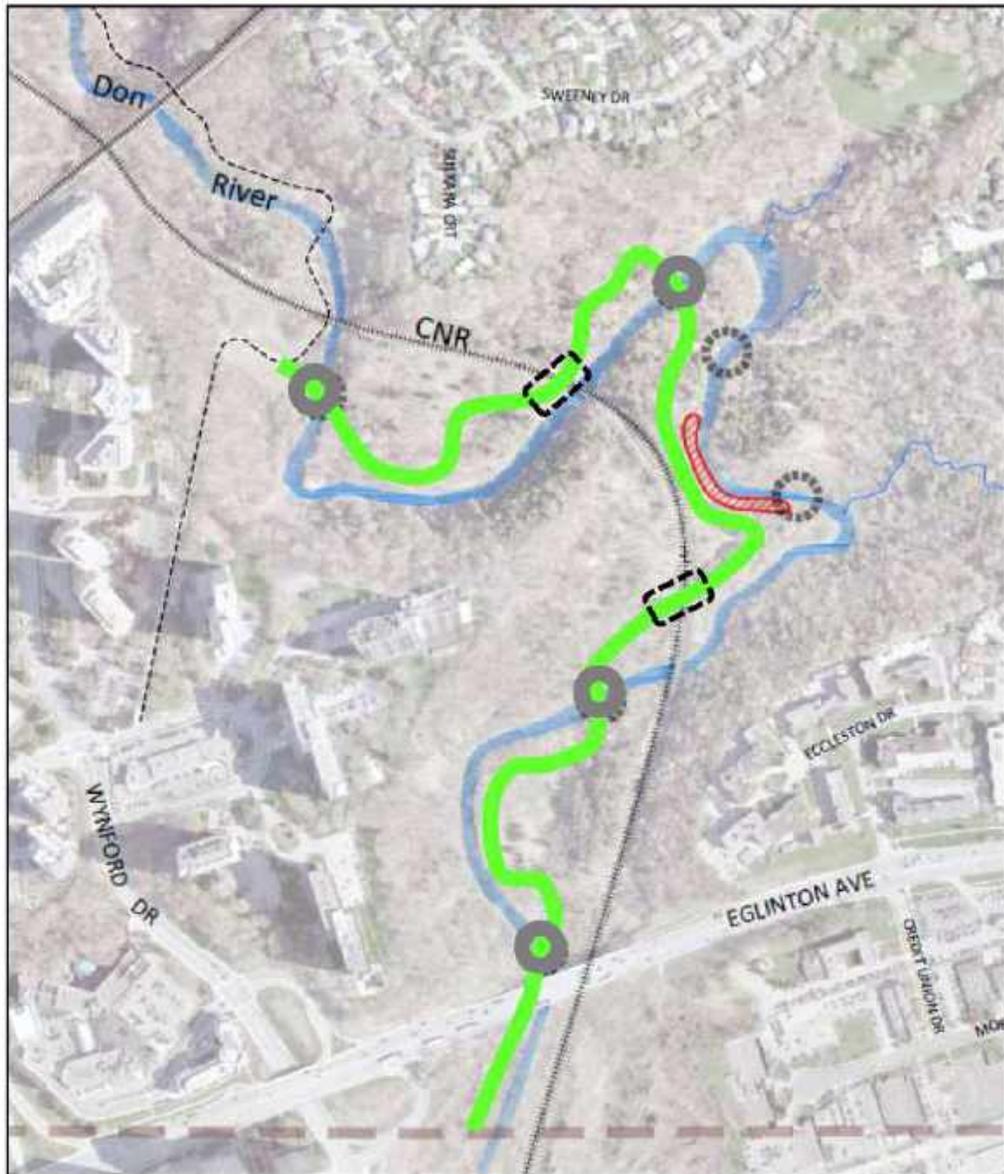
Area 1: Forest Trail A



Key Points

- 6 bridges
- Erosion remediation works not required
- Allows connections to be made into Victoria Village
- ~1.6km

Area 1: Forest Trail B

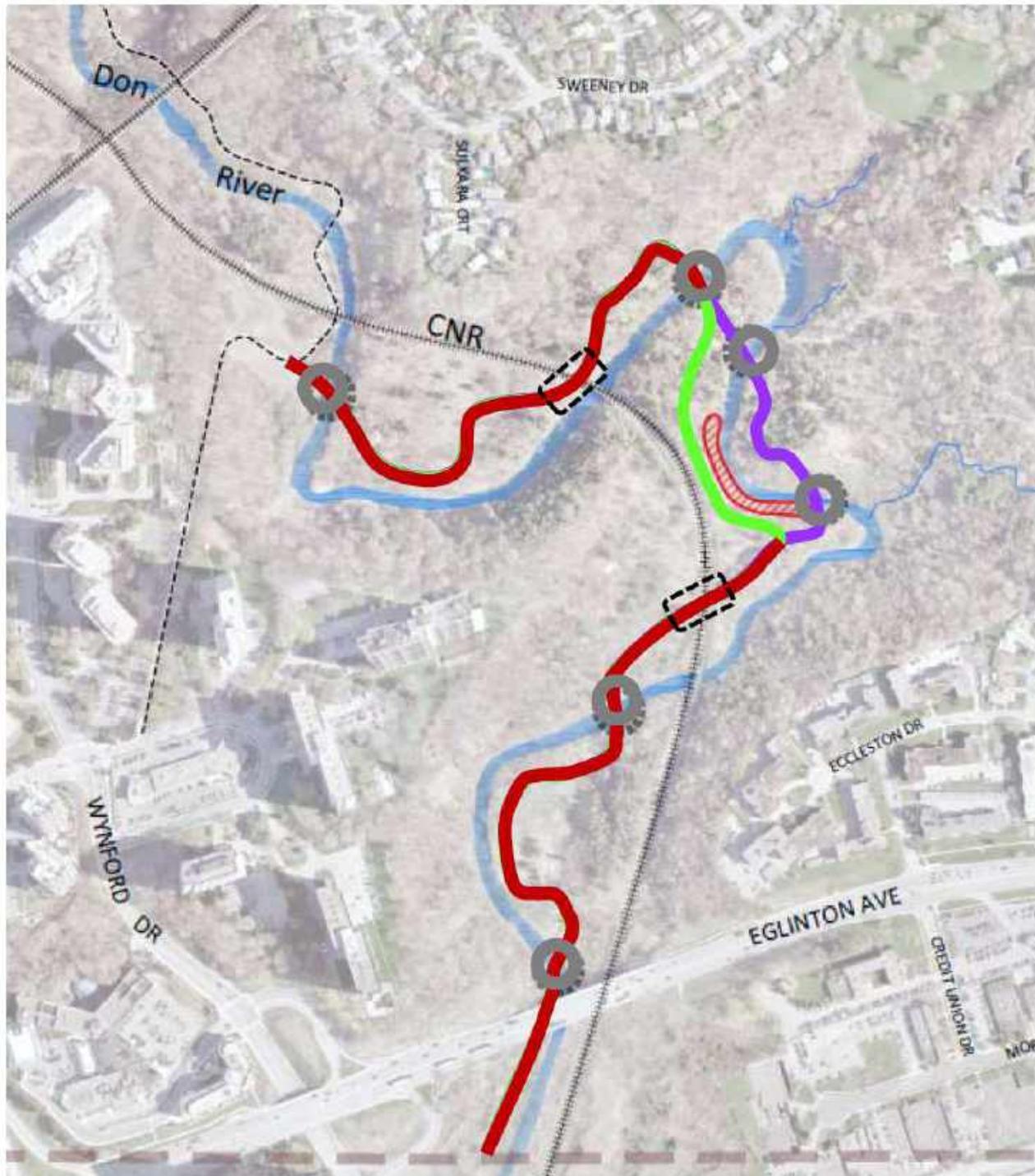


Key Points

- 4 bridges
- Erosion remediation works would be required
- Does not allow for connections to be made into Victoria Village Community
- ~1.6km

Area 1

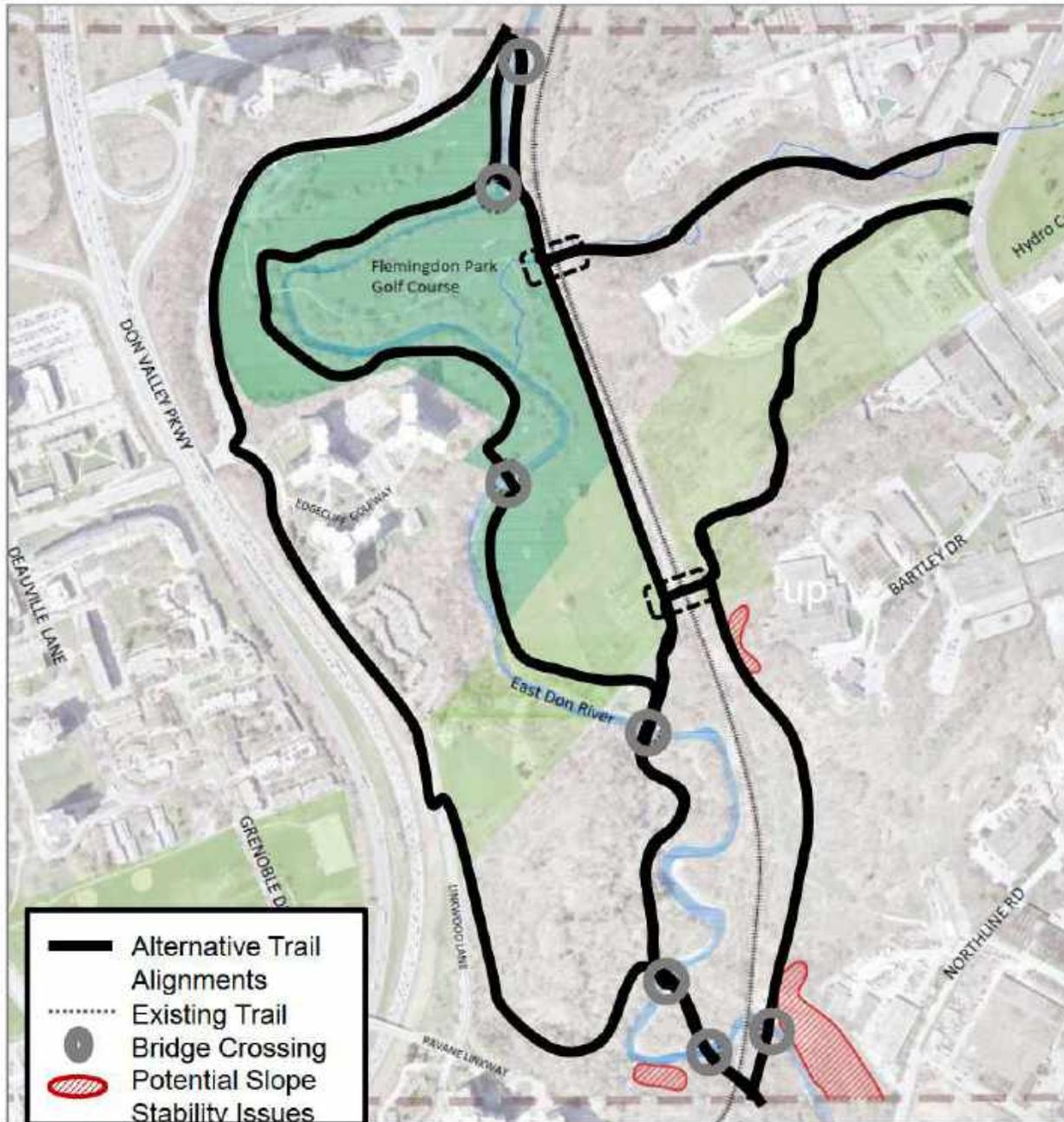
- Do you agree with the trail alignments as presented?
- Are any trail alignments options missing?



Alternative Trail Alignments

-  Forest Trail A
-  Forest Trail B
-  Common to Both
-  Existing Trail
-  Bridge Crossing
-  Potential Slope Stability Issues
-  Rail Line Crossing

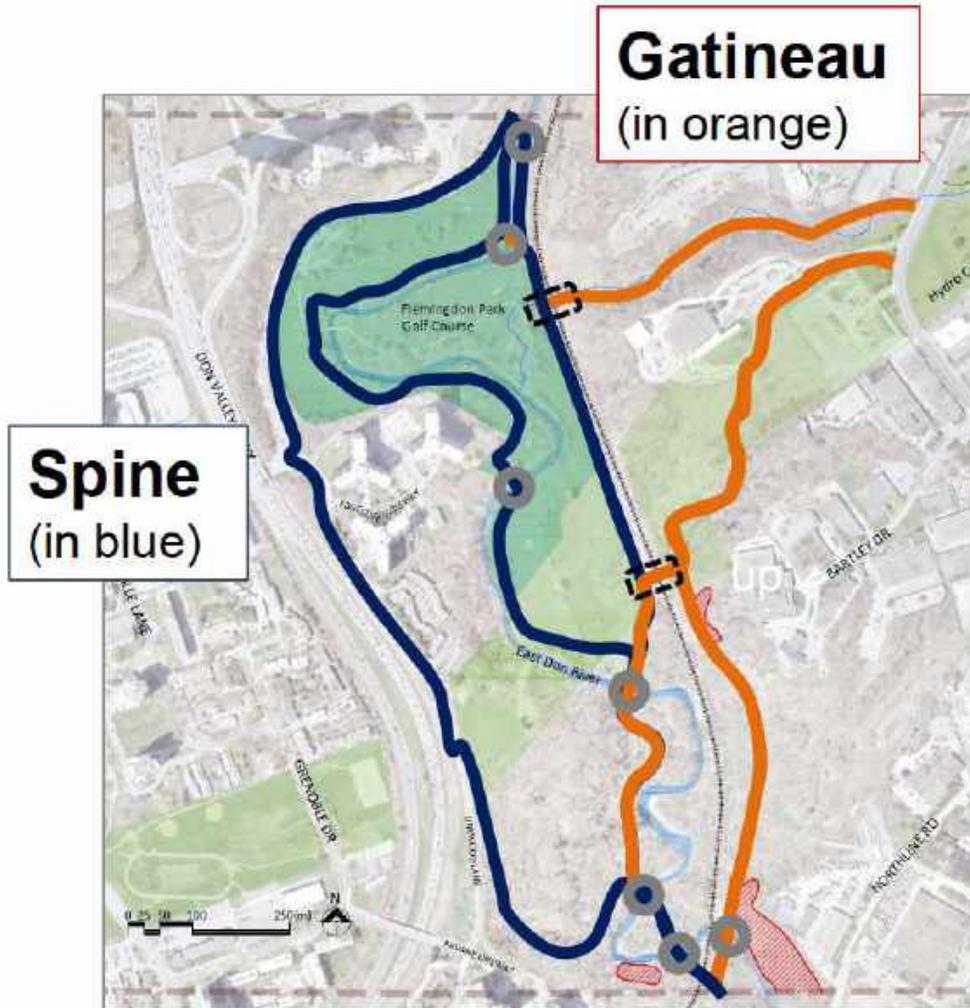
Area 2



Alternatives:
Road Link A, B & C
River Walk A, B & C
Rail Trail A, B & C

- Middle of study area
- Includes Golf Course property and Hydro One Corridor
- Connection to Gatineau Corridor Trail
- Adjacent employment industrial area and Flemingdon Park
- 9 Alternative Trail Alignments

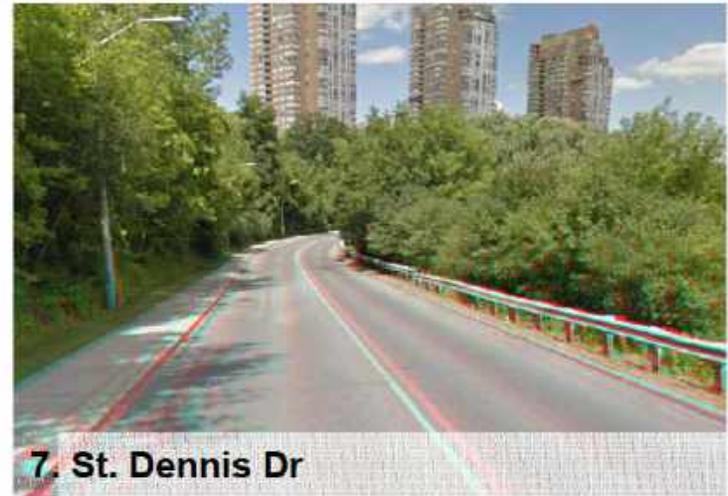
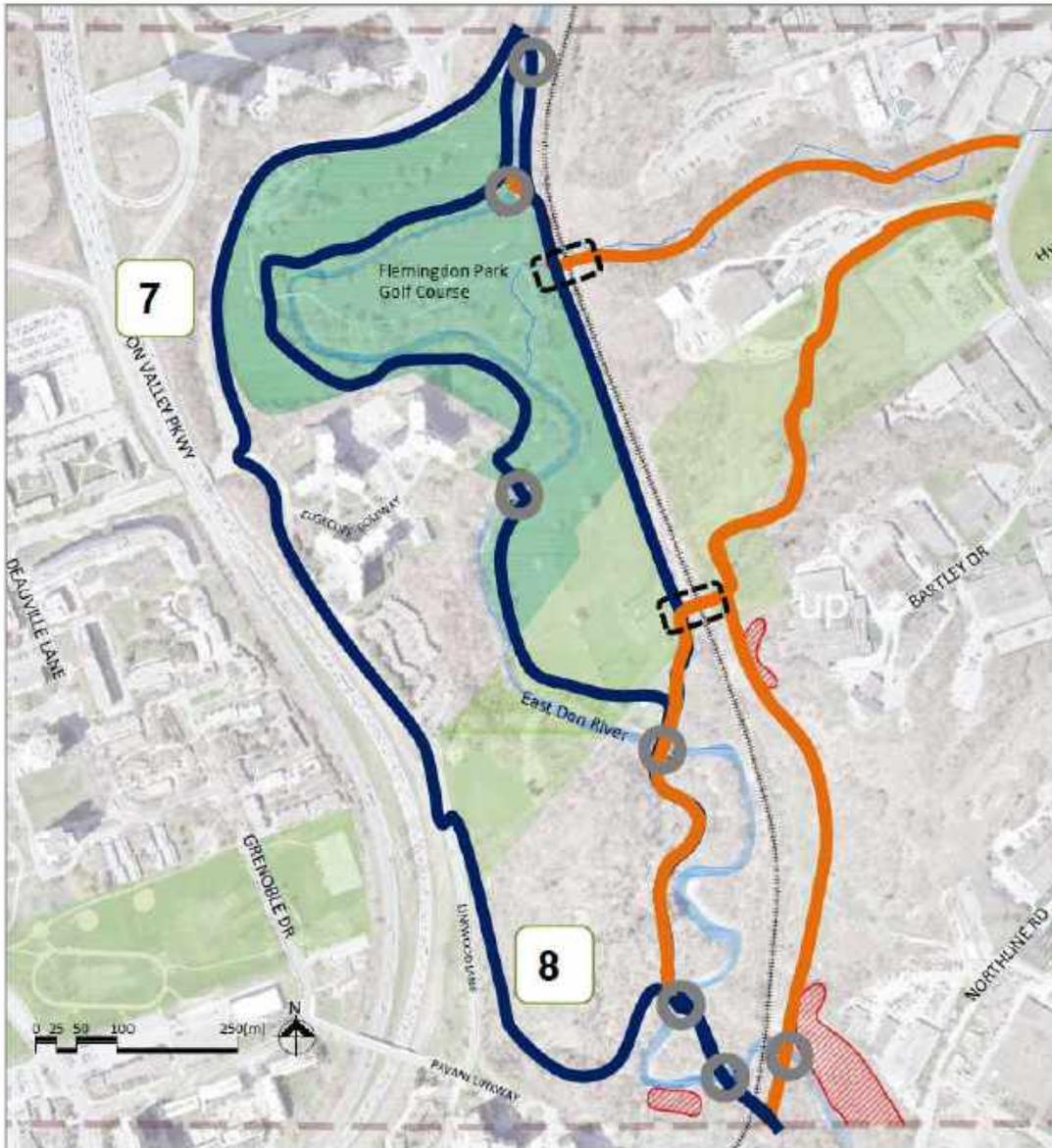
Area 2: Details on Descriptions



- Area 2 contains 9 Alternative Trail Alignments
- This is a combination of:
 - 3 different “Spine” options identified in blue; and
 - 3 different “Gatineau” options identified in orange.
- Each of the alternatives are unique and will all be evaluated individually

— Alternative Trail Alignments —

Area 2: Issues and Challenges



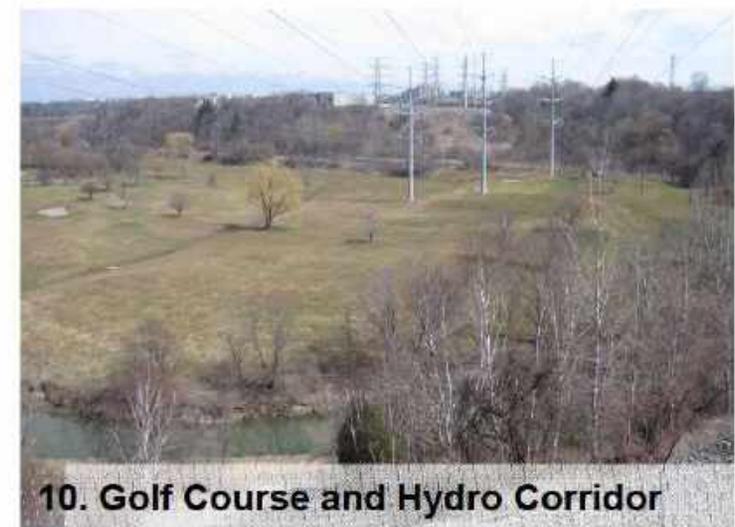
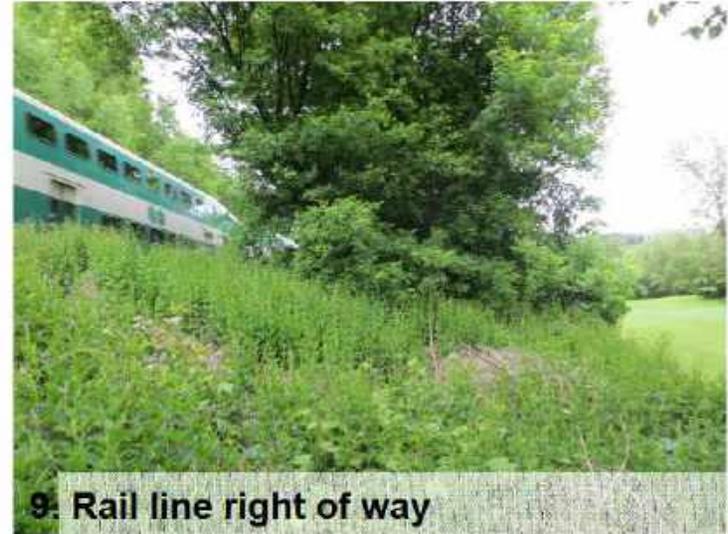
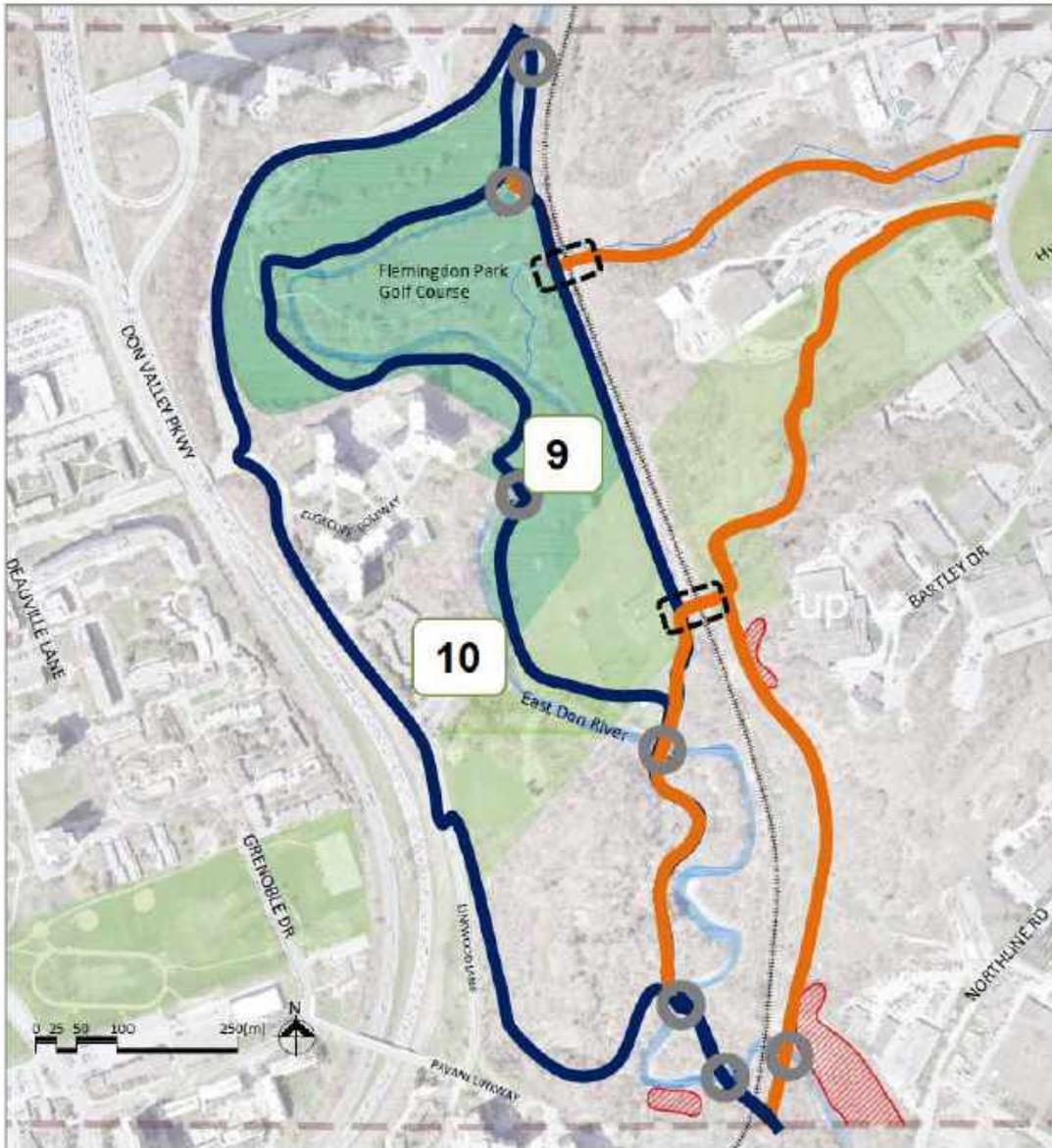
7. St. Dennis Dr



8. Steep Access into Valley

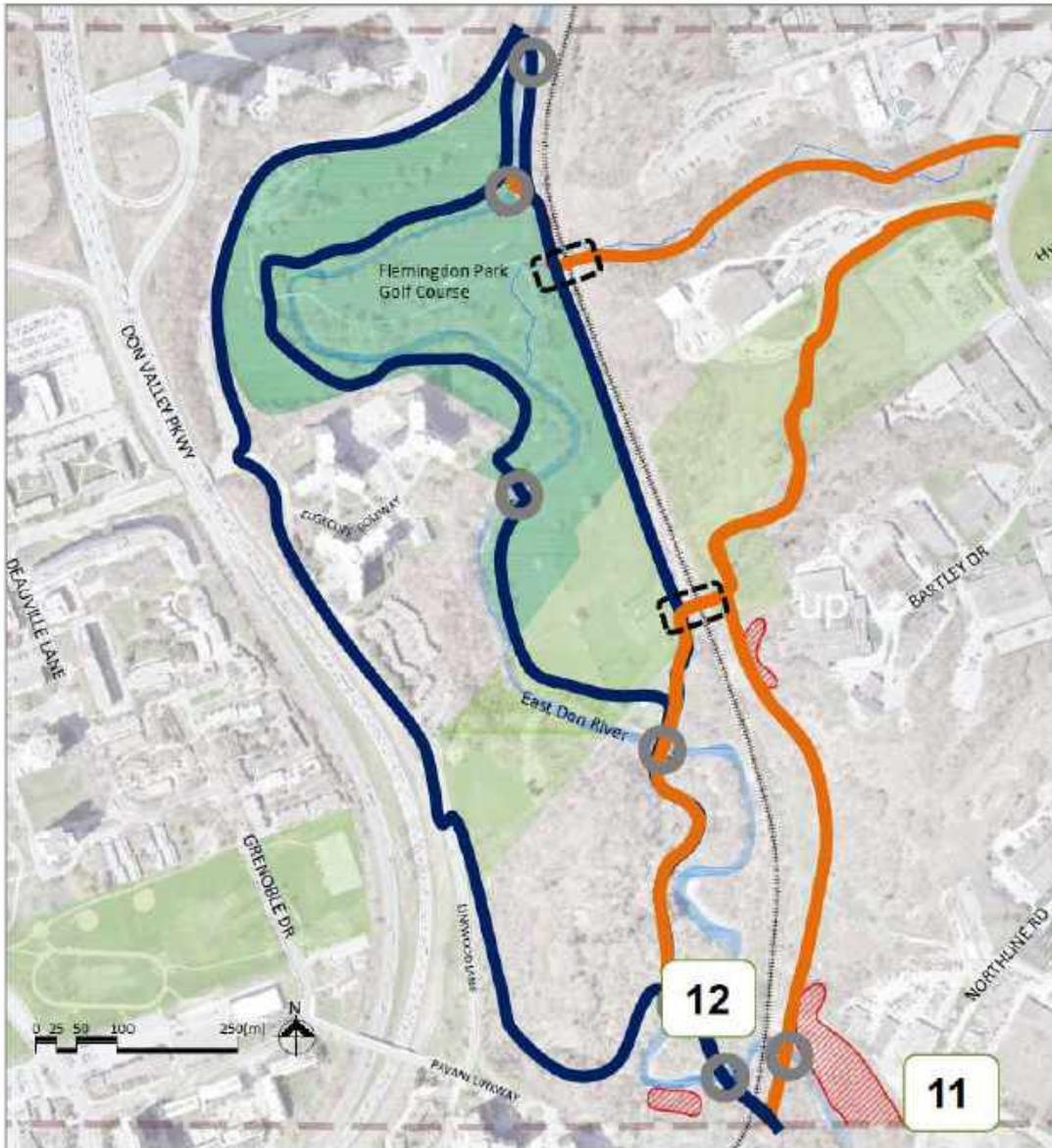
— Alternative Trail Alignments —

Area 2: Issues and Challenges



— Alternative Trail Alignments —

Area 2: Issues and Challenges

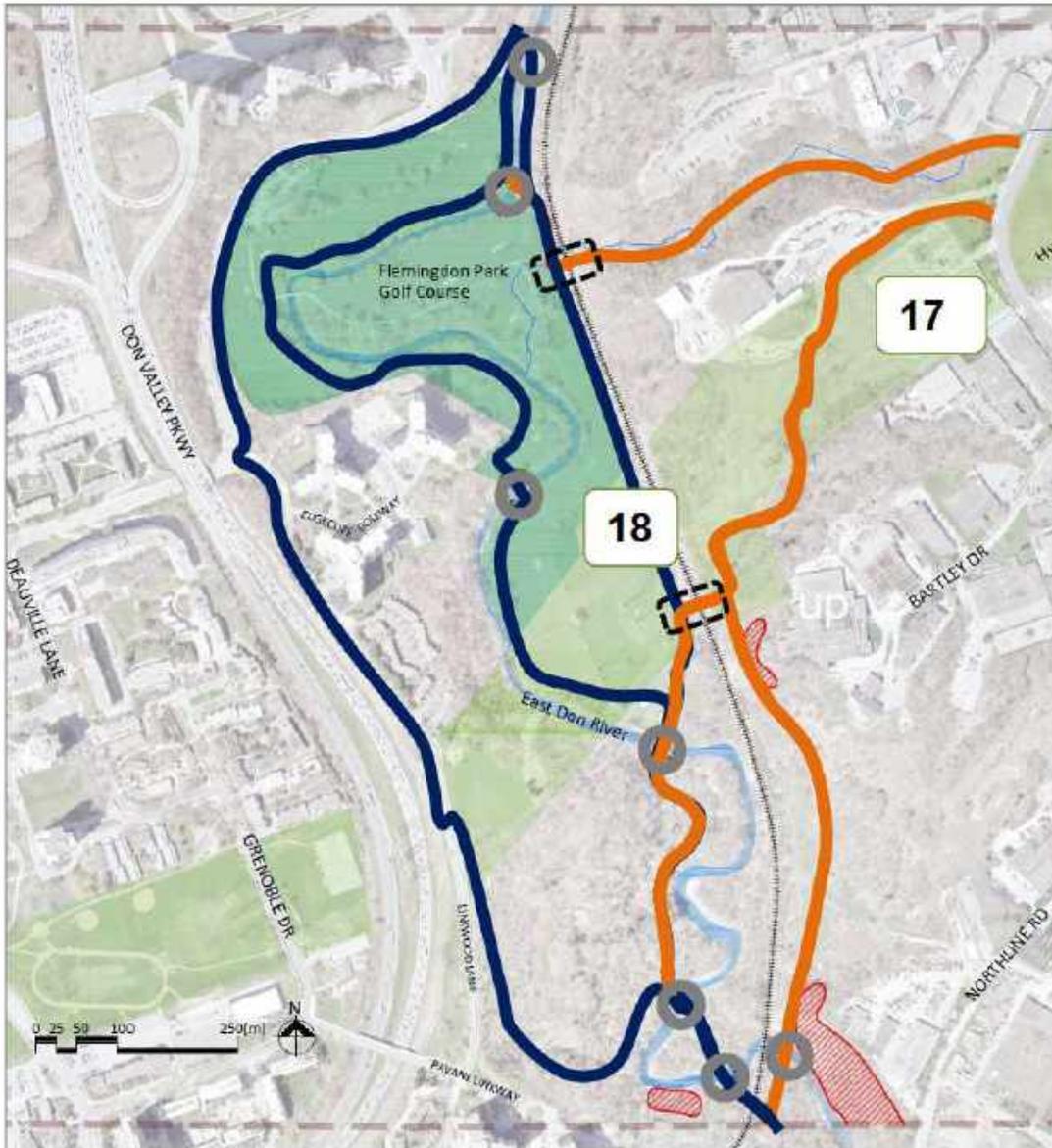


11. Mass Slumps of Active Slope



12. Pinch Point Rail and Active Slope

Gatineau Access Trail: Issues and Challenges

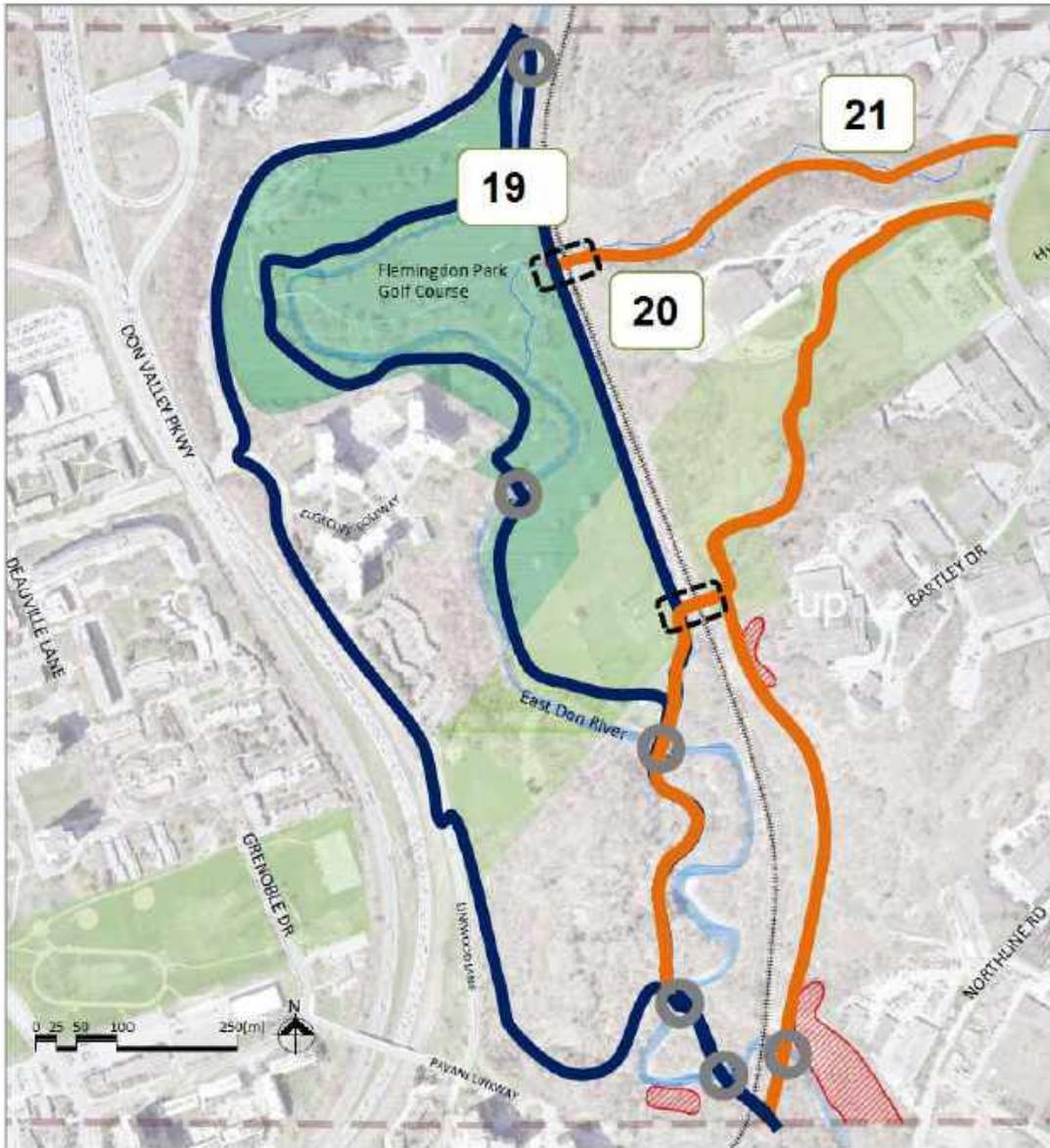


17. Hydro Tower and Access Route



18. Potential At Grade Rail Line Crossing

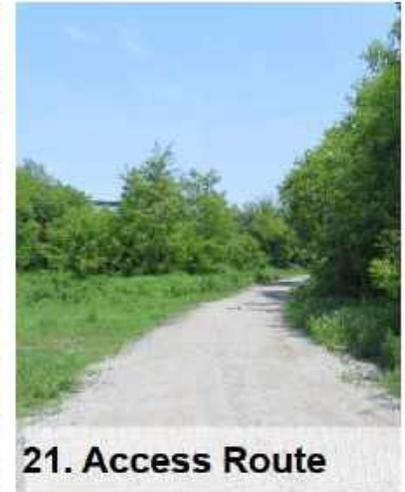
Gatineau Access Trail: Issues and Challenges



19. Potential Rail Line Tunnel



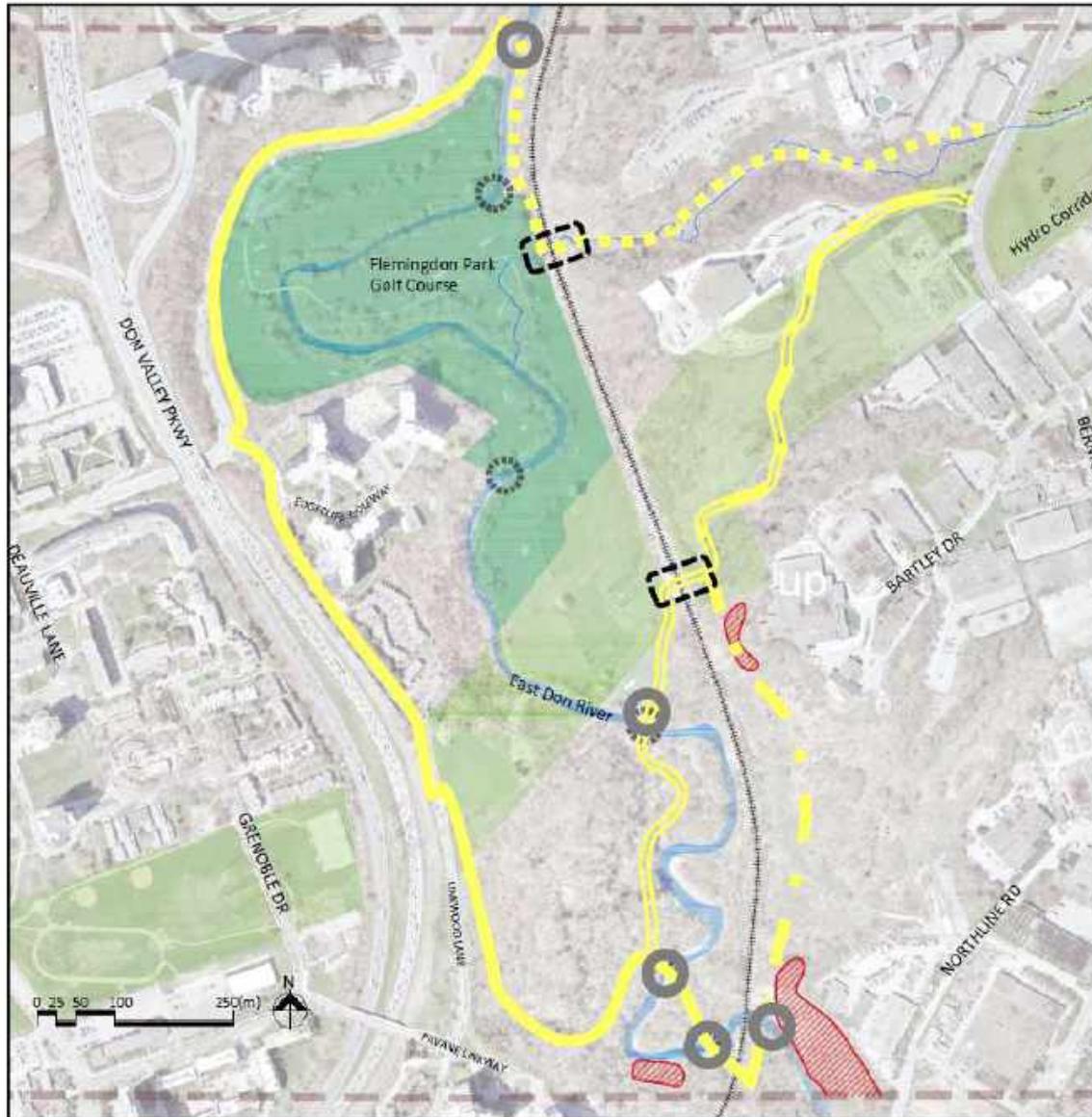
20. Forested



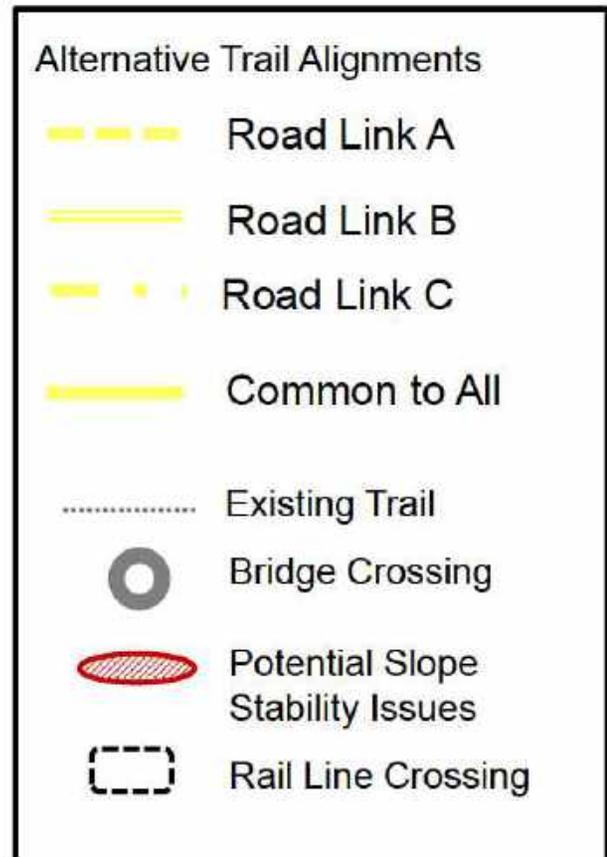
21. Access Route

— Alternative Trail Alignments —

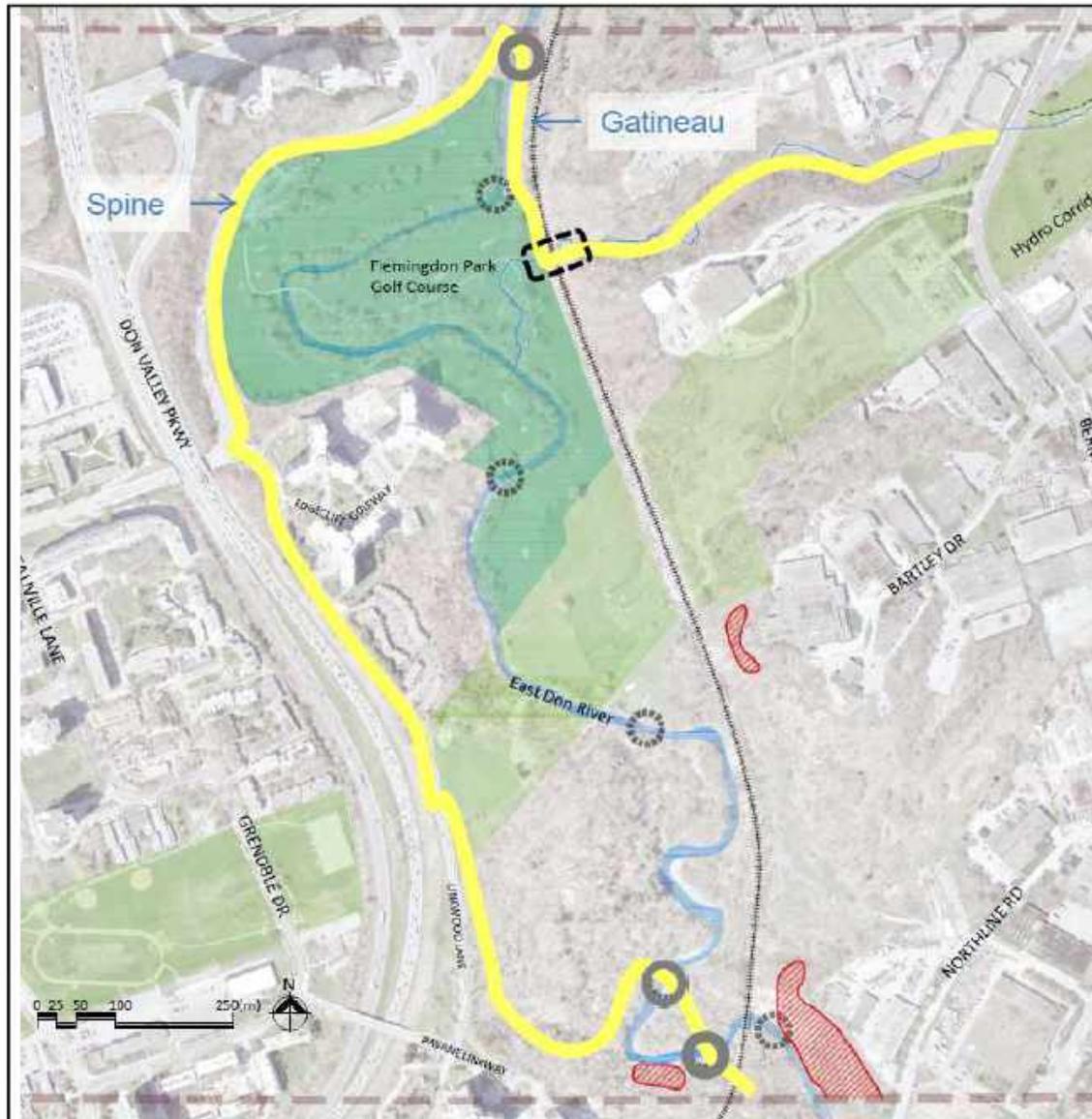
Area 2: Alternatives Road Link A, B & C



3 Alternative Trail Alignments



Area 2: Alternatives Road Link A



Key Points

- ~2.9km

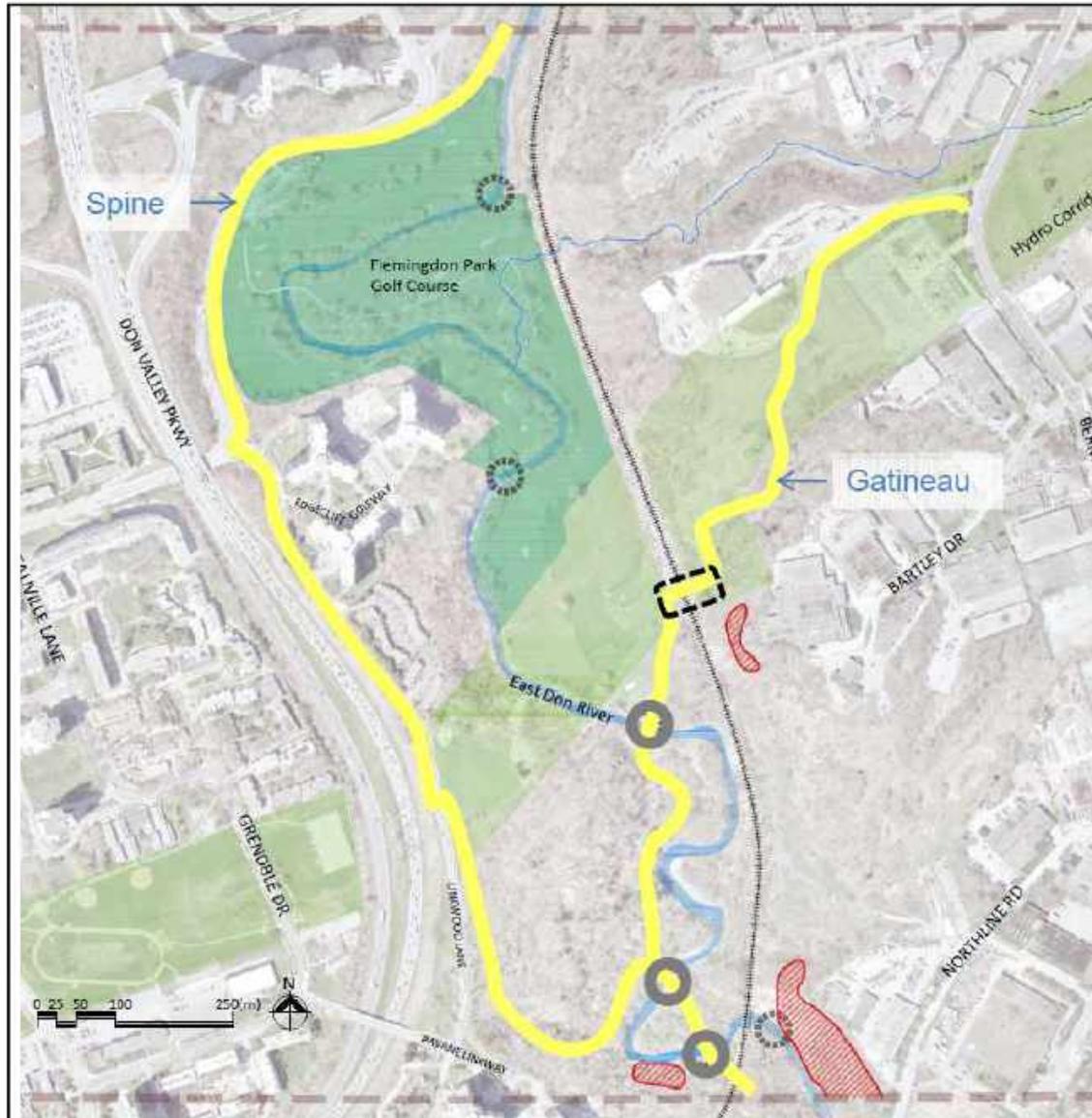
Spine

- 2 bridges
- Requires travel on road ROW, potential relocation of infrastructure (light standards)
- Safety concerns and steep access
- Does not require acquisition of privately owned golf course

Gatineau

- Crosses rail line once: would not be an at grade
- 1 bridge and 1 potential bridge
- Steep areas with varying topography
- Travels between two City of Toronto Works properties (Bermondsey Transfer Station & Bermondsey Yard)
- Utilizes a portion of existing Toronto Water access route

Area 2: Alternatives Road Link B



Key Points

- ~3.3km

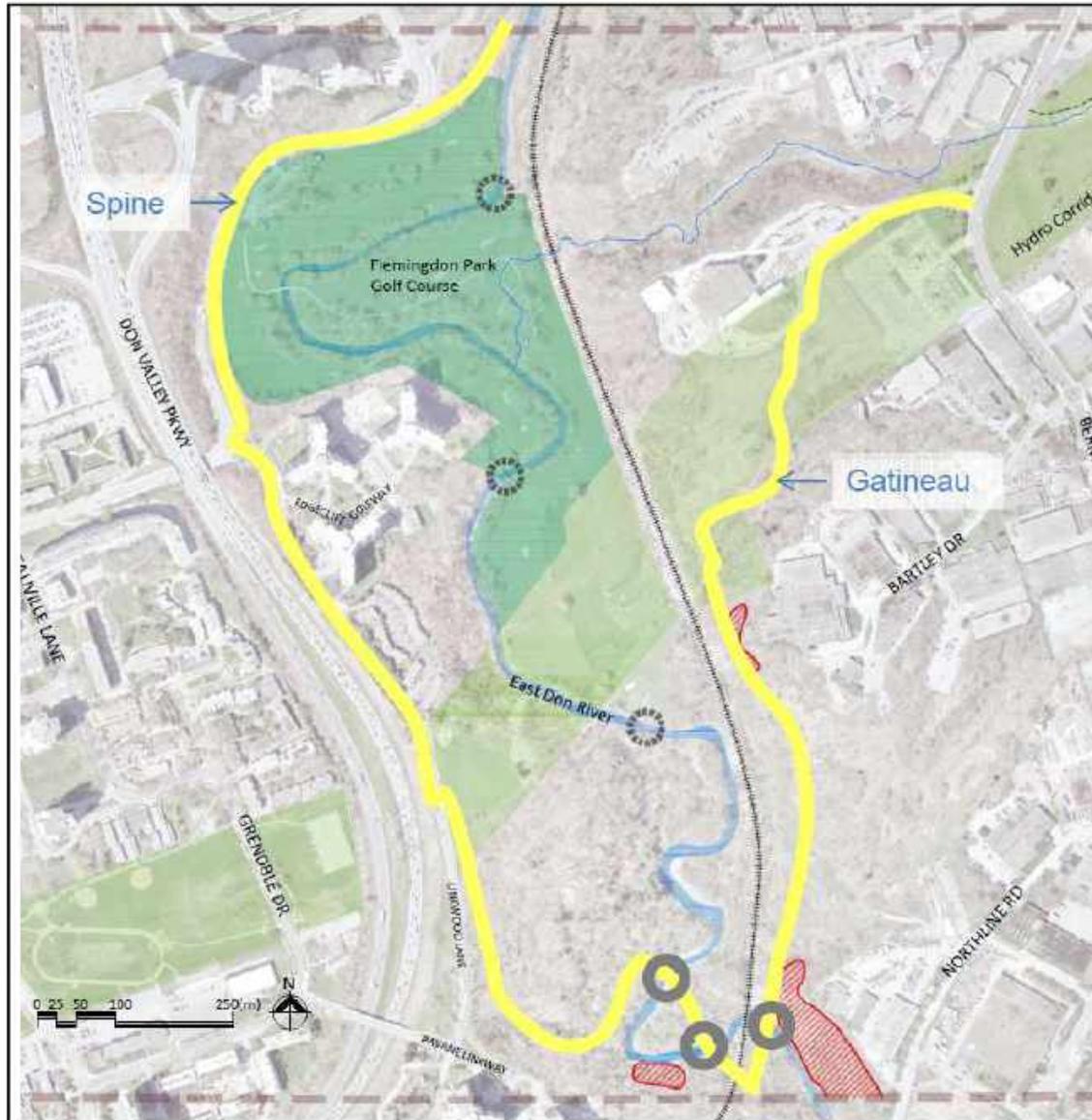
Spine

- 2 bridges
- Requires travel on road ROW, potential relocation of infrastructure (light standards)
- Safety concerns and steep access
- Does not require acquisition of privately owned golf course

Gatineau

- Crosses rail line once: potentially an at grade crossing
- 1 bridge
- Passes two Hydro towers, one with limited space, may require anti climbing devices
- Requires Hydro One Licensed agreement
- Utilizes existing access route

Area 2: Alternatives Road Link C



Key Points

- ~3.4km

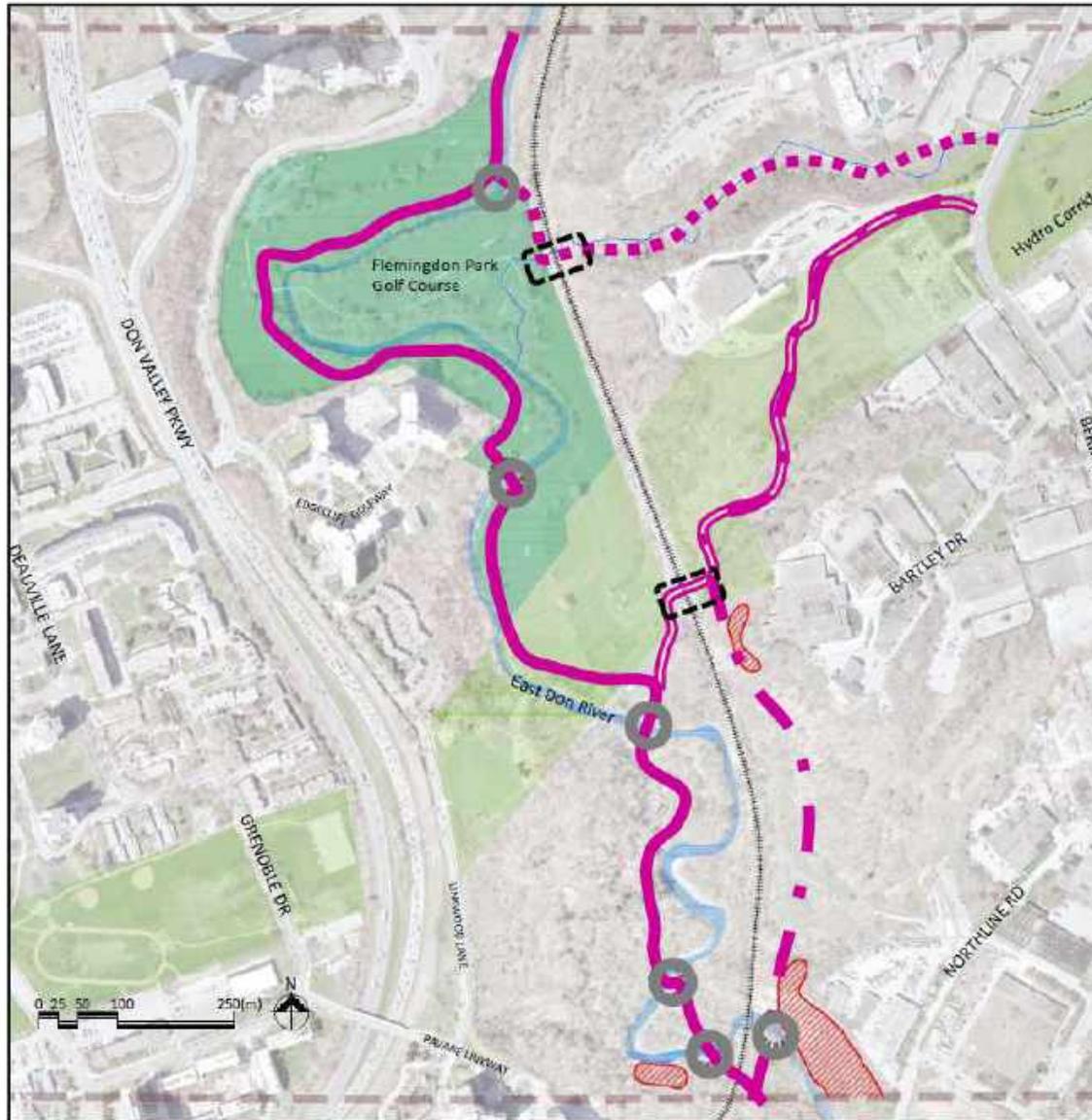
Spine

- 2 bridges
- Requires travel on road ROW, potential relocation of infrastructure (light standards)
- Safety concerns and steep access
- Does not require acquisition of privately owned golf course

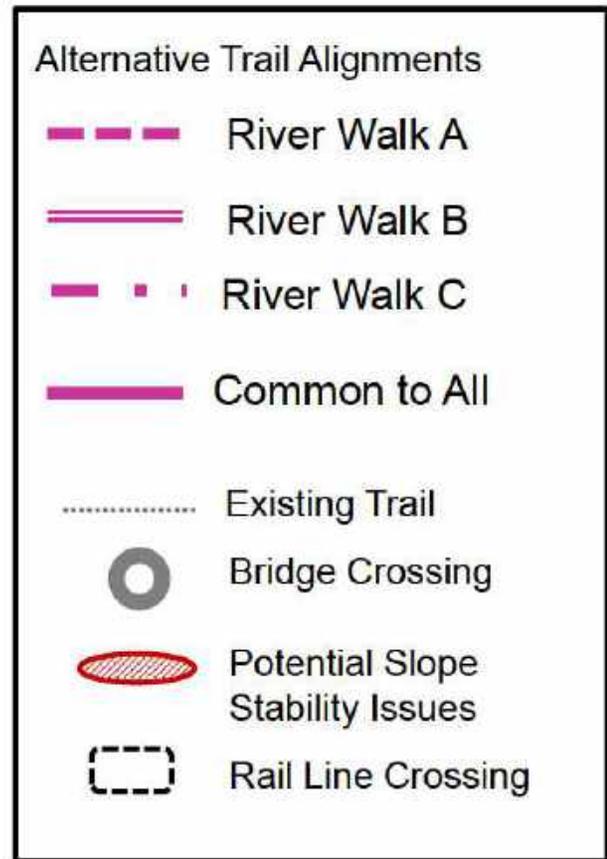
Gatineau

- 1 bridge
- Passes between large erosion scar and rail line (limited to no space)
- Passes two Hydro towers, one with limited space, may require anti climbing devices
- Requires Hydro One Licensed agreement
- Travels over former landfill
- No rail line crossing necessary
- Utilizes existing access route

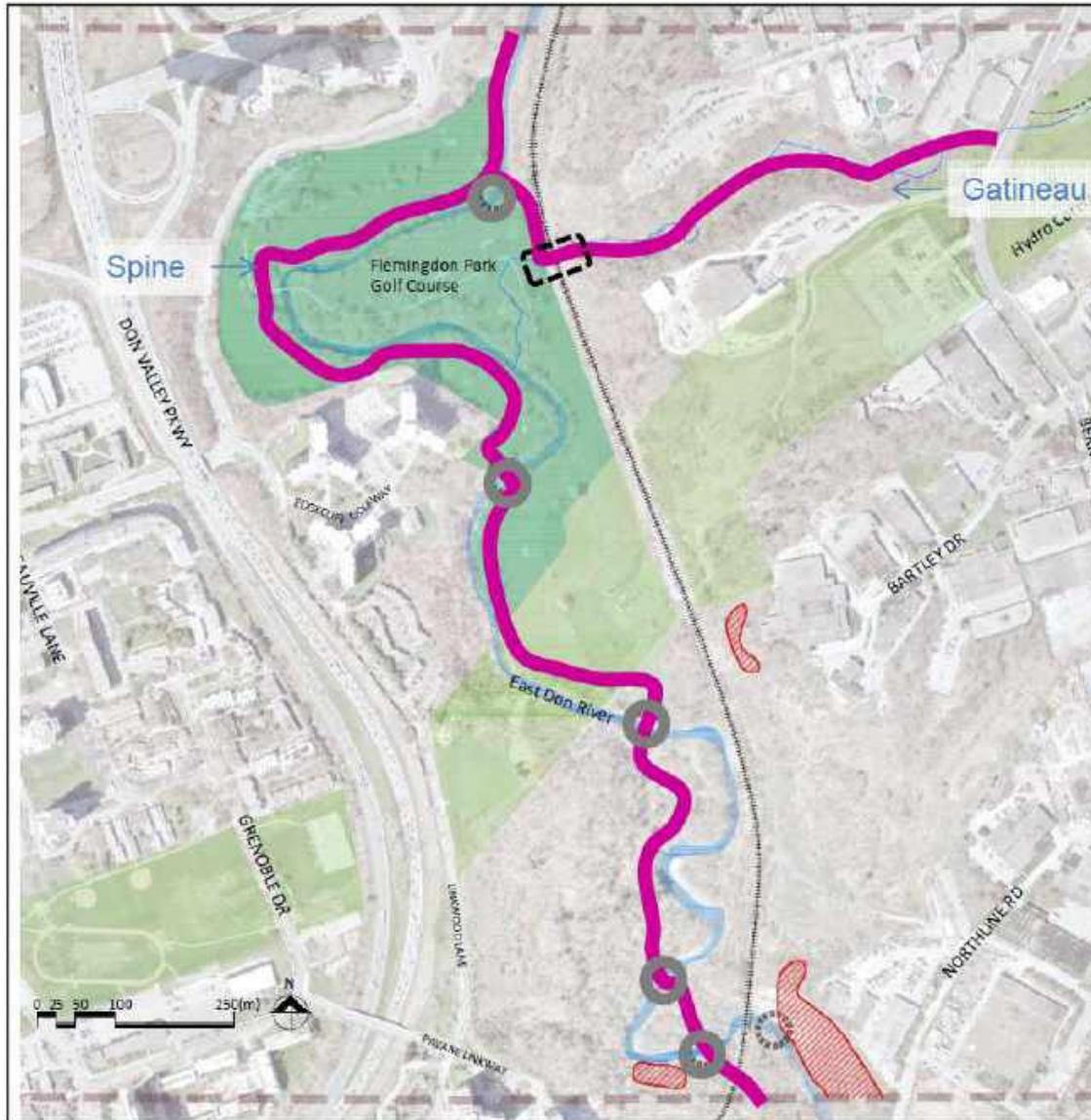
Area 2: Alternatives River Walk A, B & C



3 Alternative Trail Alignments



Area 2: Alternatives River Walk A



Key Points

- ~2.7km

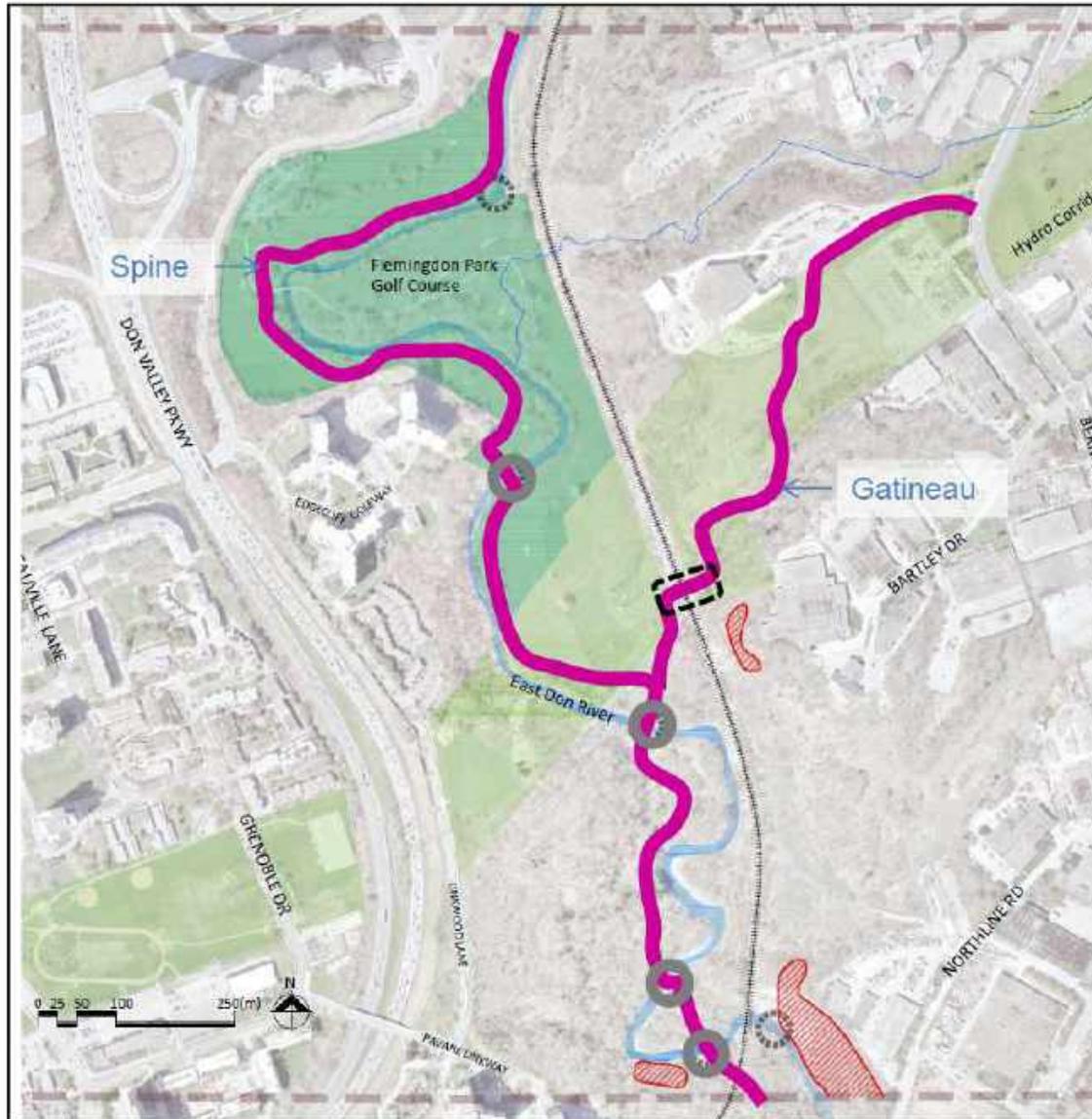
Spine

- 4 bridges
- Requires acquisition of privately owned golf course property
- Generally flat and even terrain
- Does not require steep access to connect with remainder of spine trail

Gatineau

- Crosses rail line once: would not be an at grade crossing
- 1 bridge and 1 potential bridge
- Steep areas with varying topography
- Travels between two City of Toronto Works properties (Bermondsey Transfer Station & Bermondsey Yard)
- Utilizes a portion of existing Toronto Water access route

Area 2: Alternatives River Walk B



Key Points

- ~2.8km

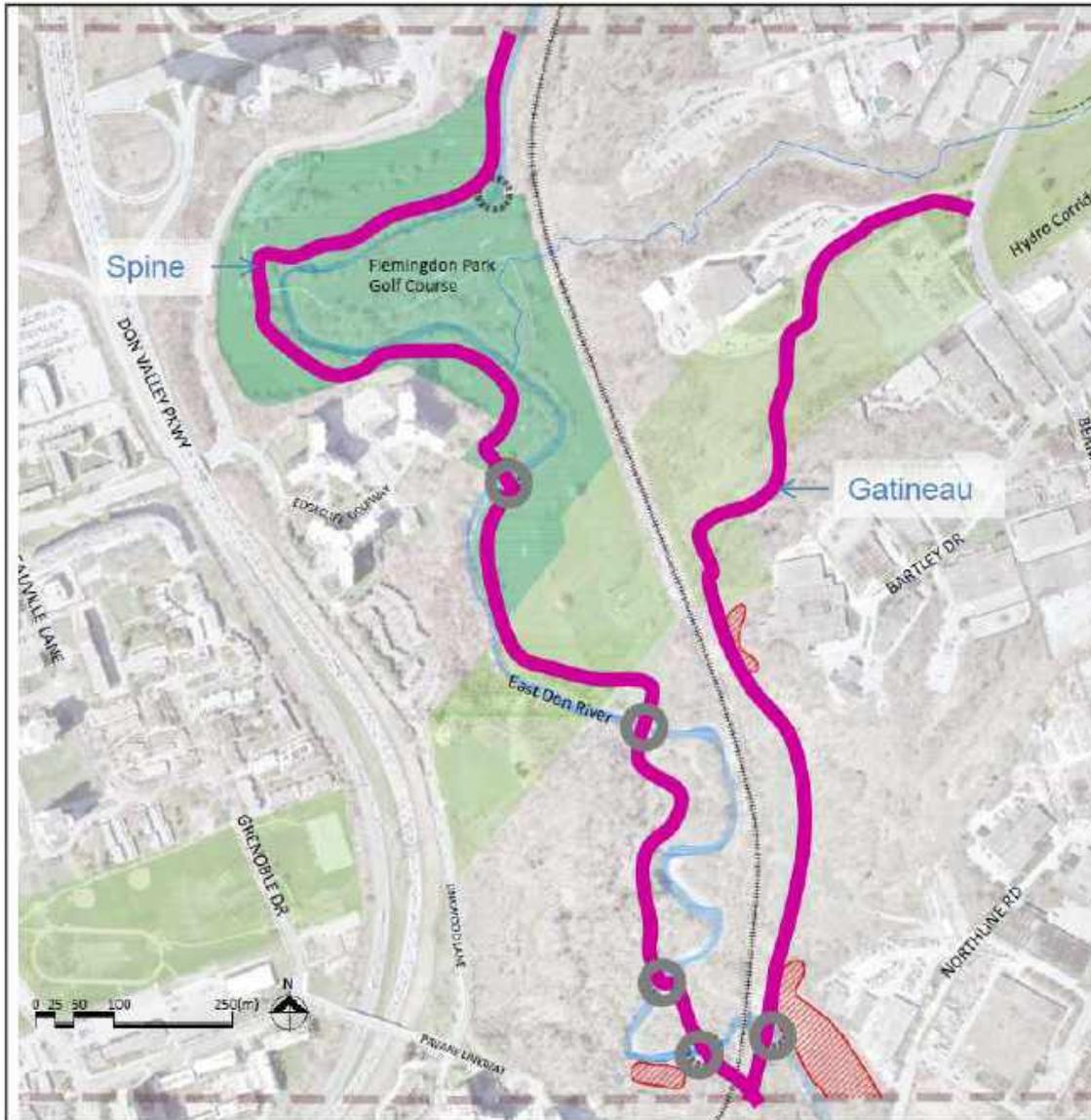
Spine

- 4 bridges
- Requires acquisition of privately owned golf course property
- Generally flat and even terrain
- Does not require steep access to connect with remainder of spine trail

Gatineau

- Crosses rail line once: potentially an at grade crossing
- Passes two Hydro towers, one with limited space, may require anti climbing devices
- Requires Hydro One Licensed agreement
- Utilizes existing access route

Area 2: Alternatives River Walk C



Key Points

- ~3.4km

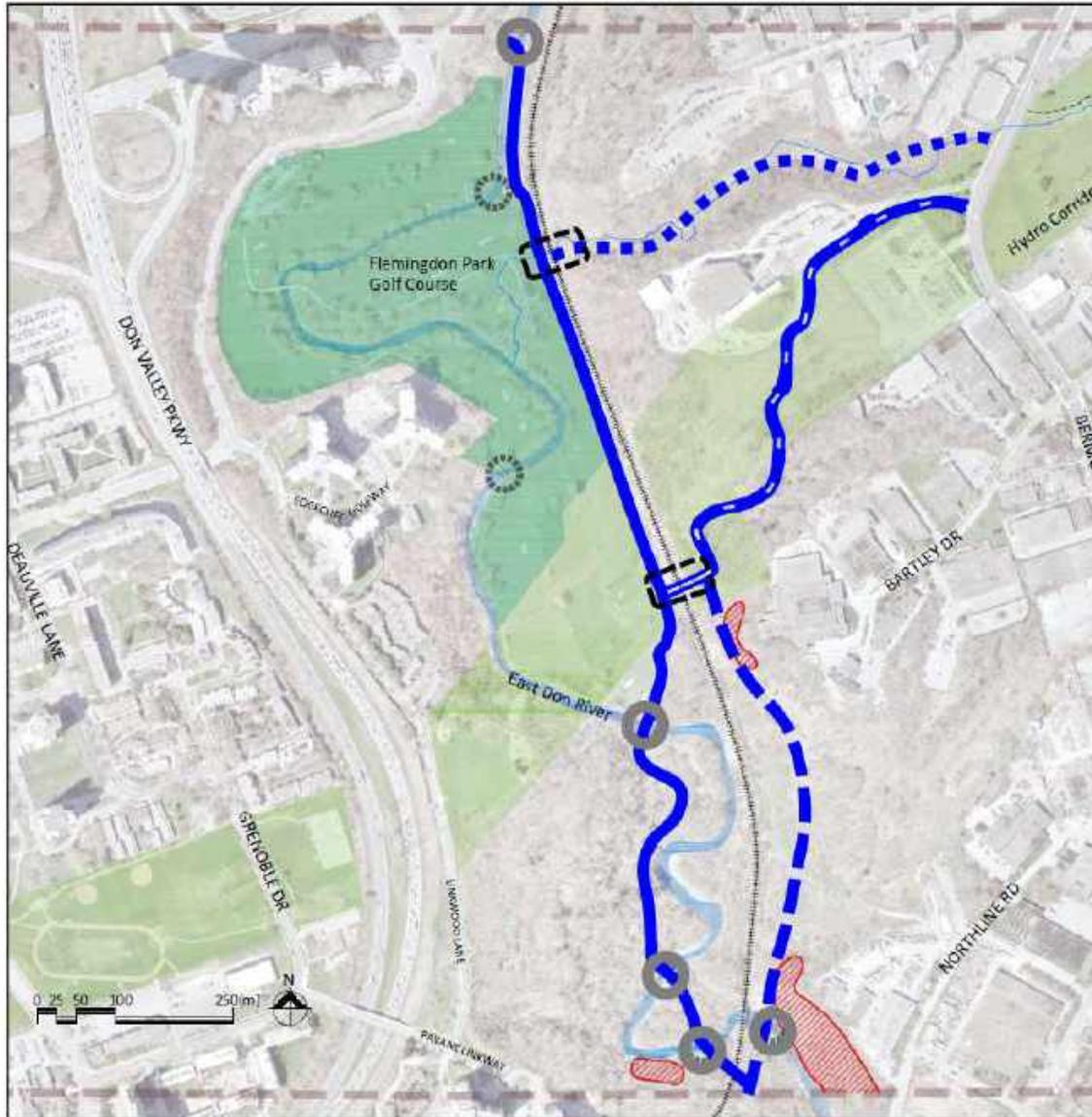
Spine

- 4 bridges
- Requires acquisition of privately owned golf course property
- Generally flat and even terrain
- Does not require steep access to connect with remainder of spine trail

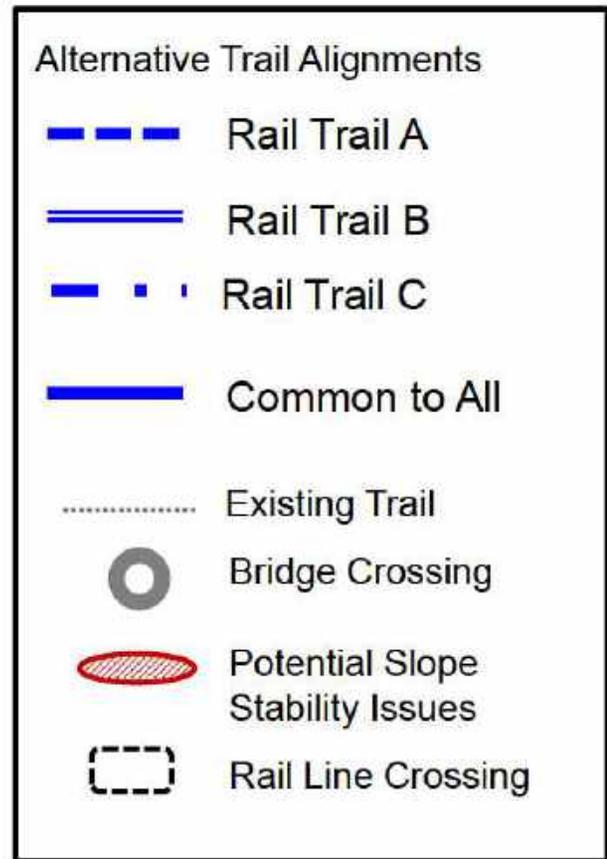
Gatineau Access

- 1 bridge
- Passes between large erosion scar and rail line (limited to no space)
- Passes two Hydro towers, one with limited space, may require anti climbing devices
- Requires Hydro One Licensed agreement
- Travels over former landfill
- No rail line crossing necessary
- Utilizes existing access route

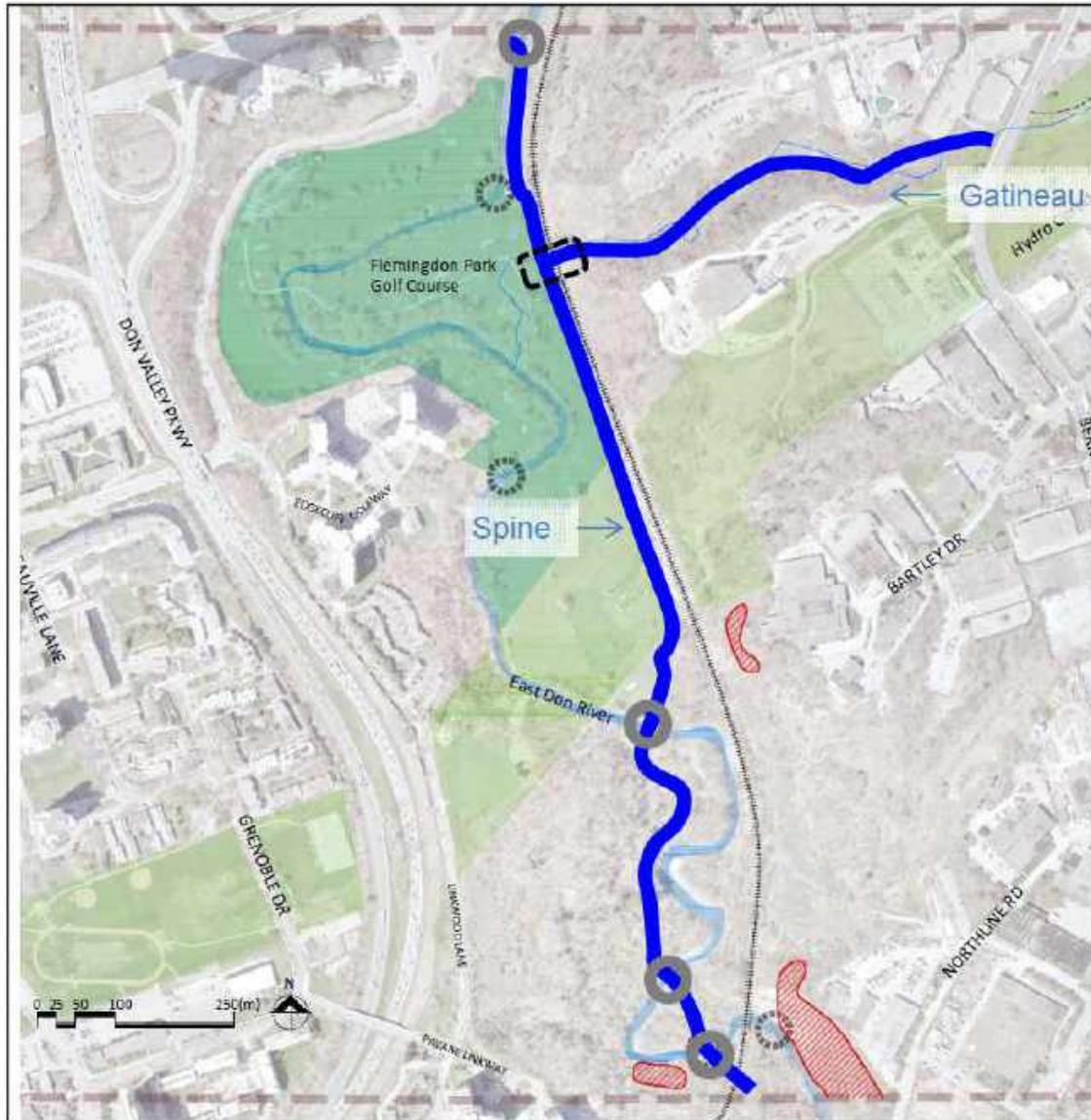
Area 3: Alternatives Rail Trail A, B & C



3 Alternative Trail Alignments



Area 2: Alternatives Rail Trail A



Key Points

- ~2.1km

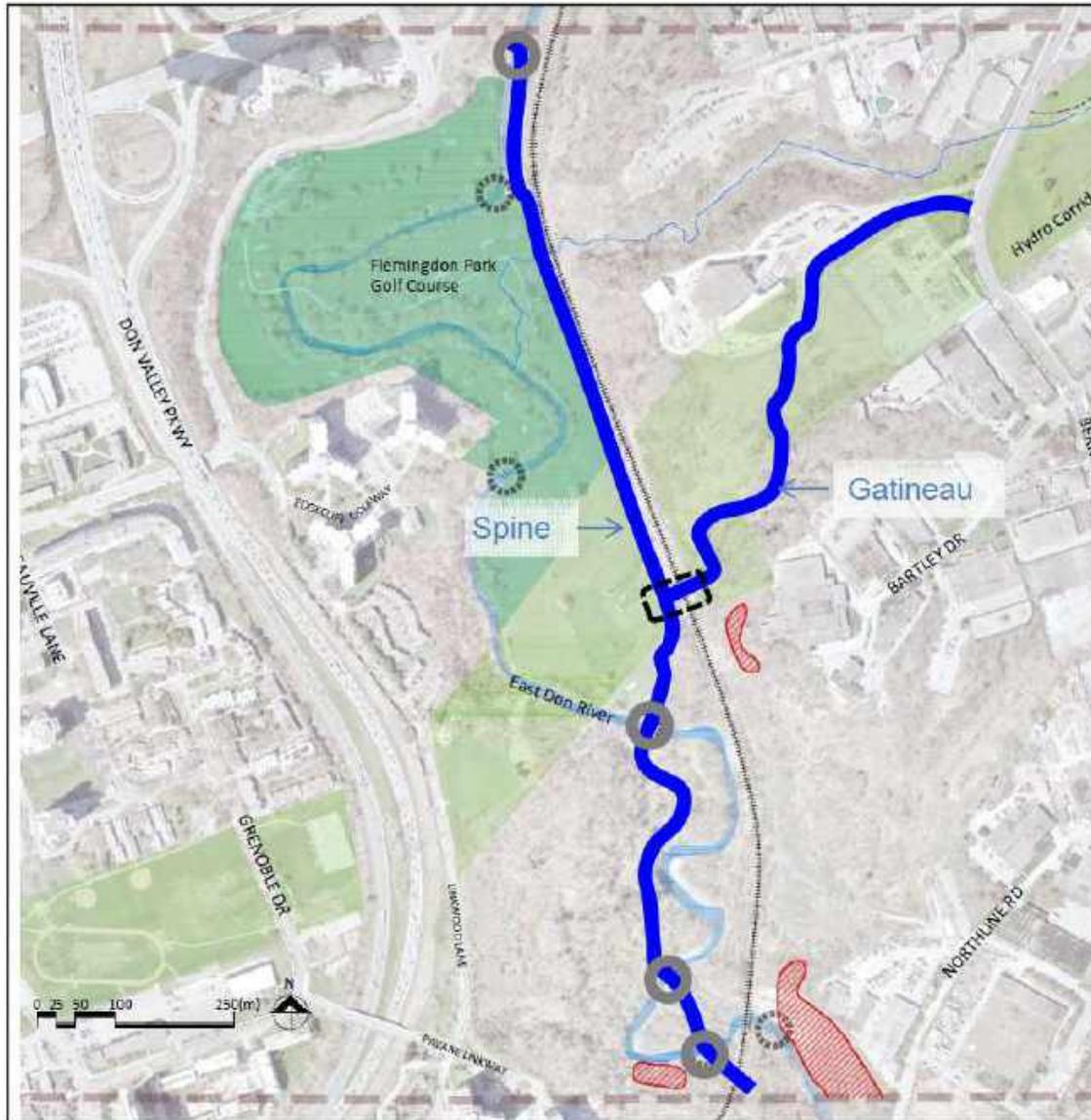
Spine

- 4 bridges
- Requires travel along rail line right of way
- Fencing of route necessary
- Safety and noise level concerns
- Does not require steep access to connect with remainder of spine trail

Gatineau

- Crosses rail line once: would not be an at grade crossing
- 1 potential bridge
- Steep areas with varying topography
- Travels between two City of Toronto Works properties (Bermondsey Transfer Station & Bermondsey Yard)
- Utilizes a portion of existing Toronto Water access route

Area 2: Alternatives Rail Trail B



Key Points

- ~2.2km

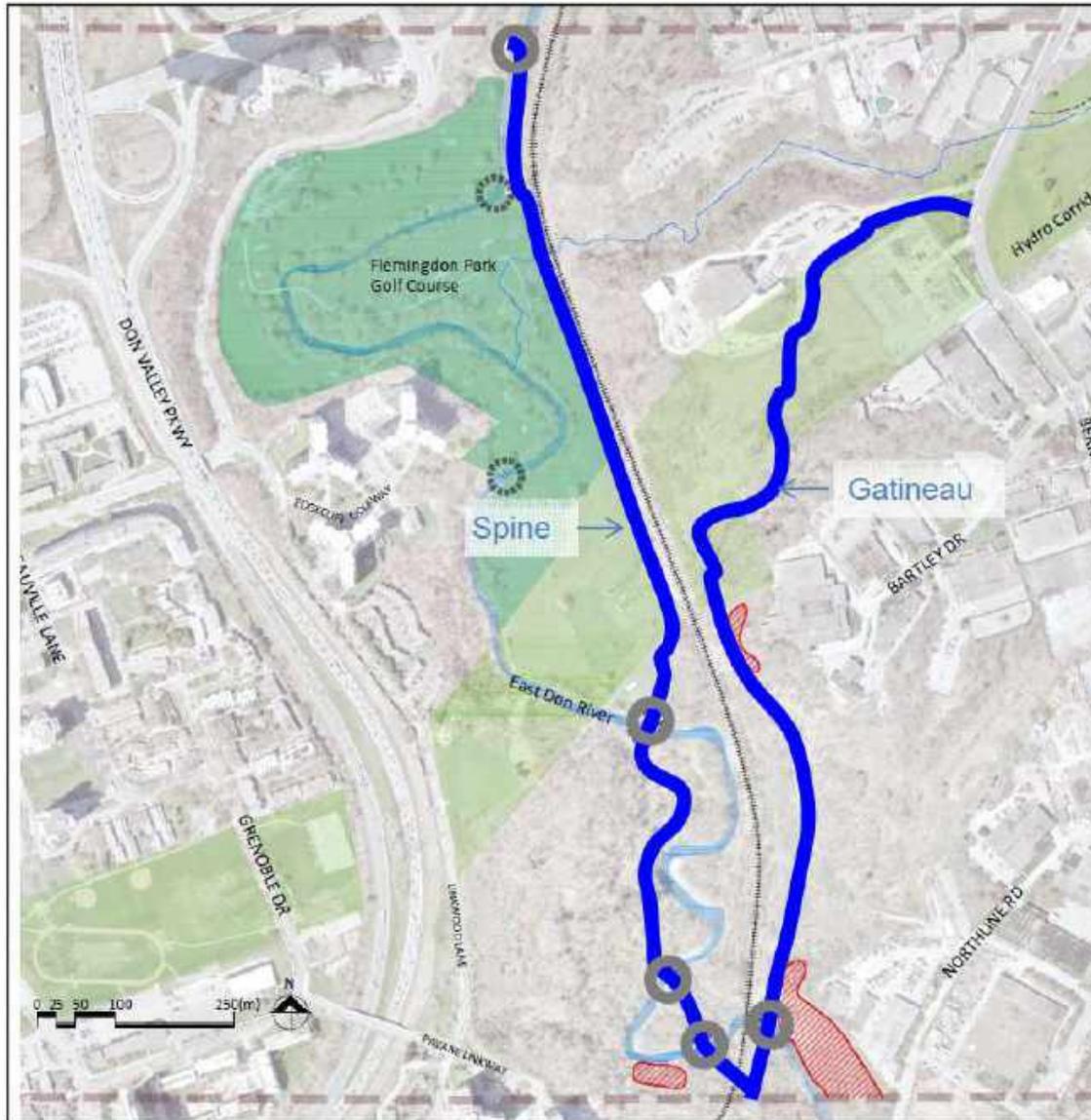
Spine

- 4 bridges
- Requires travel along rail line right of way
- Fencing of route necessary
- Safety and noise level concerns
- Does not require steep access to connect with remainder of spine trail

Gatineau

- Crosses rail line once: potentially an at grade crossing
- Passes two Hydro towers, one with limited space, may require anti climbing devices
- Requires Hydro One Licensed agreement
- Utilizes existing access route

Area 2: Alternatives Rail Trail 3



Key Points

- ~2.9km

Spine

- 4 bridges
- Requires travel along rail line right of way
- Fencing of route necessary
- Safety and noise level concerns
- Does not require steep access to connect with remainder of spine trail

Gatineau

- 1 bridge
- Passes between large erosion scar and rail line (limited to no space)
- Passes two Hydro towers, one with limited space, may require anti climbing devices
- Requires Hydro One Licensed agreement
- Travels over former landfill
- No rail line crossing necessary
- Utilizes existing access route

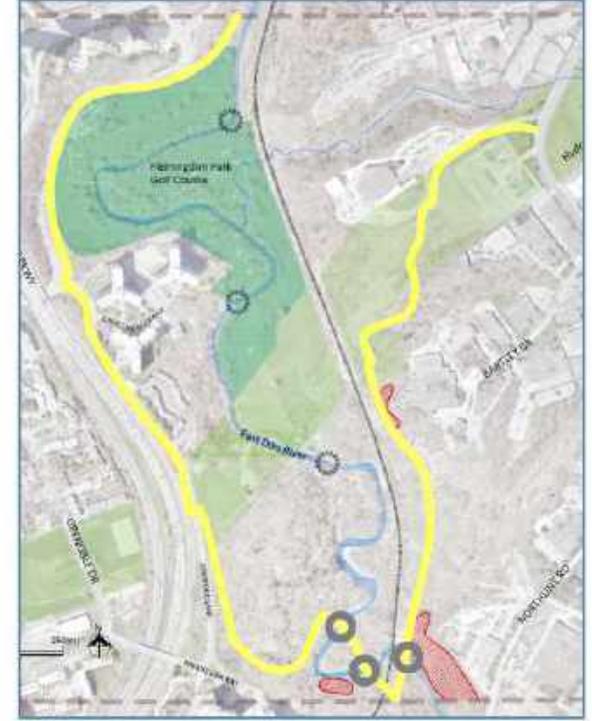
Area 2: Alternatives Road Link



Road Link Alternative A



Road Link Alternative B



Road Link Alternative C

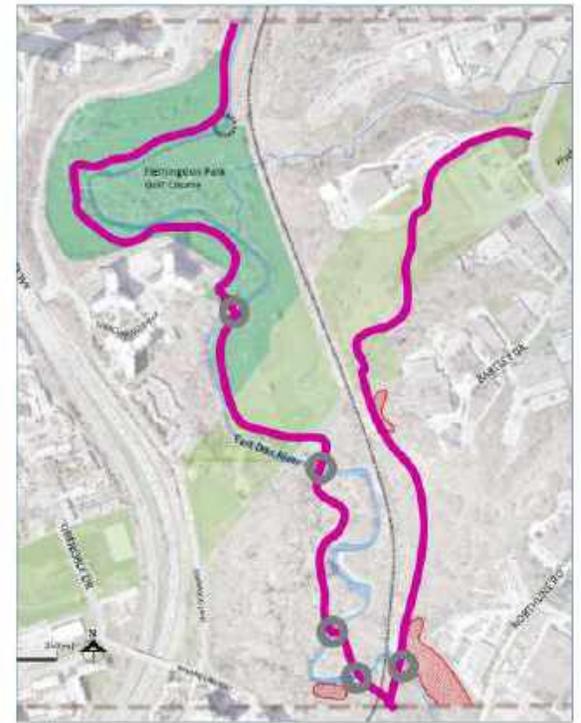
Area 2: Alternatives River Walk



River Walk Alternative A



River Walk Alternative B

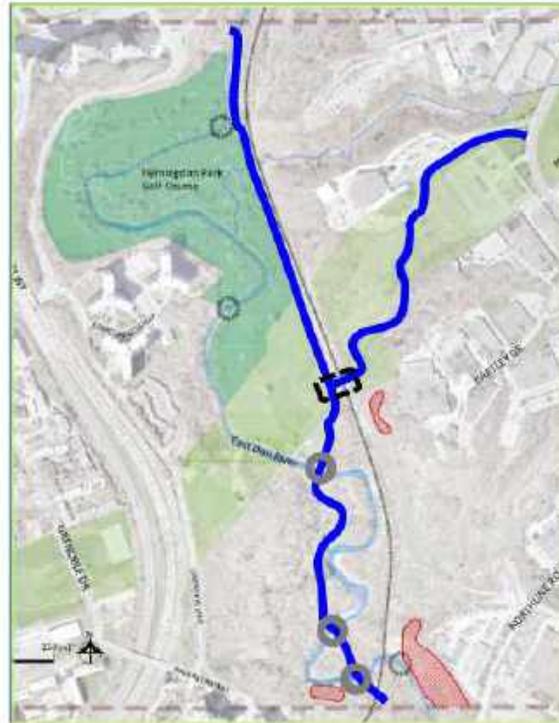


River Walk Alternative C

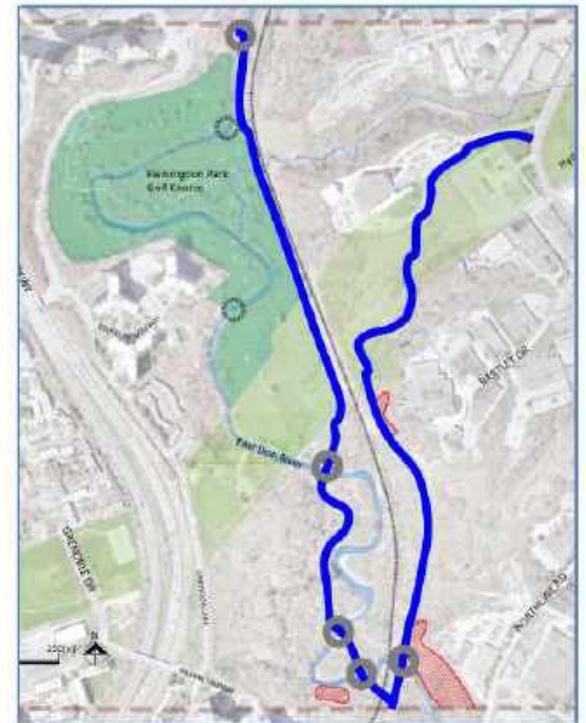
Area 2: Alternatives Rail Trail



Rail Trail Alternative A



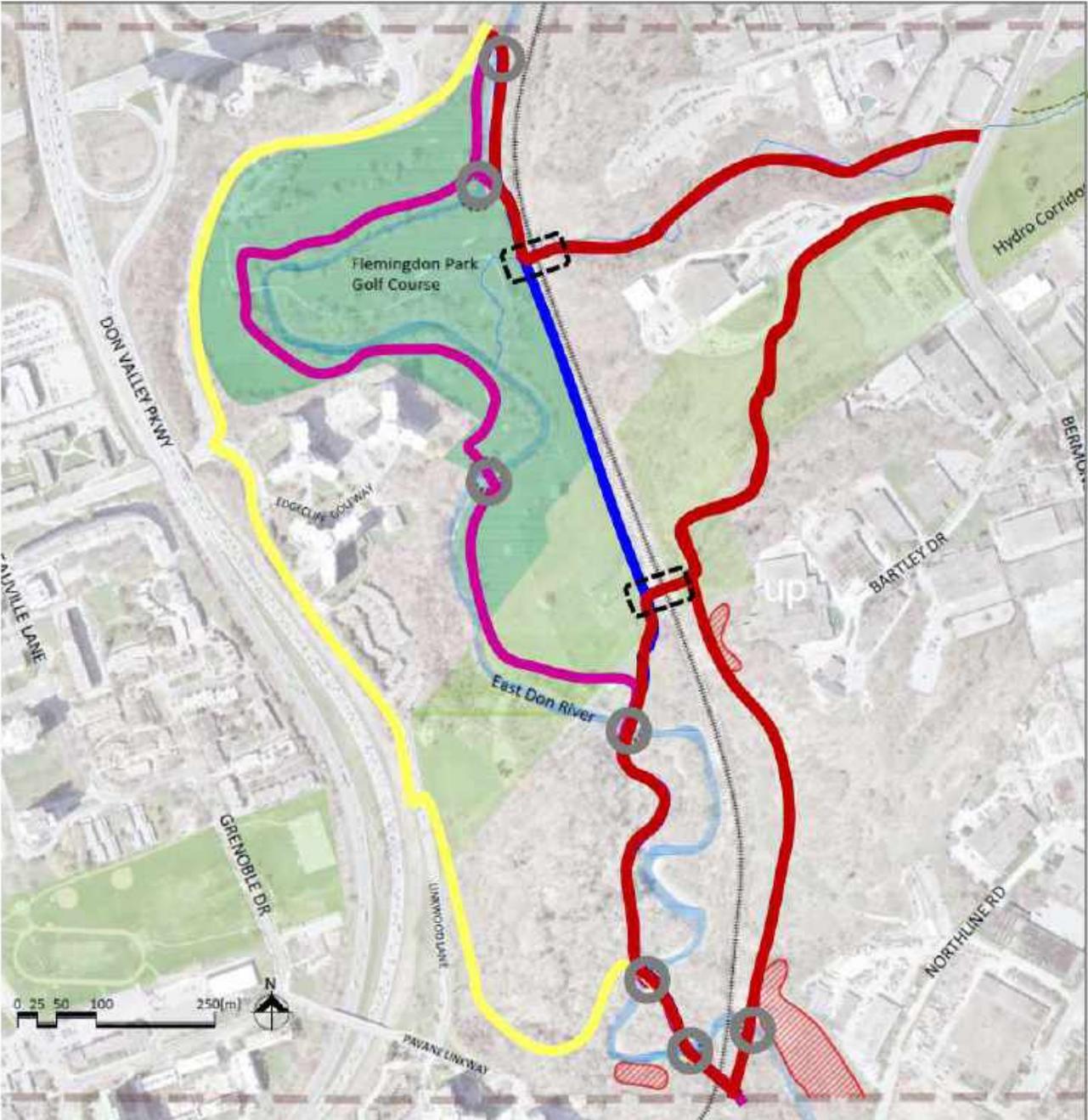
Rail Trail Alternative B



Rail Trail Alternative C

Alternative Trail Alignments

Area 2



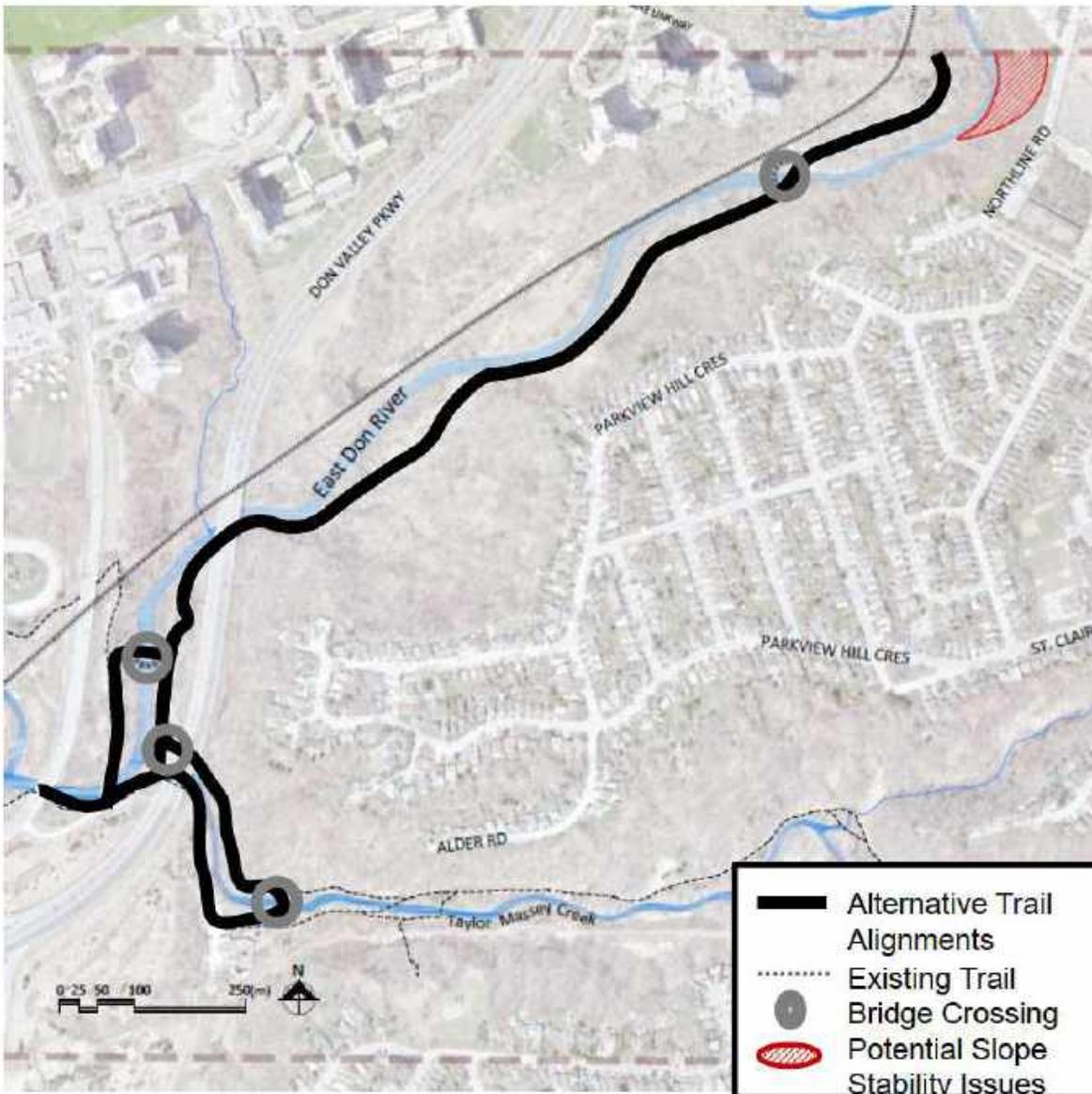
- Do you agree with the trail alignments as presented?
- Are any trail alignments options missing?

Alternative Trail Alignments

- Yellow line: Road Link (A,B,C)
- Pink line: River Walk (A,B,C)
- Blue line: Rail Trail (A,B,C)
- Red line: Common to All (Gatineau)
- Dotted line: Existing Trail
- Circle with dot: Bridge Crossing
- Red hatched oval: Potential Slope Stability Issues
- Dashed rectangle: Rail Line Crossing

Area 3

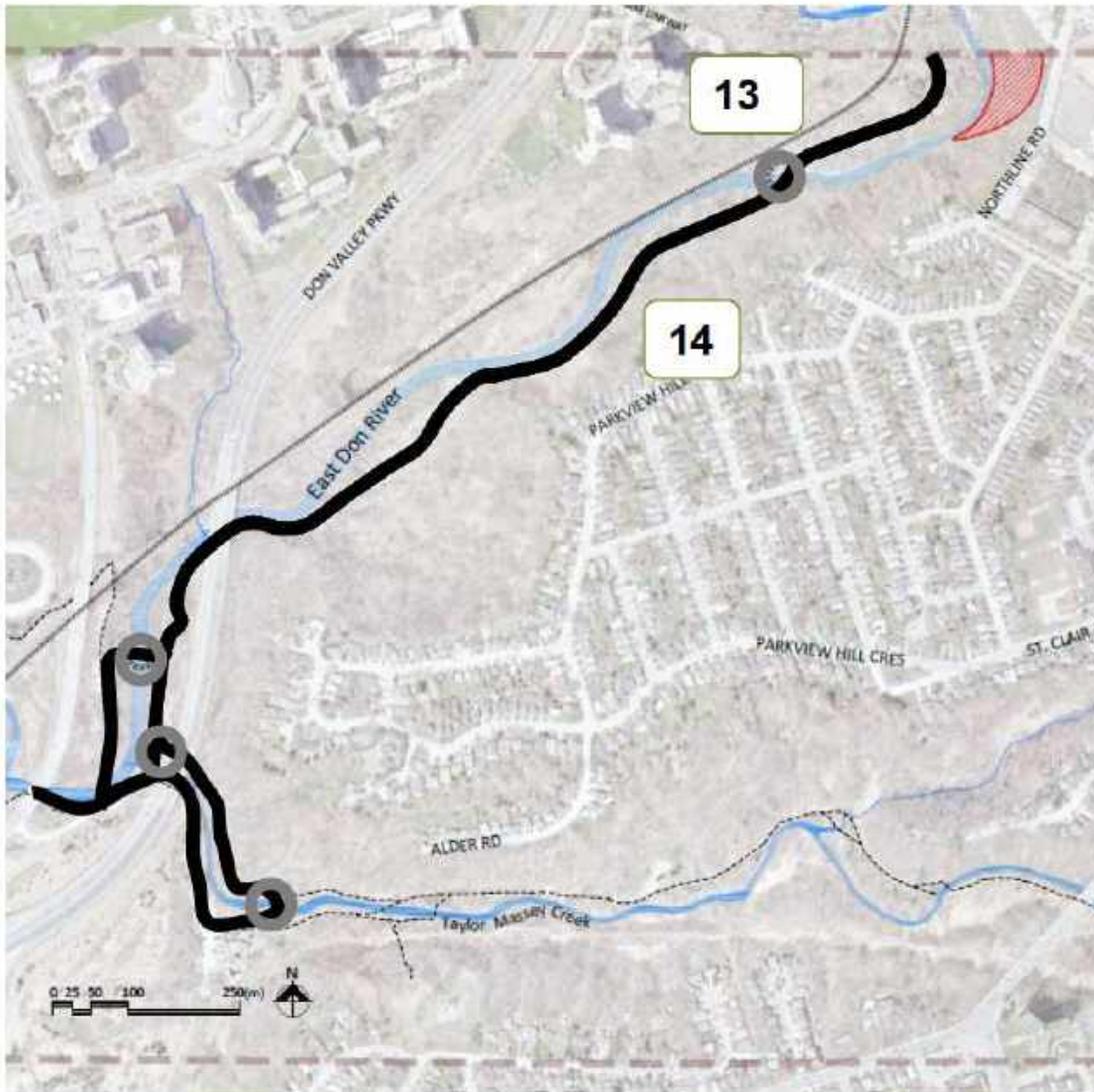
Alternatives:
Access Route A
Access Route B
Access Route C



- South end of study area
- Will connect to Don Trail networks
- Toronto Water access route
- Adjacent Parkview Hills, O'Conner Parkview, and Flemington Park

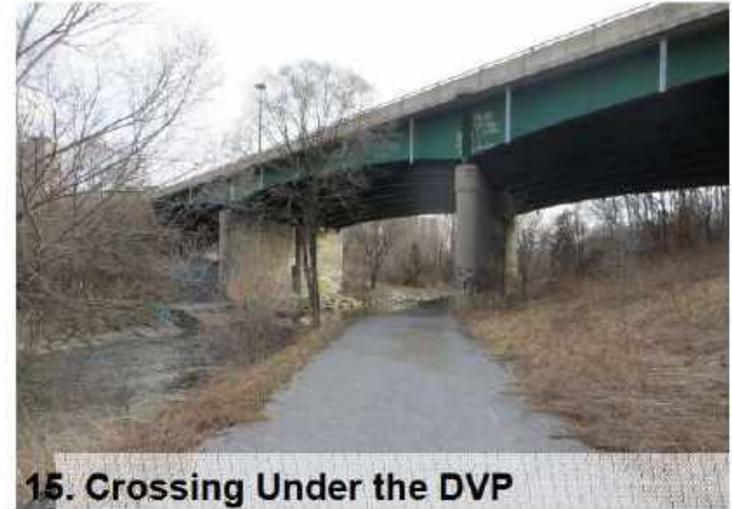
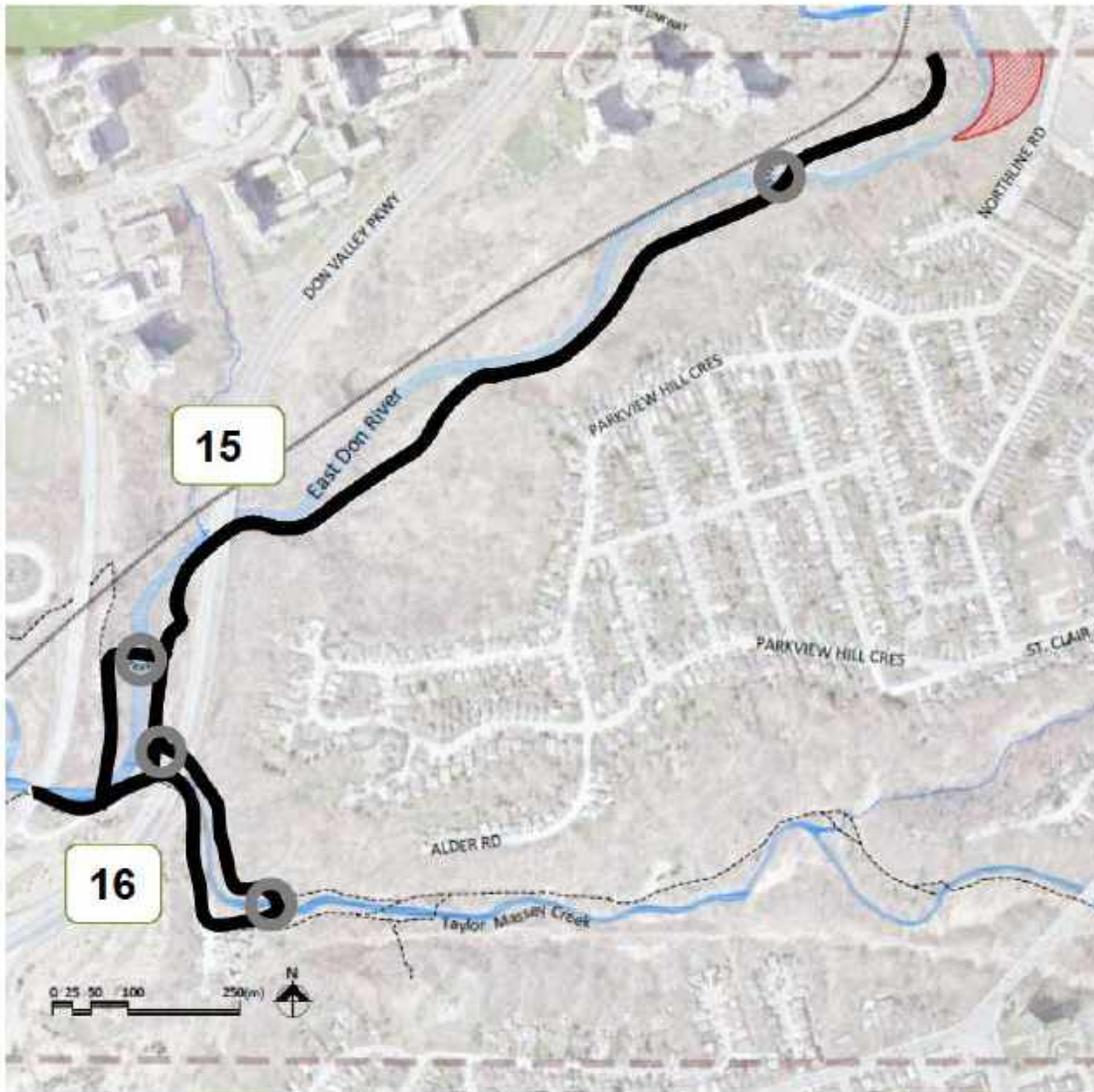
— Alternative Trail Alignments —

Area 3: Issues and Challenges



— Alternative Trail Alignments —

Area 3: Issues and Challenges



15. Crossing Under the DVP



16. Connection to Lower Don Trail

Area 3: Alternative Access Route A



Key Points

- ~1.7 km
- 2 bridges
- Travels under DVP once (under bridge)
- Access to Lower Don trail and ET Seton Park is direct
- Potential safety concerns

Area 3: Alternative Access Route B



Key Points

- ~1.7km
- 2 bridges
- Travels under DVP once (under bridge)
- Access to Lower Don trail and ET Seton Park is direct
- Potential safety concerns

Area 3: Alternative Access Route B



Key Points

- ~2.2 km
- 1 bridge and 1 potential bridge replacement
- Travels under DVP twice (under bridges)
- Access area is very steep and narrow, and travels through a mature forested area
- Access to Lower Don trail is not direct
- Access to Taylor Creek Park Trail is direct

Area 3



- Do you agree with the trail alignments as presented?
- Are any trail alignments options missing?

Alternative Trail Alignments

- Access Route A
- Access Route B
- Access Route C
- Common

Existing Trail

Bridge Crossing

Potential Slope Stability Issues

Rail Line Crossing

Draft Evaluation Criteria

- To determine the impact of each alternative trail alignment in order to select a preferred trail alignment
- Criteria are draft
- Evaluation of criteria will be discussed at next CLC meeting
- Please provide comments by July 29

CLC review of draft Evaluation Criteria: **July 15 to July 29 (two week review)**

Draft Evaluation Criteria

Functional Value

Criteria	Indicators
Meets project high level goal #1: Trail is located within the valley lands	Located within zoned Parks and Natural Areas.
Meets project high level goal #2: Trail supports multi users	Accessibility, access grades, topography.
Meets access and use for infrastructure maintenance and emergency services	Access grades, topography, bridge crossings, distance to infrastructure, turn radius.
Does not eliminate future opportunities to create connections	Location of current and anticipated future opportunities.
Meets objectives for additional initiatives (not related to EA objectives)	Potential to meet or eliminate objectives for additional initiatives.
Ease of use/ Usability	Continuity, disruptions, frequency of stops, length of trail.

Draft Evaluation Criteria

Natural and Physical Environment

Criteria	Indicators
Potential impact to terrestrial vegetation	Quality and quantity of vegetation removed, including L rankings, invasive and non natives.
Potential impact to wildlife habitat and connectivity	Location of trail through mature forest and key wildlife habitats assessing for size, shape, function, and connections.
Potential impact to aquatic habitat	Quality and quantity of vegetation removed, including L rankings, invasive and non natives, number of bridges, distance of trail to river.
Potential impact to wetlands	Distance of trail to wetlands, wetland community L ranking, circumvent natural surface drainage.

Draft Evaluation Criteria

Natural and Physical Environment

Criteria	Indicators
Potential impact on erosion processes	Number of bridge crossings together with the proximity of the trail to the edge of the river banks or unstable slopes.
Potential impacts on surface drainage and groundwater	Potential impact on natural surface drainage paths together with potential alterations to groundwater regime.
Potential impacts to East Don River processes	Potential impact on flood levels within the valley system, alteration of channel hydraulics, control on natural morphological processes, and water quality.

Draft Evaluation Criteria

Social and Cultural Environment

Criteria	Indicators
Impact to public safety objectives	Proximity to river, rail lines, road ways, and hydro towers, sight lines and amount of turns.
Disruption to local study area business and infrastructure operations and maintenance	Acquisition, easement or license agreements, potential to impede current operations and use.
Disruption to existing valley land actives/uses	Potential negative impacts on existing valley uses.

Draft Evaluation Criteria

Social and Cultural Environment

Criteria	Indicators
Recreational Value	Access to river, ability to provide additional opportunities and experiences in the future, follow current informal trail (known use of area).
Aesthetics	Sight barriers, varying natural surroundings, vistas, and views.
Noise Level	Proximity to works yards, rail line, road, industrial/commercial areas.
Potential to impact known or potential archaeological sites, built heritage sites, and cultural heritage landscapes	Potential sites, known sites, trail utilizes already disturbed areas.

Draft Evaluation Criteria

Cost

Criteria	Indicators
Capital Cost	Number of bridge structures, tunnels under the railway, acquisition of private property, channel restoration and slope stabilization, and total length of trail through valley.
Operational and Maintenance Cost	Relative cost of maintaining the trail based on future risks due to flooding and erosion, proximity of trail to frequent flood levels, number of bridge or tunnel structures associated with each alternative with an expected 25 year lifespan.
Cost Benefit	Obtaining access to valley for sanitary sewer maintenance, slope stabilization to protect private property and overall benefit to public safety.

Draft Evaluation Criteria

Technical

Criteria	Indicators
Technical Feasibility	Private property disruptions, acquisitions, constraints (ie. interaction with private golf course, ability to open cut rail crossings, use of at-grade rail crossings, trail adjacent to hydro one infrastructure) & slope or erosion stabilization measures .
Ease of Implementation	Approvals, both community and landowner acceptance, length of time to implement, required closure of rail lines at tunnel locations.

Next Steps

- Evaluate alternative trail alignments
- Select preferred alternative
- CLC meeting #4 will take place August 12 or 14 – date to be determined

Questions?





**East Don Trail Environmental Assessment
Community Liaison Committee #3**

Alternative Trail Alignments and Draft Evaluation Criteria Handout

July 15, 2013

Flemingdon Park Library

29 St Dennis Dr, Toronto - 2nd Floor Meeting Room

1. General Info

Alternatives To - These are alternatives to the undertaking and are functionally different ways of approaching and dealing with the problem or opportunity. It was determined that the preferred alternative to is: Provide Multi Use Trail Connection.

Alternative Methods - These are alternative methods of carrying out the undertaking and are different ways of doing the same activity.

For the purpose of this project Alternative Methods are termed: **Alternative Trail Alignments**

Notes about the Alternative Trail Alignments

- The alignments are high level route locations, specific details will be addressed as part of the refinement of the preferred alignment.
 - For example, will determine if we need to cross the river but will not assess bridge length or load capacity
- The alternative trail alignments have been broken down into 3 Areas, these areas have been determined based on infrastructure and property challenges and river reach processes.

Areas



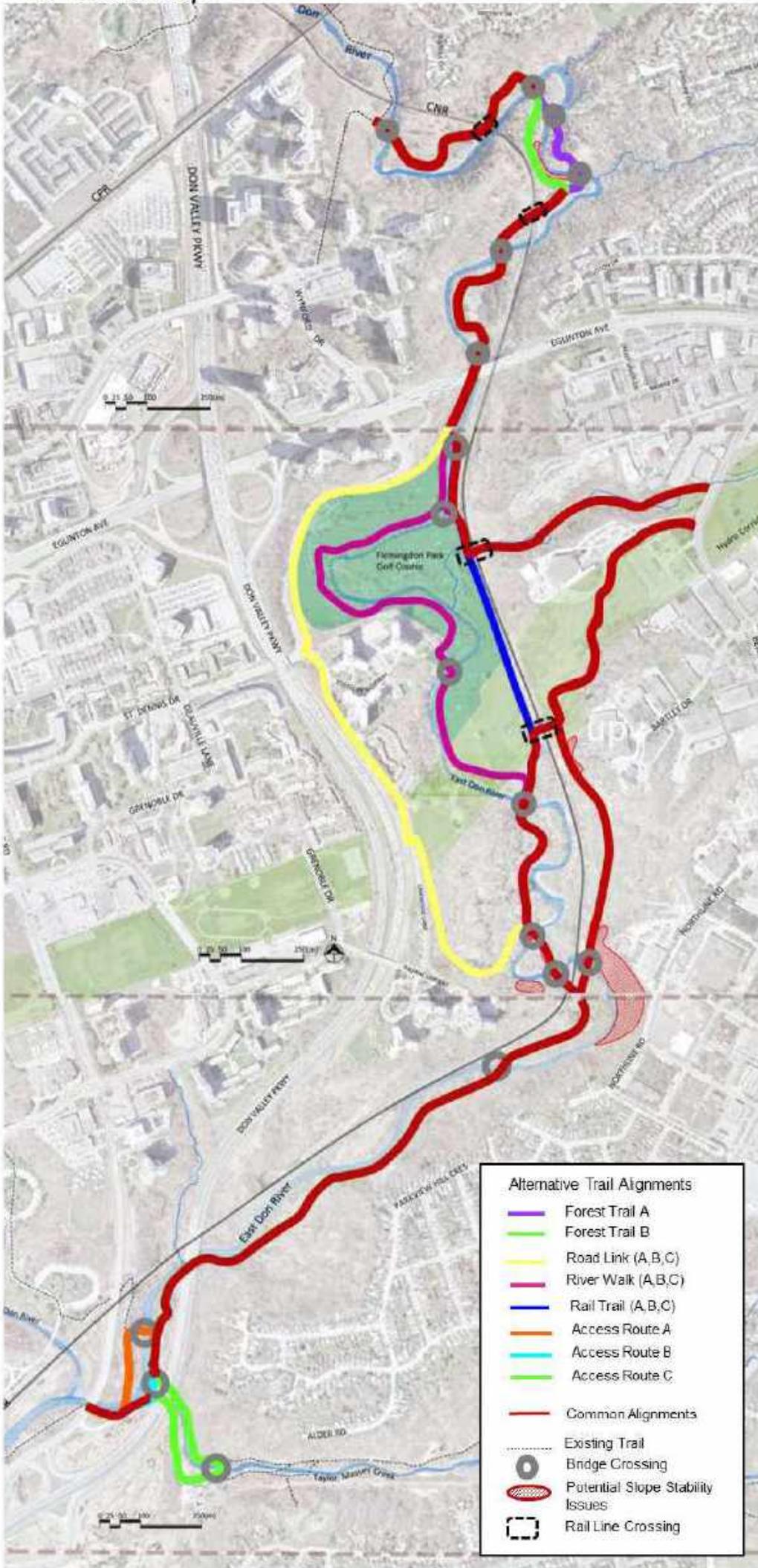
- Area 1**
2 trail alignment options:
- Forest Trail A
 - Forest Trail B

- Area 2**
9 trail alignment options:
- Road Link A
 - Road Link B
 - Road Link C
 - River Walk A
 - River Walk B
 - River Walk C
 - Rail Trail A
 - Rail Trail B
 - Rail Trail C

- Area 3**
3 trail alignment options:
- Access Route A
 - Access Route B
 - Access Route C

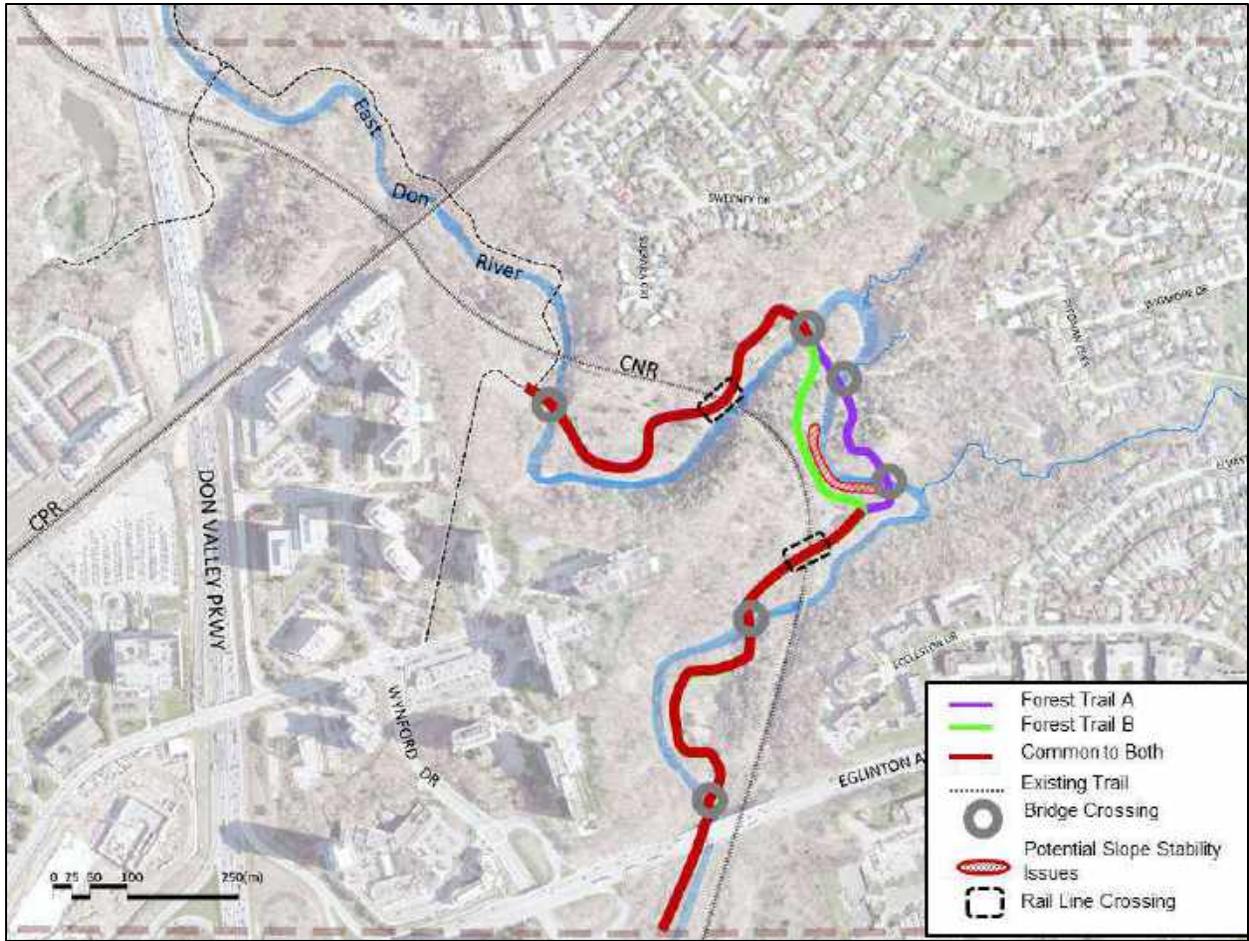
2. Alternative Trail Alignments

a. Overall Map



b. Area Maps

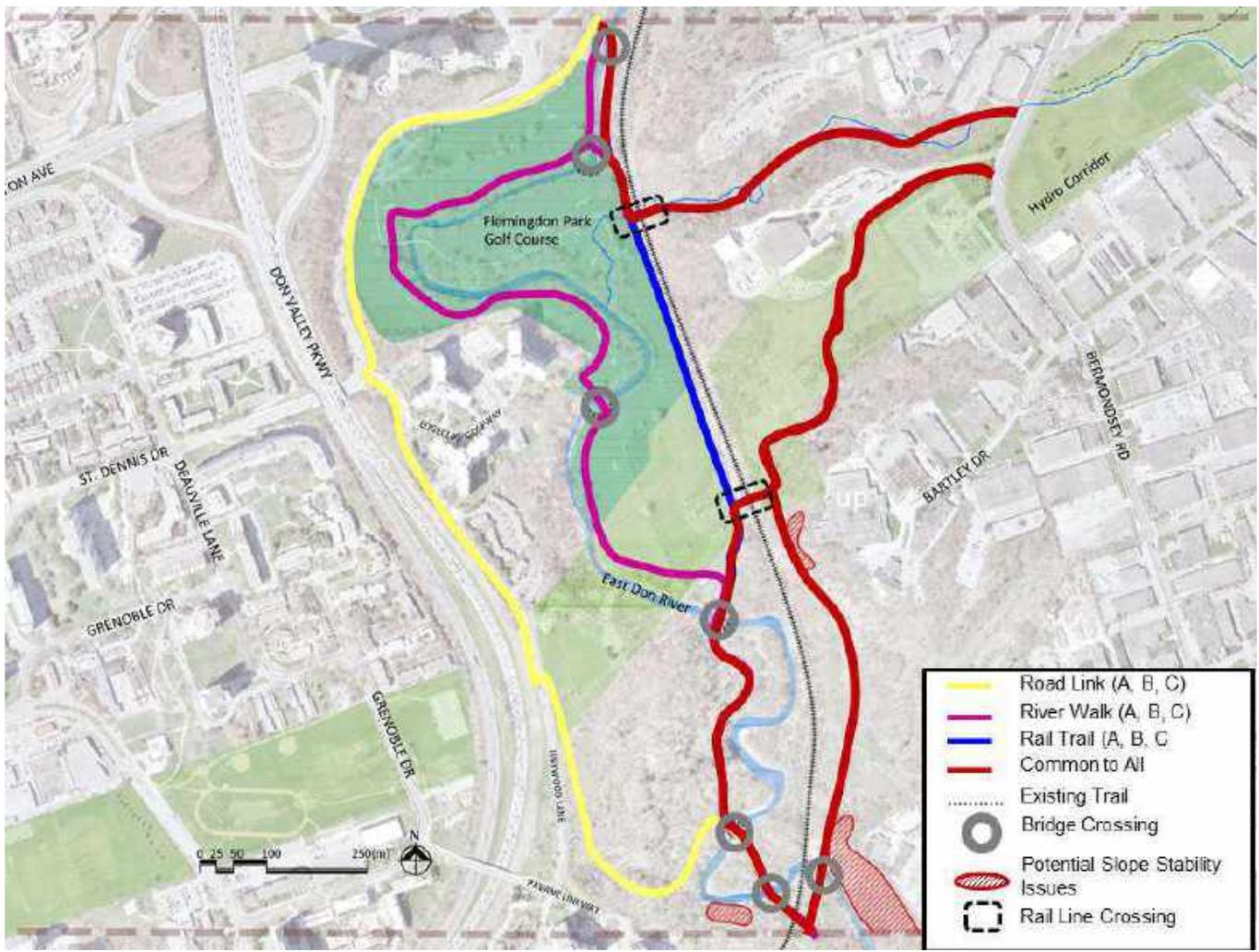
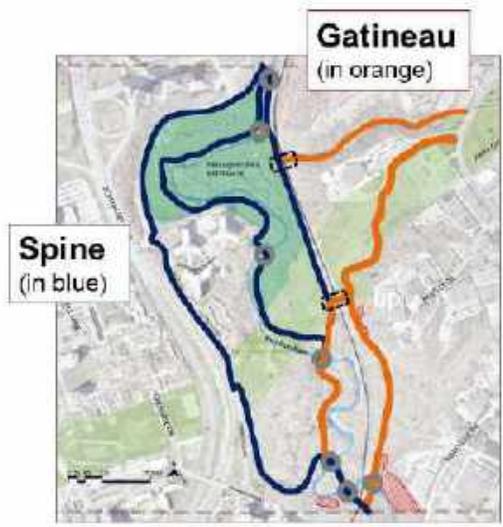
Area 1



Forest Trail A	Forest Trail B
~1.6 km	~1.6 km
6 bridges	4 bridges
Erosion remediation works not required	Erosion remediation works required
Allows for future community connections	Does not allow for community connections
Travels under Eglinton Ave	Travels under Eglinton Ave
Crosses rail line twice	Crosses rail line twice

Area 2

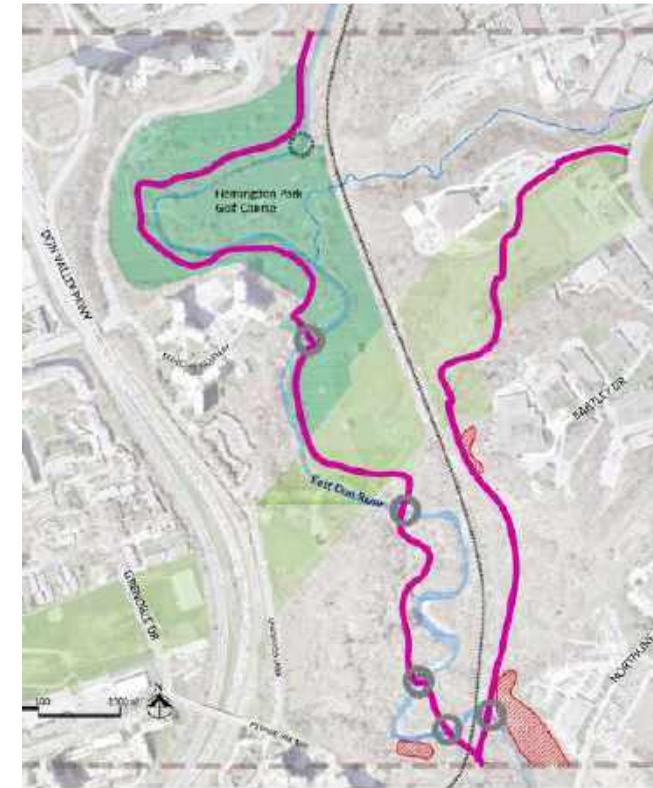
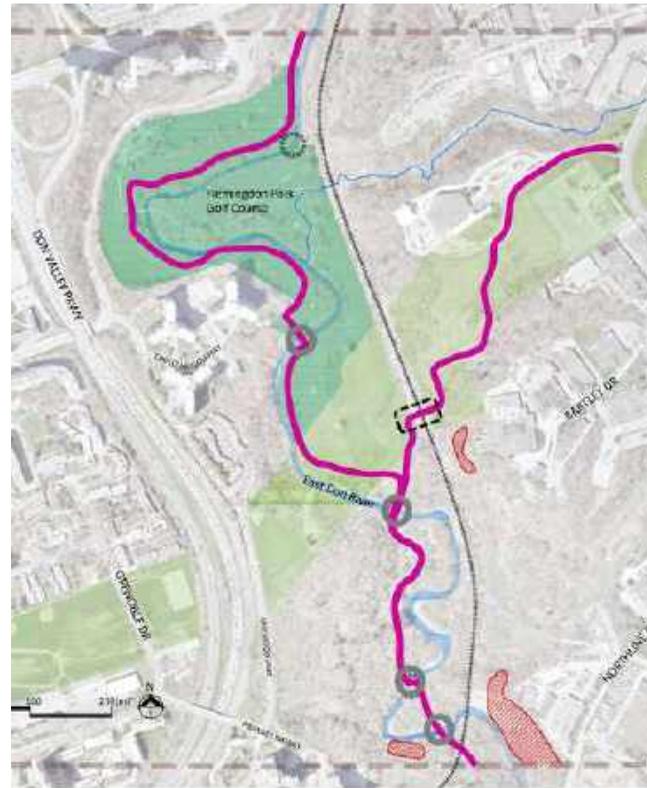
Alternative Trail Alignment options for Area 2 can be found on the next few pages (pages 6 to 9). The 9 alignments in this area are a combination of 3 different “Spine” options and 3 different “Gatineau” options (see map to right). The map below shows all the Alignment options for Area 2 and the table provides a high level comparison of the options based on the “Spine” options. While on further details for each of the 9 alignment options can be found on pages 7 to 9.



Road Link	River Walk	Rail Trail
~2.9 to 3.4 km	~2.7 to 3.4 km	~2.1 to 2.9 km
Requires travel on road right of way	Requires acquisition of privately owned golf course	Requires travel along rail right of way
Requires steep access to connect with remainder of spine trail	Does not require steep access to connect with remainder of spine trail	Does not require steep access to connect with remainder of spine trail
Safety and noise level concerns	Minimal safety concerns	Safety and noise level concerns
Potentially requires relocation of infrastructure		Fencing of route necessary



Road Link A	Road Link B	Road Link C
~2.9 km	~3.3 km	~3.4 km
3 bridges, and one potential bridge	3 bridges	3 bridges
Crosses rail line once (not an at grade crossing)	Crosses rail line once (potentially an at grade crossing)	No rail line crossing necessary
Steep areas with varying topography		Passes between large erosion scar and rail line
Travel between two City of Toronto Works properties (Bermondsey Transfer Station & Bermondsey Yard)	Passes two Hydro towers, one with limited space, may require anti climbing devices	Passes two Hydro towers, one with limited space, may require anti climbing devices
Utilizes portion of Toronto Water access route	Utilizes existing access route	Utilizes existing access route
	Requires Hydro One Licensed agreement	Requires Hydro One Licensed agreement
		Travels over former landfill

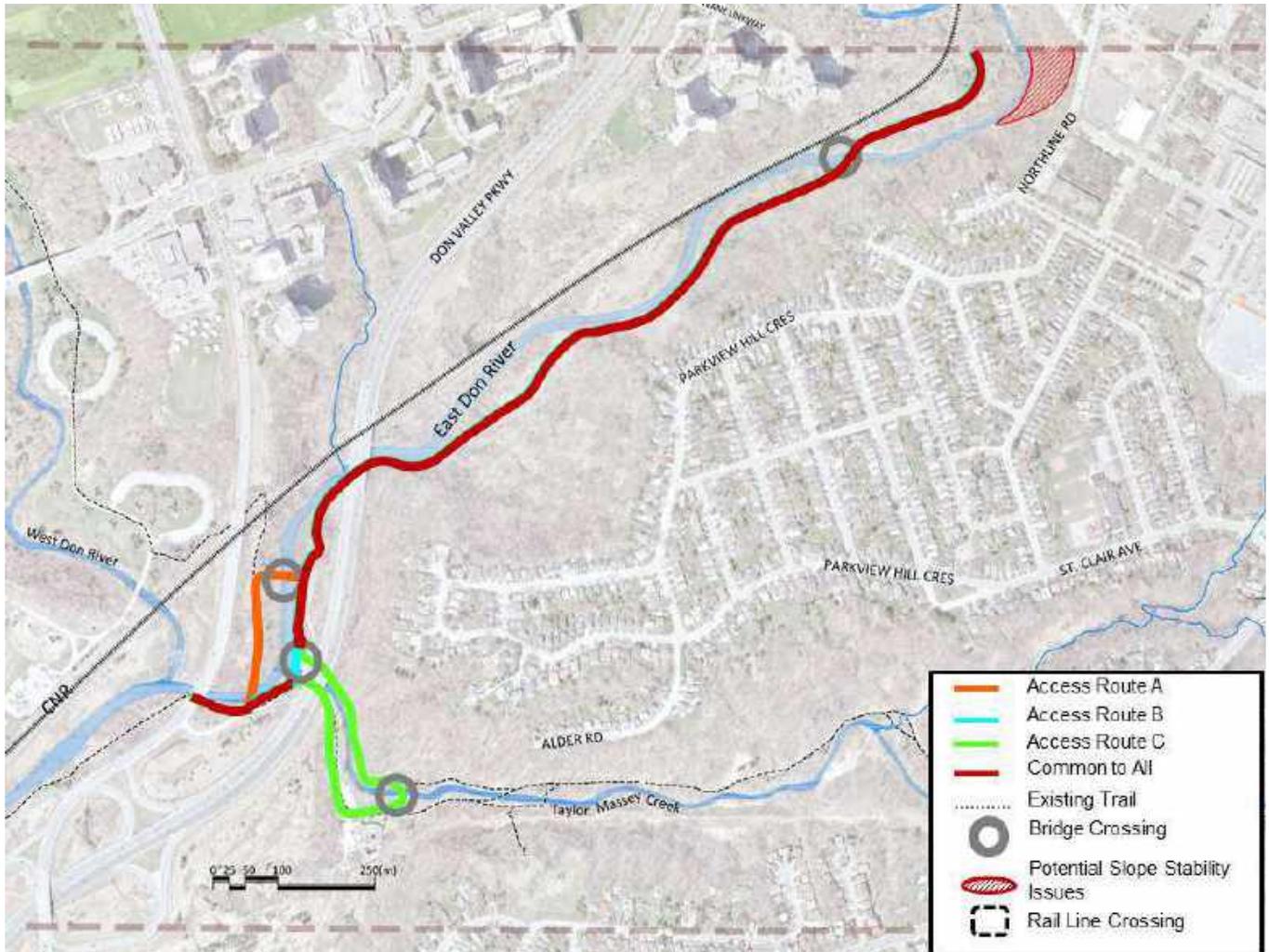


River Walk A	River Walk B	River Walk C
~2.7 km	~2.8 km	~3.4 km
5 bridges, and one potential bridge	4 bridges	5 bridges
Crosses rail line once (not an at grade crossing)	Crosses rail line once (potentially an at grade crossing)	No rail line crossing necessary
Steep areas with varying topography		Passes between large erosion scar and rail line
Travel between two City of Toronto Works properties (Bermondsey Transfer Station & Bermondsey Yard)	Passes two Hydro towers, one with limited space, may require anti climbing devices	Passes two Hydro towers, one with limited space, may require anti climbing devices
Utilizes portion of Toronto Water access route	Utilizes existing access route	Utilizes existing access route
Does not require Hydro One Licensed agreement	Requires Hydro One Licensed agreement	Requires Hydro One Licensed agreement
		Travels over former landfill



Rail Trail A	Rail Trail B	Rail Trail C
~2.1 km	~2.2 km	~2.9 km
4 bridges, and one potential bridge	4 bridges	5 bridges
Crosses rail line once (not an at grade crossing)	Crosses rail line once (potentially an at grade crossing)	No rail line crossing necessary
Steep areas with varying topography		Passes between large erosion scar and rail line
Travel between two City of Toronto Works properties (Bermondsey Transfer Station & Bermondsey Yard)	Passes two Hydro towers, one with limited space, may require anti climbing devices	Passes two Hydro towers, one with limited space, may require anti climbing devices
Utilizes portion of Toronto Water access route	Utilizes existing access route	Utilizes existing access route
Does not require Hydro One Licensed agreement	Requires Hydro One Licensed agreement	Requires Hydro One Licensed agreement
		Travels over former landfill

Area 3



Access Route A	Access Route B	Access Route C
~1.7 km	~1.7 km	~2.2 km
2 bridges	2 bridges	1 bridge, and 1 potential bridge replacement
Travels under DVP once	Travels under DVP once	Travels under DVP twice
Access to Lower Don trail, and ET Seton Park is direct	Access to Lower Don trail, and ET Seton Park is direct	Access to Lower Don trail is not direct
Potential safety concerns	Potential safety concerns	Minimal safety concerns
Access is not steep	Access is not steep	Access area is very steep and narrow, and travels through a mature forested area

3. Evaluation Criteria

Notes:

- Evaluation has been organized into:
 - Broad Criteria - “themes”, similar to the Alternatives to broad criteria
 - Criteria – each of the Alternative Trail Alignments will be evaluated against these criteria
 - Indicators – this are the unique elements/items/situations that will be considered to determine the evaluation of the criteria.
- Evaluation system will most likely be numeric
- While reviewing please keep in mind:
 - Have all areas/issues/criteria been covered? Is anything missing? Is anything redundant
 - As stated, do the criteria fall under the correct main category/broad criteria?

Functional Value

Criteria	Indicators	Description of Criteria
Meets project high level goal #1: Trail is located within the valley lands	Located within zoned Parks and Natural Areas	Location of alternative in relation to valley lands and zoned park areas.
Meets project high level goal #2: Trail supports multi users	Accessibility, access grades, topography	Ability of alternative to provides access and use by a variety of users.
Meets access and use for infrastructure maintenance and emergency services	Access grades, topography, bridge crossings, distance to infrastructure, turn radius	Ability of alternative to meet valley access requirements for infrastructure maintenance and access for emergency services (excluding fire trucks).
Does not eliminate future opportunities to create connections	Location of current and anticipated future opportunities.	Future connections could include: to local communities, arterial road access, and future uses
Meets objectives for additional initiatives (not related to EA objectives)	Potential to meet or eliminate objectives for additional initiatives	Additional initiatives include: slope stability issues, Don Watershed Plan, connections to Eglinton LRT, and Pan Am Path
Ease of use/ Usability	Continuity, disruptions, frequency of stops, length of trail	Ability of alternative to provide a direct uninterrupted travel route

Natural and Physical Environment

Criteria	Indicators	Description of Criteria
Potential impact to terrestrial vegetation	Quality and quantity of vegetation removed, including L rankings, invasive and non natives	Assessment of potential impact alternatives will have on terrestrial vegetation relative to each other, in terms of location, quality and quantity of vegetation removed and replaced.
Potential impact to wildlife habitat and connectivity	Location of trail through mature forest and key wildlife habitats assessing for size, shape, function, and connections	Assessment of potential impact alternatives will have on wildlife habitat, corridors and movement, relative to each other
Potential impact to aquatic habitat	Quality and quantity of vegetation removed, including L rankings, invasive and non natives, number of bridges, and distance of trail to river.	Assessment of potential impact alternatives will have on aquatic habitat including riparian and in stream, relative to each other.
Potential impact to wetlands	Distance of trail to wetlands, wetland community L ranking, circumvent natural surface drainage	Assessment of potential impact alternatives will have on wetlands, including vegetation and surface drainage, relative to each other.
Potential impact on erosion processes	Number of bridge crossings together with the proximity of the trail to the edge of the river banks or unstable slopes.	Assessment of potential impact alternative will have on the current and future erosion processes, relative to each other.
Potential impacts on surface drainage and groundwater	Potential impact on natural surface drainage paths together with potential alterations to groundwater regime	Assessment of potential impact alternative will have on surface drainage and groundwater, relative to each other.
Potential impacts to East Don River processes	Potential impact on flood levels within the valley system, alteration of channel hydraulics, control on natural morphological processes, and water quality	Assessment of potential impact alternative will have on the processes of the East Don River including flood levels, channel alternations, and water quality.

Social and Cultural Environment

Criteria	Indicators	Description of Criteria
Impact to public safety objectives	Proximity to river, rail lines, road ways, and hydro towers, sight lines and amount of turns	Assessment of alternative to minimize users exposure to potentially hazardous situations and infrastructure, relative to each other.
Disruption to local study area business and infrastructure operations and maintenance	Acquisition, easement or license agreements, potential to impede current operations and use	Alternative requirements in terms of land acquisition, easement or use under a license agreement and the potential impact that would have on operations and maintenance. (Golf Course, Hydro One, Toronto Water, Metrolinx/Go)
Disruption to existing valley land uses/activities	Potential negative impacts on existing valley uses	Assessment of alternatives potential to disrupt current valley land uses, for example hikers or nature appreciation.
Recreational Value	Access to river, ability to provide additional opportunities and experiences in the future, follow current informal trail (known use of area)	Assessment of alternatives ability to provide additional opportunities and experiences, e.g. bird watching, fishing, nature viewing, access to natural areas and East Don River, relative to each other
Aesthetics	Sight barriers, varying natural surroundings, vistas, and views	Assessment of alternative to provide a variety of natural surroundings, vistas and views with limited visual barriers, relative to each other
Noise Level	Proximity to works yards, rail line, road, industrial/commercial areas	Assessment of alternative to limit noise disruptions, relative to each other.
Potential to impact known or potential archaeological sites, built heritage sites, and cultural heritage landscapes	Potential sites, known sites, trail utilizes already disturbed areas.	Assessment of alternatives impact to known or potential archaeological sites, built heritage sites, and cultural heritage landscapes

Cost

Criteria	Indicators	Description of Criteria
Capital Cost	Number of bridge structures, tunnels under the railway, acquisition of private property, channel restoration and slope stabilization, as well as total length of trail through valley.	Criteria is defined by the relative estimated cost of the proposed alternative taking into account a number of factors.
Operational and Maintenance Cost	Relative cost of maintaining the trail based on future risks due to flooding and erosion, proximity of trail to frequent flood levels, number of bridge or tunnel structures associated with each alternative with an expected 25 year lifespan	Criteria is defined by the relative cost of maintaining the trail based on future risks and regular maintenance
Cost Benefit	Obtaining access to valley for sanitary sewer maintenance, slope stabilization to protect private property and overall benefit to public safety	Criteria is defined by potential cost savings to the City based on need for future works to occur such as obtaining access to valley for sanitary sewer maintenance, slope stabilization to protect private property and overall benefit to public safety

Technical

Criteria	Indicators	Description of Criteria
Technical Feasibility	Private property disruptions, acquisitions, constraints & slope or erosion stabilization measures	Criteria is defined by the feasibility of constructing each alternative, taking into account the overall practicality of implementation based on private property disruptions, acquisitions, constraints (i.e.. allowing public access to private golf course, ability to open cut rail crossings, trail adjacent to hydro one infrastructure) & slope or erosion stabilization measures
Ease of Implementation	Approvals, both community and landowner acceptance, length of time to implement, required closure of rail lines at tunnel locations	Criteria is defined by the relative ease with which the alternative can be implemented taking into consideration approvals, both community and landowner acceptance, length of time to implement, required closure of rail lines at tunnel locations

East Don Trail EA Alternative Trail Alignment Questions – Community Liaison Committee #2 July 15, 2013

Please use the following questions to help guide discussion concerning the evaluation of Alternatives To

Alternative Trail Alignments:

1. Are you satisfied with the selection of the proposed Alternative Trail Alignments? If no, please explain.

2. Are the maps showing the Alternative Trail Alignments clear and legible? If no, please explain how they might be improved.

3. Are there any other alternatives or changes to the current alternatives you would like considered? If yes, please explain.

Alternative Trail Alignment Evaluation Criteria Questions:

1. Do you agree with the criteria? If no, please explain.

2. Is there a category that is missing in the criteria? If yes, please explain.

3. Are any of the criteria redundant or unnecessary? If yes, please explain.

4. Do you agree with the indicators for each criterion? If no, please explain.

5. Are there any indicators missing for specific criteria? If yes, please indicate which criteria and explain.

Do you have any other questions or comments related to the East Don Trail Environmental Assessment process to date?

Please leave your completed questionnaire at the door on the way out OR if you'd like more time to write your comments, please send them no later than Monday July 29, 2013 to:

ATTN: Natalie Seniuk, Project Coordinator

Email: nсениuk@trca.on.ca

Mail:

Toronto and Region Conservation Authority
Restoration Services
5 Shoreham Drive, Downsview, ON M3N 1S4

**East Don Trail Project
Environmental Assessment**

**Community Liaison Committee Meeting #3
Notes**

Flemingdon Park Library
2nd Floor, Meeting Room #1
July 15th, 2013
6:30pm – 8:30pm

Meeting Chair: Daniel Egan

Note Taker: Natalie Seniuk

ATTENDANCE	
Name	Affiliation
Daniel Egan	City of Toronto
Jennifer Hyland	City of Toronto
Wend Strickland	City of Toronto
Natalie Seniuk	Toronto and Region Conservation Authority
Violetta Tkazcuk	Toronto and Region Conservation Authority
Lisa Turnbull	Toronto and Region Conservation Authority
[Redacted]	Action for Neighbourhood Change/Hub, Victoria Village
[Redacted]	Cycle Toronto
[Redacted]	Don Mills Residents Inc.
[Redacted]	Don Watershed Regeneration Council
[Redacted]	Flemingdon Health Centre - Alternate
[Redacted]	Friends of the Don East
[Redacted]	Todmorden Mills Wildflower Preserve
[Redacted]	Toronto Field Naturalists
[Redacted]	Victoria Village Community Association
[Redacted]	Walk Toronto
[Redacted]	Woodbine Gardens Homeowners Association
Regrets: [Redacted] r (Bike 25), [Redacted] (OREG – Ontario Road Ecology Group), [Redacted] (Parkview Hills Community Association), [Redacted] (Resident Ward 29), [Redacted] (Toronto Centre for Active Transportation), [Redacted] (Toronto Ornithological Club), [Redacted] (Wynford Concorde Residents Group)	

WELCOME AND OPENING COMMENTS

The Chair, Daniel Egan (DE or The Chair) – Manager of Cycling Infrastructure and Programs at the City of Toronto (City) - welcomed everyone to Community Liaison Committee (CLC) Meeting #3.

The Chair provided an overview of the materials provided as part of CLC Meeting #3, including a PowerPoint Presentation, Agenda, and Questionnaire to be completed by CLC Members.

The Chair asked CLC meeting participants to introduce themselves for the benefit of those who had not had a chance to meet each other.

The Chair handed the meeting over to Natalie Seniuk (NS) – Project Coordinator with Toronto and Region Conservation Authority (TRCA) – to review the agenda, housekeeping items and project updates.

HOUSEKEEPING AND UPDATES

NS reviewed the agenda for CLC Meeting #3 including the intended purpose of the meeting which was 1) to provide the alternative trail alignments to CLC members and, 2) to receive feedback and input from members regarding the evaluation criteria that would be used to evaluate the alternative trail alignments.

Confirmation of CLC Meeting #1 and CLC Meeting #2 Notes

NS asked CLC members if there were any changes or corrections required to the CLC #1 Meeting Notes. Participants did not have any comments. The CLC #1 Meeting Notes were accepted as presented.

NS asked CLC members if there were any changes or corrections required to the CLC #2 Meeting Notes. NS noted that edits had been provided through email prior to the CLC Meeting and included: some minor grammatical errors, a request to include some links to additional information that had been discussed at the meeting, and a request for comments received after CLC Meeting #1 to be appended to the Notes. Participants did not have any additional comments. The CLC #2 Meeting Notes were accepted as revised.

Project Updates

NS gave a presentation on the CLC meetings held to date, upcoming meetings, and the addition of a fifth CLC Meeting.

NS gave a presentation on updates to the Existing Conditions noting that the Stage 1 Archaeological Assessment and Fluvial Geomorphic Study had been completed, and that a draft of the Baseline Environmental Report had been completed and was being reviewed by the project team and Technical Advisory Committee.

NS presented the major revisions that were made to the Alternatives To following comments received by CLC Members during CLC Meeting #2 and up to the due date for comments of June 19, 2013.

Before turning the meeting over to Violetta Tkaczuk (VT) – Project Manager with TRCA - NS asked if there were any questions about the information presented. No questions or comments were received.

GEOMORPHIC AND GEOTECHNICAL EXISTING CONDITIONS

As members of the consulting team from Aquafor Beech Ltd. were not able to attend CLC Meeting #3 this section would not be presented. VT noted that if CLC members had any specific questions to send them to the project team and they would be addressed by Aquafor Beech.

ALTERNATIVE METHODS

VT provided a recap of the environmental assessment process and where the East Don Trail Project is within the process being followed. VT also explained what the goals and purpose of CLC Meeting #3 were.

VT presented a recap of the Problem/Opportunity Statement as well as the Project Objectives as finalized.

VT explained the Alternatives To and that it was decided based on the completion of the evaluation of the Alternative To (which included input from the project team, CLC Members and the Technical Advisory Committee) the preferred Alternative To was to Provide a Multi Use Trail Connection.

VT explained the Alternative Methods would be the focus of both CLC Meeting #3 and CLC Meeting #4 and that these were the methods for carrying out the undertaking, and for the purpose of this project would be termed “Alternative Trail Alignments”.

VT reiterated that CLC Members were being asked to provide feedback on the evaluation criteria and the alignments as presented in order to identify any gaps or additional considerations. It was also noted that the group would be give two (2) weeks to submit their edits, which should be sent to Natalie Seniuk on or before June 29, 2013.

VT presented the Alternative Trail Alignments and explained that the alternatives had been divided into three (3) distinct areas.

AREA 1 – Forest Trail (2 options)

VT provided a summary of each of the Alternative Trail Alignments including a summary of crossings, key points , potential connections and length of proposed trail.

CLC Question

To what level are you considering the access points? And, how do they figure into the decision making process?

Project Team Response

It is one of the evaluation criteria that are being considered as part of the selection of the preferred trail alignment. The ease of creating a future connection to the spine trail will be considered.

CLC Question

Will you be identifying the primary trail first, and then the connections?

Project Team Response

Yes, we will be defining the spine trail as part of the evaluation process for the Environmental Assessment (EA), and it is the main focus of the EA. However, through this process, we want to ensure that we are not precluding any future access points (connections).

CLC Question

Regarding alternative Forest Trail A – This option identifies a connection to Victoria Village. Is this the case? If so, how will the grade be changed to be accommodate this?

Project Team Response

We are not looking at exact location of connections at this point in the process, just the ability to create them through the selection of the spine trail. In regard to the concerns regarding grade, this will be considered when the type of trail connection is decided.

CLC Question

In the northern part of the Study Area are you presenting the Anewen Park and Wigmore Park connection options?

Project Team Response

Yes, those are possibilities. They are two areas that currently have a network of informal trails that could connect to the spine trail.

CLC Question

Regarding option Forest Trail B – Does this option not allow for future access points?

Project Team Response

That is correct; it will be difficult to provide access points with this connection. This option would require an additional bridge to provide a connection. Forest Trail A presents the most feasible alternative for future connections.

CLC Question

Does it cost more to build a bridge than go around? In other words, what is more expensive, extra trail length or a bridge?

Project Team Response

This is not as easy a comparison to make as it will vary greatly depending on the topography and constraints associated with the trail. At this time, we are not able to say for certain which would be the more costly option.

CLC Question

In general, a trail that is located within in the valley will be more likely to be flooded out and more problematic. Is that a consideration?

Project Team Response

Yes, capital as well as maintenance costs are being considered as part of the evaluation of the Alternative Trail Alignments.

CLC Question

Will you be showing the evaluation of the Alternative Trail Alignments?

Project Team Response

Yes, absolutely. This will be presented at the next stage in the process, and at CLC Meeting #4 we will provide details regarding the evaluation of the Alternative Trail Alignments.

CLC Question

I think it is a planning consideration to stay within the inside of the riverbend, is this not true? For example, dealing with erosion over time?

Project Team Response

Yes. Our consultant, Aquafor Beech Ltd., has been looking at this as part of their studies and will be taking it into consideration. In this area, it should be noted that the other side of the river is also very steep.

CLC Question

Why don't you go around the west side of the railway in this area?

Project Team Response

Though not clearly visible on the map provided, the topography makes it very challenging to build a trail here. It was also noted that topography would be shown at the next stage during which the Alternative Trail Alignments would be evaluated.

CLC Comment

It should also be noted, that many types of users will be using the trail, and the shortest available route is not always the most desirable by these recreational users.

CLC Question

In terms of determining which option is best suited, will the CLC be involved in the decision making process?

Project Team Response

Yes, the purpose of today's meeting is to review the evaluation criteria that will be used to evaluate Alternative Trail Alignments. At CLC Meeting #4 we will start the quantitative analysis of the Alternative Trail Alignments.

CLC Question

At the first site visited during the site walk that the CLC went on, we viewed the rail line. Are the owners of this rail line going in to do work to protect their rail line, and what is the plan for this if they are?

Project Team Response

We are in discussions with Metrolinx and have provided them with the information regarding the project. If that work, erosion control work, is required in order to implement the trail, than it will be undertaken as part of this project. Metrolinx will be included in all discussions and erosion control works that may impact their infrastructure. Otherwise, Aquafor Beech had estimated that the erosion would impact the rail line within an approximately 25 year period.

CLC Question

The City of Toronto Natural Heritage map (a link was provided to CLC Members after CLC Meeting #3 for their reference), shows a series of dots detailing flora and fauna. Will we be able to adjust the trail alignment to protect some of these?

Project Team Response

Yes. We will be refining the preferred alternative against the existing conditions (including, but not limited to, topography, drainage, flora and fauna) to ensure that it is built in a sound manner.

CLC Question

In the Alternatives To notes, someone asked whether restoration is carried out and the answer was that it is not part of the project but, where we build the surrounding area will be restored. This does not seem to imply that restoration work will be completed. Please clarify.

Project Team Response

This may be a misinterpretation, as any work that will be undertaken will also be required to go through City of Toronto and TRCA by-law and permitting processes. Though the restoration work is not a part of the Environmental Assessment, it will be a part of the larger project scope.

Area 2 – Road Link, River Walk and Rail Trail (9 options)

VT provided a summary of each of the Alternative Trail Alignments including a summary of crossings, key points, potential connections and length of proposed trail.

CLC Question

Regarding the Road Link alternatives - What type of materials will be used for the trail surface near the hydro access line? Will Hydro One be maintaining the surface in this area, or will it be the City's role to maintain it? We have seen a lot of cracking and degradation of other trails from heavy machinery.

Project Team Response

The material will be asphalt, as it is for the remainder of the spine trail, however the trail in this area will be designed and constructed to withstand traffic from heavy machinery.

CLC Question

Regarding Road Link Option C - There is a large swamp within this area. Would a boardwalk or other trail alternative be constructed to accommodate this, or will you consider going around it?

Project Team Response

If this alternative were chosen, at that time the project team would look at options for addressing this. A possibility would be to construct a switchback trail to avoid the wetland entirely.

CLC Question

Regarding the Road Link alternatives along Linkwood Lane, will this alternative require widening or can you use existing space?

Project Team Response

There are a number of options that could be used including the use of the existing boulevard or grass area, or a combination of both. In addition, the existing road is wide enough to accommodate sharrows, if necessary. These decisions would all be part of the design stage if this alternative is chosen as the preferred.

CLC Question

Regarding the Road Link alternatives - whichever alternative is chosen, the project team should look at the road link alternative for implementation, as it makes sense to provide an additional option. It would provide an alternative for winter and night use. Are you considering this as an option?

Project Team Response

Not at the moment. Due to budgetary constraints the implementation of the road link can be an expensive undertaking.

CLC Question

Regarding the Road Link alternatives - where would costs for constructing the road link come from?

Project Team Response

In order to implement the road link alternative, a number of light standards would be required to be relocated, a retaining wall structure may be required, and a number of utilities may need to be relocated. In addition, the steepness of slope to get back into the valley system would require expensive trail switchbacks or significant grade work and retaining wall structures.

CLC Question

Regarding the Road Link alternatives - St.Dennis Drive has a plan to be more cyclist and pedestrian friendly and in addition, the Eglinton LRT plan calls for bike lanes. If you can improve connectivity, this could be an excellent transportation option. Does the project team have any thoughts regarding this consideration?

Project Team Response

If the trail alignment along the road is not chosen for this project, it could be recommended for a future capital project. Any intelligence we gain through this process could be recommended as part of a future project.

CLC Question

Is the Gatineau connection a good connection option for Victoria Village residents?

Project Team Response

Yes, this could be an option for residents within the Victoria Village community.

CLC Comment

It could be interpreted that the Victoria Village residents have stated their preference through the presence of informal trails within the forested area.

CLC Comment

In response to the comment above, I would like to note that yes, this could be true. However, there are currently no formalized access points for for this community and as a result the existing informal routes may not be a so the true representation of preference.

CLC Question

Regarding the River Walk alternatives – What about safety for trail users in relation to the golf course?

Project Team Response

This option is only possible with acquisition and closure of the golf course.

CLC Question

If the golf course property is purchased, what other uses would it be used for?

Project Team Response

Purchase of the land would meet TRCA and City objectives for acquiring park land within the Don Watershed. And yes, the land could become more than the trail. In regards to a potential purchase of the land, these discussions are in progress with the golf course now and are being undertaken by TRCA and City's respective property groups.

CLC Question

Is there some weighting that would reduce the value of purchasing the golf course land as it meets other requirements, for the purposes of evaluating the Alternative Trail Alignments?

Project Team Response

Right now the evaluation will only consider the cost included in construction of the trail. A discussion is still needed to determine how to address the cost of acquiring the land.

CLC Question

In order for the River Walk A option to be feasible we can assume that golf course will need to be purchased?

Project Team Response

Yes, this is correct.

CLC Question

Regarding the Rail Trail alternatives - The fairway of the golf course comes up to the roadbed of the rail and then there is the track. There appears to be no space to insert a trail?

Project Team Response

Though it may look deceiving, there is in fact space. However, to implement this alternative would require building into the bank or building up.

CLC Question

Regarding the Rail Trail alternatives - Let's say we cannot build through the golf course, what are the options since the rail trail will be on the golf course's property as well?

Project Team Response

Actually, the trail will be on the rail line right-of-way, not golf course property. This alternative would only require an agreement with the golf course at the north end of their property.

CLC Question

Would complete fencing be required for the rail trail alternatives? And for how many metres?

Project Team Response

Yes the area that would run along the rail line and along the golf course would need to be fenced on both sides. As for the metres the project team will get back to the CLC regarding this question. **(ACTION ITEM)**

CLC Question

Considering that the Pan Am path will be going up through the Gatineau trail crossing I think that should be heavily weighted. Is there additional money for that project?

Project Team Response

No, there is no additional funding. Whatever is developed for this project will become the Pan Am path, and the money to implement the East Don Trail has already been allocated within the capital budget. The majority of the money allotted for the Pan Am path will be used to upgrade existing infrastructure.

CLC Comment

Rather than building a route along the west side of the river, an alternative might be to connect the northern portion of the trail at Eglinton, through Sloan Drive and Wigmore Park (eastern alignment rather than western alignment)

Project Team Response

Project team will get clarification from the CLC Member on the exact alignment being proposed. **(ACTION ITEM)**

CLC Question

Regarding the River Walk alternatives – there is a bridge proposed in the middle of the golf course. Are there conditions that required the trail to follow that side of the river?

Project Team Response

The proposed alignment currently follows the existing cart path. However, this would be looked at more closely if this is the preferred alignment chosen.

Area 3 – Access Route (3 options)

VT provided a summary of each of the Alternative Trail Alignments including a summary of crossings, constraints, potential connections and length of proposed trail.

CLC Question

How actively is Toronto Water using their existing access route?

Project Team Response

We can find out for you but it hasn't come up as a concern to date. The access route was built to monitor the trunk sewer, but is not used on a regular basis. **(ACTION ITEM)**

CLC Question

Are you planning an access point for the Parkview Hills community?

Project Team Response

This was discussed however, as part of this process we are not proposing one as this is a very steep connection point.

CLC Question

Would there be marked crossings used as part of these the Access Route alternatives?

Project Team Response

Yes.

CLC Question

Regarding Access Route B option – is there a chance of piggy-backing costs on someone else's bridge?

Project Team Response

Yes, but these would still need to go through approval and design specifications would need to be looked at.

CLC Question

Is there any potential connection from Flemingdon Park community to the trail?

Project Team Response

Only the spine trail will be assessed as part of the EA process however the connection will be considered to see if we want to include access options.

EVALUATION CRITERIA

VT Presented the evaluation criteria to the group and asked that each member take the information and questionnaire home and provide feedback to Natalie within the two week window (by June 29, 2013).

CLC Comment

Under Functional Value it was suggested that wording be changed to “potential to provide future opportunities” instead of “eliminate future opportunities” **(ACTION ITEM)**

CLC Question

Are we expected to evaluate the trail options now?

Project Team Response

No, just the evaluation criteria to determine if there are any criteria missing, or any that should be modified.

CLC Comment

Under Natural and Physical Environment - There used to be heavy erosion behind the houses (at the south end of the Study Area where the Toronto access route is) and it was a lot of work to complete this work due to the soil layering and composition. There are some potential problems with just looking at “ground water” as it is a tricky area.

CLC Question

With the recent severe rains is there a change in attitude at City hall regarding flooding and planning?

Project Team Response

It is too soon to say, but most of the existing trails did well under the conditions. There were some key areas in the Don that the City is aware could be an issue. There has been a lot of work in the last number of years looking at impacts of extreme weather occurrences and erosion (by both City and TRCA).

CLC Question

How does this project fit within TRCA's stormwater management master plan?

Project Team Response

We are always considering other plans but there is not a direct relationship.

CLC Comment

It seems that there could be additional benefits to acquiring the golf course as it would assist with stormwater management in the Don watershed and should be considered another benefit.

CLC Comment

It should be noted that people do go within certain areas (informal trails) because of constraints like the river; they are not going to wade through a river so they may follow paths like the existing rail tracks and enter steep areas (as an example). This should be considered when looking at informal trail use.

CLC Question

Will there be information provided regarding archaeological and cultural assessment to help with decision making during the evaluation of the Alternative Trail Alignments?

Project Team Response

Yes.

CLC Question

Is there a possibility for another criterion that has to do with partnering in regards to cost, as there are plenty of opportunities?

Project Team Response

It may not be a separate criteria but it could be addressed as an indicator within an existing criteria. Are you saying that one alignment may have more opportunity for cost sharing?

CLC Member Response

Yes, and I think this should be considered.

Project Team Response

Thank you. We will look at this to see if there is an opportunity to reword a criteria to address this. **(ACTION ITEM)**

NEXT STEPS

VT went through the Next Steps for the project.

NS agreed to send a Doodle calendar request to all CLC Members regarding CLC Meeting #4.

VT asked if there were any additional questions before the meeting was closed.

The Chair closed the meeting at 8:30 pm.

From: [REDACTED]
To: Natalie_Seniuk
Subject: Re: East Don Trail - CLC Meeting #3 - Materials Available in CLC Folder
Date: 07/22/2013 09:14 PM

On 7/16/2013 4:18 PM, Natalie Seniuik wrote:

Hello everyone,

Thank you to those that were able to attend last night's CLC Meeting. For those unable to attend, a copy of the materials provided at CLC Meeting #3 have been uploaded to the CLC Dropbox Folder.

Please note, the project team is requesting feedback from all CLC Members regarding the Alternative Trail Alignments and Evaluation Criteria that will be used to evaluate them. Please take some time to review the presentation, complete the handout and return to me by Monday July 29, 2013.

East Don Trail EA Alternative Trail Alignment Questions – Community Liaison Committee #2 July 15, 2013

Please use the following questions to help guide discussion concerning the evaluation of Alternatives To

My responses are below

Alternative Trail Alignments:

<!--[if !supportLists]-->1. <!--[endif]--> Are you satisfied with the selection of the proposed Alternative Trail Alignments? If no, please explain.

The alignments have various strengths as noted. For the B keway objective, shorter routes with minimal diversions are best.

<!--[if !supportLineBreakNewLine]-->

<!--[endif]-->

<!--[if !supportLists]-->2. <!--[endif]--> Are the maps showing the Alternative Trail Alignments clear and legible? If no, please explain how they might be improved.

<!--[if !supportLineBreakNewLine]-->

<!--[endif]-->

The maps make sense to me in relation – altitude changes are not shown and river crossings should be clearer as to their height above the stream.

<!--[if !supportLists]-->3. <!--[endif]--> Are there any other alternatives or changes to the current alternatives you would like considered? If yes, please explain.

In area 1, there could be a direct trail from the east side north of the current bridge to Wynford – but the railway would have to be crossed in some way.

<!--[if !supportLineBreakNewLine]-->

<!--[endif]-->

<!--[if !supportLists]-->4. <!--[endif]--> **Alternative Trail Alignment Evaluation Criteria Questions:**

<!--[if !supportLists]-->1. <!--[endif]--> Do you agree with the criteria? If no, please explain.

I agree.

<!--[if !supportLineBreakNewLine]-->

<!--[endif]-->

<!--[if !supportLists]-->2. <!--[endif]--> Is there a category that is missing in the criteria? If yes, please explain.

The possibility of flooding on the various routes.

<!--[if !supportLists]-->3. <!--[endif]--> Are any of the criteria redundant or unnecessary? If yes, please explain.

no

<!--[if !supportLists]-->4. <!--[endif]--> Do you agree with the indicators for each criterion? If no, please explain.

yes

<!--[if !supportLists]-->5. <!--[endif]--> Are there any indicators missing for specific criteria? If yes, please indicate which criteria and explain.

ease of cycling, scenic quality (for walking), hills

Do you have any other questions or comments related to the East Don Trail Environmental Assessment process to date?

No – very fine work. I do prefer that the shortest routes be used, especially in Area 2 where the rail route is most expeditious

From: Natalie Seniuik/TRCA
To: Natalie Seniuik/TRCA@MTRCA,
Cc: Violetta Tkaczuk/TRCA@MTRCA
Date: 06/19/2013 11:40 AM

From: [REDACTED]
Reply To: [REDACTED]
To: ['Natalie Seniuk'](#)
Subject: RE: East Don Trail - CLC Meeting #3 - Materials Available in CLC Folder
Date: 08/02/2013 01:05 PM

Natalie – I believe you are referring to point 2 in my response. I made a quick map. See if it makes sense.

[REDACTED]

<https://mapsengine.google.com/map/edit?mid=zUnFpJKJqGsM.kVe1fGQu9kAo>

From: Natalie Seniuk [mailto:NSeniuk@trca.on.ca]
Sent: Friday, August 02, 2013 12:38 PM
To: [REDACTED]
Subject: Re: East Don Trail - CLC Meeting #3 - Materials Available in CLC Folder

Hello [REDACTED],

Thank you for providing your feedback regarding the Alternative Trail Alignments. We are currently looking into the additional alternatives that CLC Members are identifying. You have mentioned an alternative alignment in your response. Is there any way you could provide me with a visual (drawn the proposed alignment on a map) or a more detailed description of what you are suggesting? We are not clear on the exact route are proposing and would like to investigate the feasibility of evaluating is as an alternative.

I hope you have a wonderful long weekend,

Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

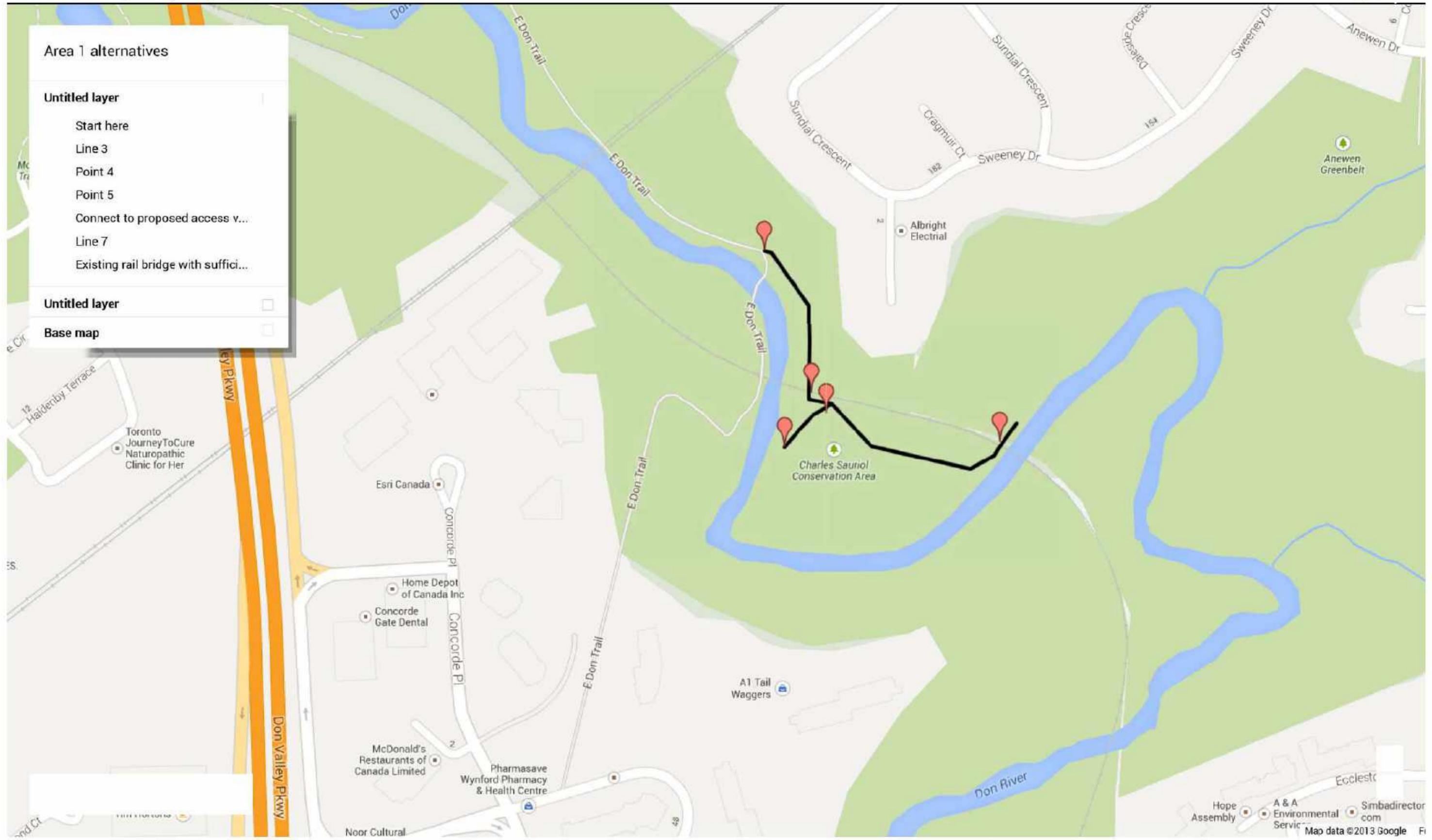
Area 1 alternatives

Untitled layer

- Start here
- Line 3
- Point 4
- Point 5
- Connect to proposed access v...
- Line 7
- Existing rail bridge with suffici...

Untitled layer

Base map



Response to East Don Trail EA - Evaluation Criteria

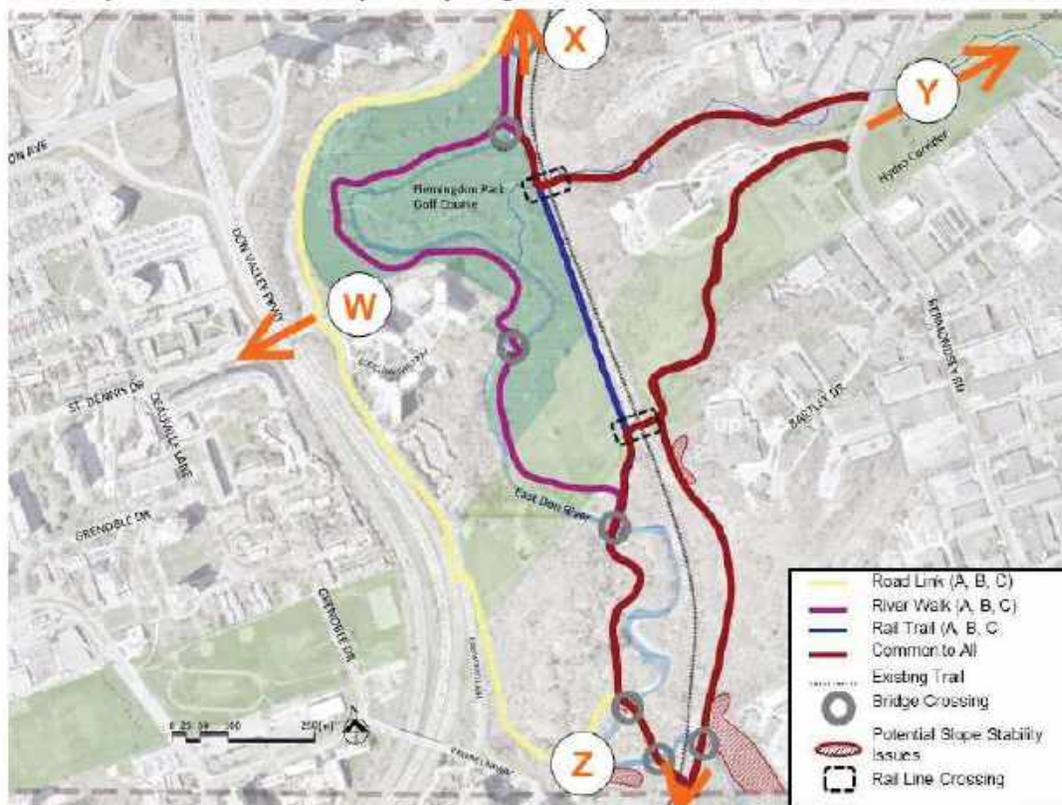
Date: 2013-07-29

Author: [REDACTED], Cycle Toronto

Dear project team,

Thank you again for the opportunity to respond to draft project working documents. It is clear that your team has put in a lot of hard thinking around the different alternatives and the evaluation process. The central section of the trail (Area 2) is very challenging and there is no single obvious solution that will satisfy everyone.

The map below shows the primary origins/destinations in Area 2, and will be referenced below.



Alternative Trail Alignments

The main issue now is evaluating the different alternatives against the different and sometimes competing needs of different trail users. It is not obvious how the evaluation process can handle this.

The trail will serve multiple purposes:

- Transportation, where a direct, convenient route is preferred

- Recreation / Nature Appreciation, where an interesting route is preferred
- Fitness, where a challenging route is preferred
- Accessibility, where an easy, direct route is preferred

Each of these purposes has different demands on different sections of the trail, e.g.:

- the connection between the Gatineau hydro corridor and the Don Trail will be heavily used by transportation cyclists (Y-Z on the map).
 - making this connection as direct and flat as possible would benefit them
- fitness users like runners, rollerbladers would likely prefer a route with more ascents
 - a longer, hillier route would be preferred
- recreational or naturalist users would prefer a route that passes by points of interest, and are not particularly concerned with directness or connectivity

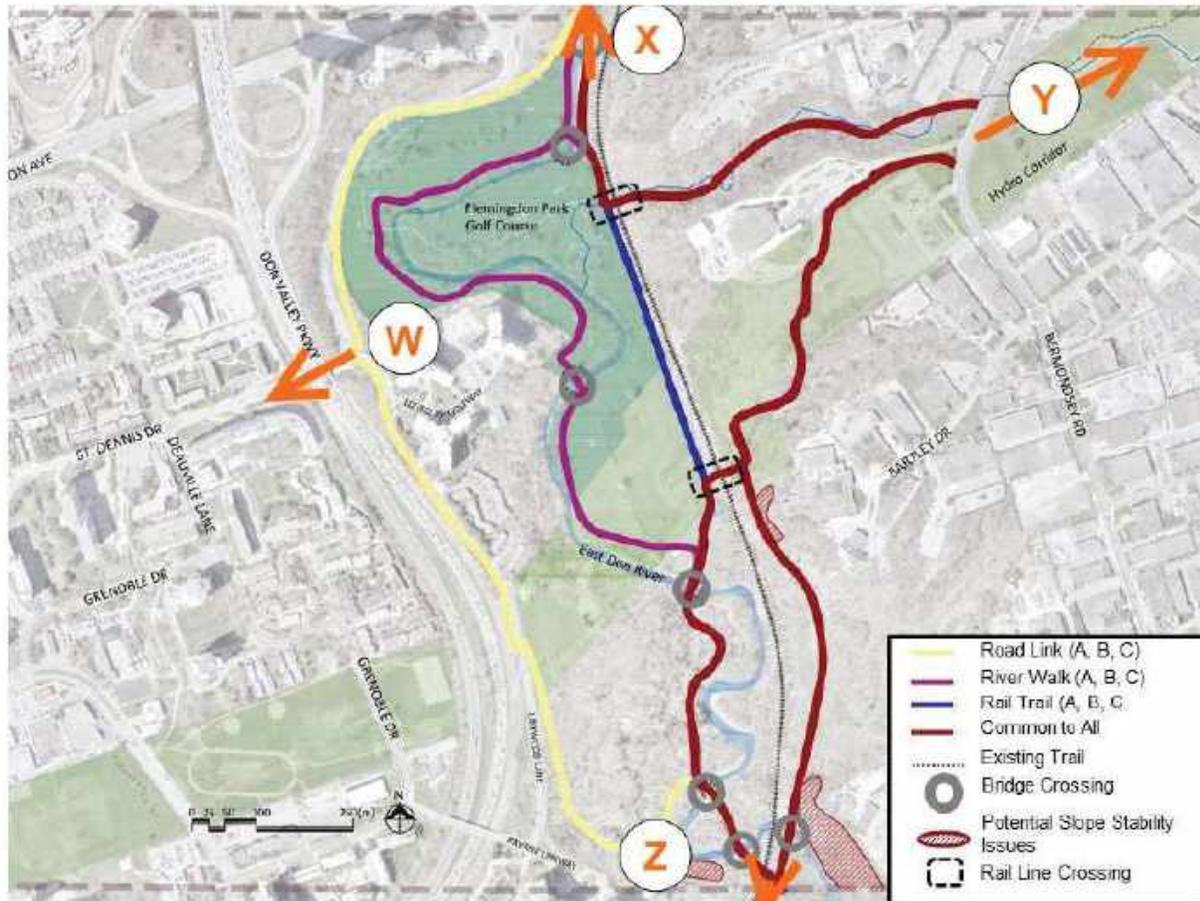
In particular, for transportation/accessibility, many of the routes are excessively long and challenging:

- travelling Y-Z on Road Link A or River Walk A
- travelling X-Y on River Walk C or Rail Trail C
- travelling W-Y on River Walk C, Road Link B&C

Each of the alternatives provided would satisfy only some of the purposes well. A high score for one purpose could be a low score for another purpose, even on the same criterion. How can a ranked multi-criterion analysis handle different trail purposes, without running the evaluation separately for each purpose?

As well, the East Don Trail fits within a broader transportation network. Evaluation of the alternatives on the functional value criterion is difficult without considering the impact of the transportation network of related plans/initiatives such as the Eglinton LRT, Pan Am Path and trail access points. Without the Gatineau hydro corridor connection (including the section from Eglinton to Victoria Park), ridership to the east will be considerably lower. Similarly, without rebuilding Eglinton as part of the LRT, there is no safe alternative to the valley trail section when it is closed/inaccessible. Although the Eglinton LRT EA was approved in 2011, connections have not been planned since the East Don Trail project did not exist at the time. Access points throughout the trail, such as to Eglinton Ave, Flemington Park, Parkview Hill or Northline Blvd will dramatically change the evaluation of the main trail itself.

As such, the existing alternatives for Area 2 perform significantly worse than a combination of several alternatives. For example, combining Road Link A and Rail Trail A would provide a direct route from Y-Z, X-Y, X-Z, W-Z and a reasonably good route W-Y, while still passing by a number of points of interest along the valley floor and even creating a loop for fitness users.



Therefore, I recommend adding several combinations of the various alternatives as separate, new alternatives in the final analysis.

Recommendations for Individual Criteria

Functional Value

Add a criterion for *Capacity*:

- what potential do different alignments have for accommodating higher number of users?
- capacity is important! More people cycling or walking along the trail corresponds to fewer drivers using nearby roadways, fewer carbon emissions, fewer parking spaces needed, and a lighter load on our over-burdened transit network.

Add a criterion for *Operating Window*, or separate *Usability* to a separate criterion. Different trail alignments will have different levels of usability in different conditions, e.g. at night, in winter (depending on winter maintenance)

- e.g. level trail crossing could have significant delays while long freight trains pass by, while an underpass crossing could be flooded
- e.g. a street route could be lit/plowed, while a valley floor route may not
- e.g. a low route could be flooded, damaged in storms, debris buildup, while a high route

would be protected

Add a criterion for *Redundancy*

- what impact would trail closures have on the network?
- likelihood for trail closures, e.g. after severe storms, anticipated maintenance/construction
- a redundant trail network can also serve to separate uses, e.g. slow-moving naturalists vs. fast-moving commuters/fitness users

Natural Environment:

The broad evaluation criteria here seem good. I only have two questions for this item:

- *What wildlife corridors have been identified in the project area? How are these used?*
- *What impact would acquisition of the Flemingdon Golf Course have on the natural environment factors, in particular on potential flooding/stormwater management issues?*
 - If the golf course were to be purchased outright, the valley lands could be transformed into a stormwater control area, which would significantly affect the routing of the trail downstream - including making routing closer to the river possible.

Social and Cultural Environment

The safety criterion should also consider relative safety. Would cyclists using the trail be better served by a particular alignment, especially considering nighttime or different weather conditions? If a particular alignment is closed (e.g. in the winter), would they be safer taking an alternative route such as Eglinton or Bermondsey?

Add a separate criterion for *Community Connectivity*. Different routes have a significantly different impact on connectivity in the surrounding community, especially for pedestrians. Providing a direct pedestrian connection between Flemingdon Park and the Bermondsey industrial area could dramatically improve connectivity for non-automobile owning residents in Flemingdon Park.

Cost

In addition to the capital and maintenance costs, opportunity cost should also be considered.

What impact will not building certain alternatives have on:

- the surrounding transportation network? What is the cost of providing cycling infrastructure vs. additional marginal capacity on the Yonge subway line?
- tourism potential?
- the City's other objectives, e.g. Official Plan transportation

An estimate of trail ridership once connected to Gatineau Corridor would greatly inform our decision-making.

From: [REDACTED]
To: [Natalie.Seniuk](mailto:Natalie.Seniuk@trca.on.ca)
Subject: RE: East Don Trail - CLC Meeting Notes - Final Notes for CLC Meeting #1 & #2
Date: 07/28/2013 09:20 PM

To: NSeniuk@trca.on.ca
Subject: Re: East Don Trail - Alternative Trail Alignments
Date: Wed, 17 Jul 2013 14:32:44 -0400

Hi Natalie,
My comments on the alignment proposals are as follows.

Area 1 - My preference is for Forest Trail B provided that there is some assurance that the bank can be stabilised. Only the experts can decide that.

Area 2 - This is the contentious section. We in Don Mills would strongly oppose the removal or purchase of the Golf Course. This is a very well used facility by many of the surrounding communities and should be left as it is. It is a community asset that should remain. I also think that the suggested road links are not acceptable as it means that the Trail is split into two sections, joined by public roads. My preference is for Rail Trail A as this is the most direct route both for the EDT and to the Gatineau Trail connection. My rough estimate is that about 500 metres would need protection from the golf course. It has also been suggested that the trail stay on the east side of the river until it passes the golf course. I have not had the opportunity to look at the terrain on that side but no doubt you and your colleagues have already looked at that possibility.

Area 3 - I am not sure what you mean by Safety Concerns on options A & B. From memory don't both these options link into the Lower Don Trail?.

No doubt there will be other options and opinions that we will mull over at the next meeting.

Hello everyone,

Thank you to those that were able to attend last night's CLC Meeting. For those unable to attend, a copy of the materials provided at CLC Meeting #3 have been uploaded to the CLC Dropbox Folder.

Please note, the project team is requesting feedback from all CLC Members regarding the Alternative Trail Alignments and Evaluation Criteria that will be used to evaluate them. Please take some time to review the presentation, complete the handout and return to me by Monday July 29, 2013.

1. CLC Meeting #3 Materials

To access the materials, please use the following link: [\[REDACTED\]](#)

2. CLC Meeting #4 Meeting Date - Please Confirm your preference

We are providing two options for the next CLC Meeting. **Please use the link below to state your preferred date for CLC Meeting #4 by Monday July 29.**

<http://doodle.com/k24kr57k7bafzrte>

4. Additional Resources

As mentioned at last night's meeting, [REDACTED] from Todmorden Mills Flower Preserve would like to share some resources with CLC Members that could assist in the evaluation of the alternative trail alignments. The documents have been saved to the CLC Dropbox Folder in a folder called "Resources". I will also make an effort later this week to add a document that contains some of the interesting links that were shared during our CLC meetings. If you have any resources you would like to share with the group, please send me the files or links and I will happily add them to this folder.

If you have any questions while reviewing the materials from CLC Meeting #3 please do not hesitate to contact me.

Kind regards,

Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |
Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |
(647.537.4185 | 6 416.667.6277 | ✉ nseniuk@trca.on.ca | www.trca.on.ca

From: Natalie Seniuk/TRCA
To: Natalie.Seniuk@TRCA@MTRCA,
Cc: Violetta Tkaczuk/TRCA@MTRCA
Date: 07/11/2013 07:48 AM
Subject: East Don Trail - CLC Meeting #3 - July 15, 2013 at 6 30 pm at Flemingdon Park Library (Dennis R. Timbrell Resource Centre)

Good morning everyone,

Information regarding the Monday's CLC Meeting is provided below and a copy of the agenda for Monday's meeting is attached.

1. CLC Meeting #3 - July 15 2013, 6:30-8:30 pm

Flemingdon Park Library (Dennis R. Timbrell Resource Centre)

29 St. Dennis Drive, Toronto, ON

Meeting Room #1, 2nd Floor

The Meeting Room is located on the 2nd Floor of the Resource Centre. There is a stairwell near the pool that can be used to access the 2nd Floor.

[https://maps.google.ca/maps?](https://maps.google.ca/maps?q=dennis%20r%20timbrell%20resource%20center&bav=on_2.or_r_cp.r_qf.&bvm=bv.47244034.d.dmg&biw=1680&bih=887&um=1&hl=en&ie=UTF-8&sa=N&tab=il)

[g=dennis%20r%20timbrell%20resource%20center&bav=on_2.or_r_cp.r_qf.&bvm=bv.47244034.d.dmg&biw=1680&bih=887&um=1&hl=en&ie=UTF-8&sa=N&tab=il](https://maps.google.ca/maps?q=dennis%20r%20timbrell%20resource%20center&bav=on_2.or_r_cp.r_qf.&bvm=bv.47244034.d.dmg&biw=1680&bih=887&um=1&hl=en&ie=UTF-8&sa=N&tab=il)

Parking is available off of St. Dennis Drive along the west side of the building.

Bus route 100 (Flemingdon Park) & 144 (Don Valley Express) stop close to the meeting location.

3. CLC Meeting #3 - Geotechnical and geomorphic conditions presentation

As you will see in the attached agenda, Rob Amos from Aquafor Beech we be presenting a summary of the geomorphic and geotechnical existing conditions at the meeting. This will be a continuation and completion of the presentation from CLC Meeting #2. In addition to this, time has been allotted for questions related to this presentation.

Please bring any question that you have regarding these existing conditions to the meeting and Rob will take some time to answer them. Also, if you have any specific interests related to these areas please let me know and Rob will take some time to present/review them at the meeting as well.

2. CLC Meeting #1 & #2 Notes - We will be finalizing meeting notes from CLC Meetings #1 & #2 at the upcoming meeting. I will circulate draft meeting notes from CLC Meeting #2 before the end of day tomorrow in preparation for Monday. Draft notes from CLC Meeting #1 are available in the CLC Dropbox (please see the link below).

3. CLC Materials - a reminder that all materials from previous CLC meetings have been uploaded to a Dropbox folder and can be viewed using the link below. If you have any trouble please let me know.

[\[Redacted Link\]](#)

If you have any questions, please do not hesitate to contact me.

Kind regards,
Natalie

[attachment "EDT_CLC3_Agenda.pdf" deleted by Natalie Seniuk/TRCA]
Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |
Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |
(647.537.4185 | 6 416.667.6277 | * nсениuk@trca.on.ca | www.trca.on.ca

From: Natalie Seniuk/TRCA
To: Natalie Seniuk/TRCA@MTRCA,
Cc: Violetta Tkaczuk/TRCA@MTRCA
Date: 06/19/2013 11:40 AM
Subject: East Don Trail - CLC Meeting #3 - July 15, 2013

Hello everyone,

A meeting date has been scheduled for CLC Meeting #3. Unfortunately, due to restrictions with the project timeline we were not able to provide options for this meeting and hope that as many members as possible are able to make it. I would like to apologize for this and let you know that I will be sending out a request for a preferred date for CLC Meeting #4 in early July.

Please note, CLC Meeting #3 will be taking place on Monday July 15, 2013 from 6:30 pm to 8:30 pm. A location to hold the meeting is still being finalized but we are hoping to have the meeting in the Flemingdon Park area. I will send a meeting location when I return on July 9th.

Also, a reminder that comments and filled in questionnaires from CLC Meeting #2 were to be submitted by today. We have received a number of submission. If you did not have a chance to provide your comments, please send them to us before the end of the day tomorrow so that we can ensure they are incorporated in the feedback.

Lastly, I will be on vacation from June 19 (today) until July 9. If you have any urgent requests, questions, or concerns, please ensure that you copy Violetta Tkaczuk on any emails you send me. Her contact information is vtkaczuk@trca.on.ca or 416-661-6600 x5755.

I wish all of you an excellent start to the summer season!

Kind regards,

Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |
Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |
(647.537.4185 | 6 416.667.6277 | * nсениuk@trca.on.ca | www.trca.on.ca

"PLEASE CONSIDER THE ENVIRONMENT WHEN DECIDING TO PRINT THIS MESSAGE"

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Thank you."

From: [REDACTED]
To: [Natalie Seniuk](#)
Cc: [REDACTED]
Subject: Alternative Trail alignments
Date: 07/28/2013 10:04 PM

Hi Natalie,

I had made my comments earlier this evening but I but am not sure if they were sent

My comments on the three areas are as follows,

Area 1. On looking at this again my suggestion would be Forest Trail A. My earlier comment did not take into account the possibility of future community connections, and I think that this is important if the trail is to get good use.

Area 2 - My choice here would be the Rail Trail.

Making the trail exit the valley and use the road system would break it into two sections. This would not be attractive to those using the trail and would in fact reduce its efficiency as a commuting route.

The Don Mills Community would be opposed to any proposal to buy out the Golf Course. This is looked upon as a very valid community facility. The fact that it is privately owned means that this facility costs the City nothing and yet provides an excellent source of recreation to its surrounding communities. If it was otherwise the course would not still be flourishing.

Area 3. - My preference would be for Rail Trail A. This is the most direct route and although the Gataineau connection is through the Transfer Station and Yard this is a very short distance and probably could be routed with minimum negative effects from these facilities. I estimate that only about 500 metres of the trail would need to be fenced to prevent golf balls hitting users. (I am wondering why, if this is a major hazard, it has not has any impact on the rail line, which is used by GO transit and CN when bring the cross country train from Vancouver into Toronto.

It has also ben suggested that the trail travel along the rail corridor to the east of the CN line, either from north of Eglinton or close to the golf course. I have not had the chance to personally take a look at the topography in this area but no doubt this has been, or will be, looked into.

I look forward to hearing the comments from other members at the next meeting.

[REDACTED]

From: [REDACTED]
To: [Natalie Seniuk](mailto:Natalie.Seniuk@trca.on.ca)
Subject: Re: East Don Trail - CLC - Additional Trail Alignment for consideration
Date: 07/29/2013 01:28 PM
Attachments: [BermondseytoWigmore.jpg](#)

Hello Natalie,

I have attached a map of my proposed alternate route. This connects the Gatineau Trail/Pan Am Path with Wigmore Park via Bermondsey Road and Sloane Ave.

Also I have some additional ideas for evaluation criteria

1. We should give weight to path routes that will more easily connect with potential side connecting routes. For example to Anewen Park, Wigmore Park, and to the Flemington Park neighbourhood.
2. Another criteria we should weigh is for path routes that also provide 'synergies' for other functions. This could be routes that parallel other proposed paths such as the Pan Am Path idea or for maintenance by other departments such as Toronto Water.

Thanks,
[REDACTED]

On Fri, Jul 26, 2013 at 12:21 PM, Natalie Seniuk <NSeniuk@trca.on.ca> wrote:

Hello [REDACTED],

In follow-up to CLC Meeting #3 I was hoping to gather some additional information from you regarding the Trail Alignment option that you described during the meeting. What is the best way to relay this information? Do you have scanning capabilities? or, are you able to fax?

Please let me know as we would like to take the time to assess your suggestion to see if it is a viable option to evaluate as part of the Environmental Assessment process.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

([647.537.4185](tel:647.537.4185) | [6 416.667.6277](tel:647.667.6277) | ✉ nсениuk@trca.on.ca | www.trca.on.ca

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East Don Trail EA Alternative Trail Alignment Questions – Community Liaison Committee #2 July 15, 2013

Please use the following questions to help guide discussion concerning the evaluation of Alternatives To

Alternative Trail Alignments:

1. Are you satisfied with the selection of the proposed Alternative Trail Alignments? If no, please explain.
Yes, a variety of alternatives has been proposed. Some others that I thought of have not been included, probably because they involve going up and down many hills, as the present informal trails do, since they are constrained to stay on the same side of the river.
2. Are the maps showing the Alternative Trail Alignments clear and legible? If no, please explain how they might be improved.
No, the maps don't really allow a user to find the alternative on the ground. Instead of repeating the same map rectangle again and again with one alternative on each repetition, one could use larger scale map rectangles showing smaller areas with more detail, especially boundaries of public and private lands, contours, open and wooded regions, and wetlands, as on a topographic map. All the trail alternatives might be shown on these single maps.
3. Are there any other alternatives or changes to the current alternatives you would like considered? If yes, please explain.
Yes. In Area 1: starting point, northeast end of the bridge across the East Don on the existing trail from Wynford Heights to Lawrence; from there going southeast past the south end of Sulkara Court to the alignment of Forest Trails A & B. Crossings of the river and railway could thus be avoided, but going over the ridge coming down from Sulkara Court requires going steeply up and down.

Alternative Trail Alignment Evaluation Criteria Questions:

1. Do you agree with the criteria? If no, please explain.
Yes, the criteria cover the important features for the trail. In particular, the natural environment is valued highly
2. Is there a category that is missing in the criteria? If yes, please explain.
No, the categories are quite comprehensive. In **Social and cultural environment**, ability to enforce legitimate use of public land could be another criterion. At present people put up shelters or tents and live in them, often making a mess all around. Also, mountain bikers have built features and structures, some of which are a safety hazard or which damage plant and animal habitat.
3. Are any of the criteria redundant or unnecessary? If yes, please explain.
No, all the criteria should be kept.
4. Do you agree with the indicators for each criterion? If no, please explain.
Yes, the indicators are sensible. They have no way of evaluating trade offs between criteria. For example, there could be a winding trail with ups and downs, or else a straight trail with cuttings and embankments. One scores highly on **Natural and physical environment**, the other on **Functional value**.

5. Are there any indicators missing for specific criteria? If yes, please indicate which criteria and explain.
Yes, at the meeting on July 15 we were told that it is better for the trail to follow inward curves of the river (where material is deposited) rather than outward curves (where banks are eroded). This could be included under “Technical feasibility” under **Technical**.

Do you have any other questions or comments related to the East Don Trail Environmental Assessment process to date?

Here are my preferred alternatives, with reasons.

Area 1: Forest Trail A. It can follow part of the existing way coming down from Wigmore Park from Elvaston Drive.

Area 2 Gatineau: C. The roadway down from Bermondsey Road exists, with a cutting into the valley that is not too steep, and an existing level crossing of the railway. No trees need be cut to use C down to the railway. [For A, the existing Water access route starts not at Bermondsey Road but in the back of a Works yard, and it ends halfway to the river; from that end it's steep going on down, through a forest with big trees.]

Area 2 Spine: Rail Trail as far as the level crossing from C, then follow C through the landfill site, requiring 2 bridges. However, the fenced rail trail will need to be wide enough for cyclists and pedestrians (with their dogs) to keep out of each other's way.

Area 3: Alternative access route B. At the south end, Taylor Massey Creek is already bridged by concrete pipes, so really only one new bridge is needed.

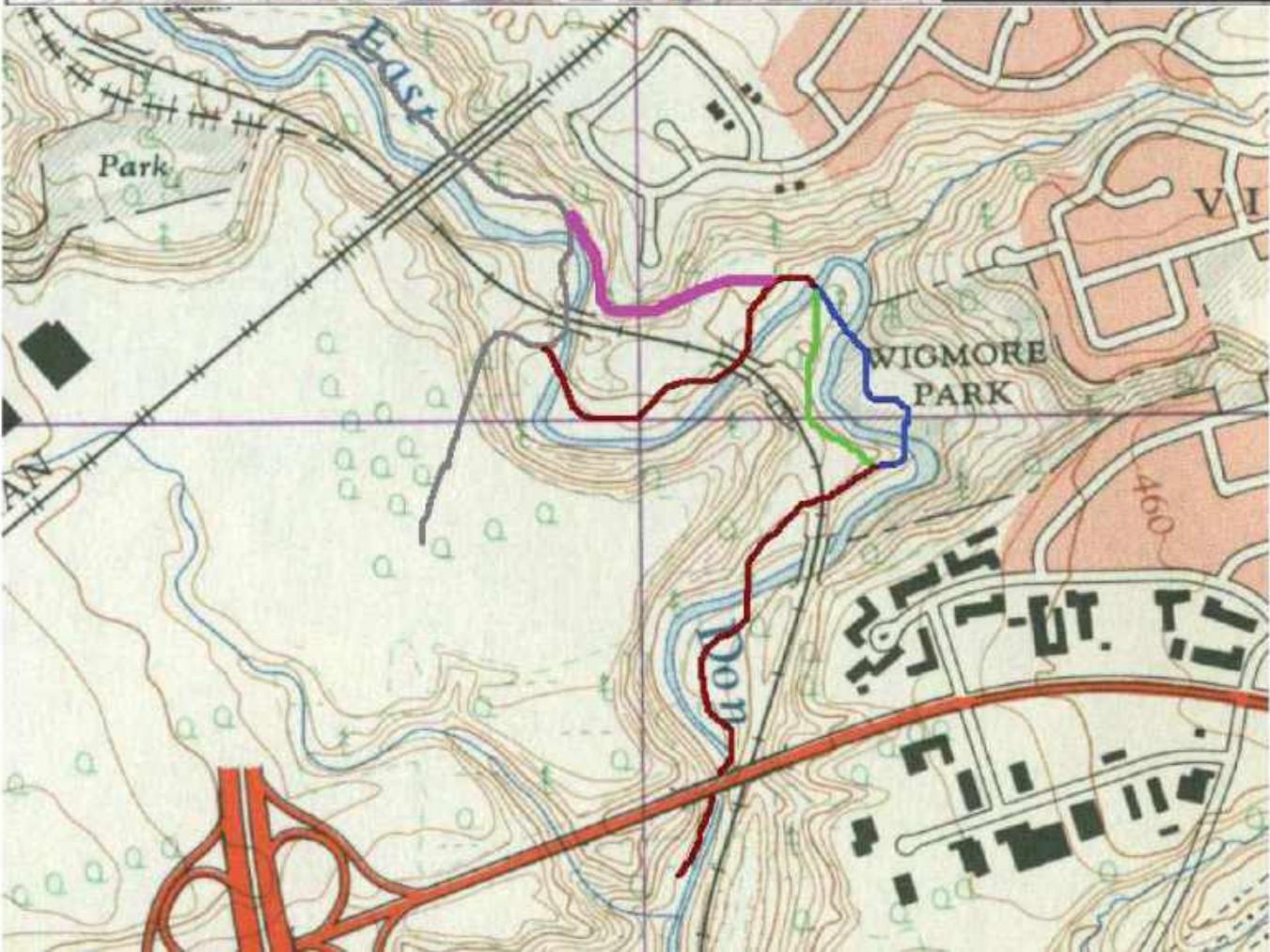
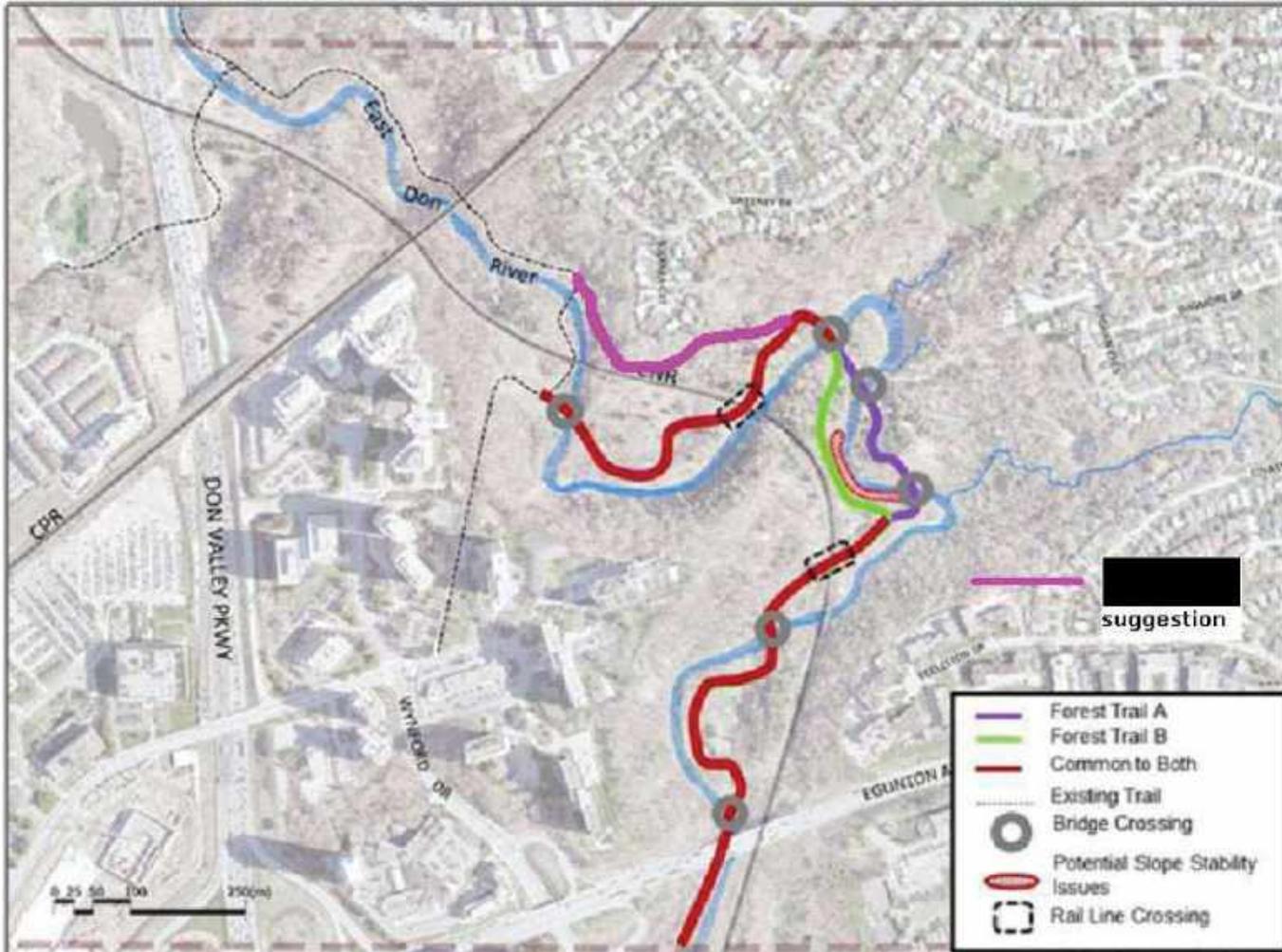
Please leave your completed questionnaire at the door on the way out OR if you'd like more time to write your comments, please send them no later than Monday July 29, 2013 to:

ATTN: Natalie Seniuk, Project Coordinator

Email: nсениuk@trca.on.ca

Mail: Toronto and Region Conservation Authority
Restoration Services
5 Shoreham Drive, Downsview, ON M3N 1S4

 Toronto Field Naturalists



From: [REDACTED]
To: [Natalie Seniuk](mailto:Natalie.Seniuk@trca.on.ca)
Subject: Re: East Don Trail - CLC Meeting #4 Date & CLC Meeting #3 Draft Notes - REPLY from Paula Davies
Date: 08/06/2013 04:05 PM

Hi Natalie,

I have looked over the notes from CLC Meeting #3 and have no changes. Also, I had no changes for the handouts.

I will see you on August 12.

Thanks,

[REDACTED]

On Tue, Jul 30, 2013 at 11:33 AM, Natalie Seniuk <NSeniuk@trca.on.ca> wrote:
Hello everyone,

Before I get into the information about the upcoming meeting and draft CLC notes, I would like to say thank you for taking the time to provide feedback and send completed handouts from CLC Meeting #3. The timeline for submissions has now closed.

1. **CLC Meeting #4 will be taking place on Monday August 12, 2013 from 6:30 pm to 8:30 pm.** This date was the preferred by the majority of members that voted using the Doodle tool. A location to hold the meeting is still being finalized.
2. **Draft Meeting Notes for CLC Meeting #3** are attached for review (they are also available in the Dropbox folder). We will be finalizing these meeting notes at CLC Meeting #4. Please take some time prior to the meeting to review the notes.
3. **CLC Materials & Resources** - a reminder that all materials from previous CLC meetings have been uploaded to the Dropbox folder and can be viewed using the link below. In addition, a folder of resources has been started in which you will find documents and links shared by CLC Members and the project team for your reference and interest. If you have any trouble viewing the Dropbox folder please let me know. [REDACTED]

If you have any questions while reviewing the Meeting Notes please do not hesitate to contact me.

I hope everyone had a wonderful weekend.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: [redacted]
Date: [redacted]

Hi Natalie

I have had an opportunity to discuss with the other members of the WCA regarding the two Forest Trail options.

Upon consultation with [redacted] (WCA President) there has been a Forest Trail option C. My understanding is [redacted] has already spoken directly with Vetta regarding this proposed option.

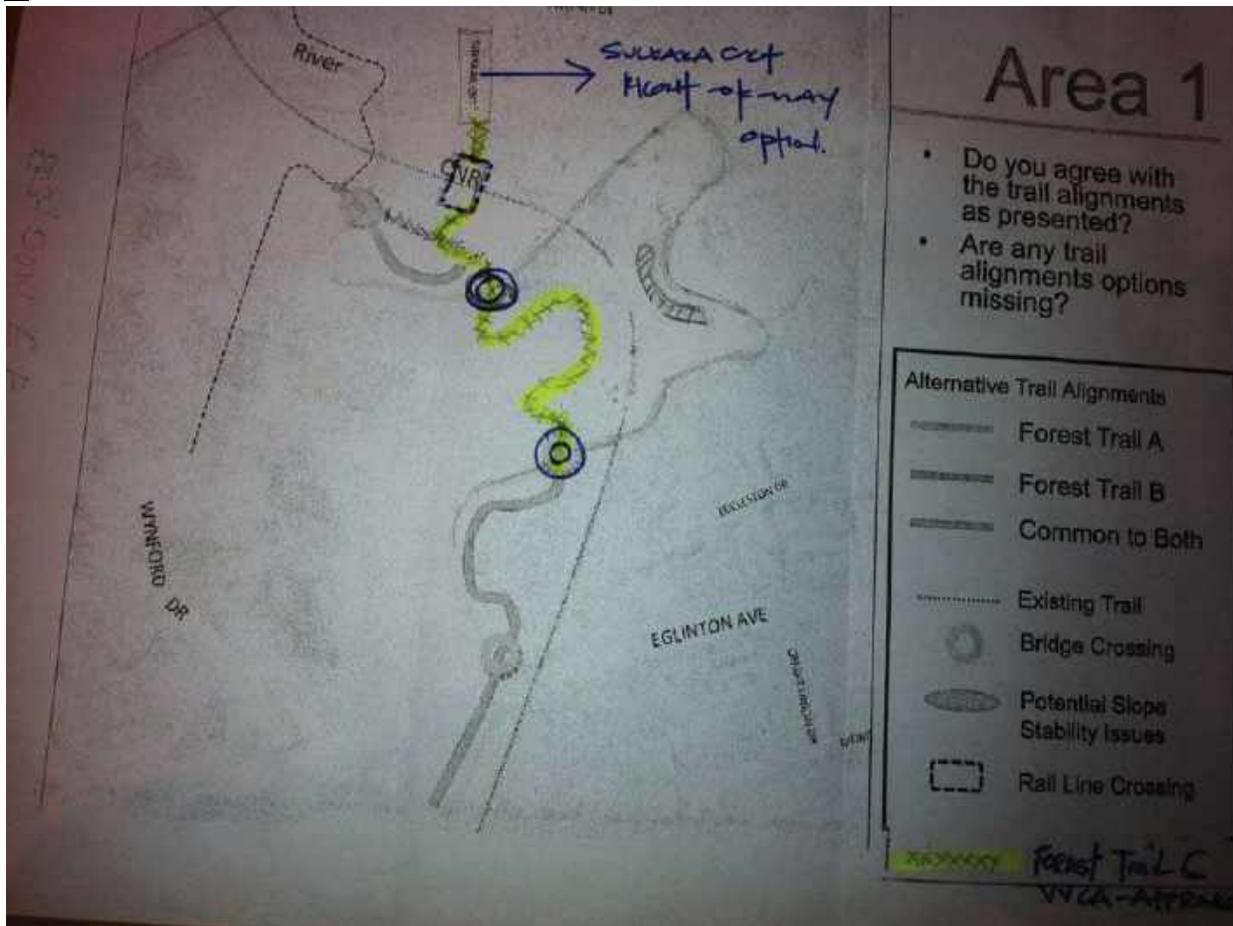
This option would allow for single access from Sukara Court. My understanding in conversation with [redacted] is that the city may have a right-of-way option to enter from this location. Ultimately this option allows for access to the river but requires only two bridges along with a rail line crossing. It appears the trail will be shorter in length and allow for a minimum impact to the river floor. This option has also been discussed with a number of the other members and is the preferred WCA option.

We hope you will consider this option and we look forward to discussing any items relating to this option or improvement.

I will be away on vacation and will not be able to attend the next meeting. I am hoping to send someone in my absence. I will try to confirm in the coming days as to who it may be that will represent the WCA for the next meeting.

I have also attached a sketch for your review.

Thank you



On 2013-07-16 at 4:18 PM, Natalie Sertuk <[redacted]> wrote:

Hi to everyone

Thank you to those that were able to attend last night's C.C. Meeting. Those unable to attend a copy of the minutes prepared for the C.C. Meeting #3 have been uploaded to the C.C.D. option.

Meeting #3 - 2013-07-15

To: Natalie Seniuk

From: [REDACTED] – Wynford Concorde Residents Group

Subject : Comments on the proposed Alternative Alignments of the East Don Trail

This is a response to the documents circulated at the CLC meeting of July 15 that address the proposed alternative alignments of the trail from Wynford Heights to Flemingdon, designated areas 1 and 2.

First, we endorse the selection of the base of the ramp from Wynford Heights Crescent as the starting point for the trail heading south. This is more accessible for our residents than an existing connection to the east side of the river that is some two hundred yards north. However from a cost saving point of view the existing bridge might make more sense and would not be totally unacceptable. The savings could perhaps be used to moderate the access from Wynford Heights Crescent. This access, which presently is an extremely steep ramp is a barrier to most senior citizens and impassable during the winter due to icing concerns and certainly does not meet the criteria of providing safe access to the valley lands.

We do not have any strong preferences for the route of the trail from there to Eglinton Avenue.

However we strongly oppose any alignment of the trail that would interfere with the use of the Flemingdon Golf Course as a golf course. This golf course is an important recreational resource for our local community and for residents across the City and one we would not want to see sacrificed. In our view it would also be practically impossible to justify to the taxpayers of Toronto, spending the multi million dollars needed to buy the golf course, when alternative alignments, that are more cost conscious, are readily available.

Also we strongly feel that the proposal to use St Dennis Drive and Linkwood Lane is not reasonable since St Dennis Drive is a very narrow roadway that carries a significant quantity of local traffic as well as TTC buses. It certainly would not attract walkers and probably would be dangerous for cyclists to use, unless it is rebuilt with a segregated trail included similar to that which was done on Pottery Road.

The only alternatives to avoiding the Golf Course would be one of the three River Trail Alternatives or keep the trail to the east of the railway line, an option that has not been mentioned but still keeps the trail in the valley .

We would strongly recommend an exploration of this new option. Namely, instead of crossing to the west side of the river just north of Eglinton, we explore the possibility of staying on the east side of the river while crossing Eglinton Avenue and going under the railway bridge. The trail could then meander down on the east side of the railway through attractive terrain until it meets the southerly branch of the Gatineau trail. At this point there is an at grade crossing of the railway onto the small part of the golf course that lies in the Hydro corridor. However there is enough room at this point to allow for construction of the trail while not negatively impacting the golf course, since the 6th hole would have the golfer shooting away from the position of the trail.

If for some reason this option is not feasible then our preference would be to utilize Rail Trail B thereby using Golf Course land (which might be expensive) but not interfering too much with the operation or quiet enjoyment of the Golf Course by its patrons.

With regards to Area 3 we would opt for Access Route C, since it adds an attractive short detour alongside the Taylor Massey Creek through mature trees which can only add to the qualities of the trail.

Meeting #4 – August 12, 2013 (Phase 2)

Agenda, Presentation, Handouts, Meeting Notes, Completed Questionnaires

**East Don Trail Environmental Assessment
Community Liaison Committee #4**

**Monday August 12, 2013
Dennis R. Timbrell Resource Centre/Flemingdon Park Library
2nd Floor, Meeting Room #1
29 St. Dennis Drive, Toronto
6:30 – 8:30 pm**

AGENDA

- | | |
|--------------------|--|
| 6:30 – 6:40 | Welcome and Introductions <ul style="list-style-type: none">• Welcome and opening comments |
| 6:40 – 6:45 | Housekeeping and Updates <ul style="list-style-type: none">• Project Schedule• CLC Meeting #3 Notes• Public Information Centre #2 |
| 6:45 – 6:55 | Summary of Feedback Heard after CLC Meeting #3 <ul style="list-style-type: none">• Evaluation Comments• Alternative Trail Alignment Comments |
| 6:55 – 7:00 | Alternative Trail Alignments <ul style="list-style-type: none">• Review of the Alternative Trail Alignments |
| 7:00 – 8:15 | Evaluation of Alternative Trail Alignments <ul style="list-style-type: none">• Evaluation Method• Evaluation Criteria and Indicators• Evaluation of each Alternative• Discussion and Questions |
| 8:15 – 8:30 | Closing <ul style="list-style-type: none">• Summary of Comments Heard• Next Steps• Questions |

EAST DON TRAIL ENVIRONMENTAL ASSESSMENT

Community Liaison Committee
Meeting #4
August 12, 2013
6:30 to 8:30 pm
Flemingdon Park Library



Agenda

1. Welcome
2. Housekeeping and Updates
3. Summary of Feedback after CLC Meeting #3
4. Alternative Trail Alignments
5. Evaluation of Alternative Trail Alignments
 1. Method
 2. Criteria and Indicators
 3. Evaluation by Area
6. Summary of Comments
7. Next Steps
8. Closing

Housekeeping and Updates

1. Finalize Meeting Notes

- Meeting #3

2. Alternatives To

- Have been revised and finalized

3. Date Chosen for PIC #2

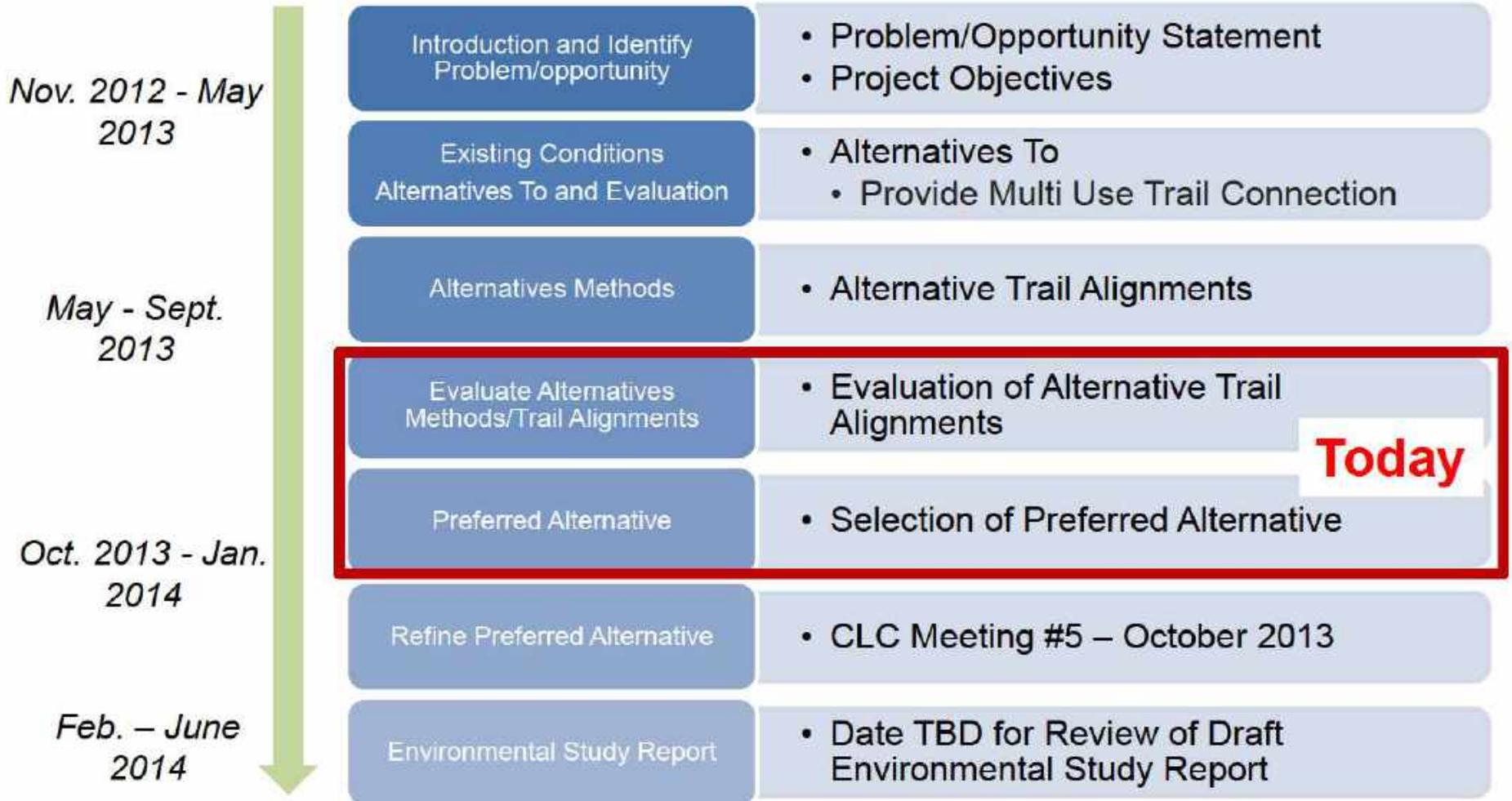
Date: September 12, 2013

Potential Location: The Estonian House

958 Broadview Avenue (just south of Pottery Road)

Update

Project Schedule



Summary of Feedback

Evaluation Criteria

CLC Comment/Suggestion	Impact to Evaluation
The trail will serve multiple purposes and each of these purposes will have different demands.	“User Experience” was re-evaluated and now takes into account the different user types and how their experiences on the trail would differ. The alternative that is preferred in this criteria will provide the most variable experiences for users (cyclist, fitness, limited mobility, hikers, nature appreciation).
Add a criterion for Operating Window, that could include flooding, debris buildup, damage in storms.	This has been taken into account under “Operations and Maintenance”.
In Social and Cultural Environment, add ability to enforce legitimate use of public land.	This was taken into consideration at the last stage (alternatives to) at a higher level.
For the Bikeway objective, shorter routes with minimal diversions are best.	This has been incorporated in “Functional Value as a Travel Route”.
Look at the possibility of flooding on the various routes.	Aquafor Beech have conducted studies to determine this and this has been incorporated in “Operations and Maintenance”.

Summary of Feedback

Alternative Trail Alignments

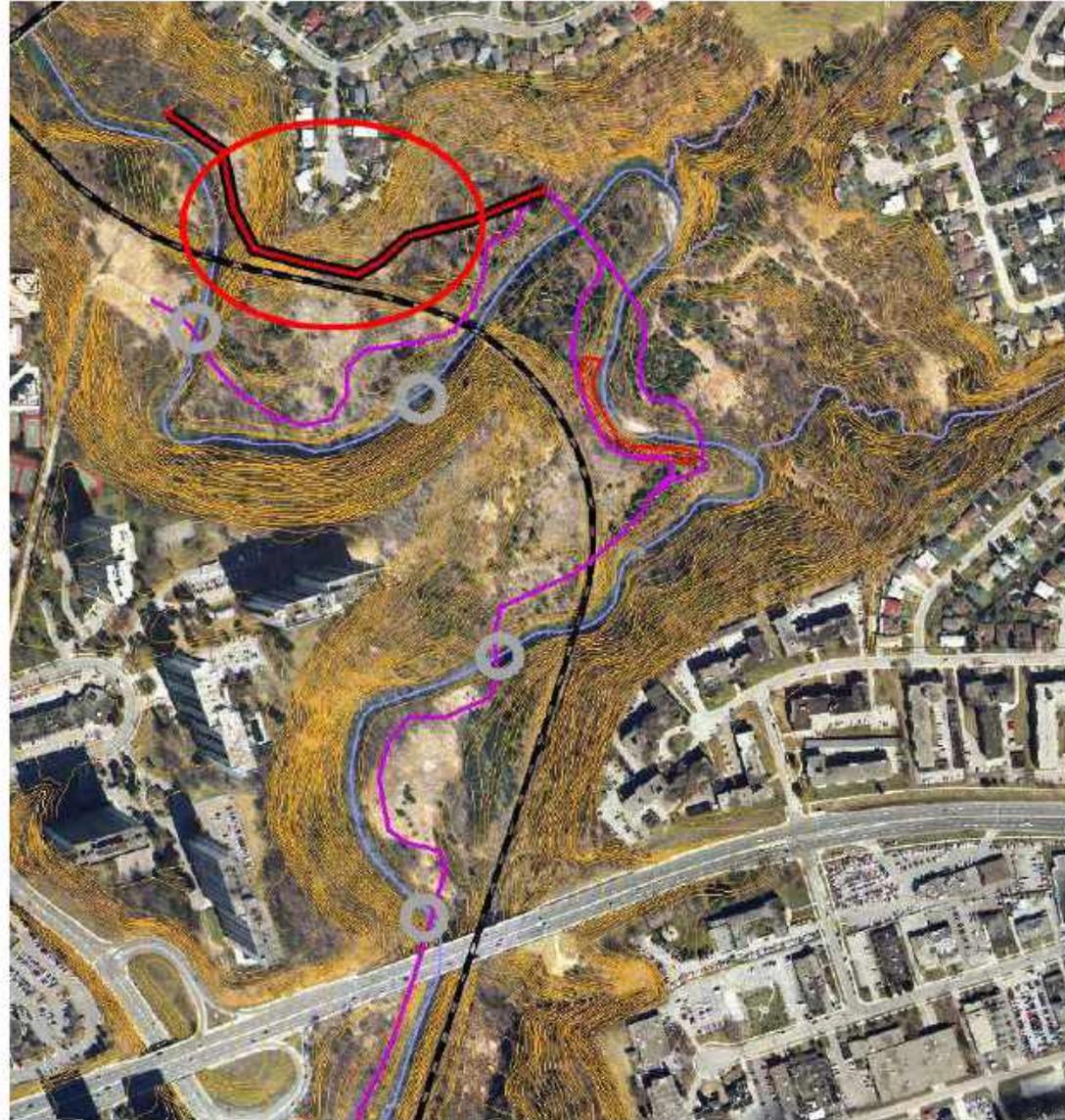
- Less rail line crossings.
- Would not allow for easy connections to be made to the Victoria Village community as steep grades and a rail line crossing would be required.
- Very steep areas, the trail and bridge crossing would be technically difficult.
- Steep grades could limit use by those with limited mobility.



Summary of Feedback

Alternative Trail Alignments

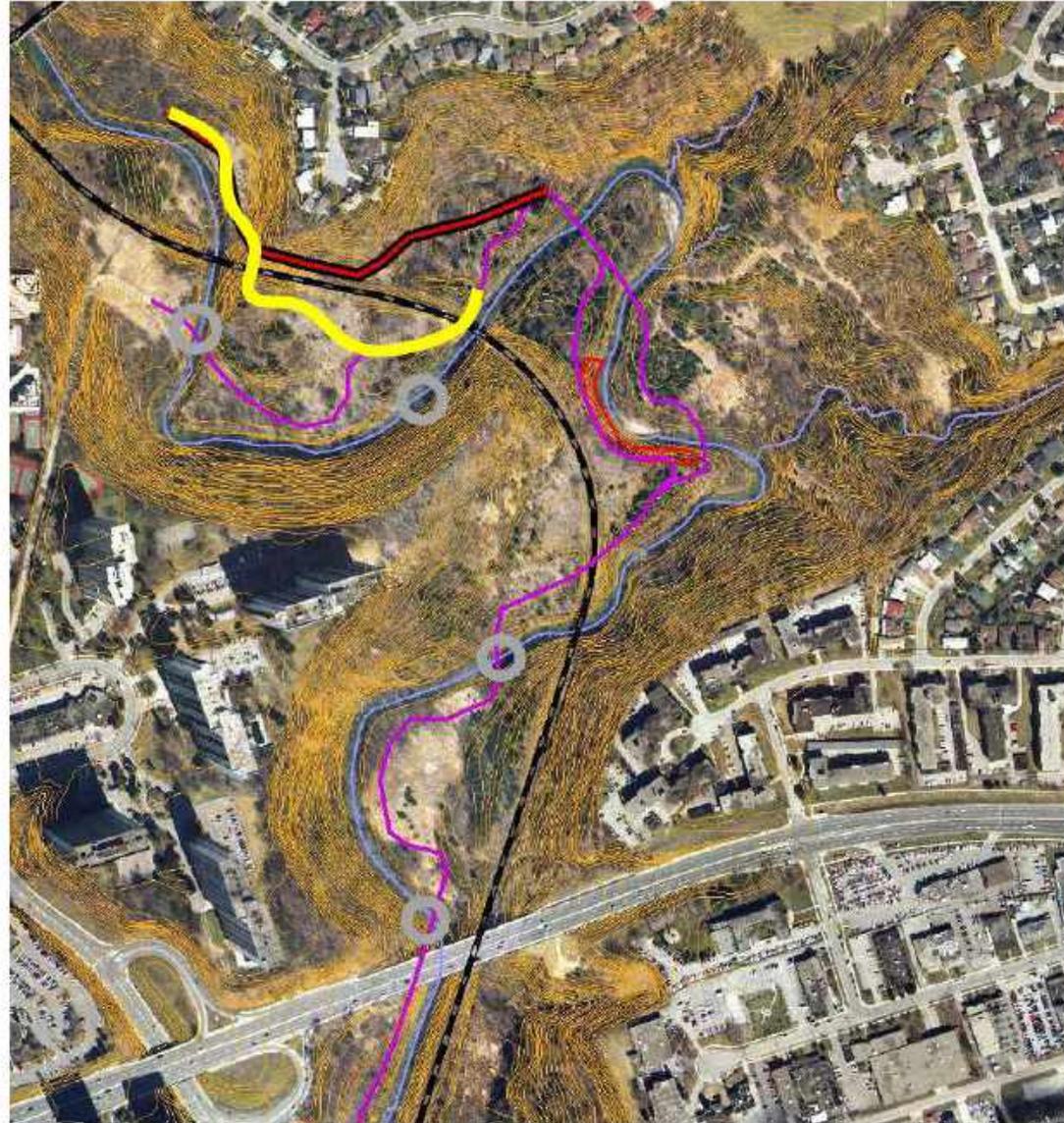
- Less rail line crossings.
- Very steep areas on either side of Sulkara Crt would require sizeable switchbacks and retaining walls.
- Costs would be higher and additional vegetation would have to be removed.
- Would be closer to residence backyards. Steep grades could limit use by those with limited mobility.



Summary of Feedback

Alternative Trail Alignments

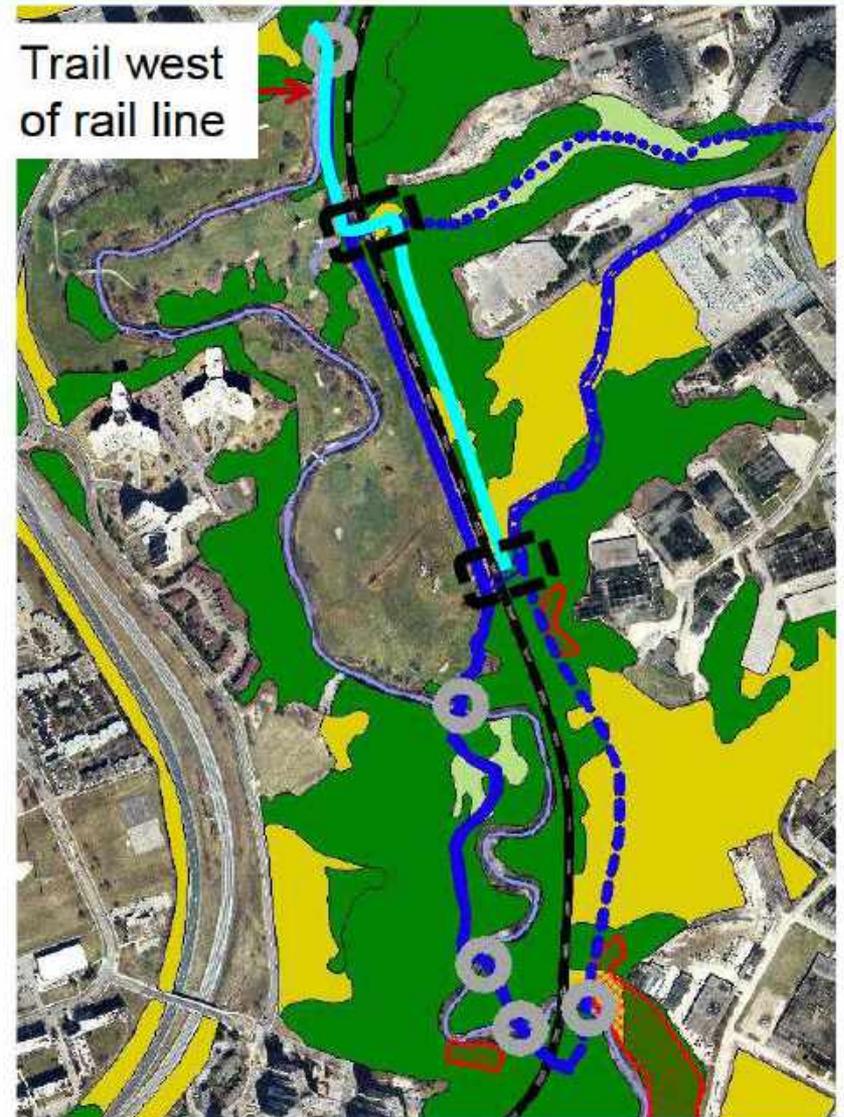
- Additional rail line crossings.
- Very steep area on side of Sulkara Crt would require sizeable switchbacks and retaining walls.
- Would be closer to residence backyards. Steep grades could limit use by those with limited mobility.



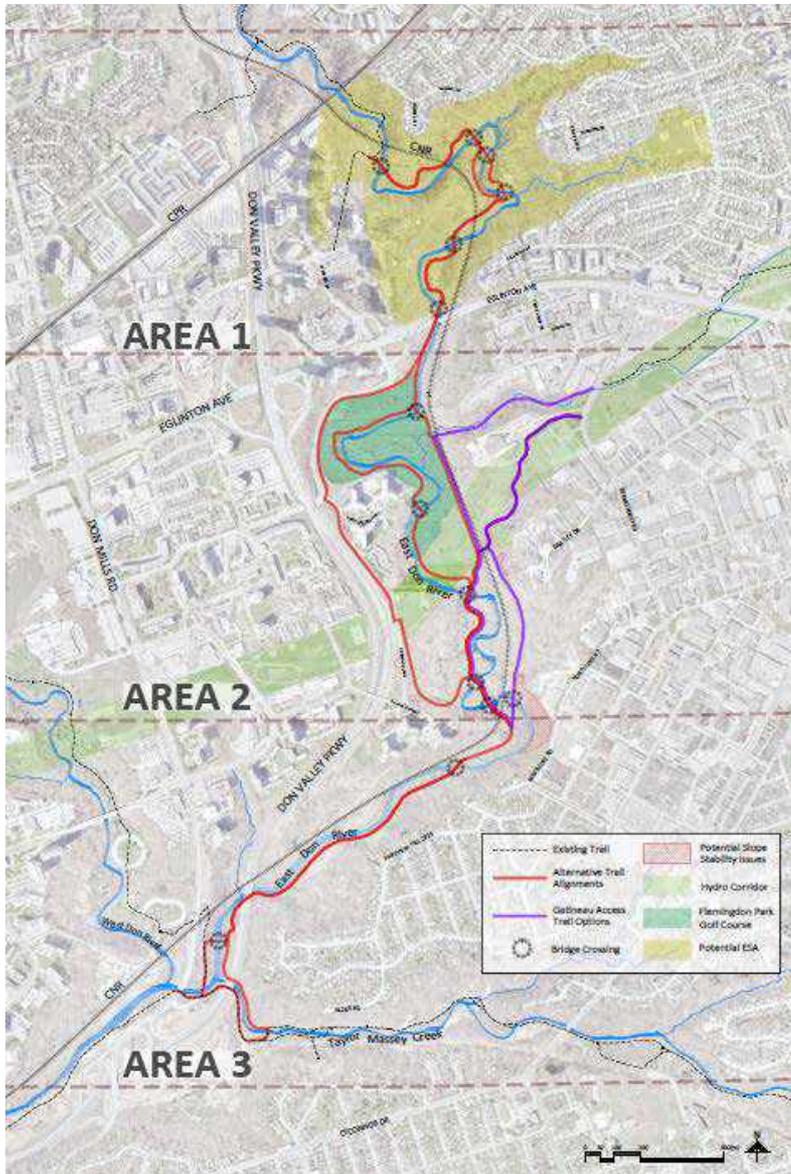
Summary of Feedback

Alternative Trail Alignments

- Suggestion: For Rail Trail keep the trail to the east of the rail line.
- Additional rail line crossings might be necessary crossings.
- Some steep areas.
- Travels through additional forested areas.
- Due to limited space north trail connection would still likely have to be made west of the rail line.



Alternative Trail Alignments and Areas



Area 1

2 trail alignment options:

- Forest Trail A
- Forest Trail B

Area 2

9 trail alignment options:

- Road Link A
- Road Link B
- Road Link C
- River Walk A
- River Walk B
- River Walk C
- Rail Trail A
- Rail Trail B
- Rail Trail C

Area 3

3 trail alignment options:

- Access Route A
- Access Route B
- Access Route C

Evaluation of Alternative Trail Alignments

- Each area is evaluated separately, and within each area alternatives are evaluated relative to each other. For example in Area 1, Forest A is compared against Forest B.
- Each alternative was evaluated against the specific criteria under each of the 5 criteria themes (Functional, Natural and Physical, Social and Cultural, Cost, Technical)

Criteria Theme

Criteria	Indicators	Alternative
What each alternative is evaluated for, falls into the broader themes	Specific parameters of what is accounted for when evaluating that criteria	Received a score from +2 to -2 (including 0) based on evaluation of indicators

Review of Evaluation of Alternative Trail Alignments:
August 12 to August 26 (two week review)

Evaluation Rankings

Criteria	Indicators	Alternative
What each alternative is evaluated for, falls into the broader themes	Specific parameters of what is accounted for when evaluating that criteria	Received a score from +2 to -2 (including 0) based on evaluation of indicators

A total number was obtained for the broader themes, these numbers were totaled to receive a summary score and select the draft preferred alignment. Today will focus on the summary scores which have been assigned a High, Med, Low ranking based on the number scores.

Evaluation Rankings for Criteria themes with 6 criterion

Highest: 8 to 12

High: 2 to 7

Medium: -1, 0, +1

Low: -6 to -2

Lowest: -12 to -7

Evaluation Rankings for Criteria themes with 2 criterion

Highest: 3 and 4

High: 1 and 2

Medium: 0

Low: -2 and -1

Lowest: -4 and -3

Evaluation Ranking Example

Functional Value Example

Criteria	Indicator	Alternative Ranking
Meets project high level goal #1: Trail is located within the valley lands	Located within natural areas and/or zoned parks	+2 to -2
Meets project high level goal #2: Trail supports multi users	Accessibility, access grades, topography	+2 to -2
Meets access requirements for infrastructure maintenance vehicles and for police and emergency medical services vehicles	Access grades, topography, access proximity to infrastructure, turn radius	+2 to -2
Total Score		12 to -12
Ranking		Highest to Lowest

Evaluation Rankings for Criteria themes with 6 criterion

Highest: 8 to 12

High: 2 to 7

Medium: -1, 0, +1

Low: -6 to -2

Lowest: -12 to -7

Evaluation Rankings for Criteria themes with 2 criterion

Highest: 3 and 4

High: 1 and 2

Medium: 0

Low: -2 and -1

Lowest: -4 and -3

Criteria and Indicators

Functional Value

Criteria	Indicators
Meets project high level goal #1: Trail is located within the valley lands	Located within natural areas and/or zoned parks
Meets project high level goal #2: Trail supports multi users	Accessibility, access grades, topography
Meets access requirements for infrastructure maintenance vehicles and for police and emergency medical services vehicles	Access grades, topography, access proximity to infrastructure, turn radius
Promotes future opportunities to create local community connections	Potential for trail to create or preclude future desired or identified community access points and trails
Meets objectives for additional planning initiatives (not related to EA objectives)	Potential to meet or eliminate objectives for additional initiative related to the study area
Functional value as a travel route	Continuity, disruptions, frequency of stops, length of trail, connections to multi-modal transportation

Criteria and Indicators

Natural and Physical Environment

Criteria	Indicators
Potential impact to terrestrial vegetation and communities	Quality and quantity of vegetation removed (considering L rankings, invasive species)
Potential impact to wildlife habitat and connectivity	Location of trail through valley lands, forest, wetlands, and undisturbed areas, length of trail, and barriers
Potential to aquatic habitat	Quantity of riparian vegetation removed, number of additional bridges, distance of trail to river.
Potential impacts on surface drainage and groundwater	Potential impact on natural surface drainage paths together with potential alterations to groundwater regime
Potential impacts to East Don River processes	Potential impact on channel erosion, flood levels, channel hydraulics, water quality
Potential to provide additional benefits to the natural and physical environment	Facilitates required erosion control works, increase natural cover, protection and/or restoration of valley system

Criteria and Indicators

Social and Cultural Environment

Criteria	Indicators
Impact to Public Safety Objectives	Proximity to river, rail lines, road ways, and hydro towers, sight lines and amount of turns
Disruption to local study area business and infrastructure operations and maintenance	Acquisition, easement or license agreements, potential to impede current operations and use
Aesthetics	Varying natural surroundings and vistas/views, sight barriers
Multi-User Experience	Direct, ease of use, challenging for fitness users, access to natural areas, interesting route.
Noise Level	Proximity to works yards, rail line, road, industrial/commercial areas
Potential to impact known or potential archaeological sites, built heritage sites, and cultural heritage landscape	Potential sites, known sites, trail utilizes already disturbed areas

Criteria and Indicators

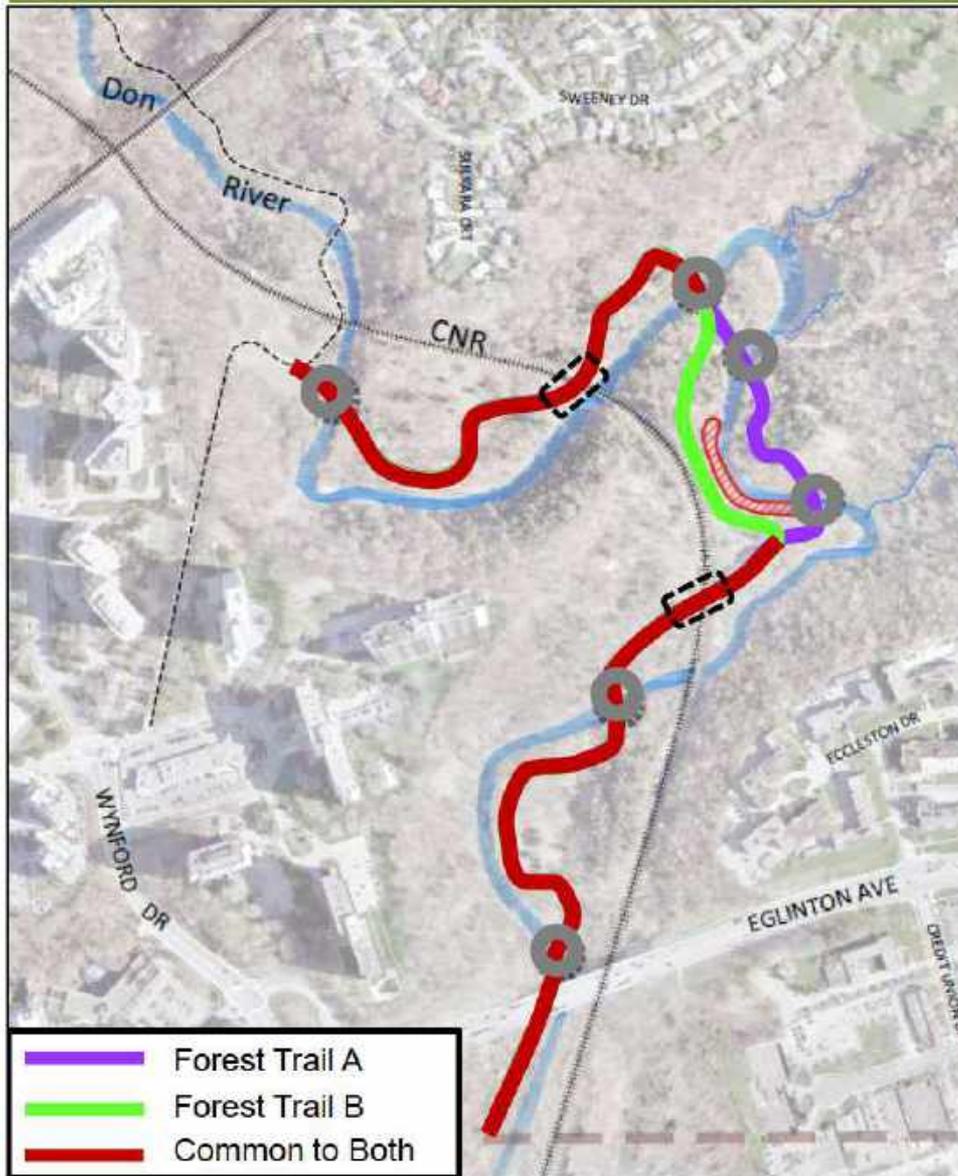
Cost

Criteria	Indicators
Capital Cost	Number of bridge structures, addition or movement of infrastructure, tunnels under the railway, channel restoration and slope stabilization, existing paved routes, and total length of trail through valley
Operational and Maintenance Cost	Future risks due to flooding erosion and potential groundwater issues, the number of bridge or tunnel structures, additional built infrastructure, and trail length

Technical

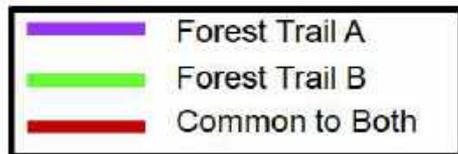
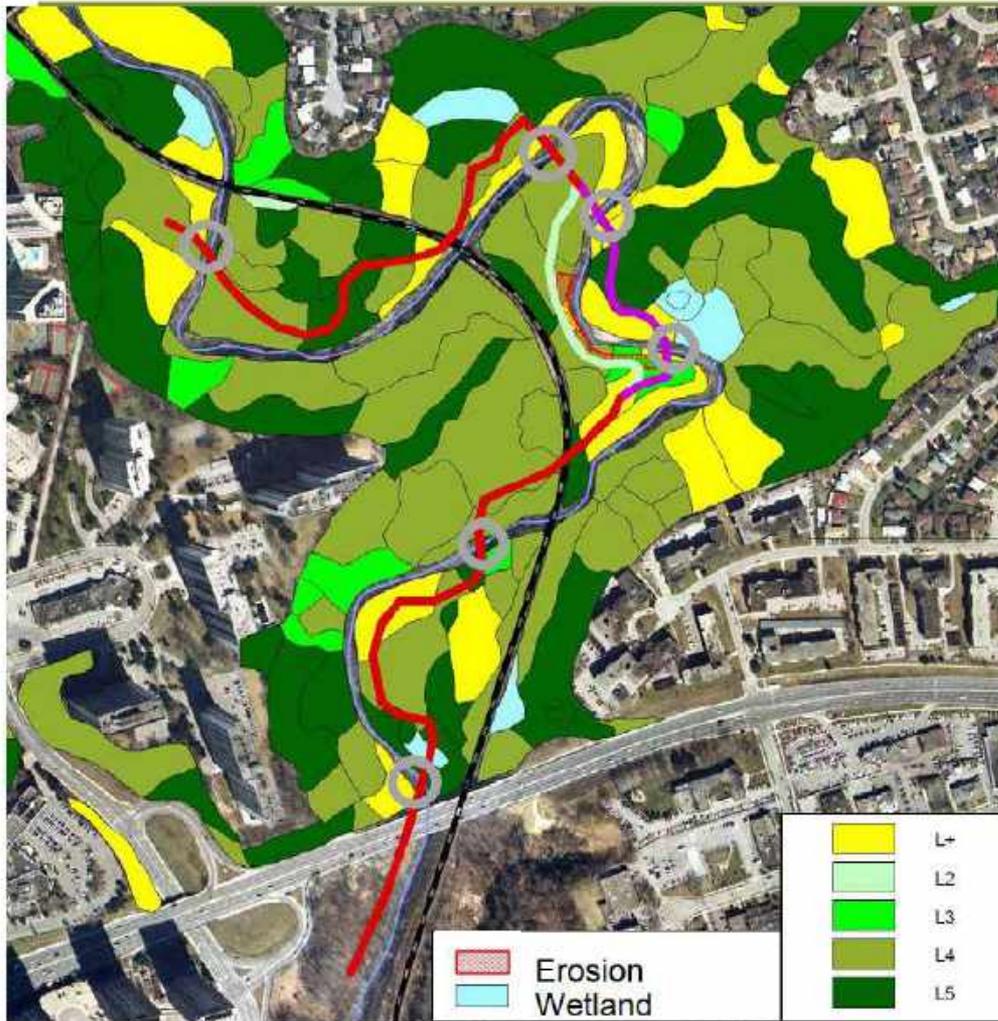
Criteria	Indicators
Technical Feasibility	Private property disruptions, physical constraints such as traversing steep gradients, ability to open cut rail crossings, use of at-grade rail crossings, proximity to Hydro One infrastructure & practicality of slope or erosion stabilization measures
Ease of Implementation Operational and Maintenance Cost	Approvals, both community and landowner acceptance, length of time to implement, required closure of rail lines at tunnel locations

Area 1 Forest Trail: Functional Value



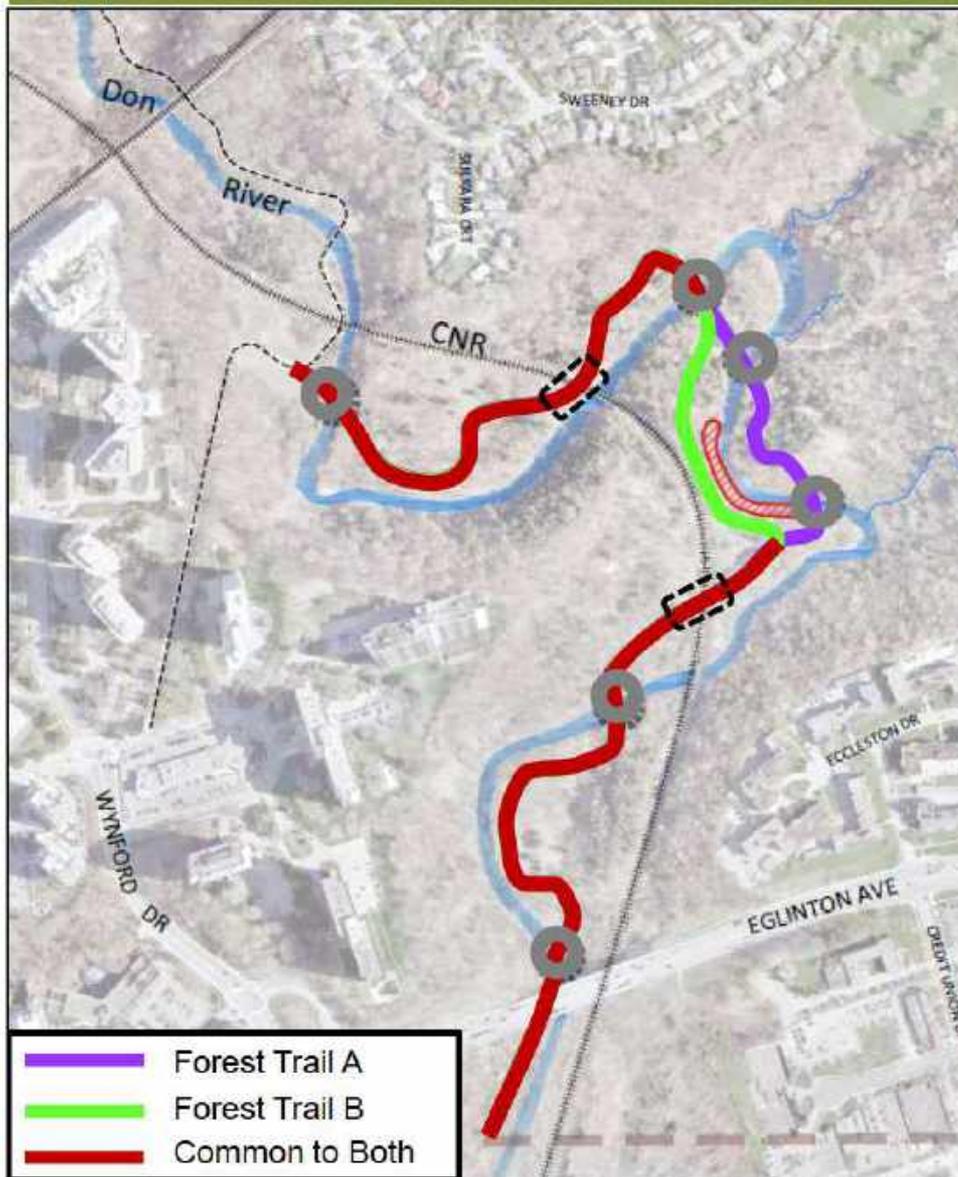
Forest Trail A	Forest Trail B
High	Medium
Trail located in valley lands	Trail located in valley lands
Varying topography	Varying topography
Improves access to some infrastructure and emergency vehicle access	Improves access to some infrastructure and emergency vehicle access
Allows for easy future connections to Victoria village	Eliminates easy future connections to Victoria village
	Some steep areas

Area 1 Forest Trail: Natural and Physical Environment



Forest Trail A	Forest Trail B
Low	Low
High amount of vegetation removed	High amount of vegetation removed
Majority of vegetation communities are ranked L4 and L5	Majority of vegetation communities are ranked L4 and L5
Large community of invasive species	Large community of invasive species
Impact to wetland habitat	Impact to wetland habitat
Similar impacts on river processes	Similar impacts on river processes

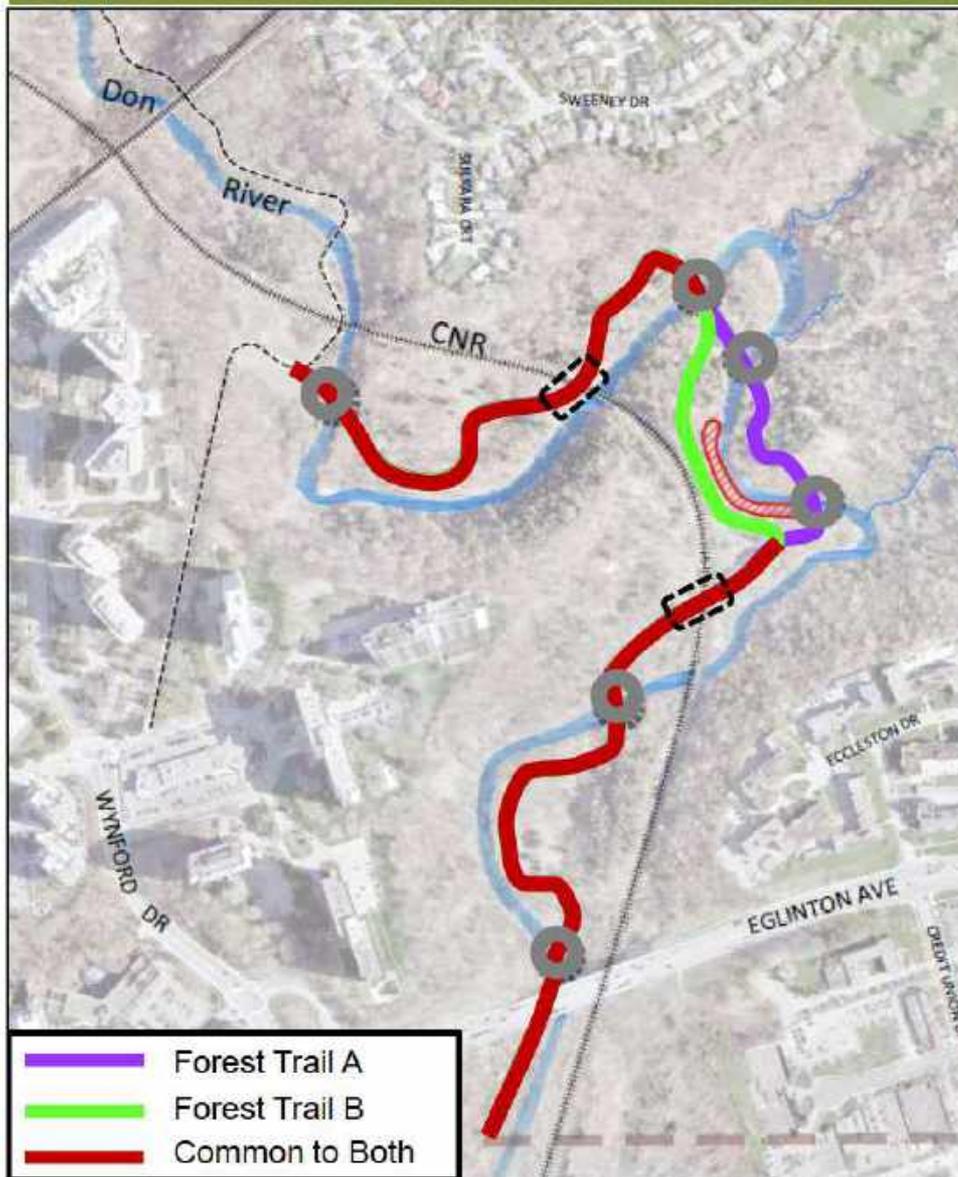
Area 1 Forest Trail: Social and Cultural Environment



Forest Trail A	Forest Trail B
High*	High
Trail adjacent to river course, poses safety concerns	Trail adjacent to river course, poses safety concerns
Varying natural landscapes	Varying natural landscapes
No sight barriers present	No sight barriers present
Provides some challenges for fitness users	Provides some challenges for fitness users
	Rail line could increase noise levels and disruptions

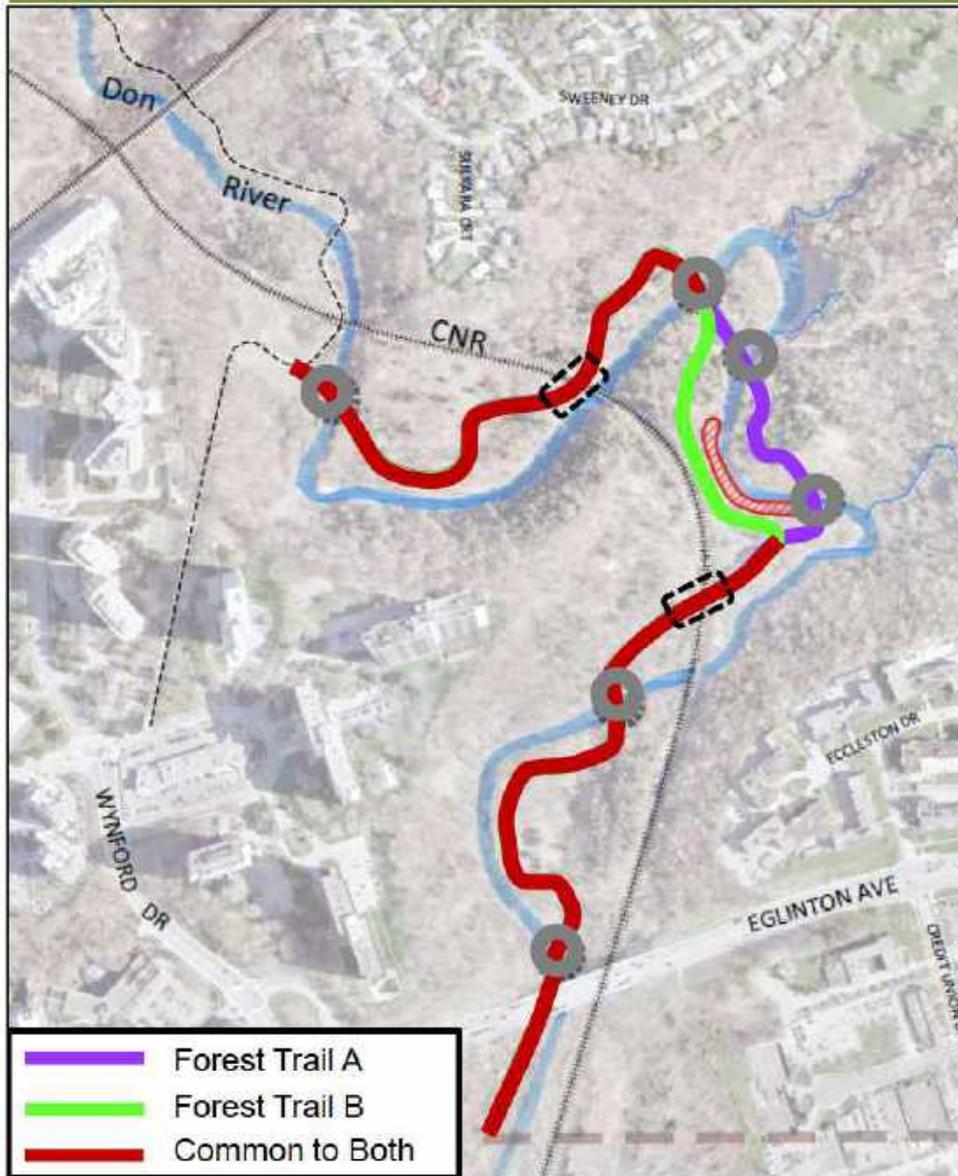
* Slightly higher score

Area 1 Forest Trail: Cost



Forest Trail A	Forest Trail B
Low	Medium
6 Bridges	4 Bridges
Minor channel works required	Significant erosion and slope stabilization required
Same length of trail (1.6km)	Same length of trail (1.6km)
Longest length of trail within floodplain	Shortest length of trail in floodplain

Area 1 Forest Trail: Technical

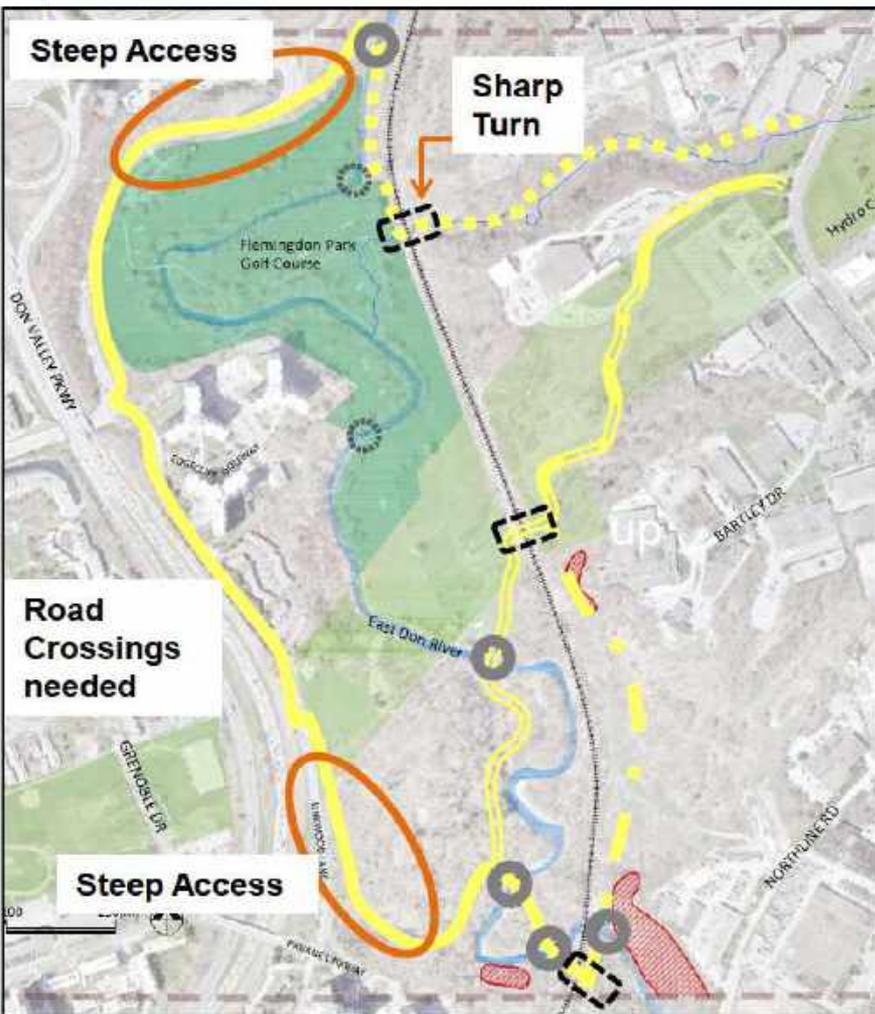


Forest Trail A	Forest Trail B
Medium	Low
Less permitting complications	Significant channel and slope works requires engineered design with lengthy permitting
Shorter time to implement	Longer time to implement

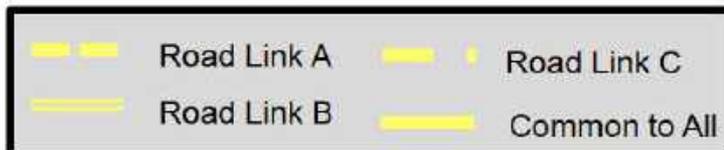
Area 1 Forest Trail: Summary

Criteria	Forest Trail A	Forest Trail B
Functional Value	High	Medium
Natural & Physical	Low	Low
Social & Cultural	High	High
Cost	Low	Medium
Technical	Medium	Low

Area 2 Road Link: Functional Value



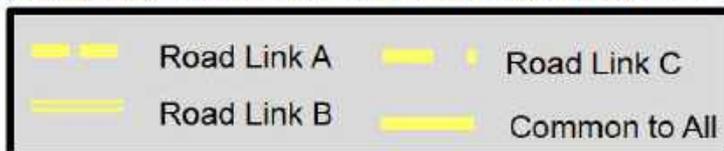
Road Link A	Road Link B	Road Link C
Low	Medium	Medium
Majority of trail located outside of the valley lands	Half of trail located outside of the valley lands	Half of trail located outside of the valley lands
Very steep access – limits users	Very steep access – limits users	Very steep access – limits users
Does not improve access to infrastructure	Slightly improves access to infrastructure	Does not improve access to infrastructure
Many travel disruptions	Many travel disruptions	Many travel disruptions
Sharp turn radius		



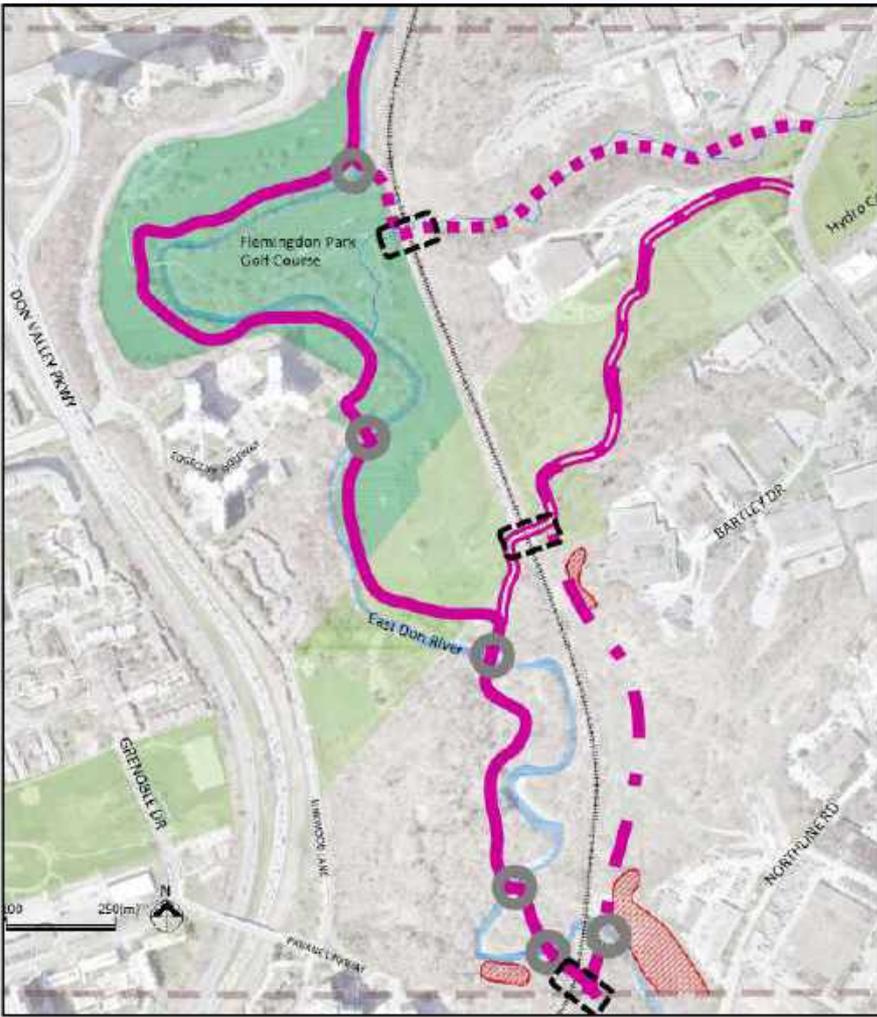
Area 2 Road Link: Functional Value



Road Link A	Road Link B	Road Link C
Low	Medium	Medium
Majority of trail located outside of the valley lands	Half of trail located outside of the valley lands	Half of trail located outside of the valley lands
Very steep access – limits users	Very steep access – limits users	Very steep access – limits users
Does not improve access to infrastructure	Slightly improves access to infrastructure	Does not improve access to infrastructure
Many travel disruptions	Many travel disruptions	Many travel disruptions
Sharp turn radius		



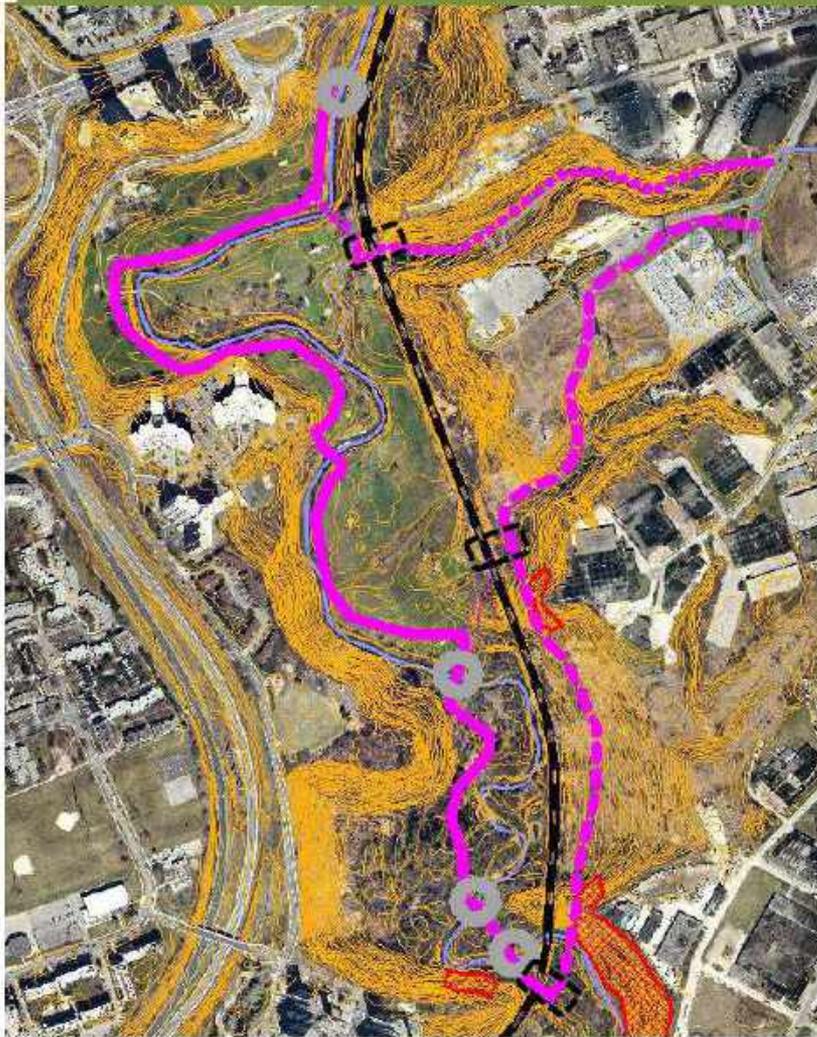
Area 2 River Walk: Functional Value



River Walk A	River Walk B	River Walk C
High	Highest	High
All of trail located within valley lands	All of trail located within valley lands	All of trail located within valley lands
Flat and even	Flat and even	Flat and even
Improves access to existing infrastructure	Improves access to existing infrastructure	Improves access to existing infrastructure
Meets additional planning initiatives	Meets additional planning initiatives	Meets additional planning initiatives
No travel disruption and easy to follow transitions	No travel disruption and easy to follow transitions	No travel disruption and easy to follow transitions
	Short trail length for travel route	Longest route for maintenance and emergency vehicle access



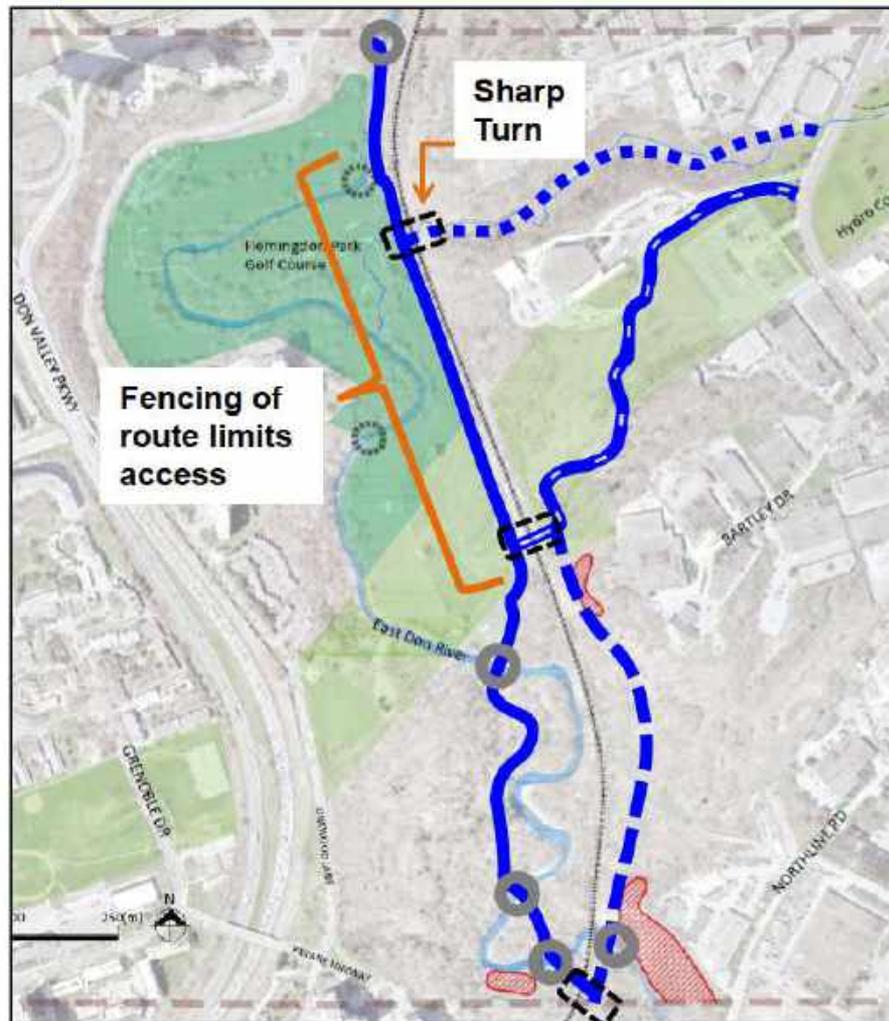
Area 2 River Walk: Functional Value



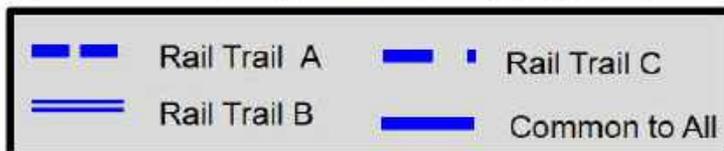
River Walk A	River Walk B	River Walk C
High	Highest	High
All of trail located within valley lands	All of trail located within valley lands	All of trail located within valley lands
Flat and even	Flat and even	Flat and even
Improves access to existing infrastructure	Improves access to existing infrastructure	Improves access to existing infrastructure
Meets additional planning initiatives	Meets additional planning initiatives	Meets additional planning initiatives
No travel disruption and easy to follow transitions	No travel disruption and easy to follow transitions	No travel disruption and easy to follow transitions
	Short trail length for travel route	Longest route for maintenance and emergency vehicle access



Area 2 Rail Trail: Functional Value



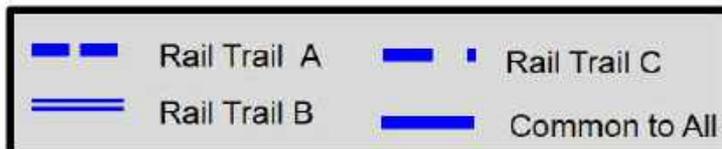
Rail Trail A	Rail Trail B	Rail Trail C
Medium	High	Medium
All of trail located within valley lands	All of trail located within valley lands	All of trail located within valley lands
Flat and even	Flat and even	Flat and even
Improves some access to existing infrastructure	Improves some access to existing infrastructure	Improves some access to existing infrastructure
Connections to surrounding communities more complex	Connections to surrounding communities more complex	Connections to surrounding communities more complex
No travel disruption and easy to follow transitions	No travel disruption and easy to follow transitions	No travel disruption and easy to follow transitions
Sharp turn radius	Short trail length and quickest travel route	Long route for maintenance and emergency vehicle access



Area 2 Rail Trail: Functional Value



Rail Trail A	Rail Trail B	Rail Trail C
Medium	High	Medium
All of trail located within valley lands	All of trail located within valley lands	All of trail located within valley lands
Flat and even	Flat and even	Flat and even
Improves some access to existing infrastructure	Improves some access to existing infrastructure	Improves some access to existing infrastructure
Connections to surrounding communities more complex	Connections to surrounding communities more complex	Connections to surrounding communities more complex
No travel disruption and easy to follow transitions	No travel disruption and easy to follow transitions	No travel disruption and easy to follow transitions
Sharp turn radius	Short trail length and quickest travel route	Long route for maintenance and emergency vehicle access

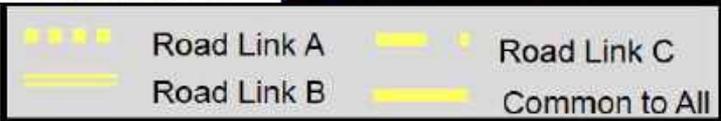


Area 2: Functional Value Summary

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Low	Medium	Medium	High	Highest	High	Medium	High	Medium

- River Walk B is preferred
 - Best meets project goals; within valley and can support a variety of users
 - Improves access for maintenance and emergency services
 - Meets the most additional planning initiatives
 - Functions well as a travel route with easy transitions and no disruptions

Area 2 Road Link: Natural and Physical Environment

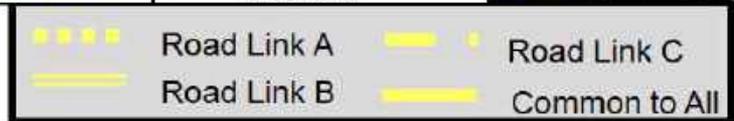


Road Link A	Road Link B	Road Link C
Low	Low	Low
High amount of vegetation removed	High amount of vegetation removed	High amount of vegetation removed
Long trail length Low # of bridges	Long trail length Low # of bridges	Low amount of bridges
A portion adjacent to river course	A portion adjacent to river course	
Highest amount of forest land traveled through	High amount of forest land traveled through	One L2 community (serviceberry – buffaloberry shrub bluff)
Travels through a restored area	High amount of invasive species	Presence of invasive species
Impact to wetland habitat	Impact to wetland habitat	Impact to wetland habitat
No additional opportunities to benefit	No additional opportunities to benefit	Provides opportunity to remediate significant erosion

Area 2 Road Link: Natural and Physical Environment



Road Link A	Road Link B	Road Link C
Low	Low	Low
High amount of vegetation removed	High amount of vegetation removed	High amount of vegetation removed
Long trail length Low # of bridges	Long trail length Low # of bridges	Low amount of bridges
A portion adjacent to river course	A portion adjacent to river course	
Highest amount of forest land traveled through	High amount of forest land traveled through	One L2 community (serviceberry – buffaloberry shrub bluff)
Travels through a restored area	High amount of invasive species	Presence of invasive species
Impact to wetland habitat	Impact to wetland habitat	Impact to wetland habitat
No additional opportunities to benefit	No additional opportunities to benefit	Provides opportunity to remediate significant erosion

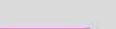


Area 2 River Walk: Natural and Physical Environment



River Walk A	River Walk B	River Walk C
Low	Medium	Low
Low amount of vegetation removed	Lowest amount of vegetation removed	Low amount of vegetation removed, one L2 community
High amount of invasive species	High amount of invasive species	High amount of invasive species
Majority adjacent to river course	Majority adjacent to river course	Majority adjacent to river course
Low amount of bridges	Medium amount of bridges	High amount of bridges
Highest potential to flood	Highest potential to flood	Highest potential to flood
Opportunity for restoration of valley lands	Opportunity for restoration of valley lands	Opportunity for restoration of valley lands
Travels through more forested area than River Walk B and C		Provides opportunity to remediate significant erosion

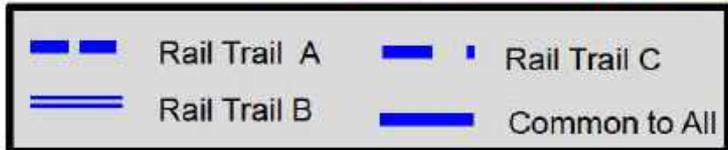
-  Erosion
-  Wetland
-  Forest
-  Meadow
-  Successional

-  River Walk A
-  River Walk C
-  River Walk B
-  Common to All

Area 2 Rail Trail: Natural and Physical Environment



Rail Trail A	Rail Trail B	Rail Trail C
Lowest	Medium	Lowest
Highest amount of vegetation removed	High amount of vegetation removed	Highest of vegetation removed, one L2 community
High amount of invasive species	High amount of invasive species	High amount of invasive species
A portion adjacent to river course	A portion adjacent to river course	A portion adjacent to river course
Medium amount of bridges	Medium amount of bridges	Largest amount of bridges
Fenced area creates barrier to wildlife movement	Fenced area creates barrier to wildlife movement	Fenced area creates barrier to wildlife movement
Travels through more forested area than Rail Trail B and C		Provides opportunity to remediate significant erosion

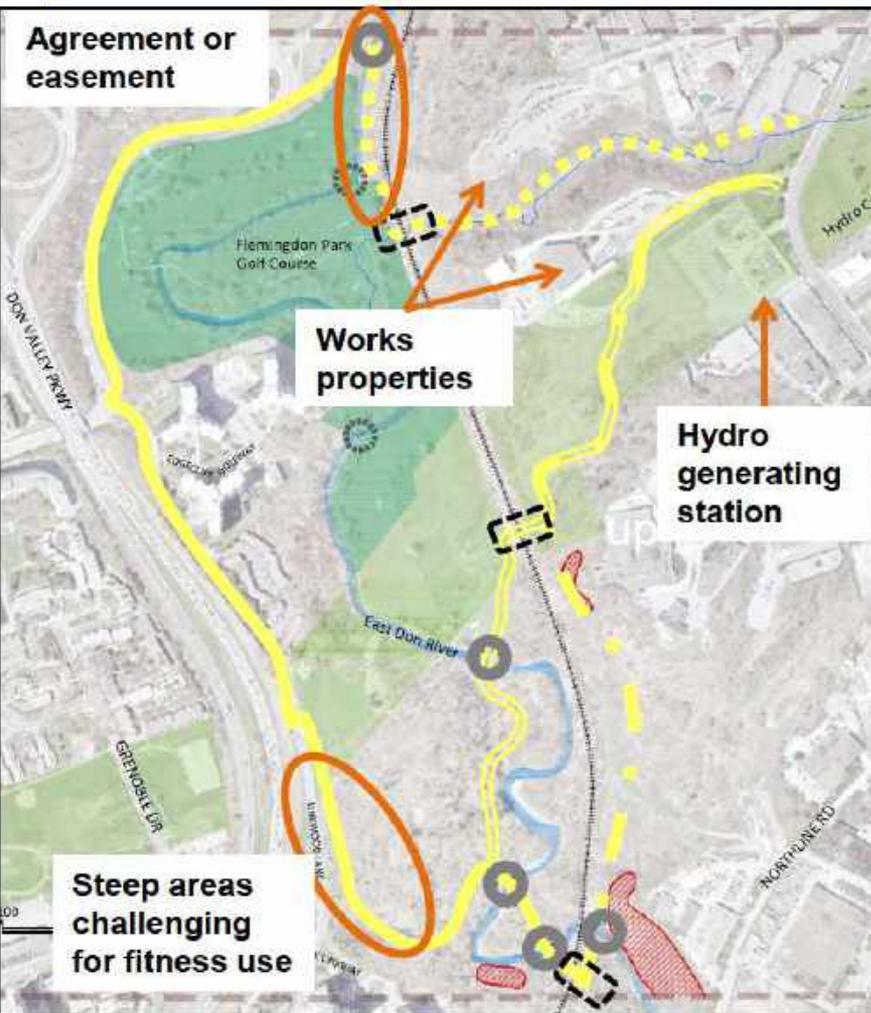


Area 2: Natural and Physical Environment Summary

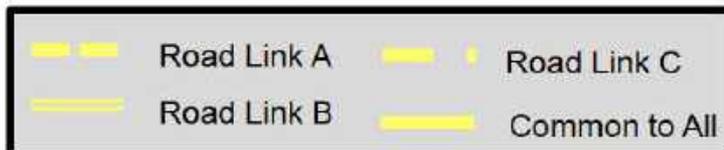
Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Low	Low	Low	Low	Medium	Low	Lowest	Medium	Lowest

- River Walk B and Rail Trail B are preferred
- Rail Trail B
 - No impact to wetland habitat
 - No significant species/communities impacted
 - Short trail length through forested land
- River Walk B
 - Lowest amount of vegetation removed, majority are invasive species
 - Shortest trail length through forested land
 - No impact to wetland habitat
 - Provides opportunity for restoration and regeneration of the valley lands

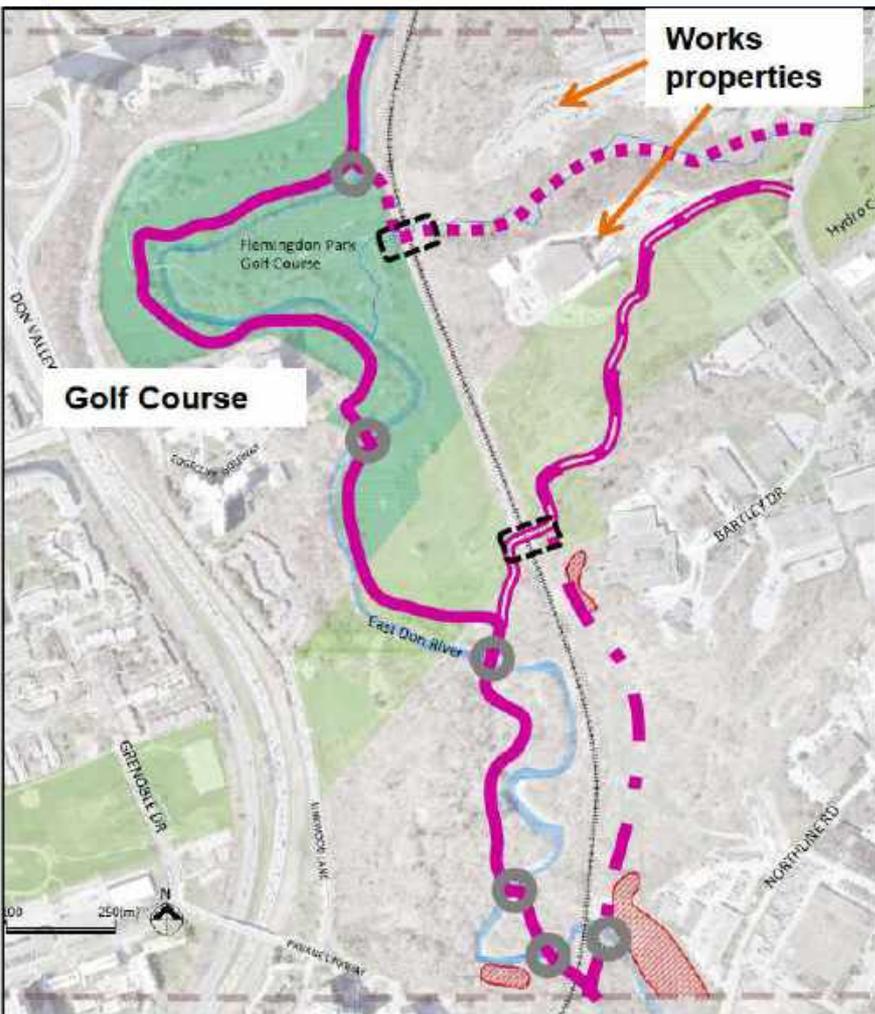
Area 2 Road Link: Social and Cultural Environment



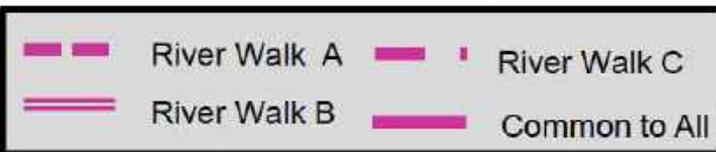
Road Link A	Road Link B	Road Link C
Lowest	Low	Low
Portion adjacent to road and will require crossings	Portion adjacent to road and will require crossings	Portion adjacent to road and will require crossings
License agreement or easement needed Would not impact operations	License agreement and/or easement needed Would not impact operations	License agreement and/or easement needed Would not impact operations
Travels between two City of Toronto Works properties, visual distraction and loud	Travels between hydro towers and by a hydro generating station	Travels between hydro towers and by a hydro generating station
Road can act as barrier to views	Road can act as barrier to views	Road can act as barrier to views
Limited access to natural areas	Limited access to natural areas	Limited access to natural areas
Challenging route for fitness users	Challenging route for fitness users	Challenging route for fitness users



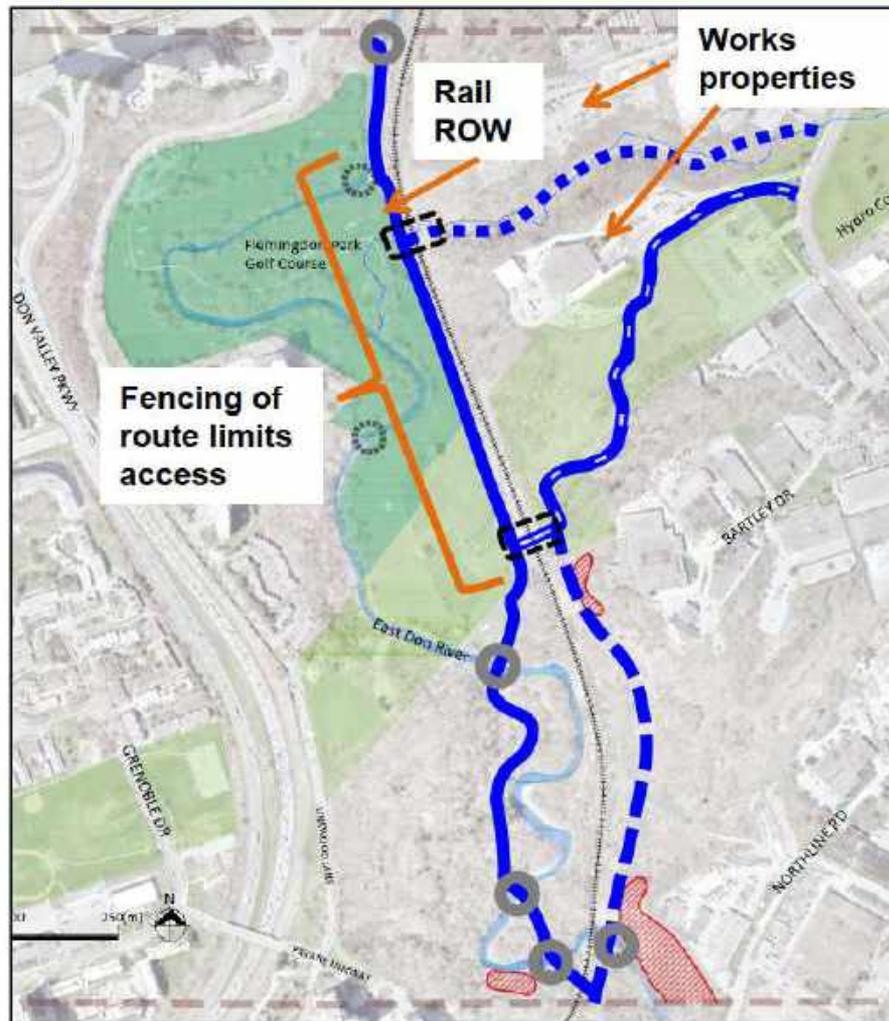
Area 2 River Walk: Social and Cultural Environment



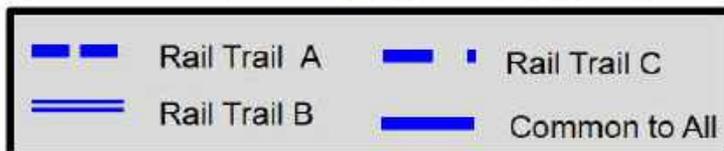
River Walk A	River Walk B	River Walk C
Low	Medium	Low
Portion adjacent to river course	Portion adjacent to river course	Portion adjacent to river course
Acquisition of golf course necessary, cease of operations	Acquisition of golf course necessary, cease of operations	Acquisition of golf course necessary, cease of operations
Travels between two City of Toronto Works properties, visual distraction and loud	Travels between hydro towers and by a hydro generating station	Travels between hydro towers and by a hydro generating station
Through a variety of landscapes Increased access to nature	Through a variety of landscapes Increased access to nature	Through a variety of natural landscapes Increased access to nature
Interesting and easy to follow trail	Interesting and easy to follow trail Provides the best variety of user experiences	Interesting and easy to follow trail



Area 2 Rail Trail: Social and Cultural Environment



Rail Trail A	Rail Trail B	Rail Trail C
Lowest	Low	Low
<p>Portion of trail along rail line ROW and adjacent to golf course, safety and noise level concerns, would require fencing</p> <p>Rail line crossing sharp turn limiting visibility</p> <p>License agreement or easement needed Would not impact operations</p> <p>Travels between two City of Toronto Works properties, visual distraction and loud</p>	<p>Portion of trail along rail line ROW and adjacent to golf course, safety and noise level concerns, would require fencing</p> <p>License agreement or easement needed Would not impact operations</p> <p>Travels between two City of Toronto Works properties, visual distraction and loud</p>	<p>Portion of trail along rail line ROW and adjacent to golf course, safety and noise level concerns, would require fencing</p> <p>License agreement or easement needed Would not impact operations</p> <p>Travels between two City of Toronto Works properties, visual distraction and loud</p>



Area 2: Social and Cultural Environment Summary

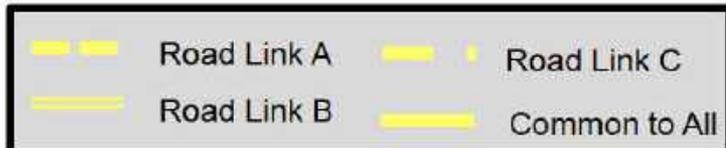
Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Lowest	Low	Low	Low	Medium	Low	Lowest	Low	Low

- River Walk B is preferred
 - Least amount of safety concerns which include near the river course and adjacent Hydro towers but not along road way and rail line.
 - Most aesthetically pleasing with a variety of natural landscapes
 - Highest value for user experience considering a variety of users (including but not limited to fitness, nature enjoyment, hikers, those with limited mobility, and cyclists).
 - Quietest route
 - Requires acquisition of golf course

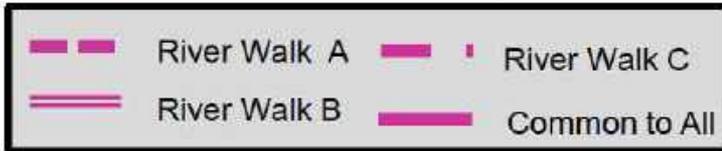
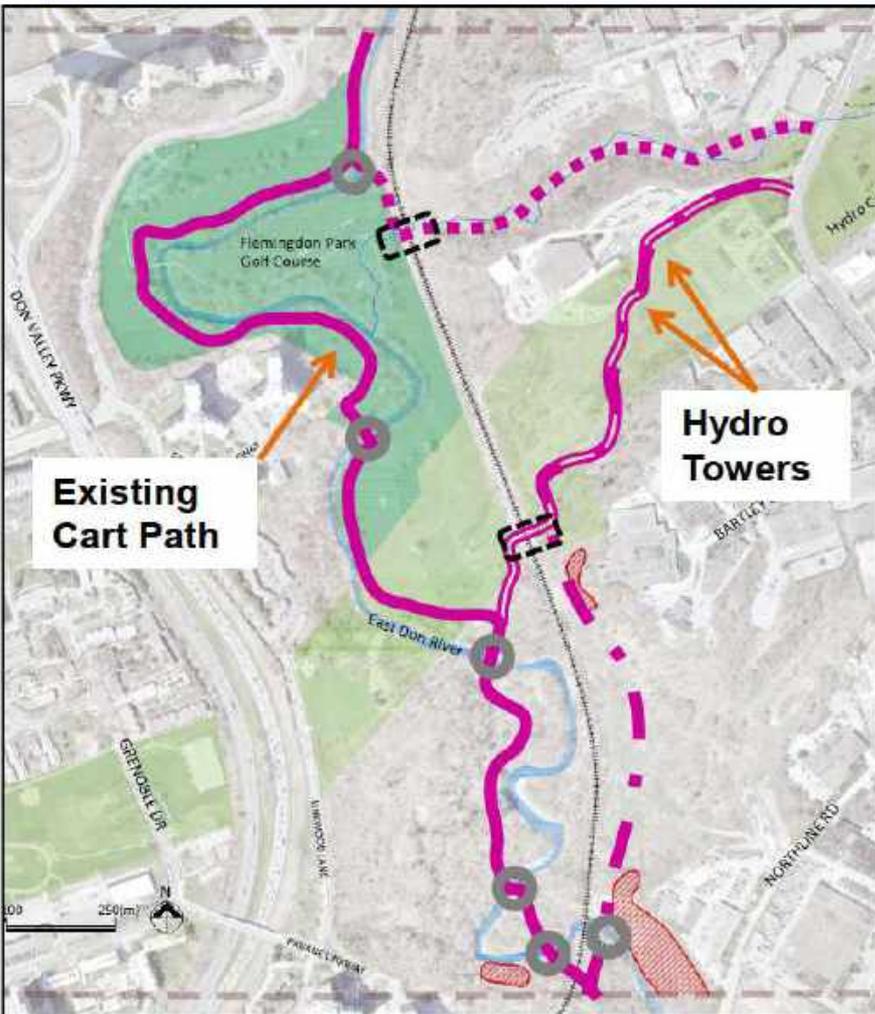
Area 2 Road Link: Cost



Road Link A	Road Link B	Road Link C
Low	Medium	Lowest
Shortest length of road alternatives.	Median length of road alternatives.	Longest length of road alternatives.
Significant issues with existing infrastructure including hydro transformers, bus shelters, light standards.	Significant issues with existing infrastructure - hydro, bus shelters, light standards.	Significant issues with existing infrastructure.
Significant costs associated with ramps into and out of valley.	Significant costs associated with ramps into and out of valley.	Retaining wall required along St Dennis segment.
Significant costs associated with Gatineau link A along ravine slope and rail crossing.	Minimal construction costs associated with Gatineau link B as majority of trail already exists. Costs may include Hydro anti-climbing fencing.	Most significant costs associated with considerable alteration of major erosion scar at south extent for Gatineau link C.

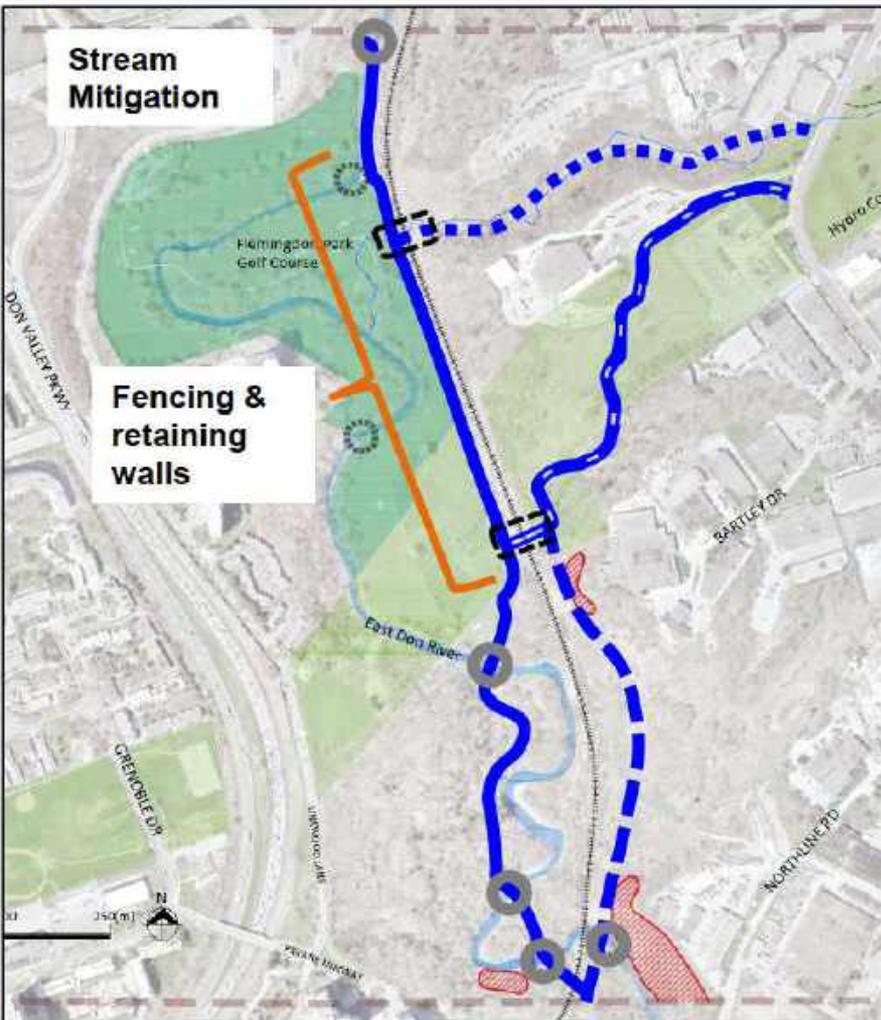


Area 2 River Walk: Cost

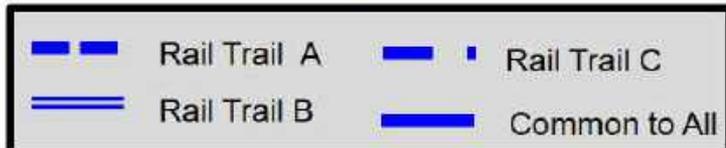


River Walk A	River Walk B	River Walk C
High	Highest	Low
Shortest length of river alternatives.	Median length of road alternatives.	Longest route length.
Portion of trail (golf cart path) already in place and may be reused.	Portion of trail (golf cart path) already in place and may be reused.	Portion of trail (golf cart path) already in place and may be reused.
Four bridge crossings.	Four bridge crossings.	Four bridge crossings.
Significant costs associated with ramps into and out of valley.	Minimal construction costs associated with Gatineau link B as majority of trail already exists.	Most significant costs associated with considerable alteration of major erosion scar at south extent for Gatineau link C.
Significant costs associated with Gatineau link A along ravine slope and rail crossing.	Costs may include Hydro anti-climbing fencing.	

Area 2 Rail Trail: Cost



Rail Trail A	Rail Trail B	Rail Trail C
High	Highest	Medium
<p>Shortest rail route and overall shortest route.</p> <p>Four bridge crossings.</p> <p>Stream mitigation likely needed at upstream end to protect against erosion.</p> <p>Fencing and regrading / retaining along section parallel to rail.</p> <p>Significant costs associated with Gatineau link A along ravine slope and rail crossing.</p>	<p>Median length of rail alternative and second overall shortest route.</p> <p>Four bridge crossings. Stream mitigation likely needed at upstream end to protect against erosion.</p> <p>Fencing and retaining along section parallel to rail.</p> <p>Minimal construction costs associated with Gatineau link B. Costs may include Hydro anti-climbing fencing.</p>	<p>Longest rail length.</p> <p>Four bridge crossings.</p> <p>Stream mitigation likely needed at upstream end to protect against erosion.</p> <p>Fencing and regrading / retaining along section parallel to rail.</p> <p>Most significant costs associated with considerable alteration of major erosion scar at south extent for Gatineau link C.</p>

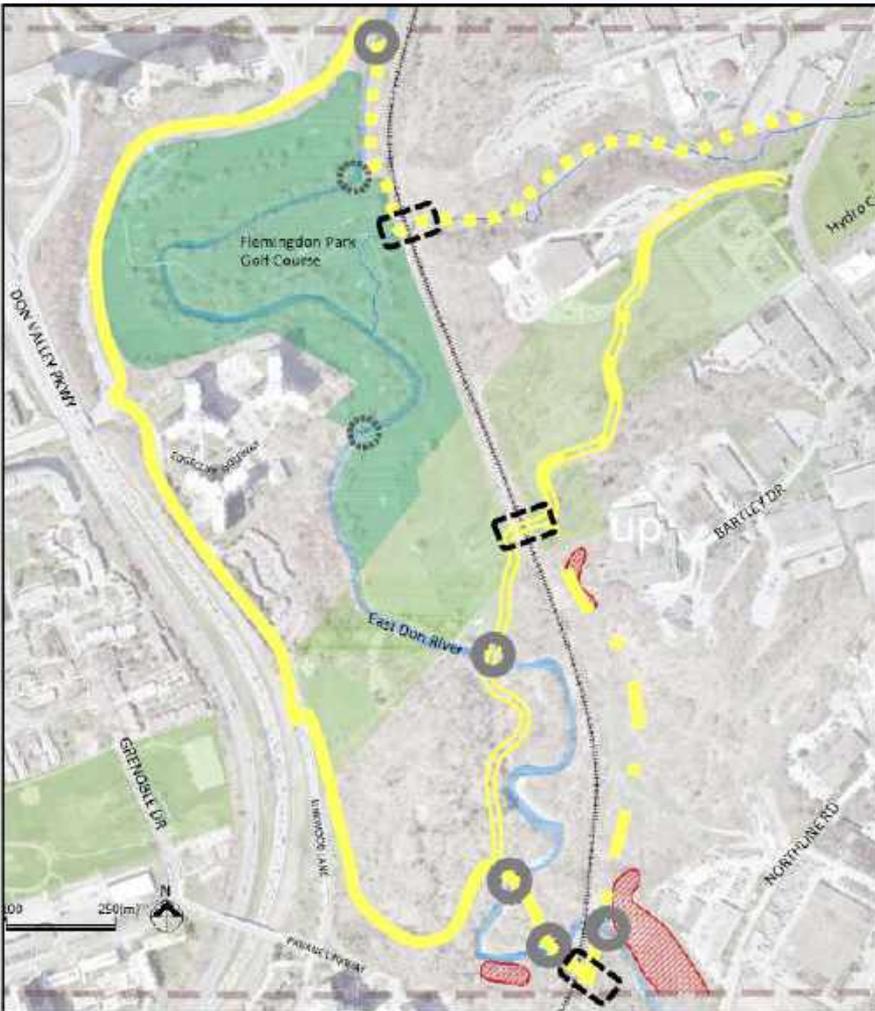


Area 2: Cost Summary

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Low	Medium	Lowest	High	Highest	Low	High	Highest	Medium

- River Walk B and Rail Trail B are preferred
 - Rail spine most cost effective, considering capital and operating budgets
 - River spine second most cost effective
 - Gatineau Link B most cost effective, significantly more so than other links

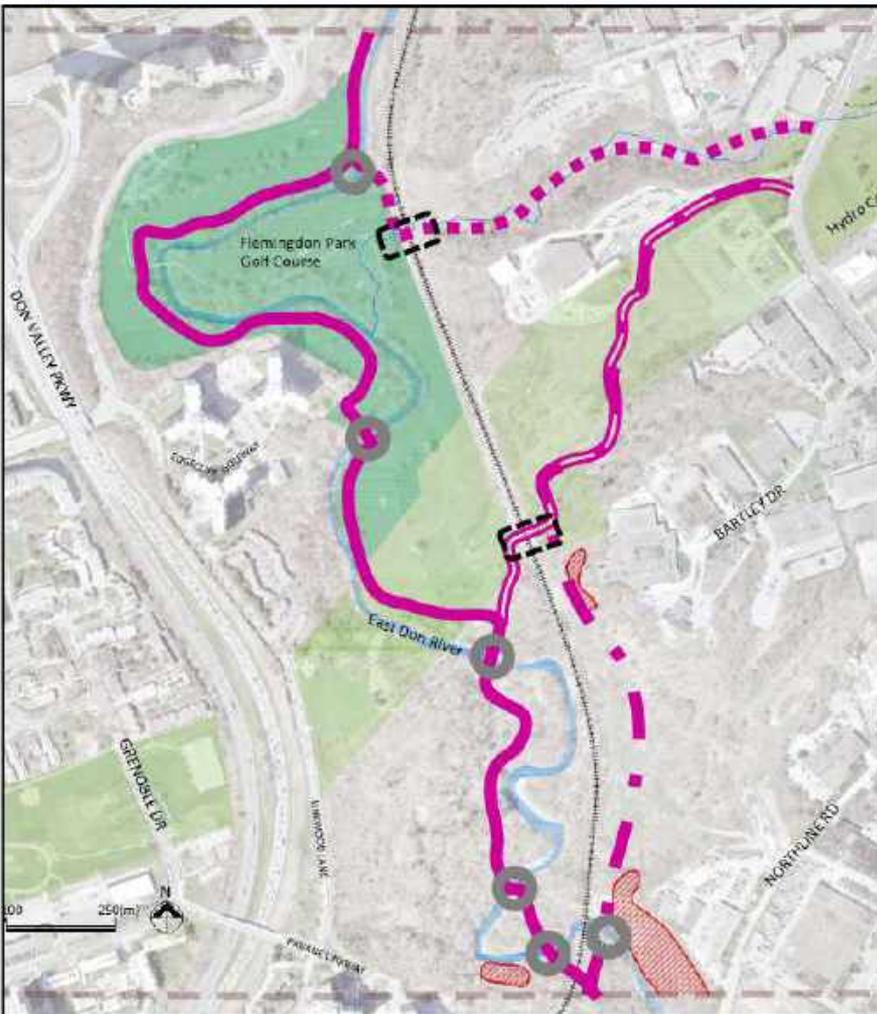
Area 2 Road Link: Technical



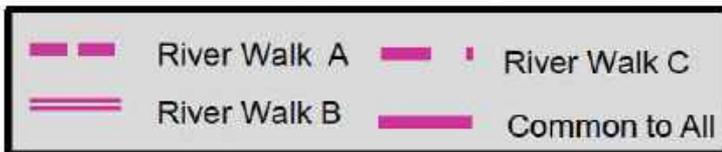
Road Link A	Road Link B	Road Link C
Low	Medium	Lowest
Road least technically feasible due to significant infrastructure required, retaining features to navigate slopes and movement of hydro infrastructure.	Road least technically feasible due to significant infrastructure required, retaining features to navigate slopes and movement of hydro infrastructure.	Road least technically feasible due to significant infrastructure required, retaining features to navigate slopes and movement of hydro infrastructure.
Link A has moderate technical difficulties due to the extension of the trail along the side of the steep, wooded ravine and minor retaining structures involved	Link B most technically feasible as majority of trail into valley exists.	Link C least technically feasible and issues with implementation, including major slope restoration and interaction with landfill



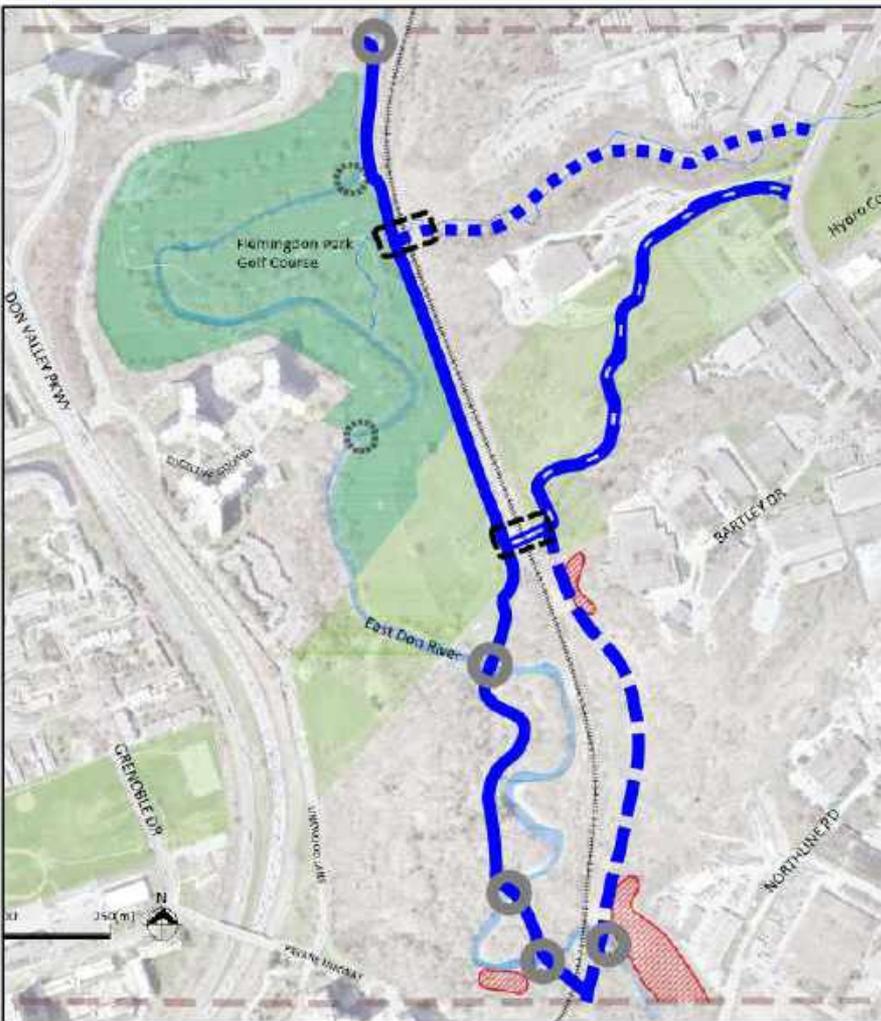
Area 2 River Walk: Technical



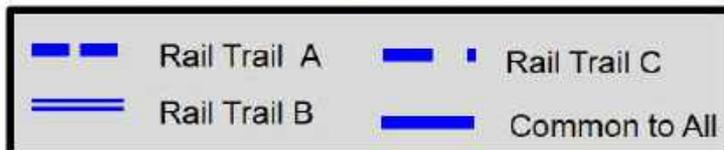
River Walk A	River Walk B	River Walk C
Low	Medium	Medium
<p>River section moderate score of technical feasibility and ease of implementation</p> <p>Link A has moderate technical difficulties due to the extension of the trail along the side of the steep, wooded ravine and minor retaining structures involved.</p>	<p>River section moderate score of technical feasibility and ease of implementation</p> <p>Link B most technically feasible as majority of trail into valley exists.</p>	<p>River section moderate score of technical feasibility and ease of implementation</p> <p>Link C least technically feasible and issues with implementation, including major slope restoration and interaction with landfill</p>



Area 2 Rail Trail: Technical



Rail Trail A	Rail Trail B	Rail Trail C
High	Highest	Low
Rail most technically feasible and easiest method of implementation	Rail most technically feasible and easiest method of implementation	Rail most technically feasible and easiest method of implementation
Link A has moderate technical difficulties due to the extension of the trail along the side of the steep, wooded ravine and minor retaining structures involved.	Link B most technically feasible as majority of trail into valley exists.	Link C least technically feasible and issues with implementation, including major slope restoration and interaction with landfill



Area 2: Technical Summary

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Low	Medium	Lowest	Low	Medium	Medium	High	Highest	Low

- Rail Trail B is preferred
 - Rail spine most technically feasible
 - Link B most technically feasible, significantly more so than other links

Area 2: Summary

Criteria	Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Functional Value	Low	Medium	Medium	High	Highest	High	Medium	High	Medium
Natural & Physical	Low	Low	Low	Low	Medium	Low	Lowest	Medium	Lowest
Social & Cultural	Lowest	Low	Low	Low	Medium	Low	Lowest	Low	Low
Cost	Low	Medium	Lowest	High	Highest	Low	High	Highest	Medium
Technical	Low	Medium	Lowest	Low	Medium	Medium	High	Highest	Low

Area 3 Access Route: Functional Value



- Access Route A
- Access Route B
- Access Route C
- Common

Access Route A	Access Route B	Access Route C
Highest	Highest	High
Flat and even terrain	Flat and even terrain	Some steep areas
Provides access for maintenance and emergency vehicles	Provides access for maintenance and emergency vehicles	Access for maintenance and emergency vehicles is less direct and contains a sharp turn
Allows for easy future connections to Wynford Concord community	Does not allow for easy future connections	Connect to Taylor Creek Park area
		Longest travel route

Area 3 Access Route: Natural and Physical Environment



- Access Route A
- Access Route B
- Access Route C
- Common

Access Route A	Access Route B	Access Route C
High	Medium	Low
Low amount of vegetation removed	Low amount of vegetation removed	Medium amount of vegetation removed
Use of existing access route	Use of existing access route	Use of existing access route
Travel by wetlands and adjacent river course	Travels by wetlands and adjacent to river course	Travels by wetlands and adjacent to river course
		Travels along Taylor Creek (both sides)
		Largest amount of linear forest removed

Area 3 Access Route: Social and Cultural Environment



- Access Route A
- Access Route B
- Access Route C
- Common

Access Route A	Access Route B	Access Route C
High*	High*	High
Travels adjacent to river	Travels adjacent to river	Travels adjacent to river
Varying natural landscapes	Varying natural landscapes	Varying natural landscapes
No sight barriers	No sight barriers	Sharp turns impact sight lines
Interesting and easy to follow route	Interesting and easy to follow route	Interesting and easy to follow route

* Slightly higher score

Area 3 Access Route: Cost



- Access Route A
- Access Route B
- Access Route C
- Common

Access Route A	Access Route B	Access Route C
Medium*	Medium*	Medium
2 bridges	2 bridges	1 bridge (maintain or replace other)
Short length of trail	Short length of trail	Longest length of trail
Crosses DVP once	Crosses DVP once	Crosses DVP 3 times

* Slightly higher score

Area 3 Access Route: Technical



- Access Route A
- Access Route B
- Access Route C
- Common

Access Route A	Access Route B	Access Route C
High	Medium	High
Majority of trail alignment already exists	Majority of trail alignment already exists	Majority of trail alignment already exists
No expected issues with landowners or permitting	No expected issues with landowners, permitting agency identified potential issues with downstream bridge placement	No expected issues with landowners or permitting
Shortest section confined between channel and DVP	Longest section confined between channel and DVP	Longest section confined between channel and DVP

Area 3 Access Route: Summary

Criteria	Access Route A	Access Route B	Access Route C
Functional Value	Highest	Highest	High
Natural & Physical	High	Medium	Low
Social & Cultural	High*	High*	High
Cost	Medium*	Medium*	Medium
Technical	High	Medium	High

* Slightly higher score

Summary

	Area 1		Area 2					Area 3						
	Forest A	Forest B	Road A	Road B	Road C	River A	River B	River C	Rail A	Rail B	Rail C	Access A	Access B	Access C
Functional Value	High	Med	Low	Med	Med	High	Highest	High	Med	High	Med	Highest	Highest	High
Natural and Physical	Low	Low	Low	Low	Low	Low	Med	Low	Lowest	Med	Lowest	High	Med	Low
Social and Cultural	High	High	Lowest	Low	Low	Low	Med	Low	Lowest	Low	Low	High	High	High
Cost	Low	Med	Low	Med	Lowest	High	Highest	Low	High	Highest	Med	Med	Med	Med
Technical	Med	Low	Low	Med	Lowest	Low	Med	Med	High	Highest	Low	High	Med	High
Total	4	-3	-18	-7	-16	-2	10	-3	-9	5	-13	16	14	3
Land Acquisition Required	no	no	no	no	no	yes	yes	yes	no	no	no	no	no	no

Next Steps

- Completed handouts to be provided to Natalie Seniuk by Monday August 26.
- Public Information Centre #2 – September 12 – please join us!
- CLC meeting #5 will take place in October – Date to be determined

Questions?



East Don Trail Environmental Assessment

Community Liaison Committee #4
August 12, 2013
6:30 pm – 8:30 pm
Flemingdon Park Library
29 St Dennis Dr, Toronto - 2nd Floor Meeting Room

Handout Description of Alternative Trail Alignments



AREA 1 – Forest Trail



Forest Trail A

~1.6km, 6 bridges, 2 rail line crossing



Forest Trail B

~ 1.6 km, 4 bridges, 2 rail line crossings

- 1** The north portion of Forest Trail A, B and C begin south of Lawrence and are the northern end of the proposed East Don Trail. The trails begin at the existing East Don Trail, crosses the river once where they travel adjacent to the river through a forested area and the Wigmore Park Ravine potential ESA. The trails travel along the north/east bank of the river where the area is generally flat with some gentle grades. The opposite bank of the river contains steep grades and sections of the river banks are actively eroding sand plain slopes. The forest area is mainly comprised of L4 and L5 communities and includes both native and invasive species. Tree species include: paper birch, hawthorn, sugar maples, hemlock, white pine, and Manitoba maple. Forest Trail A, B and C cross under the rail line bridge and continue through the forested vegetation community and potential ESA. A Manitoba maple mineral deciduous swamp wetland community is located just north of the trail.
- 2** Forest Trail A crosses the river twice and travels through a successional area adjacent to the east side of the East Don River. The successional area is mainly comprised of invasive species communities including an exotic successional woodland, and Manitoba maple lowland deciduous forest. Swamp and marsh wetland communities are located just east of the trail. On the opposing side of the river there is a valley wall erosion scar. The trail crosses the river at the south end of the scar, where the area on both side of the river is generally flat and even. The terrestrial community in this area contains an L3 community with white cedars and paper birch, as well as a Manitoba maple community. Forest Trail A allows for future connections to the Victoria Village and Wynford Concorde communities.

Forest Trail B crosses the river once and travels through two (2) vegetation communities; forest and successional. They are comprised mainly of L4 communities containing white cedar, sugar maples, hemlock, poplar trees. The area also contains 2 L3 communities as well as invasive Manitoba maples. The trail travels above the large valley wall erosion scar adjacent to the rail line. The scar is an eroding sand slope with minimal vegetation to provide resistance to erosion. Erosion control work would be required to stabilize the slope and allow for a trail in this location. Forest Trail B does not allow for easy future access to the Victoria Village community, but allows for future access to the Wynford Concorde community.
- 3** Forest Trail A, B and C begin travel adjacent to the west side of the East Don River through a successional vegetated community comprised of mainly of invasive species including scotch pine and Manitoba maples, and a native cultural savannah. The trail would require a second crossing of the rail line; this would potentially be a tunnel under the rail line.
- 4** Forest Trail A, B and C begin cross the river and travels adjacent to the east side of the river mainly through a cultural meadow. Marginal areas are forested and include sumac, Manitoba maples, and willows. A reed canary grass marsh wetland is located adjacent to the river.
- 5** Forest Trail A, B and C begin cross the river once under the Eglinton Avenue span bridge and travels adjacent to the west side of the river. The grade change at this river crossing is large and may require ramping of the bridge. Limited space is available for the trail under the Eglinton bridge due to the bridge abutments being located near the river.

AREA 2 – Road Link



Road Link A

~2.9km, 3 bridges (and 1 potential bridge),
1 rail line crossing



Road Link B

~3.3km, 3 bridges, 2 rail line crossing



Road Link C

~3.4km, 3 bridges, 2 rail line crossing

Trail Spine

- 1** The north portion of Road Link A, B and C begin just south of Eglinton Avenue on the west side of the East Don River and the Rail Line. The trail travels along a very steep natural area to connect the road with the valley system. The trails would require significant retaining wall and potentially switch backs within this area to traverse the steep valley wall
- 2** Road Link A, B and C travel along the right of way of St. Dennis Dr and Linkwood Lane. In this section the trail would be a boulevard trail separated from both the road way and sidewalk. In some areas the trail would need to be built into the bank requiring retaining walls to be built. Some infrastructure would need to be moved, including but not limited to light standards, bus shelters, and electrical boxes. The removal of some trees that line the side walk would also be necessary. At least two (2) road crossings would be necessary.
- 3** Road Link A, B and C travel along a very steep natural area to connect the road with the valley system in the south. The trail would require significant retaining walls and potentially switch backs within this area. The steep area is made up of a terrestrial restored and mature native forest community. A series of wetlands are located towards the bottom of the steep area, and include; a fresh moist Manitoba Maple low land deciduous swamp, cattail mineral shallow marsh, and common reed mineral shallow marsh.
- 4** Road Link A, B and C cross the river twice and the rail line once to connect with the southern portion of the trail in Area 3

Gatineau Corridor Connection

5 For Road Link A the Gatineau connection is made at the north tip of Area 2, just south of Eglinton Avenue. The trail crosses the river and travels within a marginal forested area east of the river and west of the rail line. This area is privately owned but is not actively being used, and an easement or use agreement would be necessary.

For Road Link B the Gatineau connection is made at the southern end of the trail in Area 2. The trail travels through a forested area adjacent to the East Don River (roughly 60m west of the river). The forested area is mainly comprised of Manitoba Maple lowland Forest communities, followed by Sugar Maple-Hemlock mixed forest, white pine coniferous plantation, and Native Cultural Savannah.

For Road Link C the Gatineau connection is made at the southern end of the trail on the east side of the rail line (when the trail connects with the south portion of the trail in Area 3). The trail crosses the river adjacent to the rail line and a significant actively eroding valley wall (along the east slope). The vegetation communities the trail passes through include Manitoba maple lowland, serviceberry-buffaloberry shrub bluff (an L2 community), and hemlock-sugar maple mixed forest.

6 Road Link A crosses the rail line (most likely a tunnel crossing) where a tributary of the river is currently crossing the rail line via a culvert. The trail travels through a forested area with varying topography alongside the tributary.

Road Link B crosses the river once and travels along the edge of a forested area and crosses the rail line just south of the hydro corridor. The rail line crossing would either be an at-grade crossing or a bridge crossing.

Road Link C travels over a former landfill east of the rail line. The area is dominated by meadow species and contains a purple loosestrife meadow marsh within the area of the former landfill. In the north the topography is varied which may require retaining walls and there is a patch of forest comprised of native terrestrial communities including: poplar, sumac, white elm, sugar maple, and oaks.

7 Road Link A continues on an existing City of Toronto access route and a marginal wet forest area to connect to Bermondsey Road. This portion of the trail travels between two (2) City of Toronto Works properties; Bermondsey Transfer Station and Bermondsey Yard

Road Link B and C travel through the hydro corridor utilizing an existing access route to connect with Bermondsey Road. The access is gently sloped with a few steep portions leading out of the valley lands, while the east section along the top lands is generally flat. The area in the west is dominated by successional terrestrial communities, while the west is dominated by grasses and contains maintained mowed areas. The trail passes adjacent 4 hydro towers and a generating station. In addition a Toronto works property, the Bermondsey Yard is situated just north of the hydro corridor and trail.

AREA 2 – River Walk



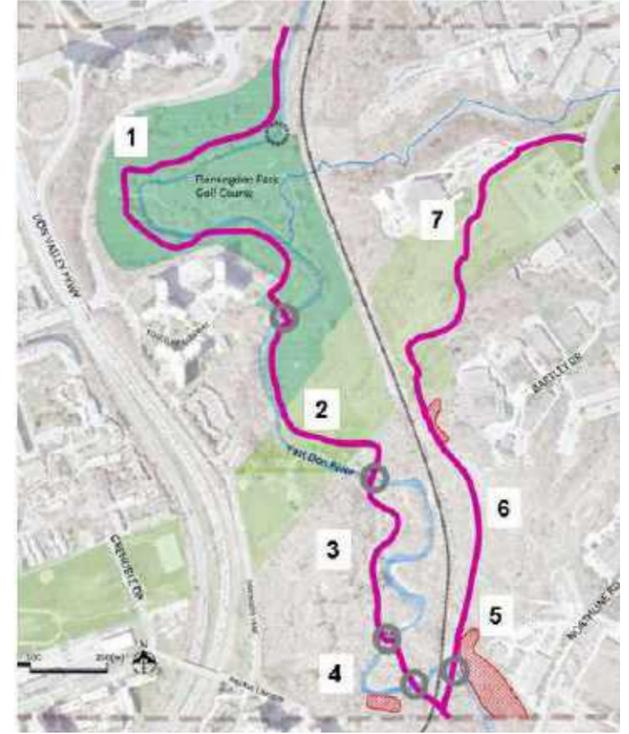
River Walk A

~2.7km, 5 bridges (and 1 potential bridge),
2 rail line crossing



River Walk B

~2.8km, 4 bridges, 2 rail line crossing



River Walk C

~3.4km, 5 bridges, 1 rail line crossing

Trail Spine

- 1** The north portion of River Walk A, B and C begin just south of Eglinton Avenue on the west side of the East Don River and the Rail Line. The trails travel through a privately owned golf course utilizing the existing cart path adjacent the river. Acquisition of the golf course would be necessary. The area is predominantly covered by short manicured grass with a few areas of narrow riparian vegetation. Sections of the river banks are actively eroding with minimal vegetation to provide resistance to the erosion. The trails cross the river once at an existing bridge that would require upgrading.
- 2** River Walk A, B and C travel through the hydro corridor along the east side of the river within an area leased by the golf course, a license agreement with Hydro One would be necessary. The area is predominantly covered by short manicured grass with a few areas of thin riparian vegetation.
- 3** River Walk A, B and C cross the river and travel through a forested area adjacent to the west side of the East Don River (roughly 60m west of the river). The forested area is mainly comprised of Manitoba Maple lowland Forest communities, followed by Sugar Maple-Hemlock mixed forest, white pine coniferous plantation, and Native Cultural Savannah.
- 4** River Walk A, B and C cross the river twice and the rail line once to connect with the southern portion of the trail in Area 3

Gatineau Corridor Connection

- | | | |
|---|--|--|
| <p>5 The Gatineau connection is made at the north tip of Area 2 just south of Eglinton Ave. The trail crosses the river and travels within a marginal forested area east of the river and west of the rail line. This area is privately owned but is not actively being used, and an easement or use agreement would be necessary.</p> | <p>The Gatineau connection is made roughly in the middle of the trail in Area 2, just south of the hydro corridor and travels along the edge of a forested area.</p> | <p>The Gatineau connection is made at the southern end of the trail on the east side of the rail line (where the trail connects with the north portion of the trail in Area 3). The trail crosses the river adjacent to the east side of the rail line and a significant actively eroding valley wall (along the east slope). The vegetation communities the trail passes through include Manitoba maple lowland, serviceberry-buffaloberry shrub bluff (an L2 community), and hemlock-sugar maple mixed forest.</p> |
| <p>6 River Walk A crosses the rail line (most likely a tunnel crossing) where a tributary of the river is currently crossing the rail line via a culvert. The trail travels through a forested area with varying topography alongside the tributary.</p> | <p>River Walk B crosses the rail line just south of the hydro corridor; the crossing would either be an at-grade crossing or a bridge crossing.</p> | <p>River Walk C travels over a former landfill east of the rail line. The area is dominated by meadow species and contains a purple loosestrife meadow marsh within the area of the former landfill. In the north the topography is varied which may require retaining walls and there is a patch of forest comprised of native terrestrial communities including: poplar, sumac, white elm, sugar maple, and oaks.</p> |
| <p>7 River Walk A continues on an existing City of Toronto access route and a marginal wet forest area to connect to Bermondsey Road. This portion of the trail travels between two (2) City of Toronto Works properties; Bermondsey Transfer Station and Bermondsey Yard.</p> | <p>River Walk B and C travel through the hydro corridor utilizing an existing access route to connect with Bermondsey Road. The access is gently sloped with a few steep portions leading out of the valley lands, while the east section along the top lands is generally flat. The area in the west is dominated by successional terrestrial communities, while the east is dominated by grasses and contains maintained mowed areas. The trail passes adjacent four (4) hydro towers and a generating station. In addition, a Toronto works property, the Bermondsey Yard is situated just north of the hydro corridor and trail.</p> | |

AREA 2 – Rail Trail



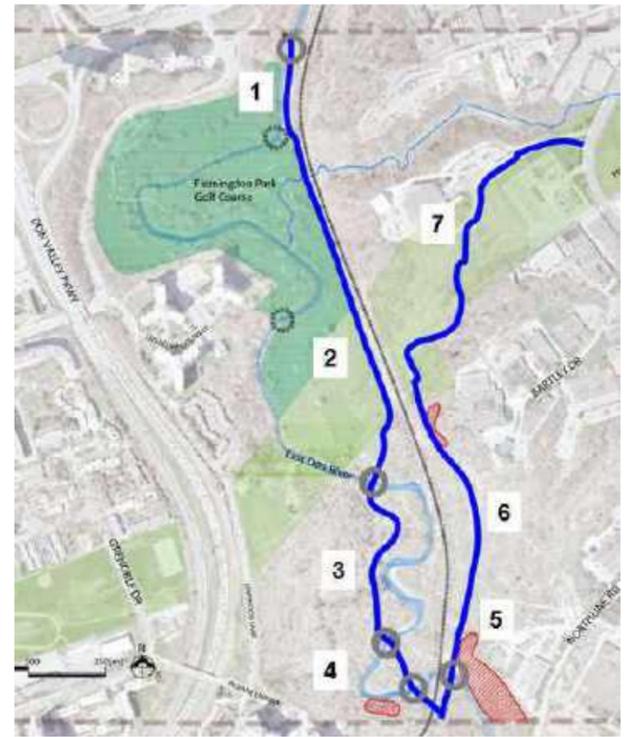
Rail Trail A

~2.1km, 4 bridges (and 1 potential bridge), 2 rail line crossing



Rail Trail B

~2.2km, 4 bridges, 2 rail line crossing



Rail Trail C

~2.9km, 5 bridges, 1 rail line crossing

Trail Spine

- 1** The north portion of Rail Trail A, B and C begin just south of Eglinton Avenue on the west side of the East Don River and crosses the river to the east side, where the trail runs between the river and the rail line. The trail travels through private property and an easement or license agreement would be necessary.
- 2** Rail Trail A, B and C travel along the west side of the rail line right of way. Fencing of the entire trail on both sides would be necessary as the rail line is located to the east and the golf course to the west of the trail. The right of way is sloped and contains native tree and shrub species, removal of some vegetation and regrading or retaining walls would be necessary.
- 3** Rail Trail A, B and C cross the river and travels through a forested area adjacent to the west side of the East Don River (roughly 60m west of the river). The forested area is mainly comprised of Manitoba Maple lowland Forest communities, followed by Sugar Maple-Hemlock mixed forest, white pine coniferous plantation, and Native Cultural Savannah.
- 4** Rail Trail A, B and C cross the river twice and the rail line once to connect with the southern portion of the trail in Area 2.

Gatineau Corridor Connection

- 5** The Gatineau connection is made within the northern portion Area 2 where the trail crosses the rail line (most likely a tunnel crossing) and a tributary of the river is currently crossing the rail line via a culvert. The connection would create a sharp turn potentially affecting sightlines. The trail travels through a forested area with varying topography alongside the tributary.
 - The Gatineau connection is made roughly in the middle of the trail in Area 2.
 - The Gatineau connection is made at the southern end of the trail in Area 2 on the east side of the rail line (when the trail connects with the the trail in Area 3). The trail crosses the river adjacent to the rail line and a significant actively eroding valley wall (along the east slope). The vegetation communities the trail passes through include Manitoba maple lowland, serviceberry-buffaloberry shrub bluff (an L2 community), and hemlock-sugar maple mixed forest.
- 6** Rail Trail A continues on an existing access route and a marginal wet forest area to connect to Bermondsey Road. This portion of the trail travels between two (2) City of Toronto Works properties; Bermondsey Transfer Station and Bermondsey Yard.
 - Rail Trail B crosses the rail line just south of the hydro corridor; the crossing would either be an at-grade crossing or a bridge crossing.
 - Rail Trail C travels over a former landfill east of the rail line. The area is dominated by meadow species and contains a purple loosestrife meadow marsh within the area of the former landfill. In the north the topography is varied which may require retaining walls and there is a patch of forest comprised of native terrestrial communities including: poplar, sumac, white elm, sugar maple, and oaks.
- 7** Rail Trail B and C travel through the hydro corridor utilizing an existing access route to connect with Bermondsey Road. The access is gently sloped with a few steep portions leading out of the valley lands, while the east section along the top lands is generally flat. The area in the west is dominated by successional terrestrial communities, while the east is dominated by grasses and contains maintained mowed areas. The trail passes adjacent four (4) hydro towers and a generating station. In addition a Toronto works property, the Bermondsey Yard is situated just north of the hydro corridor and trail.

AREA 3 – Access Route



Access Route A
~ 1.7 km, 2 bridges



Access Route B
~ 1.7 km, 2 bridges



Access Route C
~ 2.12 km, 2 bridges (1 potential bridge replacement)

- 1** The northern portion of Access Route A, B and C begins just east of the rail line on the west side of the East Don River. The trails travel through a forested vegetation community comprised mainly of a Manitoba maple community. The area also contains a sumac thicket and native cultural savannah.
 - 2** Access Route A, B and C cross the river and connect to the existing Toronto Water maintenance access route. The trails travel along the maintenance route through two (2) vegetation communities, forest and meadow, and two (2) wetland areas. The wetland areas contain mainly swamp habitat with some marsh communities. Recent channel and slope erosion work was completed in this section to accommodate the construction of the access route. The trail crosses under a large span bridge for the Don Valley Parkway.
 - 3** Access Route A crosses the East Don river once and travels adjacent to the west side of the river where it connects directly to the existing Lower Don Trail and E.T. Seton Park.
- Access Route B crosses Taylor Massey creek just east of its confluence with the East Don river and connects directly to the existing lower Don Trail and E.T. Seton park, where it ends.

Access Route C crosses under the span bridge of the Don Valley Parkway and runs along the north east side of Taylor Massey creek. The trail sharply turns and crosses the creek at an existing bridge which will most likely require replacement, and travels along the south west side of the creek. The area is predominately a mature forested area which contains some steep and narrow areas. The trail crosses under the span bridge of the Don Valley Parkway for a second time to connect with the Lower Don Trail. The trail provides direct access to Taylor Creek Park but does not provide direct access to the Lower Don Trail.

East Don Trail Environmental Assessment

Community Liaison Committee #4

August 12, 2013

6:30 pm – 8:30 pm

Flemingdon Park Library

29 St Dennis Dr, Toronto - 2nd Floor Meeting Room

Handout Preliminary Evaluation of Alternative Trail Alignments

Please return completed Handouts to by Monday August 26, 2013 to:

Natalie Seniuk

nсениuk@trca.on.ca

Toronto and Region Conservation Authority

Restoration Services

5 Shoreham Drive, Downsview, ON M3N 1S4



Preliminary Evaluation of Alternative Trail Alignments

Each of the alternative trail alignments were evaluated against the specific criteria under each of the five (5) criteria themes (Functional Value, Natural and Physical Environment, Social and Cultural Environment, Cost, Technical Considerations).

An explanation of the Criteria and Indicators used under each Criteria Theme are provided below:

Criteria Theme

Criteria	Indicators	Alternative
What each alternative is evaluated for, falls into the broader themes	Specific parameters of what is accounted for when evaluating that criteria	Received a score from +2 to -2 (including 0) based on evaluation of indicators

Functional Value

Criteria	Indicators
Meets project high level goal#1: Trail is located within the valley lands	Located within natural areas and/or zoned parks
Meets project high level goal #2: Trail supports multi users	Accessibility, access grades, topography
Meets access requirements for infrastructure maintenance vehicles and for police and emergency medical services vehicles	Access grades, topography, access proximity to infrastructure, turn radius
Promotes future opportunities to create local community connections	Potential for trail to create or preclude future desired or identified community access points and trails
Meets objectives for additional planning initiatives (not related to EA objectives)	Potential to meet or eliminate objectives for additional initiative related to the study area
Functional value as a travel route	Continuity, disruptions, frequency of stops, length of trail, connections to mutli modal transportation

Natural and Physical

Criteria	Indicators
Potential impact to terrestrial vegetation and communities	Quality and quantity of vegetation removed (considering L rankings, invasive species)
Potential impact to wildlife habitat and connectivity	Location of trail through valley lands, forest, wetlands, and undisturbed areas, length of trail, and barriers
Potential to aquatic habitat	Quantity of riparian vegetation removed, number of additional bridges, distance of trail to river.
Potential impacts on surface drainage and groundwater	Potential impact on natural surface drainage paths together with potential alterations to groundwater regime
Potential impacts to East Don River processes	Potential impact on channel erosion, flood levels, channel hydraulics, water quality
Potential to provide additional benefits to the natural and physical environment	Facilitates required erosion control works, increase natural cover, protection and/or restoration of valley system

East Don Trail Environmental Assessment

CLC Meeting #4 -Monday August 12, 2013 - HANDOUT

Social and Cultural

Criteria	Indicators
Impact to Public Safety Objectives	Proximity to river, rail lines, road ways, and hydro towers, sight lines and amount of turns
Disruption to local study area business and infrastructure operations and maintenance	Acquisition, easement or license agreements, potential to impede current operations and use
Aesthetics	Varying natural surroundings and vistas/views, sight barriers
Multi-User Experience	Direct, ease of use, challenging for fitness users, access to natural areas, interesting route.
Noise Level	Proximity to works yards, rail line, road, industrial/commercial areas
Potential to impact known or potential archaeological sites, built heritage sites, and cultural heritage landscape	Potential sites, known sites, trail utilizes already disturbed areas.

Cost

Criteria	Indicators
Capital Cost	Number of bridge structures, addition or movement of infrastructure, tunnels under the railway, channel restoration and slope stabilization, existing paved routes, and total length of trail through valley
Operational and Maintenance Cost	Future risks due to flooding erosion and potential groundwater issues, the number of bridge or tunnel structures, additional built infrastructure, and trail length

Technical

Criteria	Indicators
Technical Feasibility	Private property disruptions, physical constraints such as traversing steep gradients, ability to open cut rail crossings, use of at-grade rail crossings, proximity to hydro one infrastructure & practicality of slope or erosion stabilization measures
Ease of Implementation Operational and Maintenance Cost	Approvals, both community and landowner acceptance, length of time to implement, required closure of rail lines at tunnel locations

The following pages present the preliminary evaluation of the alternative trail alignments. Each Area (#1-3) will be separately evaluated to determine the highest ranking trail alignments.

A preliminary evaluation ranking was applied to each of the alternatives for each of the criteria. A sum total was obtained of the criteria for the specific criteria themes: Functional Value, Physical and Natural Environment, Social and Cultural Environment, Cost, and Technical Considerations. The summed totals were assigned a ranking name to indicate the preferred alignment. The ranking was based on a Highest, High, Medium, Low, and Lowest scoring system to indicate which alignment was the most preferred (Highest) to least preferred (Lowest),

The alternatives that were ranked the **highest within each theme have been highlighted in green.**

Please read the information on the following pages and provide your feedback.

Preliminary Evaluation of Alternative Trail Alignments in Area 1

Functional Value

Forest Trail A	Forest Trail B
<p>All of trail located within the valley lands</p> <p>Route travels through varying topography</p> <p>Some steep areas</p> <p>Improves access to some infrastructure and emergency vehicle access</p> <p>Allows for easy future connection to be made to Victoria village, could utilize some exiting informal trails</p> <p>Does not meet nor preclude any objectives for additional planning initiatives</p> <p>No travel disruptions and no steep access between existing East Don Trail and Area 2</p>	<p>All of trail located within the valley lands</p> <p>Route travels through varying topography</p> <p>Some steep areas</p> <p>Improves access to some infrastructure and emergency vehicle access</p> <p>Eliminates easy future connection to be made to Victoria village</p> <p>Does not meet nor preclude any objectives for additional planning initiatives</p> <p>No travel disruptions and no steep access between existing East Don Trail and Area 2</p>
High	Medium
<p>Do you agree with the preliminary evaluation of Functional Value in Area 1 as presented?</p> <p>Yes No</p> <p>Do you have any comments on the preliminary evaluation as presented? Please provide below</p>	

Preliminary Evaluation of Alternative Trail Alignments in Area 1

Natural and Physical Environment

Forest Trail A	Forest Trail B
<p>High amount of vegetation removed</p> <p>Majority of vegetation communities are ranked L4 and L5</p> <p>Large community of invasive species, including Manitoba maple and scotch pine.</p> <p>Presence of vegetation communities ranked L3</p> <p>Impact to wetland habitat, passes one and crosses one</p> <p>Majority of trail adjacent to river course</p> <p>Minor impacts to groundwater and surface drainage</p> <p>6 bridges have minor impact to river processes and hydraulics</p>	<p>High amount of vegetation removed</p> <p>Majority of vegetation communities are ranked L4 and L5</p> <p>Large community of invasive species, including Manitoba maple and scotch pine.</p> <p>Presence of vegetation communities ranked L3</p> <p>Impact to wetland habitat, passes multiple and crosses one</p> <p>Majority of trail adjacent to river course</p> <p>Minor impacts to groundwater and surface drainage</p> <p>4 bridges and significant erosion and slope works have moderate impacts on river processes and hydraulics</p> <p>Provides opportunity to remediate erosion, which would provide a benefit to the aquatic habitat</p>
Low	Low
<p>Do you agree with the preliminary evaluation of Natural and Physical Environment in Area 1 as presented?</p> <p>Yes No</p> <p>Do you have any comments on the preliminary evaluation as presented? Please provide below</p>	

Preliminary Evaluation of Alternative Trail Alignments in Area 1

Social and Cultural

Forest Trail A	Forest Trail B
<p>Trail is adjacent to river course, poses some safety concerns</p> <p>No disruptions to Local Study Area business and infrastructure operations and maintenance</p> <p>Varying natural surroundings provide a variety of vistas and views</p> <p>No sight barriers present</p> <p>Provides some challenges for fitness users</p> <p>Minimal noise level disruptions</p> <p>No known archaeological sites</p> <p>Potential to contain archeological sites</p>	<p>Trail is adjacent to river course, poses some safety concerns</p> <p>No disruptions to Local Study Area business and infrastructure operations and maintenance</p> <p>Varying natural surroundings provide a variety of vistas and views</p> <p>No sight barriers present</p> <p>Provides some challenges for fitness users</p> <p>Proximity to rail line could increase noise levels and disruptions</p> <p>No known archaeological sites</p> <p>Potential to contain archeological sites</p>
High*	High
<p>Do you agree with the preliminary evaluation of Social and Cultural Environment in Area 1 as presented?</p> <p>Yes No</p> <p>Do you have any comments on the preliminary evaluation as presented? Please provide below</p>	

Preliminary Evaluation of Alternative Trail Alignments in Area 1

Cost

Forest Trail A	Forest Trail B
6 Bridges	4 Bridges
Minor channel works required	Significant erosion and slope stabilization required
Same length of trail (1.6km)	Same length of trail (1.6km)
Longest length of trail within floodplain	Shortest length of trail in floodplain
Low	Medium
<p>Do you agree with the preliminary evaluation of Cost in Area 1 as presented?</p> <p>Yes No</p> <p>Do you have any comments on the preliminary evaluation as presented? Please provide below.</p>	

Technical

Forest Trail A	Forest Trail B
Less permitting complications	Significant channel and slope works requires engineered design with lengthy permitting
Shorter time to implement	Longer time to implement
Medium	Low
<p>Do you agree with the preliminary evaluation of Technical Considerations in Area 1 as presented?</p> <p>Yes No</p> <p>Do you have any comments on the preliminary evaluation as presented? Please provide below.</p>	

Preliminary Evaluation of Alternative Trail Alignments in Area 1:

1. Which alternative do you prefer for Area 1 (please circle your response)?

Forest Trail A

Forest Trail B

2. Why?

3. Do you have any additional comments on the preliminary evaluation of alternative trail alignments in Area 1 as presented?

Preliminary Evaluation of Alternative Trail Alignments in Area 2

Functional Value

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Majority of trail located outside of the valley lands	Half of trail located outside of the valley lands	Half of trail located outside of the valley lands	All of trail located within the valley lands	All of trail located within the valley lands	All of trail located within the valley lands	All of trail located within the valley lands	All of trail located within the valley lands	All of trail located within the valley lands
Very steep areas to connect spine trail in Areas 1 and 2	Very steep areas to connect spine trail in Areas 1 and 2	Very steep areas to connect to spine trail in Areas 1 and 2	Generally flat to connect to spine trail in Areas 1 and 2	Generally flat to connect to spine trail in Areas 1 and 2	Generally flat to connect to spine trail in Areas 1 and 2	Generally flat to connect to spine trail in Areas 1 and 2	Generally flat to connect to spine trail in Areas 1 and 2	Generally flat to connect to spine trail in Areas 1 and 2
Does not improve access to existing infrastructure	Slightly improves access to some existing infrastructure	Does not improve access to existing infrastructure	Improves access to existing infrastructure	Improves access to existing infrastructure	Improves access to existing infrastructure	Some areas blocked from improved access to existing infrastructure and emergency vehicles	Some areas blocked from improved access to existing infrastructure and emergency vehicles	Some areas blocked from improved access to existing infrastructure and emergency vehicles
Sharp turn radius to access Gatineau (limits maintenance and emergency vehicle access)		Pinch point in width by large erosion and rail line Longest access route from Gatineau for emergency vehicles			Pinch point in width by large erosion and rail line Longest access route from Gatineau for emergency vehicles	Sharp turn radius to access Gatineau (limits maintenance and emergency vehicle access)		Pinch point in width by large erosion and rail line Longest access route from Gatineau for emergency vehicles
Easy connections made with Eglinton Avenue, Linkwood Lane, and Wynford Concord community	Easy connections made with Eglinton Avenue, Linkwood Lane, and Wynford Concord community	Easy connections made with Eglinton Avenue, Linkwood Lane, and Wynford Concord community	Connections can be made with Eglinton Avenue, and Wynford Concord community, easy connections can be made with Linkwood Lane and Flemingdon Park community	Connections can be made with Eglinton Avenue, and Wynford Concord community, easy connections can be made with Linkwood Lane and Flemingdon Park community	Connections can be made with Eglinton Avenue, and Wynford Concord community, easy connections can be made with Linkwood Lane and Flemingdon Park community	Connections to surrounding communities more complex or barriers present	Connections to surrounding communities more complex or barriers present	Connections to surrounding communities more complex or barriers present
Meets additional planning initiatives, including: Eglinton LRT and the Pan Am Path	Meets additional planning initiatives, including: Eglinton LRT and the Pan Am Path	Meets additional planning initiatives, including: Eglinton LRT and the Pan Am Path	Meets additional planning initiatives, including: Don Watershed Plan, Eglinton LRT, Pan Am Path, and increase in parklands	Meets additional planning initiatives, including: Don Watershed Plan, Eglinton LRT, Pan Am Path, and increase in parklands	Meets additional planning initiatives, including: Don Watershed Plan, Eglinton LRT, Pan Am Path, and increase in parklands	Meets additional planning initiatives, including: Eglinton LRT, Pan Am Path	Meets additional planning initiatives, including: Eglinton LRT, Pan Am Path	Meets additional planning initiatives, including: Eglinton LRT, Pan Am Path
Many travel disruptions and relatively long length	Many travel disruptions and relatively long length	Many travel disruptions and relatively long length	No travel disruptions with easy to follow transitions between Area 1 and 2	No travel disruptions with easy to follow transitions between Area 1 and 2. Shortest travel route from north and south	No travel disruptions with easy to follow transitions between Area 1 and 2, relatively long trail length.	No travel disruptions with easy to follow transitions between Area 1 and 2. Short trail length	No travel disruptions with easy to follow transitions between Area 1 and 2. Short trail length and quickest route	No travel disruptions with easy to follow transitions between Area 1 and 2
Low	Medium	Medium	High	Highest	High	Medium	High	Medium

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Do you agree with the preliminary evaluation of Functional Value in Area 2 as presented?								
Yes No								
Do you have any comments on the preliminary evaluation as presented? Please provide below.								

Natural and Physical Environment

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
High amount of vegetation removed	High amount of vegetation removed	High amount of vegetation removed	Lowest amount of vegetation removed	Lowest amount of vegetation removed	Lowest amount of vegetation removed	Highest amount of vegetation removed	High amount of vegetation removed	Highest amount of vegetation removed
Travels through a restored terrestrial area	High amount of invasive species	Presence of invasive species	High amount of invasive species	High amount of invasive species	Highest amount of invasive species	High amount of invasive species	High amount of invasive species	Highest amount of invasive species
Travels through a forested area (Gatineau access)	No significant terrestrial species	Presence of an L2 ranked vegetation community	Travels through a forested area (Gatineau access)	No significant terrestrial species	Presence of an L2 ranked vegetation community	Travels through a forested area (Gatineau access)	No significant terrestrial species	Presence of an L2 ranked vegetation community
Highest amount of forest land traveled through	Highest amount of forest land traveled through					High amount of forest land traveled through		
A portion adjacent to river course	A portion adjacent to river course	Majority of trail away from river course	Majority adjacent to river course	Majority adjacent to river course	Majority adjacent to river course	A portion adjacent to river course	A portion adjacent to river course	A portion adjacent to river course
Impact to wetland habitat	Impact to wetland habitat	Impact to wetland habitat	No impact to wetland habitat	No impact to wetland habitat	Impact to wetland habitat	No impact to wetland habitat	No impact to wetland habitat	Impact to wetland habitat
Longest trail length through wildlife habitat	Median trail length through wildlife habitat	Median trail length through wildlife habitat	Median trail length through wildlife habitat	Shortest trail length through wildlife habitat	Shortest trail length through wildlife habitat	Median trail length through wildlife habitat	Median trail length through wildlife habitat	Longest trail length through wildlife habitat
			Highest potential to flood	Highest potential to flood	Highest potential to flood	Fenced area creates barrier to wildlife movement		Fenced area creates barrier to wildlife movement

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Low amount of bridges Road has least impacts on river processes and groundwater Link A has median level impacts on river processes and groundwater Does not provide additional opportunities to benefit environment	Low amount of bridges Road has least impacts on river processes and groundwater Link B has least impacts on river processes and groundwater Does not provide additional opportunities to benefit environment	Low amount of bridges Road has least impacts on river processes and groundwater Link C has greatest impacts on river processes and groundwater Provides opportunity to remediate significant erosion	Medium amount of bridges River section has greatest impact on river processes and groundwater Link A has median level impacts on river processes and groundwater Provides opportunity for restoration and regeneration of valley lands (golf course lands)	Medium amount of bridges River section has greatest impact on river processes and groundwater Link B has least impacts on river processes and groundwater Provides opportunity for restoration and regeneration of valley lands (golf course lands)	High amount of bridges River section has greatest impact on river processes and groundwater Link C has greatest impacts on river processes and groundwater Provides opportunity for restoration and regeneration of valley lands (golf course lands) Provides opportunity to remediate significant erosion	Medium amount of bridges Rail section has median level impacts on river processes and groundwater Link A has median level impacts on river processes and groundwater Does not provide additional opportunities to benefit environment	Medium amount of bridges Rail section has median level impacts on river processes and groundwater Link B has least impacts on river processes and groundwater Does not provide additional opportunities to benefit environment	Largest amount of bridges Rail section has median level impacts on river processes and groundwater Link C has greatest impacts on river processes and groundwater Provides opportunity to remediate significant erosion
Low	Low	Low	Low	Medium	Low	Lowest	Medium	Lowest

Do you agree with the preliminary evaluation of Natural and Physical Environment in Area 2 as presented?

Yes No

Do you have any comments on the preliminary evaluation as presented? Please provide below.

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Social and Cultural

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Portion of trail adjacent to road and will require crossing of road	Portion of trail adjacent to road and will require crossing of road	Portion of trail adjacent to road and will require crossing of road	Portion of trail adjacent to river course	Portion of trail adjacent to river course	Portion of trail adjacent to river course	Portion of trail travels along rail line right of way and is adjacent to golf course	Portion of trail travels along rail line right of way and is adjacent to golf course	Portion of trail travels along rail line right of way and is adjacent to golf course
	Trail travel between hydro towers and adjacent to a generating station	Trail travel between hydro towers and adjacent to a generating station		Trail travel between hydro towers and adjacent to a generating station	Trail travel between hydro towers and adjacent to a generating station	Rail line crossing would be at a sharp turn limiting visibility	Trail travel between hydro towers and adjacent a generating station	Trail travel between hydro towers and adjacent a generating station
License agreement or easement necessary from Golf course or Go/Metrolinx, but would not impact operations	License agreement or easement necessary from Golf course or Go/Metrolinx, but would not impact operations	License agreement or easement necessary from Golf course or Go/Metrolinx, but would not impact operations	Acquisition of golf course necessary, cease of operation needed	Acquisition of golf course necessary, cease of operation needed	Acquisition of golf course necessary, cease of operation needed	License agreement or easement of rail line right of way necessary, but would not impact operations	License agreement or easement of rail line right of way necessary, but would not impact operations	License agreement or easement of rail line right of way necessary, but would not impact operations
	License agreement with Hydro Once necessary, but would not impact operations	License agreement with Hydro Once necessary, but would not impact operations		License agreement with Hydro Once necessary, but would not impact operations	License agreement with Hydro Once necessary, but would not impact operations		License agreement with Hydro Once necessary, but would not impact operations	License agreement with Hydro Once necessary, but would not impact operations
Trail travels between two (2) City of Toronto Works properties which could be loud			Trail travels between two (2) City of Toronto Works properties which could be loud			Trail travels between two (2) City of Toronto Works properties which could be loud	Golf course and rail line increase noise levels and disruptions	Golf course and rail line increase noise levels and disruptions
						Golf course and rail line increase noise levels and disruptions		
Road would block some views and vistas into the valley lands	Road would block some views and vistas into the valley lands	Road would block some views and vistas into the valley lands	Trail travels through a variety of vistas	Trail travels through a variety of vistas	Trail travels through a variety of vistas	Provides opportunities to view natural areas	Provides opportunities to view natural areas.	Provides opportunities to view natural areas,
Travel between two (2) City of Toronto Works properties can cause a visual distraction.			Travel between two (2) City of Toronto Works properties can cause a visual distraction.			Travel between two (2) City of Toronto Works propertyts can cause a visual distraction.		
Limited access to natural areas	Limited access to natural areas	Limited access to natural areas	Trail travels through a variety of natural landscapes	Trail travels through a variety of natural landscapes	Trail travels through a variety of natural landscapes	Limits some access to natural areas	Limits some access to natural areas	Limits some access to natural areas
Provides a challenging use for fitness users	Provides a challenging use for fitness users	Provides a challenging use for fitness users	Provides an interesting and easy to follow trail and access route	Provides an interesting and easy to follow trail and access route	Provides an interesting and easy to follow trail and access route	Provides an interesting and easy to follow trail and access route	Provides an interesting and easy to follow trail and access route	Provides an interesting and easy to follow trail and access route
Not a direct travel route for connection with Areas 1 and 2	Not a direct travel route for connection with Areas 1 and 2	Not a direct travel route for connection with Areas 1 and 2	Increases access to natural areas	Increases access to natural areas	Increases access to natural areas	Direct travel route for connection with Areas 1 and 2	Direct travel route for connection with Areas 1 and 2	Direct travel route for connection with Areas 1 and 2

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
No known archaeological sites	No known archaeological sites	No known archaeological sites	No known archaeological sites	No known archaeological sites	No known archaeological sites	No known archaeological sites	No known archaeological sites	No known archaeological sites
Potential to contain archeological sites, however within a disturbed area	Potential to contain archeological sites, however within a disturbed area	Potential to contain archeological sites, however within a disturbed area	Potential to contain archeological sites					
Lowest	Low	Low	Low	Medium	Low	Lowest	Low	Low
Do you agree with the preliminary evaluation of Social and Cultural Environment in Area 2 as presented?								
Yes No								
Do you have any comments on the preliminary evaluation as presented? Please provide below.								

Cost

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Medium trail length	Long trail length	Longest trail length	Medium trail length	Medium trail length	Longest trail length	Shortest trail length	Short Trail length	Medium trail length
Few bridge crossings	Few bridge crossings	Few bridge crossings	Medium amount of bridge crossings	Medium amount of bridge crossings	High amount of bridge crossings	Medium amount of bridge crossings	Medium amount of bridge crossings	High amount of bridge crossing
Potential relocation of existing infrastructure including hydro transformers, bus shelters, light standards	Potential relocation of existing infrastructure including hydro transformers, bus shelters, light standards	Potential relocation of existing infrastructure including hydro transformers, bus shelters, light standards	Portion of trail within golf course (golf cart path) already in place and may be reused	Portion of trail golf course (golf cart path) already in place and may be reused	Portion of trail within golf course (golf cart path) already in place and may be reused.	Stream mitigation likely needed at upstream end to protect against erosion	Stream mitigation likely needed at upstream end to protect against erosion	Stream mitigation likely needed at upstream end to protect against erosion
Retaining wall required along St Dennis Drive segment	Retaining wall required along St Dennis Drive segment	Retaining wall required along St Dennis Drive segment	Significant costs associated with Gatineau link A along ravine slope and rail crossing	Minimal construction costs associated with Gatineau link B as majority of trail already exists	Most significant costs associated with considerable alteration of major erosion scar at south extent of Gatineau corridor connection	Fencing and regrading / retaining along section parallel to rail	Fencing and regrading / retaining along section parallel to rail	Fencing and regrading / retaining along section parallel to rail
Significant capital and maintenance costs associated with ramps into and out of valley	Significant capital and maintenance costs associated with ramps into and out of valley	Significant capital and maintenance costs associated with ramps into and out of valley	Frequent maintenance and monitoring required for trail with respect to flooding, erosion, sedimentation and debris buildup	Costs may include anti-climbing fencing for hydro towers	Costs may include anti-climbing fencing for hydro towers	Significant costs associated with connection to Gatineau corridor along ravine slope and rail crossing	Minimal construction costs associated with Gatineau link B as majority of trail already exists	Most significant costs associated with considerable alteration of major erosion scar at south extent for Gatineau link C
Significant costs associated with connection to Gatineau corridor along ravine slope and rail crossing	Minimal construction costs associated with use of existing access route (Gatineau)	Costs may include anti-climbing fencing For hydro towers		Frequent maintenance and monitoring required for trail with respect to flooding, erosion, sedimentation and debris buildup		Section along rail away from frequent flooding, erosion, and sediment concerns	Costs may include Hydro anti-climbing fencing	Costs may include Hydro anti-climbing fencing

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Gatineau corridor connection a long term concerns due to grades and potential groundwater issues.	Costs may include anti-climbing fencing for hydro towers Gatineau corridor connection low in expected maintenance due to significant existing alteration providing wide, low gradient access into valley.	Long term maintenance required with slope stabilization at downstream scar Maintenance and monitoring of trail over landfill required	Connection to Gatineau corridor a long term concern due to grades and potential groundwater issues	Gatineau corridor connection low in expected maintenance due to significant existing alteration providing wide, low gradient access into valley.	Frequent maintenance and monitoring required for trail with respect to flooding, erosion, sedimentation and debris buildup Long term maintenance required with slope stabilization at downstream scar Maintenance and monitoring of trail over landfill required	Section downstream of golf course requires maintenance due to erosion, frequent flooding and sedimentation Gatineau corridor connection a long term concern due to grades and potential groundwater issues	Section along rail away from frequent flooding, erosion, and sediment concerns Section downstream of golf course requires maintenance due to erosion, frequent flooding and sedimentation Gatineau corridor connection low in expected maintenance due to significant existing alteration providing wide, low gradient access into valley	Maintenance and monitoring of trail over landfill required Gatineau corridor connection will require long term maintenance due to slope stabilization at downstream scar
Low	Medium	Lowest	High	Highest	Low	High	Highest	Medium

Do you agree with the preliminary evaluation of Cost in Area 2 as presented?

Yes No

Do you have any comments on the preliminary evaluation as presented? Please provide below.

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Technical

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Road least technically feasible due to significant infrastructure required, retaining features to navigate slopes and movement of hydro infrastructure. Link A has moderate technical difficulties due to the extension of the trail along the side of the steep, wooded ravine and minor retaining structures involved.	Road least technically feasible due to significant infrastructure required, retaining features to navigate slopes and movement of hydro infrastructure. Link B most technically feasible as majority of trail (via access route) into valley exists.	Road least technically feasible due to significant infrastructure required, retaining features to navigate slopes and movement of hydro infrastructure. Link C least technically feasible and issues with implementation, including major slope restoration and interaction with landfill	River section moderate score of technical feasibility and ease of implementation Link A has moderate technical difficulties due to the extension of the trail along the side of the steep, wooded ravine and minor retaining structures involved.	River section moderate score of technical feasibility and ease of implementation Link B most technically feasible as majority of trail (via access route) into valley exists.	River section moderate score of technical feasibility and ease of implementation Link C least technically feasible and issues with implementation, including major slope restoration and interaction with landfill	Rail most technically feasible and easiest method of implementation Link A has moderate technical difficulties due to the extension of the trail along the side of the steep, wooded ravine and minor retaining structures involved.	Rail most technically feasible and easiest method of implementation Link B most technically feasible as majority of trail (via access route) into valley exists.	Rail most technically feasible and easiest method of implementation Link C least technically feasible and issues with implementation, including major slope restoration and interaction with landfill
Low	Medium	Lowest	Low	Medium	Medium	High	Highest	Low
Do you agree with the preliminary evaluation of Technical Considerations in Area 2 as presented?								
Yes No								
Do you have any comments on the preliminary evaluation as presented? Please provide below.								

Preliminary Evaluation of Trail Alignments in Area 2:

1. Which alternative do you prefer for Area 2 (please circle your response)?

Road Link A

Road Link B

Road Link C

River Walk A

River Walk B

River Walk C

Rail Trail A

Rail Trail B

Rail Trail C

2. Why?

3. Do you have any additional comments on the preliminary evaluation of alternative trail alignments in Area 2 as presented?

Preliminary Evaluation of Alternative Trail Alignments in Area 3

Natural and Physical Environment

Access Route A	Access Route B	Access Route C
<p>2</p> <p>Low amount of vegetation removed</p> <p>Trail utilizing existing access route that travels adjacent to wetlands</p> <p>Travels adjacent to river course impacting wildlife habitat and aquatic habitat</p> <p>Short length of new trail segments, utilizing significant length of existing trail alignment</p> <p>Least impacts to river processes and hydraulics</p> <p>Does not provide additional opportunities to benefit environment</p>	<p>1</p> <p>Low amount of vegetation removed</p> <p>Trail utilizing existing access route that travels adjacent to wetlands</p> <p>Travels adjacent to river course impacting wildlife habitat and aquatic habitat</p> <p>Short length of new trail segments, utilizing significant length of existing trail alignment</p> <p>Minor impacts to river processes and hydraulics</p> <p>Does not provide additional opportunities to benefit environment</p>	<p>-4</p> <p>Medium amount of vegetation removed</p> <p>Trail utilizing existing access route that travels adjacent to wetlands</p> <p>Largest amount of linear forest removed</p> <p>Trail travels through an undisturbed forested area</p> <p>Travels adjacent to river course, in one area traveling on both sides of the river, impacting wildlife habitat and aquatic habitat</p> <p>Longest length of new trail segments, utilizing significant length of existing trail alignment</p> <p>Minor impacts to river processes and hydraulics</p> <p>Does not provide additional opportunities to benefit environment</p>
High	Medium	Low
<p>Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented?</p>		
<p>Yes No</p>		
<p>Do you have any comments on the preliminary evaluation as presented? Please provide below</p>		

Functional Value

Access Route A	Access Route B	Access Route C
<p>All of trail located within the valley lands</p> <p>Flat and even terrain</p> <p>Provides access for infrastructure maintenance and emergency vehicles</p> <p>Allows for easy connections to be made to Wynford Concord community</p> <p>Meets additional planning initiative for Pan Am Path</p> <p>No travel disruptions</p>	<p>All of trail located within the valley lands</p> <p>Flat and even terrain</p> <p>Provides most direct access for infrastructure maintenance and emergency vehicles</p> <p>Does not allow for easy connections to be made to communities</p> <p>Meets additional planning initiative for Pan Am Path</p> <p>No travel disruptions</p>	<p>All of trail located within the valley lands</p> <p>Majority flat and even terrain, steep areas with varying topography at the south connection</p> <p>Provides least direct access for infrastructure maintenance and emergency vehicles</p> <p>Sharp turn may provides challenge for maintenance and emergency vehicles access</p> <p>Connects to Taylor Creek Park area</p> <p>Meets additional planning initiative for Pan Am Path</p> <p>Longest travel route</p>
Highest	Highest	High
<p>Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented?</p> <p>Yes No</p> <p>Do you have any comments on the preliminary evaluation as presented? Please provide below</p>		

Social and Cultural

Access Route A	Access Route B	Access Route C
<p>Trail adjacent to river course, poses some safety concerns</p> <p>No disruptions to local study area business and infrastructure operations and maintenance</p> <p>Varying natural surroundings providing a variety of vistas and views</p> <p>No sight barriers present</p> <p>Provides interesting and easy to follow route</p> <p>No known archaeological sites</p> <p>Potential to contain archeological sites is median</p>	<p>Trail adjacent to river course, poses some safety concerns</p> <p>No disruptions to local study area business and infrastructure operations and maintenance</p> <p>Varying natural surroundings providing a variety of vistas and views</p> <p>No sight barriers present</p> <p>Provides interesting and easy to follow route</p> <p>No known archaeological sites</p> <p>Potential to contain archeological sites is median</p>	<p>Trail adjacent to river course, poses some safety concerns</p> <p>One sharp turn causes sight line barriers could pose a safety concern</p> <p>No disruptions to local study area business and infrastructure operations and maintenance</p> <p>Varying natural surroundings providing a variety of vistas and views</p> <p>Additional landscapes views provided in south end</p> <p>No sight barriers present</p> <p>Provides interesting and easy to follow route</p> <p>No known archaeological sites</p> <p>Potential to contain archeological sites is high</p>
High*	High*	High
<p>Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented?</p> <p>Yes No</p> <p>Do you have any comments on the preliminary evaluation as presented? Please provide below</p>		

Cost

Access Route A	Access Route B	Access Route C
2 bridges	2 bridges	1 bridge (maintain or replace other)
Short length of trail	Short length of trail	Longest length of trail
Crosses DVP once	Crosses DVP once	Crosses DVP 3 times
Medium*	Medium*	Medium
<p>Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented?</p> <p>Yes No</p> <p>Do you have any comments on the preliminary evaluation as presented? Please provide below</p>		

Technical

Access Route A	Access Route B	Access Route C
Majority of trail alignment already exists	Majority of trail alignment already exists	Majority of trail alignment already exists
No expected issues with landowners or permitting	No expected issues with landowners, permitting agency identified potential issues with downstream bridge placement	No expected issues with landowners or permitting
Shortest section confined between channel and DVP	Longest section confined between channel and DVP	Longest section confined between channel and DVP
High	Medium	High
<p>Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented?</p> <p>Yes No</p> <p>Do you have any comments on the preliminary evaluation as presented? Please provide below</p>		

Preliminary Evaluation of Trail Alignments in AREA 3:

1. Which alternative do you prefer for Area 1 (please circle your response)?

Access Route A

Access Route B

Access Route C

2. Why?

3. Do you have any additional comments on the preliminary evaluation of alternative trail alignments in Area 3 as presented?

Overall Summary

	Area 1		Area 2									Area 3		
	Forest A	Forest B	Road A	Road B	Road C	River A	River B	River C	Rail A	Rail B	Rail C	Access A	Access B	Access C
Functional Value	High	Med	Low	Med	Med	High	Highest	High	Med	High	Med	Highest	Highest	High
Natural and Physical Environment	Low	Low	Low	Low	Low	Low	Med	Low	Lowest	Med	Lowest	High	Med	Low
Social and Cultural Environment	High	High	Lowest	Low	Low	Low	Med	Low	Lowest	Low	Low	High	High	High
Cost	Low	Med	Low	Med	Lowest	High	Highest	Low	High	Highest	Med	Med	Med	Med
Technical	Med	Low	Low	Med	Lowest	Low	Med	Med	High	Highest	Low	High	Med	High
Total	4	-3	-18	-7	-16	-2	10	-3	-9	5	-13	16	14	3
Land Acquisition Required	no	no	no	no	no	yes	yes	yes	no	no	no	no	no	no

Do you agree with the summary table showing the preliminary evaluation of trail alignments as presented above (please circle your answer)? Yes No

If you answered no, please explain.

Do you have any comments on the summary of the preliminary evaluation as presented?

Additional Questions

Do you have any other questions or comments related to the East Don Trail Environmental Assessment process to date?

Please leave your completed questionnaire at the door on the way out or, if you'd like more time to write your comments, please send them no later than Monday August 26, 2013 to:

ATTN: Natalie Seniuk
Project Coordinator

Mail: Toronto and Region Conservation Authority
Restoration Services
5 Shoreham Drive
Downsview, ON M3N 1S4

Email: nсениuk@trca.on.ca

**East Don Trail Project
Environmental Assessment**

**Community Liaison Committee Meeting #4
Notes**

Flemingdon Park Library
2nd Floor, Meeting Room #1
August 12th, 2013
6:30pm – 8:30pm

Meeting Chair: Adele Freeman

Note Taker: Natalie Seniuk

ATTENDANCE	
Name	Affiliation
Wendy Strickland	City of Toronto
Natalie Seniuk	Toronto and Region Conservation Authority
Violetta Tkazcuk	Toronto and Region Conservation Authority
Lisa Turnbull	Toronto and Region Conservation Authority
[REDACTED]	Action for Neighbourhood Change/Hub, Victoria Village
[REDACTED]	Bike 25
[REDACTED]	Cycle Toronto
[REDACTED]	Don Mills Residents Inc.
[REDACTED]	Don Watershed Regeneration Council
[REDACTED]	Flemingdon Health Centre - Alternate
[REDACTED]	Friends of the Don East
[REDACTED]	Resident Ward 29
[REDACTED]	Todmorden Mills Wildflower Preserve
[REDACTED]	Toronto Field Naturalists
[REDACTED]	Victoria Village Community Association
[REDACTED]	Woodbine Gardens Homeowners Association
[REDACTED]	Wynford Concorde Residents Group
Regrets: [REDACTED] (OREG – Ontario Road Ecology Group), [REDACTED] (Toronto Ornithological Club), [REDACTED] (Resident Ward 26), [REDACTED] (Toronto Centre for Active Transportation), [REDACTED] (Walk Toronto)	

WELCOME AND OPENING COMMENTS

The Chair, Adele Freeman (AF or The Chair) – Director of Ecology Division at Toronto and Region Conservation Authority (TRCA) - welcomed everyone to Community Liaison Committee (CLC) Meeting #4. AF informed CLC Members that Lisa Turnbull (LT) – Project Manager at TRCA – would be recording key comments throughout the duration of the meeting, and that Natalie Seniuk - (NS) – Project Coordinator with TRCA – would be recording meeting notes.

The Chair provided an overview of the materials provided as part of CLC Meeting #4, including: PowerPoint Presentation, Agenda, and Handouts to be completed by CLC Members.

The Chair asked CLC meeting participants and project team members to introduce themselves for the benefit of those who had not had a chance to meet each other.

The Chair handed the meeting over to NS to review the agenda, housekeeping items and project updates.

HOUSEKEEPING AND UPDATES

NS reviewed the agenda for CLC Meeting #4 including the intended purpose of the meeting which was 1) to present the preliminary evaluation of the alternative trail alignments and, 2) to receive feedback and input from members regarding the preliminary evaluation completed by the project team.

Confirmation of CLC Meeting #3 Notes

NS asked CLC members if there were any changes or corrections required to the CLC #3 Meeting Notes. Participants did not have any comments. The CLC #3 Meeting Notes were accepted as presented.

Project Updates

NS provided an update regarding the project process and timelines.

NS informed CLC Members that the Alternatives To had been revised and finalized, and that a copy of the final Alternatives To would be provided in the CLC Dropbox. **(ACTION)**

NS informed CLC Members that a date and time was chosen for Public Event #2, and that it would be taking place on September 12, 2013 from 5:30 pm to 8:30 pm at the Estonian House (958 Broadview Avenue, Toronto), and would be an open house formal with a presentation that would be given twice during the evening. NS informed members that a copy of the advertisement would be circulated once completed, and requested that members provide the information to their communities. NS also invited CLC Members to attend the Public Event. **(ACTION)**

Before turning the meeting over to Violetta Tkaczuk (VT) – Project Manager with TRCA - NS asked if there were any questions about the information presented. No questions or comments were received.

SUMMARY OF FEEDBACK HEARD AFTER CLC MEETING #3

VT presented a summary of the feedback received following CLC Meeting #3. This included suggestions concerning the Alternative Trail Alignments and evaluation criteria to be used to evaluate the Alternative Trail Alignments. VT noted that although the information being presented did not represent all comments received, NS will be circulating a responses to CLC Members.. **(ACTION)**

CLC Question

Regarding Area #1, this proposed alternative is not steep, and it seems that the rail crossing is the issue. Would a level crossing of the rail line be permitted? If not, could the trail cross the rail line using an underpass?

Project Team Response

The topography suggests that some steep grades are present adjacent to Sulkara Crt. In regards to level crossings they are not preferred by Go/Metrolinx. However, the existing trail in this area currently floods during storm events, and given that a rail line underpass would require the proposed trail to be built at a lower elevation, the frequency of flood incidents on the trail would be increased if a rail line underpass was to be chosen as the preferred method of crossing the rail line.

CLC Question

What is the clearance requirement for under crossings of the rail line?

Project Team Response

The project team is not aware of what the required height clearance for rail line underpasses are but will ensure this information is obtained during the refinement of the preferred alternative. **(ACTION)**

CLC Comment

Regarding Area #2, the trail alignment assumes that the trail will run along the west side of the rail line. If the trail stays east of the rail line the crossings won't be required. Has this been considered?

Project Team Response

Yes it has and this is a valid point. At this time, the rail line alignment options assume that the rail line could run either west or east of the rail line. Which side of the rail line the trail will run along will be determined during the refinement stage if one of the rail line alignments becomes a preferred alternative. However, due to space constraints and topography issues where the trail would cross under Eglinton, the trail will most likely have to stay west of the rail line and then cross to the east once it is south of this area. This would add an additional rail line crossing to this alignment.

CLC Comment

Regarding Area #2, it should be noted that the trail would pass through a significant wetland if it was placed on the east side of the rail line and that would impact the trail significantly.

VT asked if there were any questions about the information presented. No questions or comments were received.

EVALUATION OF ALTERNATIVE TRAIL ALIGNMENTS

VT presented the evaluation of the alternative trail alignments. VT explained the detailed evaluation method undertaken by the project team and informed the group that what was being presented at CLC Meeting #4 was a summary of the results from the detailed evaluation undertaken. VT then reviewed the evaluation criteria and indicators used to evaluate the alignments.

VT informed CLC members that she would like to have open conversation and discussion concerning the evaluation throughout the duration of the presentation, and that if the CLC had any questions to please ask them at any time. VT went through each criteria theme in each area separately. The areas included Area 1, Area 2, and Area 3. The criteria themes included:

- Functional Value
- Natural and Physical Environment
- Social and Cultural Environment
- Cost
- Technical

VT provided a summary for each Area after going through all of the criteria themes.

CLC Question

Are the criteria and sub-criteria weighted equally?

Project Team Response

The broader criteria themes are all equally weighted. The project team did assess the outcome of weighing each sub-criteria equally as well, this produced similar results.

CLC Question

Did you run an analysis of various types of users regarding fitness, accessibility, etc.?

Project Team Response

Yes, as suggested in the comments received after CLC Meeting #3, an analysis of various users of the multiuse trail were assessed. This analysis was then rolled up into one criterion and given a value based on the number of user types that would benefit from the trail. This was done to ensure that users groups were given equal weight.

CLC Question

Was each use equally weighted with regards to trail users? (note the question above)

Project Team Response

Yes, when they were rolled up they were equally weighted. No one type of user was given a higher weighting.

CLC Question

Cost seems to be an impossibility for the purposes of CLC member evaluation. I do not think we can give an estimate of cost, and I do not think this should be a criterion for members to respond to.

Project Team Response

To clarify, the project team is not requesting that CLC members estimate the costs associated with the construction or maintenance of the trail. The team is providing a summary of the evaluation that was undertaken for the Cost of building and maintaining the trail and requesting CLC members respond if they feel that additional considerations should be factored into the evaluation.

CLC Question

Regarding Area #1, what does “some challenge to fitness users” mean?

Project Team Response

Within Area #1 there is varying topography (hills) that would provide an increased opportunity/challenges for fitness users.

CLC Question

Regarding Area #1, Forest Trail A could stay east of the river until you get to the southern end (where the current crossing that allows for a west-side undercrossing of the Eglinton bridge is). If you did this, you could reduce the number of bridges required to five (5), could you not?

Project Team Response

There are serious technical difficulties associated with staying to the east side of the East Don River. These were identified in the Feasibility study that was completed by RV Anderson.

CLC Question

Regarding Area #1, bridges 2 and 3 could be removed by going around the river bend, could they not?

Project Team Response

In this area, the water course runs close to the valley walls. The trail would be required to go out of the valley entirely to stay on the east side of the river in this area.

CLC Question

Regarding Area #1, would Forest Trail B have higher impacts on river processes? I think there should be a higher consideration given to the erosion control work that would be required as part of Forest Trail B.

Project Team Response

Both Forest Trail alignments would have impacts on river processes. In the case of Forest Trail B, impact would be due to the erosion control work that would be required, while Forest Trail A requires two (2) additional bridges.

CLC Comment

Regarding the two alternatives presented in Area #1, slope stabilization should have higher affects within the physical and natural processes due to the major effects to the river as a result of the work required. The write-ups say that they are similar but they are not. Please elaborate.

Project Team Response

The preliminary ranking for Area #1 identified more significant impacts and greater impacts to river processes for Alternative B which involved stabilization of the slope. This alternative received a score of -2, lower than Alternative A which does not involve significant channel and slope restoration.

CLC Comment

Agreement was expressed to the previous comment regarding slope stabilization. Slope work within an area often results in much larger impacts than the work itself, and this should be considered.

Project Team Response

Comments have been noted. The project team will look into this once more to ensure that this is appropriately accounted for. **(ACTION)**

CLC Comment

The evaluation as presented is agreeable. If bridges are proposed within the Study Area, they should be designed and built to withstand flooding and to last over time. The bridges at Wilket Creek are a wonderful example.

Project Team Response

The intent of the bridge design will be to withstand significant flood events, such as the 100 year flood. Under extreme flood conditions the bridge may be overtopped, however, will be designed to remain stable with minimal repair or maintenance required.

CLC Question

Regarding Area #2 – Functional Value, what do you mean when you say it meets additional criteria for planning initiatives?

Project Team Response

There are a number of plans outside of the EA process that were considered including the Pan Am Path, TRCA's watershed plan for the Don Watershed, and the Eglinton LRT.

CLC Question

Regarding Area #2 – River Walk, Alternative A provides better access to the Gatineau Corridor for users heading north and Alternative C provides better access to the Gatineau Corridor for users going south. Can you not have multiple alignments chosen for an area (for example, A & C)?

Project Team Response

Unfortunately, at this time, budget will not allow for that. However, this could be recommended for future improvements to the trail.

CLC Question

Regarding Area #2 – River Walk: if you obtain the golfcourse, you could implement River Walk and Rail Trail. Would this be expensive to do since the golf course would already be purchased and this purchase is outside of the project budget?

Project Team Response

Depending on the feedback received through TAC, CLC and public review, multiple alternatives may be taken forward for refinement and decisions on implementation would need to be made with budget considered.

CLC Comment

Regarding Area #2 – River Walk, this is an important consideration as there are major access points from each direction. Some alignments perform poorly and some perform well depending on what area you are coming from (north vs. south or east vs. west) and this should be considered.

Project Team Response

These access points and the ease of implementation and use have been considered within the evaluation of the alternatives, under Functional Value.

CLC Question

Is there a history of flooding of the golf course that you know of?

Project Team Response

At this time, the Project Team is not certain. This will be looked into. **(ACTION)**

CLC Comment

Personal Observations indicate that the golf course floods at the second hole regularly (e.g., flooded in the 2005 storm). The rest of the course does not flood regularly.

Project Team Response

Observations on flooding are noted.

CLC Question

Regarding Area #2 – River Walk B, you are missing a connection at the existing level crossing in the middle of the golf course. It is not shown on the mapping provided.

Project Team Response

Thank you for pointing this out. That was an oversight when the maps were created. River Walk B does make a connection at the existing level crossing. This will be corrected on the maps. **(ACTION)**

CLC Comment

Regarding Area #2, River Walk, there are not many original forest areas left in Toronto and the effects of putting a trail within this area would be large.

Project Team Response

Agreed. It was taken into consideration. It should be noted that the forested area within the south end of Area 2 also contains many areas of invasive species and is currently used informally. This forested area is also common to all but two of the Area 2 alignments: Road Link A and C. However, the Road Link scores lower than River Walk in the Natural and Physical criteria as all Road Link options travel through additional forested areas. One of these areas is a native restored forest area and the other is wetland habitat. In addition Road Link C crosses an additional wetland and travels through an L3 community.

CLC Comment

Regarding Area #2 – Rail Trail, the map shown is misleading in that it does not show the full extent to which the golf course is located at the south. The golf course, in fact, extends south of the hydro corridor.

Project Team Response

This has been noted. However, this slide is meant to show property ownership.

CLC Question

Is acquisition of the golf course required for all River Walk alternatives?

Project Team Response

Yes this is correct.

CLC Question

Regarding Area #2 – Rail Trail: when you talk about vegetation removed it seems that all of the alternatives share a lot of the same routing. However, one alternative is ranked highest impact and contains a high amount of invasive species. Wouldn't removal of invasive species be considered a positive?

Project Team Response

That is correct. The invasive species are mainly located within the forested area in the south that is common to the majority of alignments. Though removal of invasive species is considered a positive, the quality of vegetation removed was looked at independently from the quantity, however both were evaluated. In terms of the Rail Trail a survey of ELC communities has not been completed for the section within the rail line right of way, however based on site visits the area is highly vegetated with successional forest species and many of them native species.

CLC Question

Is acquisition of the golf course realistic?

Project Team Response

Currently, discussions are underway between the City of Toronto, TRCA and Flemington Golf Course. This is not an unrealistic opportunity.

CLC Comment

Golf course acquisition is a major drawback for users of this facility. As a cyclist, the Rail Trail alternatives are most appealing. Keeping the course may be the most cost effective. Removal of the golf course may be negatively perceived by the community.

CLC Comment

The social and cultural disruption of removing another recreational use must be considered.

Project Team Response

The project team will continue to look into this. **(ACTION)**

CLC Comment

There is a lot of concern with regards to the users of the golf course. The golf course is a social and political issue that falls outside of the EA process. Advice needs to be provided from these authorities, as this is something that can derail a project.

Project Team Response

What we are noting is that the CLC is expressing that we may not have accurately considered the social and cultural effects that a potential closure of the golf course could have on the community. **(ACTION)**

CLC Comment

One of the major points or objectives is connectivity. The acquisition of the golf course will greatly improve opportunities for this. Even if connections are not looked at in detail at this point, if the River Walk option is a possibility it could be implemented in combination with another alternative in the future.

Project Team Response

Agreed. It is possible that more than one option will be brought forward for consideration in the detailed design stage.

CLC Question

Regarding Area #2 – Rail Trail B: has anyone spoken to GO/Metrolinx about the level crossing?

Project Team Response

This has been discussed with GO/Metrolinx . They would prefer avoiding level crossings where possible. There may be a possibility to build a bridge at this location. Further investigation is needed.

CLC Question

Would construction of a bridge not be costly?

Project Team Response

Yes, however the level crossing has high costs associated with it due to the safety infrastructure required (barriers, etc.)

CLC Comment

In terms of increasing connectivity to communities, River Walk should be considered.

Project Team Response

Noted. This has been considered in the function value area of the evaluation.

CLC Comment

Regarding Area #3, the community of Wynford Concord (which is noted on the maps) should be changed to Flemingdon Community. This is inaccurate on the slides.

Project Team Response

Noted. This will be changed. **(ACTION)**

CLC Question

Regarding Area #3, will the second bridge at Access Route B be there permanently either way as it is required for Toronto Water access?

Project Team Response

The project team is in discussion with Toronto Water concerning this bridge and adequate access for them. Access for Toronto Water has also been considered in the evaluation. The goal is to ensure the alignment also offers access to Toronto Water so that only one bridge will have to be constructed in this area. If Access Route A is chosen the culvert temporary access would most likely be removed.

CLC Comment

Regarding Area #3 – Access Route B: a bridge here would have a higher impact than the bridge in Access Route A

Project Team Response

That is correct and that is what is shown in the evaluation.

CLC Question

Did any weighting go into the tertiary benefits for Taylor Creek bridge (which has been damaged many time and needs work)? Is this considered? Or, are there other plans to repair this in the future outside of this process?

Project Team Response

The trail and bridges in this area are being looked by the City of Toronto; however no details are available at this time.

CLC Question

Regarding Area #3, if Access Route C is not chosen and the existing bridge at Taylor Creek is lost, is there a way to maintain access at the north side so that it can have access to the rest of the system?

Project Team Response

What you are saying is to maintain a route on the north side of the river even if one of the other routes is chosen?

CLC Response

Yes.

Project Team Response

There would be a significant amount of work required to do this.

CLC Question

Can this be assessed as part of the access route discussion?

Project Team Response

Yes. **(ACTION)**

CLC Comment

Regarding Area #3, there is a Charles Sauriol memorial plaque and rock located near Access Route A that should to be relocated to the preferred trail if this route is not chosen.

Project Team Response

Noted. The memorial plaque relocation will be discussed if this is the preferred trail. **(ACTION)**

CLC Comment

At the path coming off the Don Valley path (Access Route A) it is very steep and people move quickly and this should be considered.

Project Team Response

Noted. This will be considered in the detailed design phase if Access Route A is the preferred alternative.

CLC Comment

The common route for Area #3 (section between mouth of Taylor Creek) needs to be identified as common to two not all three.

Project Team Response

Noted. The legend on the map can be altered to reflect this. **(ACTION)**

CLC Question

Will there be further analysis of what is coming out of the evaluation as the highest ranked option?

Project Team Response

Yes, once you provide your feedback and we modify this, it will go to the public for feedback and then there will be a further refinement of the chosen alternatives.

CLC Question

Will there be a flood analysis done?

Project Team Response

Yes. Flood analysis will be done at the refinement stage. Aquafor Beech has looked at the existing conditions modeling (what floods under the regional flood conditions), and that has been considered in operations and maintenance. When we move forward to refinement of the location of bridges, impacts of implementation of infrastructure (e.g., bridges) will be assessed.

CLC Question

If the golf course is purchased who would be responsible for converting it to another use?

Project Team Response

If the golf course was purchased it is expected that the City of Toronto and TRCA would look at future use and management planning collectively.

Project Team Question

Do any of the CLC members know what type of use is happening in the parking lot connected to/along the road to the trail to ET Seton Park (in Area 3)?

CLC Response

It has been observed that very few trail users are utilizing this parking lot. Most of the parking lot users are engaging in questionable activities and it has an unwelcoming/ unsafe atmosphere.

Project Team Response

The parking lot is out of scope for this project. However, Toronto Parks and Recreation has been looking at the function of this parking lot and will report back if there is any new developments or plans for the area.

NEXT STEPS

VT went through the Next Steps for the project.

VT asked if there were any additional questions before the meeting was closed.

The Chair closed the meeting at 8:30 pm.

From: [REDACTED]
To: [Natalie Seniuk](#)
Cc: [REDACTED]
Subject: East Don Trail
Date: 08/19/2013 08:22 AM

Natalie, at last Monday's meeting I spoke to my suggestion that the trail stay east of the railway line below Eglinton Avenue and not cross the Don River north of Eglinton.

Violetta indicated that it was a good suggestion and that they were going to have another look at the Eglinton bridge to see whether it was possible to pursue this option.

However Rob, when discussing costs and technical seemed to dismiss this possibility out of hand, saying that he thought they had looked at it previously and he doubted that it was feasible to go on the east side of the river at the Eglinton crossing. He did not seem very sure of his position at all.

This past weekend I took the time to walk down to the Eglinton bridge to see for myself what space was available. I certainly am not an expert but in my opinion there is great difficulty for the trail on both sides of the river at the bridge, if it is to stay beside the river. However there certainly seems to be space between the rail line and the bridge columns that is relatively flat and could certainly allow for passage of the trail east of the rail line. Obviously if this path was followed it would allow the trail to travel east of the rail line, through attractive forested areas down to the Gattineau trail. This would avoid the golf course and all the associated difficulties of constructing the trail without impacting the golf course, if one was to select the Rail Trail option.

I would like to once again recommend that the crossing at Eglinton Avenue be re-evaluated and the possibility of the trail following a path east of the rail line and the golf course.

Regards

[REDACTED]

From: [REDACTED]
To: [Natalie Seniuk](#)
Subject: East Don Trail - CLC Meeting #4 - Questionnaire
Date: 08/19/2013 07:11 AM

Hi Natalie,

I thank you and your colleagues for providing an organized and informative meeting. I tried to fill out the questionnaire we were given. I found it awkward and sending it back involves a lot of paper.

Let me summarize my responses instead, if I may.

I am satisfied that for each area the conclusions make sense in the context of the terms of reference. I do think that the trail is primarily going to be used as a Bikeway as was the original intention and this colors my opinions. I have some concerns with each area as follows:

Area 1. The River Walk routing A is the best of what is offered but I am concerned that getting equipment in to assemble the bridges will involve a lot of road construction. I still prefer that route A avoid the second and third bridges and instead go to the lovely plateau and overlook to connect with the Anewen Greenbelt paths for which there has been a federal Infrastructure grant issued. There are very gradual slopes to the south to the river - the north would need some curves or a switch back. It certainly would provide better access for the areas to the east of the river.

Area 2. We really should consider alternatives under two main headings: with or without acquisition of the golf course lands. If the golf course can be acquired (without causing huge delays), then we should look at the alternatives if the TRCA owns the land - I think a trail further east from the river, more direct and less prone to flooding, would be ideal. If the golf course is not acquired, then Rail Trail B or A make sense. The T intersection with the Gatineau Trail is not a problem. On the Don Mills Trail Mark Schollen designed circles with barriers for full crossings that are even more difficult in principle and they work fine.

Area 3. The key is connecting to the West Don and Lower Don Bikeways. The area where access A meets the West Don and Lower Don Trails is already confusion and poorly signed. This should be an opportunity to create Sauriol Junction with an information and map area, with lighting and patrols. Removing the trail-side parking just below the Bailey bridge over the GO tracks is essential.

[REDACTED]

East Don Trail Environmental Assessment

Community Liaison Committee #4

August 12, 2013

6:30 pm – 8:30 pm

Flemingdon Park Library

29 St Dennis Dr, Toronto - 2nd Floor Meeting Room

Handout

Preliminary Evaluation of Alternative Trail Alignments

Please return completed Handouts to by Monday August 26, 2013 to:

Natalie Seniuk

nсениuk@trca.on.ca

Toronto and Region Conservation Authority

Restoration Services

5 Shoreham Drive, Downsview, ON M3N 1S4



Preliminary Evaluation of Alternative Trail Alignments

Each of the alternative trail alignments were evaluated against the specific criteria under each of the five (5) criteria themes (Functional Value, Natural and Physical Environment, Social and Cultural Environment, Cost, Technical Considerations).

An explanation of the Criteria and Indicators used under each Criteria Theme are provided below:

Criteria Theme

Criteria	Indicators	Alternative
What each alternative is evaluated for, falls into the broader themes	Specific parameters of what is accounted for when evaluating that criteria	Received a score from +2 to -2 (including 0) based on evaluation of indicators

Functional Value

Criteria	Indicators
Meets project high level goal#1: Trail is located within the valley lands	Located within natural areas and/or zoned parks
Meets project high level goal #2: Trail supports multi users	Accessibility, access grades, topography
Meets access requirements for infrastructure maintenance vehicles and for police and emergency medical services vehicles	Access grades, topography, access proximity to infrastructure, turn radius
Promotes future opportunities to create local community connections	Potential for trail to create or preclude future desired or identified community access points and trails
Meets objectives for additional planning initiatives (not related to EA objectives)	Potential to meet or eliminate objectives for additional initiative related to the study area
Functional value as a travel route	Continuity, disruptions, frequency of stops, length of trail, connections to multi modal transportation

Natural and Physical

Criteria	Indicators
Potential impact to terrestrial vegetation and communities	Quality and quantity of vegetation removed (considering L rankings, invasive species)
Potential impact to wildlife habitat and connectivity	Location of trail through valley lands, forest, wetlands, and undisturbed areas, length of trail, and barriers
Potential to aquatic habitat	Quantity of riparian vegetation removed, number of additional bridges, distance of trail to river.
Potential impacts on surface drainage and groundwater	Potential impact on natural surface drainage paths together with potential alterations to groundwater regime
Potential impacts to East Don River processes	Potential impact on channel erosion, flood levels, channel hydraulics, water quality
Potential to provide additional benefits to the natural and physical environment	Facilitates required erosion control works, increase natural cover, protection and/or restoration of valley system

Social and Cultural

Criteria	Indicators
Impact to Public Safety Objectives	Proximity to river, rail lines, road ways, and hydro towers, sight lines and amount of turns
Disruption to local study area business and infrastructure operations and maintenance	Acquisition, easement or license agreements, potential to impede current operations and use
Aesthetics	Varying natural surroundings and vistas/views, sight barriers
Multi-User Experience	Direct, ease of use, challenging for fitness users, access to natural areas, interesting route.
Noise Level	Proximity to works yards, rail line, road, industrial/commercial areas
Potential to impact known or potential archaeological sites, built heritage sites, and cultural heritage landscape	Potential sites, known sites, trail utilizes already disturbed areas.

Cost

Criteria	Indicators
Capital Cost	Number of bridge structures, addition or movement of infrastructure, tunnels under the railway, channel restoration and slope stabilization, existing paved routes, and total length of trail through valley
Operational and Maintenance Cost	Future risks due to flooding erosion and potential groundwater issues, the number of bridge or tunnel structures, additional built infrastructure, and trail length

Technical

Criteria	Indicators
Technical Feasibility	Private property disruptions, physical constraints such as traversing steep gradients, ability to open cut rail crossings, use of at-grade rail crossings, proximity to hydro one infrastructure & practicality of slope or erosion stabilization measures
Ease of Implementation Operational and Maintenance Cost	Approvals, both community and landowner acceptance, length of time to implement, required closure of rail lines at tunnel locations

The following pages present the preliminary evaluation of the alternative trail alignments. Each Area (#1-3) will be separately evaluated to determine the highest ranking trail alignments.

A preliminary evaluation ranking was applied to each of the alternatives for each of the criteria. A sum total was obtained of the criteria for the specific criteria themes: Functional Value, Physical and Natural Environment, Social and Cultural Environment, Cost, and Technical Considerations. The summed totals were assigned a ranking name to indicate the preferred alignment. The ranking was based on a Highest, High, Medium, Low, and Lowest scoring system to indicate which alignment was the most preferred (Highest) to least preferred (Lowest),

The alternatives that were ranked the highest within each theme have been highlighted in green.

Please read the information on the following pages and provide your feedback.

Preliminary Evaluation of Alternative Trail Alignments in Area 1

Functional Value

Forest Trail A	Forest Trail B
<p>All of trail located within the valley lands</p> <p>Route travels through varying topography</p> <p>Some steep areas</p> <p>Improves access to some infrastructure and emergency vehicle access</p> <p>Allows for easy future connection to be made to Victoria village, could utilize some exiting informal trails</p> <p>Does not meet nor preclude any objectives for additional planning initiatives</p> <p>No travel disruptions and no steep access between existing East Don Trail and Area 2</p>	<p>All of trail located within the valley lands</p> <p>Route travels through varying topography</p> <p>Some steep areas</p> <p>Improves access to some infrastructure and emergency vehicle access</p> <p>Eliminates easy future connection to be made to Victoria village</p> <p>Does not meet nor preclude any objectives for additional planning initiatives</p> <p>No travel disruptions and no steep access between existing East Don Trail and Area 2</p>
High	Medium
<p>Do you agree with the preliminary evaluation of Functional Value in Area 1 as presented?</p> <p><input checked="" type="radio"/> Yes <input type="radio"/> No</p>	
<p>Do you have any comments on the preliminary evaluation as presented? Please provide below</p>	
<p><i>Terrible connections to Victoria Village in the future carries the day why not start 1/4 mile north and do away with one bridge?</i></p> <p><i>I strongly believe the trail should stay East of the railway when crossing Eglinton Avenue</i></p>	

Preliminary Evaluation of Alternative Trail Alignments in Area 1

Natural and Physical Environment

Forest Trail A	Forest Trail B
<p>High amount of vegetation removed</p> <p>Majority of vegetation communities are ranked L4 and L5</p> <p>Large community of invasive species, including Manitoba maple and scotch pine.</p> <p>Presence of vegetation communities ranked L3</p> <p>Impact to wetland habitat, passes one and crosses one</p> <p>Majority of trail adjacent to river course</p> <p>Minor impacts to groundwater and surface drainage</p> <p>6 bridges have minor impact to river processes and hydraulics</p>	<p>High amount of vegetation removed</p> <p>Majority of vegetation communities are ranked L4 and L5</p> <p>Large community of invasive species, including Manitoba maple and scotch pine.</p> <p>Presence of vegetation communities ranked L3</p> <p>Impact to wetland habitat, passes multiple and crosses one</p> <p>Majority of trail adjacent to river course</p> <p>Minor impacts to groundwater and surface drainage</p> <p>4 bridges and significant erosion and slope works have moderate impacts on river processes and hydraulics</p> <p>Provides opportunity to remediate erosion, which would provide a benefit to the aquatic habitat</p>
Low	Low
<p>Do you agree with the preliminary evaluation of Natural and Physical Environment in Area 1 as presented?</p>	
<p><input checked="" type="radio"/> Yes <input type="radio"/> No</p>	
<p>Do you have any comments on the preliminary evaluation as presented? Please provide below</p>	
<p><i>But 6 bridges could be reduced to 4 by starting 1/4 mile north and staying east of the railway at Eglinton</i></p>	

Preliminary Evaluation of Alternative Trail Alignments in Area 1

Social and Cultural

Forest Trail A	Forest Trail B
<p>Trail is adjacent to river course, poses some safety concerns</p> <p>No disruptions to Local Study Area business and infrastructure operations and maintenance</p> <p>Varying natural surroundings provide a variety of vistas and views</p> <p>No sight barriers present</p> <p>Provides some challenges for fitness users</p> <p>Minimal noise level disruptions</p> <p>No known archaeological sites</p> <p>Potential to contain archeological sites</p>	<p>Trail is adjacent to river course, poses some safety concerns</p> <p>No disruptions to Local Study Area business and infrastructure operations and maintenance</p> <p>Varying natural surroundings provide a variety of vistas and views</p> <p>No sight barriers present</p> <p>Provides some challenges for fitness users</p> <p>Proximity to rail line could increase noise levels and disruptions</p> <p>No known archaeological sites</p> <p>Potential to contain archeological sites</p>
High*	High
<p>Do you agree with the preliminary evaluation of Social and Cultural Environment in Area 1 as presented?</p> <p><input checked="" type="radio"/> Yes <input type="radio"/> No</p> <p>Do you have any comments on the preliminary evaluation as presented? Please provide below</p>	

Preliminary Evaluation of Alternative Trail Alignments In Area 1

Cost

Forest Trail A	Forest Trail B
6 Bridges	4 Bridges
Minor channel works required	Significant erosion and slope stabilization required
Same length of trail (1.6km)	Same length of trail (1.6km)
Longest length of trail within floodplain	Shortest length of trail in floodplain
Low	Medium
<p>Do you agree with the preliminary evaluation of Cost in Area 1 as presented?</p> <p>Yes <input checked="" type="radio"/> No</p>	
<p>Do you have any comments on the preliminary evaluation as presented? Please provide below.</p>	
<p><i>I believe this more desirable route can be reduced to 4 bridges as previously pointed out.</i></p>	<p><i>No problem here.</i></p>

Technical

Forest Trail A	Forest Trail B
Less permitting complications	Significant channel and slope works requires engineered design with lengthy permitting
Shorter time to implement	Longer time to implement
Medium	Low
<p>Do you agree with the preliminary evaluation of Technical Considerations in Area 1 as presented?</p> <p>Yes <input checked="" type="radio"/> No</p>	
<p>Do you have any comments on the preliminary evaluation as presented? Please provide below.</p>	
<p><i>But object to crossing at Eglington</i></p>	

Preliminary Evaluation of Alternative Trail Alignments in Area 1:

1. Which alternative do you prefer for Area 1 (please circle your response)?

Forest Trail A

Forest Trail B

2. Why?

I prefer A since it has a similar profile to B but can be implemented quicker and offers future possible connections to Victoria Village.

I believe the cost disadvantage of A can be mitigated by crossing Highway on the east side of the rail lines which also offers the opportunity to avoid a wetland area.

3. Do you have any additional comments on the preliminary evaluation of alternative trail alignments in Area 1 as presented?

① Start the trail at the last bridge of the West Don Trail and reduce the number of bridges by one.

② Cross Hurlingham Avenue on the east side of the rail lines which at least visually seems very reasonable and offers more interesting topography in Area 1.

Preliminary Evaluation of Alternative Trail Alignments in Area 2

Functional Value

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Majority of trail located outside of the valley lands	Half of trail located outside of the valley lands	Half of trail located outside of the valley lands	All of trail located within the valley lands	All of trail located within the valley lands	All of trail located within the valley lands	All of trail located within the valley lands	All of trail located within the valley lands	All of trail located within the valley lands
Very steep areas to connect spine trail in Areas 1 and 2	Very steep areas to connect spine trail in Areas 1 and 2	Very steep areas to connect to spine trail in Areas 1 and 2	Generally flat to connect to spine trail in Areas 1 and 2	Generally flat to connect to spine trail in Areas 1 and 2	Generally flat to connect to spine trail in Areas 1 and 2	Generally flat to connect to spine trail in Areas 1 and 2	Generally flat to connect to spine trail in Areas 1 and 2	Generally flat to connect to spine trail in Areas 1 and 2
Does not improve access to existing infrastructure	Slightly improves access to some existing infrastructure	Does not improve access to existing infrastructure	Improves access to existing infrastructure	Improves access to existing infrastructure	Improves access to existing infrastructure	Some areas blocked from improved access to existing infrastructure and emergency vehicles	Some areas blocked from improved access to existing infrastructure and emergency vehicles	Some areas blocked from improved access to existing infrastructure and emergency vehicles
Sharp turn radius to access Gatineau (limits maintenance and emergency vehicle access)		Pinch point in width by large erosion and rail line Longest access route from Gatineau for emergency vehicles			Pinch point in width by large erosion and rail line Longest access route from Gatineau for emergency vehicles	Sharp turn radius to access Gatineau (limits maintenance and emergency vehicle access)		Pinch point in width by large erosion and rail line Longest access route from Gatineau for emergency vehicles
Easy connections made with Eglinton Avenue, Linkwood Lane, and Wynford Concord community	Easy connections made with Eglinton Avenue, Linkwood Lane, and Wynford Concord community	Easy connections made with Eglinton Avenue, Linkwood Lane, and Wynford Concord community	Connections can be made with Eglinton Avenue, and Wynford Concord community, easy connections can be made with Linkwood Lane and Flemingdon Park community	Connections can be made with Eglinton Avenue, and Wynford Concord community, easy connections can be made with Linkwood Lane and Flemingdon Park community	Connections can be made with Eglinton Avenue, and Wynford Concord community, easy connections can be made with Linkwood Lane and Flemingdon Park community	Connections to surrounding communities more complex or barriers present	Connections to surrounding communities more complex or barriers present	Connections to surrounding communities more complex or barriers present
Meets additional planning initiatives, including: Eglinton LRT and the Pan Am Path	Meets additional planning initiatives, including: Eglinton LRT and the Pan Am Path	Meets additional planning initiatives, including: Eglinton LRT and the Pan Am Path	Meets additional planning initiatives, including: Don Watershed Plan, Eglinton LRT, Pan Am Path, and increase in parklands	Meets additional planning initiatives, including: Don Watershed Plan, Eglinton LRT, Pan Am Path, and increase in parklands	Meets additional planning initiatives, including: Don Watershed Plan, Eglinton LRT, Pan Am Path, and increase in parklands	Meets additional planning initiatives, including: Eglinton LRT, Pan Am Path	Meets additional planning initiatives, including: Eglinton LRT, Pan Am Path	Meets additional planning initiatives, including: Eglinton LRT, Pan Am Path
Many travel disruptions and relatively long length	Many travel disruptions and relatively long length	Many travel disruptions and relatively long length	No travel disruptions with easy to follow transitions between Area 1 and 2	No travel disruptions with easy to follow transitions between Area 1 and 2. Shortest travel route from north and south	No travel disruptions with easy to follow transitions between Area 1 and 2, relatively long trail length.	No travel disruptions with easy to follow transitions between Area 1 and 2. Short trail length	No travel disruptions with easy to follow transitions between Area 1 and 2. Short trail length and quickest route	No travel disruptions with easy to follow transitions between Area 1 and 2
Low	Medium	Medium	High	Highest	High	Medium	High	Medium

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Do you agree with the preliminary evaluation of Functional Value in Area 2 as presented?								
<input checked="" type="radio"/> Yes <input type="radio"/> No								
Do you have any comments on the preliminary evaluation as presented? Please provide below.								

Natural and Physical Environment

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
High amount of vegetation removed	High amount of vegetation removed	High amount of vegetation removed	Lowest amount of vegetation removed	Lowest amount of vegetation removed	Lowest amount of vegetation removed	Highest amount of vegetation removed	High amount of vegetation removed	Highest amount of vegetation removed
Travels through a restored terrestrial area Travels through a forested area (Gatineau access)	High amount of invasive species No significant terrestrial species	Presence of invasive species Presence of an L2 ranked vegetation community	High amount of invasive species Travels through a forested area (Gatineau access)	High amount of invasive species No significant terrestrial species	Highest amount of Invasive species Presence of an L2 ranked vegetation community	High amount of invasive species Travels through a forested area (Gatineau access)	High amount of invasive species No significant terrestrial species	Highest amount of invasive species Presence of an L2 ranked vegetation community
Highest amount of forest land traveled through	Highest amount of forest land traveled through					High amount of forest land traveled through		
A portion adjacent to river course	A portion adjacent to river course	Majority of trail away from river course	Majority adjacent to river course	Majority adjacent to river course	Majority adjacent to river course	A portion adjacent to river course	A portion adjacent to river course	A portion adjacent to river course
Impact to wetland habitat	Impact to wetland habitat	Impact to wetland habitat	No impact to wetland habitat	No impact to wetland habitat	Impact to wetland habitat	No impact to wetland habitat	No impact to wetland habitat	Impact to wetland habitat
Longest trail length through wildlife habitat	Median trail length through wildlife habitat	Median trail length through wildlife habitat	Median trail length through wildlife habitat Highest potential to flood	Shortest trail length through wildlife habitat Highest potential to flood	Shortest trail length through wildlife habitat Highest potential to flood	Median trail length through wildlife habitat Fenced area creates barrier to wildlife movement	Median trail length through wildlife habitat	Longest trail length through wildlife habitat Fenced area creates barrier to wildlife movement

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Low amount of bridges Road has least impacts on river processes and groundwater Link A has median level impacts on river processes and groundwater Does not provide additional opportunities to benefit environment	Low amount of bridges Road has least impacts on river processes and groundwater Link B has least impacts on river processes and groundwater Does not provide additional opportunities to benefit environment	Low amount of bridges Road has least impacts on river processes and groundwater Link C has greatest impacts on river processes and groundwater Provides opportunity to remediate significant erosion	Medium amount of bridges River section has greatest impact on river processes and groundwater Link A has median level impacts on river processes and groundwater Provides opportunity for restoration and regeneration of valley lands (golf course lands)	Medium amount of bridges River section has greatest impact on river processes and groundwater Link B has least impacts on river processes and groundwater Provides opportunity for restoration and regeneration of valley lands (golf course lands)	High amount of bridges River section has greatest impact on river processes and groundwater Link C has greatest impacts on river processes and groundwater Provides opportunity for restoration and regeneration of valley lands (golf course lands) Provides opportunity to remediate significant erosion	Medium amount of bridges Rail section has median level impacts on river processes and groundwater Link A has median level impacts on river processes and groundwater Does not provide additional opportunities to benefit environment	Medium amount of bridges Rail section has median level impacts on river processes and groundwater Link B has least impacts on river processes and groundwater Does not provide additional opportunities to benefit environment	Largest amount of bridges Rail section has median level impacts on river processes and groundwater Link C has greatest impacts on river processes and groundwater Provides opportunity to remediate significant erosion
Low	Low	Low	Low	Medium	Low	Lowest	Medium	Lowest
Do you agree with the preliminary evaluation of Natural and Physical Environment in Area 2 as presented?								
<input checked="" type="radio"/> Yes <input type="radio"/> No								
Do you have any comments on the preliminary evaluation as presented? Please provide below.								

Social and Cultural

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
<p>Portion of trail adjacent to road and will require crossing of road</p> <p>License agreement or easement necessary from Golf course or Go/Metrolinx, but would not impact operations</p> <p>Trail travels between two (2) City of Toronto Works properties which could be loud</p> <p>Road would block some views and vistas into the valley lands</p> <p>Travel between two (2) City of Toronto Works properties can cause a visual distraction.</p> <p>Limited access to natural areas</p> <p>Provides a challenging use for fitness users</p> <p>Not a direct travel route for connection with Areas 1 and 2</p>	<p>Portion of trail adjacent to road and will require crossing of road</p> <p>Trail travel between hydro towers and adjacent to a generating station</p> <p>License agreement or easement necessary from Golf course or Go/Metrolinx, but would not impact operations</p> <p>License agreement with Hydro Once necessary, but would not impact operations</p> <p>Road would block some views and vistas into the valley lands</p> <p>Limited access to natural areas</p> <p>Provides a challenging use for fitness users</p> <p>Not a direct travel route for connection with Areas 1 and 2</p>	<p>Portion of trail adjacent to road and will require crossing of road</p> <p>Trail travel between hydro towers and adjacent to a generating station</p> <p>License agreement or easement necessary from Golf course or Go/Metrolinx, but would not impact operations</p> <p>License agreement with Hydro Once necessary, but would not impact operations</p> <p>Road would block some views and vistas into the valley lands</p> <p>Limited access to natural areas</p> <p>Provides a challenging use for fitness users</p> <p>Not a direct travel route for connection with Areas 1 and 2</p>	<p>Portion of trail adjacent to river course</p> <p>Acquisition of golf course necessary, cease of operation needed</p> <p>Trail travels between two (2) City of Toronto Works properties which could be loud</p> <p>Trail travels through a variety of vistas</p> <p>Travel between two (2) City of Toronto Works properties can cause a visual distraction.</p> <p>Trail travels through a variety of natural landscapes</p> <p>Provides an interesting and easy to follow trail and access route</p> <p>Increases access to natural areas</p>	<p>Portion of trail adjacent to river course</p> <p>Trail travel between hydro towers and adjacent to a generating station</p> <p>Acquisition of golf course necessary, cease of operation needed</p> <p>License agreement with Hydro Once necessary, but would not impact operations</p> <p>Trail travels through a variety of vistas</p> <p>Trail travels through a variety of natural landscapes</p> <p>Provides an interesting and easy to follow trail and access route</p> <p>Increases access to natural areas</p>	<p>Portion of trail adjacent to river course</p> <p>Trail travel between hydro towers and adjacent to a generating station</p> <p>Acquisition of golf course necessary, cease of operation needed</p> <p>License agreement with Hydro Once necessary, but would not impact operations</p> <p>Trail travels through a variety of vistas</p> <p>Trail travels through a variety of natural landscapes</p> <p>Provides an interesting and easy to follow trail and access route</p> <p>Increases access to natural areas</p>	<p>Portion of trail travels along rail line right of way and is adjacent to golf course</p> <p>Rail line crossing would be at a sharp turn limiting visibility</p> <p>License agreement or easement of rail line right of way necessary, but would not impact operations</p> <p>Trail travels between two (2) City of Toronto Works properties which could be loud</p> <p>Golf course and rail line increase noise levels and disruptions</p> <p>Provides opportunities to view natural areas</p> <p>Travel between two (2) City of Toronto Works properties can cause a visual distraction.</p> <p>Limits some access to natural areas</p> <p>Provides an interesting and easy to follow trail and access route</p> <p>Direct travel route for connection with Areas 1 and 2</p>	<p>Portion of trail travels along rail line right of way and is adjacent to golf course</p> <p>Trail travel between hydro towers and adjacent a generating station</p> <p>License agreement or easement of rail line right of way necessary, but would not impact operations</p> <p>License agreement with Hydro Once necessary, but would not impact operations</p> <p>Golf course and rail line increase noise levels and disruptions</p> <p>Provides opportunities to view natural areas.</p> <p>Limits some access to natural areas</p> <p>Provides an interesting and easy to follow trail and access route</p> <p>Direct travel route for connection with Areas 1 and 2</p>	<p>Portion of trail travels along rail line right of way and is adjacent to golf course</p> <p>Trail travel between hydro towers and adjacent a generating station</p> <p>License agreement or easement of rail line right of way necessary, but would not impact operations</p> <p>License agreement with Hydro Once necessary, but would not impact operations</p> <p>Golf course and rail line increase noise levels and disruptions</p> <p>Provides opportunities to view natural areas,</p> <p>Limits some access to natural areas</p> <p>Provides an interesting and easy to follow trail and access route</p> <p>Direct travel route for connection with Areas 1 and 2</p>

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
No known archaeological sites	No known archaeological sites	No known archaeological sites	No known archaeological sites	No known archaeological sites	No known archaeological sites	No known archaeological sites	No known archaeological sites	No known archaeological sites
Potential to contain archeological sites, however within a disturbed area	Potential to contain archeological sites, however within a disturbed area	Potential to contain archeological sites, however within a disturbed area	Potential to contain archeological sites					
Lowest	Low	Low	Low	Medium	Low	Lowest	Low	Low

Do you agree with the preliminary evaluation of Social and Cultural Environment in Area 2 as presented?

Yes No

Do you have any comments on the preliminary evaluation as presented? Please provide below.

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Cost

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Medium trail length	Long trail length	Longest trail length	Medium trail length	Medium trail length	Longest trail length	Shortest trail length	Short Trail length	Medium trail length
Few bridge crossings	Few bridge crossings	Few bridge crossings	Medium amount of bridge crossings	Medium amount of bridge crossings	High amount of bridge crossings	Medium amount of bridge crossings	Medium amount of bridge crossings	High amount of bridge crossing
Potential relocation of existing infrastructure including hydro transformers, bus shelters, light standards	Potential relocation of existing infrastructure including hydro transformers, bus shelters, light standards	Potential relocation of existing infrastructure including hydro transformers, bus shelters, light standards	Portion of trail within golf course (golf cart path) already in place and may be reused	Portion of trail golf course (golf cart path) already in place and may be reused	Portion of trail within golf course (golf cart path) already in place and may be reused.	Stream mitigation likely needed at upstream end to protect against erosion	Stream mitigation likely needed at upstream end to protect against erosion	Stream mitigation likely needed at upstream end to protect against erosion
Retaining wall required along St Dennis Drive segment	Retaining wall required along St Dennis Drive segment	Retaining wall required along St Dennis Drive segment	Significant costs associated with Gatineau link A along ravine slope and rail crossing	Minimal construction costs associated with Gatineau link B as majority of trail already exists	Most significant costs associated with considerable alteration of major erosion scar at south extent of Gatineau corridor connection	Fencing and regrading / retaining along section parallel to rail	Fencing and regrading / retaining along section parallel to rail	Fencing and regrading / retaining along section parallel to rail
Significant capital and maintenance costs associated with ramps into and out of valley	Significant capital and maintenance costs associated with ramps into and out of valley	Significant capital and maintenance costs associated with ramps into and out of valley	Frequent maintenance and monitoring required for trail with respect to flooding, erosion, sedimentation and debris buildup	Costs may include anti-climbing fencing for hydro towers	Costs may include anti-climbing fencing for hydro towers	Significant costs associated with connection to Gatineau comdor along ravine slope and rail crossing	Minimal construction costs associated with Gatineau link B as majority of trail already exists	Most significant costs associated with considerable alteration of major erosion scar at south extent for Gatineau link C
Significant costs associated with connection to Gatineau corridor along ravine slope and rail crossing	Minimal construction costs associated with use of existing access route (Gatineau)	Costs may include anti-climbing fencing For hydro towers		Frequent maintenance and monitoring required for trail with respect to flooding, erosion, sedimentation and debris buildup		Section along rail away from frequent flooding, erosion, and sediment concerns	Costs may include Hydro anti-climbing fencing	Costs may include Hydro anti-climbing fencing

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Gatineau corridor connection a long term concern due to grades and potential groundwater issues.	Costs may include anti-climbing fencing for hydro towers Gatineau corridor connection low in expected maintenance due to significant existing alteration providing wide, low gradient access into valley.	Long term maintenance required with slope stabilization at downstream scar Maintenance and monitoring of trail over landfill required	Connection to Gatineau corridor a long term concern due to grades and potential groundwater issues	Gatineau corridor connection low in expected maintenance due to significant existing alteration providing wide, low gradient access into valley.	Frequent maintenance and monitoring required for trail with respect to flooding, erosion, sedimentation and debris buildup Long term maintenance required with slope stabilization at downstream scar Maintenance and monitoring of trail over landfill required	Section downstream of golf course requires maintenance due to erosion, frequent flooding and sedimentation Gatineau corridor connection a long term concern due to grades and potential groundwater issues	Section along rail away from frequent flooding, erosion, and sediment concerns Section downstream of golf course requires maintenance due to erosion, frequent flooding and sedimentation Gatineau corridor connection low in expected maintenance due to significant existing alteration providing wide, low gradient access into valley	Maintenance and monitoring of trail over landfill required Gatineau corridor connection will require long term maintenance due to slope stabilization at downstream scar
Low	Medium	Lowest	High	Highest	Low	High	Highest	Medium

Do you agree with the preliminary evaluation of Cost in Area 2 as presented?

Yes No

Do you have any comments on the preliminary evaluation as presented? Please provide below.

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Technical

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Road least technically feasible due to significant infrastructure required, retaining features to navigate slopes and movement of hydro infrastructure. Link A has moderate technical difficulties due to the extension of the trail along the side of the steep, wooded ravine and minor retaining structures involved.	Road least technically feasible due to significant infrastructure required, retaining features to navigate slopes and movement of hydro infrastructure. Link B most technically feasible as majority of trail (via access route) into valley exists.	Road least technically feasible due to significant infrastructure required, retaining features to navigate slopes and movement of hydro infrastructure. Link C least technically feasible and issues with implementation, including major slope restoration and interaction with landfill	River section moderate score of technical feasibility and ease of implementation Link A has moderate technical difficulties due to the extension of the trail along the side of the steep, wooded ravine and minor retaining structures involved.	River section moderate score of technical feasibility and ease of implementation Link B most technically feasible as majority of trail (via access route) into valley exists.	River section moderate score of technical feasibility and ease of implementation Link C least technically feasible and issues with implementation, including major slope restoration and interaction with landfill	Rail most technically feasible and easiest method of implementation Link A has moderate technical difficulties due to the extension of the trail along the side of the steep, wooded ravine and minor retaining structures involved.	Rail most technically feasible and easiest method of implementation Link B most technically feasible as majority of trail (via access route) into valley exists.	Rail most technically feasible and easiest method of implementation Link C least technically feasible and issues with implementation, including major slope restoration and interaction with landfill
Low	Medium	Lowest	Low	Medium	Medium	High	Highest	Low
Do you agree with the preliminary evaluation of Technical Considerations in Area 2 as presented?								
<input checked="" type="radio"/> Yes <input type="radio"/> No								
Do you have any comments on the preliminary evaluation as presented? Please provide below.								

Preliminary Evaluation of Trail Alignments in Area 2:

1. Which alternative do you prefer for Area 2 (please circle your response)?

Road Link A

Road Link B

Road Link C

River Walk A

River Walk B

River Walk C

Rail Trail A

Rail Trail B

Rail Trail C

2. Why?

*Allows for completion of trail while retaining
the golf course for recreational usage of public.
All other options are not worthy of consideration (road trail
or mean the destruction of the golf course which is
a private tax paying operation.*

3. Do you have any additional comments on the preliminary evaluation of alternative trail alignments in Area 2 as presented?

*I STRONGLY BELIEVE THAT BY CROSSING EGLINTON AVE
EAST OF THE RAIL LINE OFFERS THE OPPORTUNITY OF
TAKING THE TRAIL THROUGH DELIGHTFUL TOPOGRAPHY TO
THE EXISTING RAIL CROSSING IN SECTION 6 OF AREA 2.*

Preliminary Evaluation of Alternative Trail Alignments in Area 3

Natural and Physical Environment

Access Route A	Access Route B	Access Route C
<p>2</p> <p>Low amount of vegetation removed</p> <p>Trail utilizing existing access route that travels adjacent to wetlands</p> <p>Travels adjacent to river course impacting wildlife habitat and aquatic habitat</p> <p>Short length of new trail segments, utilizing significant length of existing trail alignment</p> <p>Least impacts to river processes and hydraulics</p> <p>Does not provide additional opportunities to benefit environment</p>	<p>1</p> <p>Low amount of vegetation removed</p> <p>Trail utilizing existing access route that travels adjacent to wetlands</p> <p>Travels adjacent to river course impacting wildlife habitat and aquatic habitat</p> <p>Short length of new trail segments, utilizing significant length of existing trail alignment</p> <p>Minor impacts to river processes and hydraulics</p> <p>Does not provide additional opportunities to benefit environment</p>	<p>-4</p> <p>Medium amount of vegetation removed</p> <p>Trail utilizing existing access route that travels adjacent to wetlands</p> <p>Largest amount of linear forest removed</p> <p>Trail travels through an undisturbed forested area</p> <p>Travels adjacent to river course, in one area traveling on both sides of the river, impacting wildlife habitat and aquatic habitat</p> <p>Longest length of new trail segments, utilizing significant length of existing trail alignment</p> <p>Minor impacts to river processes and hydraulics</p> <p>Does not provide additional opportunities to benefit environment</p>
High	Medium	Low
<p>Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented?</p>		
<p><input checked="" type="radio"/> Yes <input type="radio"/> No</p>		
<p>Do you have any comments on the preliminary evaluation as presented? Please provide below</p>		

Functional Value

Access Route A	Access Route B	Access Route C
All of trail located within the valley lands	All of trail located within the valley lands	All of trail located within the valley lands
Flat and even terrain	Flat and even terrain	Majority flat and even terrain, steep areas with varying topography at the south connection
Provides access for infrastructure maintenance and emergency vehicles	Provides most direct access for infrastructure maintenance and emergency vehicles	Provides least direct access for infrastructure maintenance and emergency vehicles
Allows for easy connections to be made to Wynford Concord community	Does not allow for easy connections to be made to communities	Sharp turn may provides challenge for maintenance and emergency vehicles access
Meets additional planning initiative for Pan Am Path	Meets additional planning initiative for Pan Am Path	Connects to Taylor Creek Park area
No travel disruptions	No travel disruptions	Meets additional planning initiative for Pan Am Path
Highest	Highest	Longest travel route
		High

Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented?

Yes No

Do you have any comments on the preliminary evaluation as presented? Please provide below

I feel that while this is marginally of low value than the other two the difference is hardly worth noting

Social and Cultural

Access Route A	Access Route B	Access Route C
Trail adjacent to river course, poses some safety concerns	Trail adjacent to river course, poses some safety concerns	Trail adjacent to river course, poses some safety concerns
No disruptions to local study area business and infrastructure operations and maintenance	No disruptions to local study area business and infrastructure operations and maintenance	One sharp turn causes sight line barriers could pose a safety concern
Varying natural surroundings providing a variety of vistas and views	Varying natural surroundings providing a variety of vistas and views	No disruptions to local study area business and infrastructure operations and maintenance
No sight barriers present	No sight barriers present	Varying natural surroundings providing a variety of vistas and views
Provides interesting and easy to follow route	Provides interesting and easy to follow route	Additional landscapes views provided in south end
No known archaeological sites	No known archaeological sites	No sight barriers present
Potential to contain archeological sites is median	Potential to contain archeological sites is median	Provides interesting and easy to follow route
High*	High*	No known archaeological sites
		Potential to contain archeological sites is high
Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented?		
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
Do you have any comments on the preliminary evaluation as presented? Please provide below		
		<i>I believe C is of more social value than the other two because of the natural beauty of the topography</i>

Cost

Access Route A	Access Route B	Access Route C
2 bridges	2 bridges	1 bridge (maintain or replace other)
Short length of trail	Short length of trail	Longest length of trail
Crosses DVP once	Crosses DVP once	Crosses DVP 3 times
Medium*	Medium*	Medium <i>HIGHER</i>
Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented? Yes <input type="radio"/> No <input checked="" type="radio"/>		
Do you have any comments on the preliminary evaluation as presented? Please provide below		
		<i>1 bridge versus 2 bridges should make up for the increased length.</i>

Technical

Access Route A	Access Route B	Access Route C
Majority of trail alignment already exists	Majority of trail alignment already exists	Majority of trail alignment already exists
No expected issues with landowners or permitting	No expected issues with landowners, permitting agency identified potential issues with downstream bridge placement	No expected issues with landowners or permitting
Shortest section confined between channel and DVP	Longest section confined between channel and DVP	Longest section confined between channel and DVP
High	Medium	High
Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented? Yes <input checked="" type="radio"/> No <input type="radio"/>		
Do you have any comments on the preliminary evaluation as presented? Please provide below		

Preliminary Evaluation of Trail Alignments in AREA 3:

1. Which alternative do you prefer for Area 1 (please circle your response)?

Access Route A

Access Route B

Access Route C

2. Why?

I believe that C offers a topographically more interesting trail and therefore offers more to all users of the trail especially walkers since there is a convenient parking lot at the start of the Taylor Macey section

3. Do you have any additional comments on the preliminary evaluation of alternative trail alignments in Area 3 as presented?

Overall Summary

	Area 1		Area 2									Area 3		
	Forest A	Forest B	Road A	Road B	Road C	River A	River B	River C	Rail A	Rail B	Rail C	Access A	Access B	Access C
Functional Value	High	Med	Low	Med	Med	High	Highest	High	Med	High	Med	Highest	Highest	High
Natural and Physical Environment	Low	Low	Low	Low	Low	Low	Med	Low	Lowest	Med	Lowest	High	Med	Low
Social and Cultural Environment	High	High	Lowest	Low	Low	Low	Med	Low	Lowest	Low	Low	High	High	High
Cost	Low	Med	Low	Med	Lowest	High	Highest	Low	High	Highest	Med	Med	Med	Med
Technical	Med	Low	Low	Med	Lowest	Low	Med	Med	High	Highest	Low	High	Med	High
Total	4	-3	-18	-7	-16	-2	10	-3	-9	5	-13	16	14	3
Land Acquisition Required	no	no	no	no	no	yes	yes	yes	no	no	no	no	no	no

Do you agree with the summary table showing the preliminary evaluation of trail alignments as presented above (please circle your answer)? Yes No *entirely*

If you answered no, please explain.

Do you have any comments on the summary of the preliminary evaluation as presented?
Saying the east side of the railway through most of Area 2 provides more interesting topography and avoids the politically untenable position of expropriating the golf course.

Additional Questions

Do you have any other questions or comments related to the East Don Trail Environmental Assessment process to date?

Has the option of crossing Eglinton Avenue east of the railway line truly been evaluated?

Please leave your completed questionnaire at the door on the way out or, if you'd like more time to write your comments, please send them no later than Monday August 26, 2013 to:

ATTN: Natalie Seniuk
Project Coordinator

Email: nсениuk@trca.on.ca

Mail: Toronto and Region Conservation Authority
Restoration Services
5 Shoreham Drive
Downsview, ON M3N 1S4

East Don Trail Environmental Assessment

Community Liaison Committee #4

August 12, 2013

6:30 pm – 8:30 pm

Flemingdon Park Library

29 St Dennis Dr, Toronto - 2nd Floor Meeting Room

Handout

Preliminary Evaluation of Alternative Trail Alignments

Preliminary Evaluation of Alternative Trail Alignments in Area 1

Forest Trail A	Forest Trail B
Functional Value	
Do you agree with the preliminary evaluation of Functional Value in Area 1 as presented?	
Yes	
Do you have any comments on the preliminary evaluation as presented? Please provide below	
From Forest Trail A two connections to Victoria Village would be easy. One is from just north of the second bridge to Anewen Drive; the other is from between the 3rd and 4th bridges to Elvaston Drive.	From Forest Trail B there could still be one easy connection to Victoria Village, from just north of the second bridge to Anewen Drive.
Natural and Physical Environment	
Do you agree with the preliminary evaluation of Natural and Physical Environment in Area 1 as presented?	
Yes	
Do you have any comments on the preliminary evaluation as presented? Please provide below	
Forest Trail A requires cutting many trees north of the 3rd bridge, and it goes through a swampy area between the 3rd and 4th bridges.	Forest Trail B does not require cutting trees where it goes along the high ground near the railway, and it avoids the swampy area.

Social and Cultural	
Do you agree with the preliminary evaluation of Social and Cultural Environment in Area 1 as presented? Yes	
Do you have any comments on the preliminary evaluation as presented? Please provide below	
The trail does not appear to be close to the river course over most of its length. Vistas and views are mostly natural, with much opportunity to admire the river from the 6 bridges.	The trail does not appear to be close to the river course over most of its length. Vistas and views are partly unnatural looking at the railway; there is some opportunity to admire the river from 4 bridges.
Cost	
Do you agree with the preliminary evaluation of Cost in Area 1 as presented? Yes	
Do you have any comments on the preliminary evaluation as presented? Please provide below	
The second bridge (the one nearest Sweeney Drive) will be quite long, because the river is much wider there.	
Technical	
Do you agree with the preliminary evaluation of Technical Considerations in Area 1 as presented? Yes	
Do you have any comments on the preliminary evaluation as presented? Please provide below	
	Because the time required to complete the engineering design and to get permits should not be long compared to the total time needed to build the trail, that should not be a consideration in deciding the preferred alternative.

1. Which alternative do you prefer for Area 1 (please circle your response)?

Forest Trail A

Forest Trail B

2. Why?

The better connections to Victoria Village and the superior aesthetics outweigh the greater loss of natural vegetation.

3. Do you have any additional comments on the preliminary evaluation of alternative trail alignments in Area 1 as presented?

Most of the way is common to Forest Trails A and B. Presumably the evaluation includes this common way, not just the distinct parts. Both Forest Trails go through mature forest, and they should be fenced to keep unleashed dogs from running into the forest and causing disturbance. For the second (south) crossing of the railway, a new tunnel is planned. Unlike the first crossing, there is very little room under the railway next to the river and the bank is steep, but going along the riverbank under the railway instead of tunneling might be a possibility. South of the last bridge over the river, going under Eglinton Avenue East, the bank is very steep. Probably another bridge structure will be needed, similar to the one built recently under Don Mills Road connecting the Charles Sauriol parking lot to Ernest Thompson Seton Park.

Preliminary Evaluation of Alternative Trail Alignments in Area 2

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Functional Value								
Do you agree with the preliminary evaluation of Functional Value in Area 2 as presented?								
No. I think Rail Trail B is best functionally.								
Do you have any comments on the preliminary evaluation as presented? Please provide below								
Being on a street, with steep grades up and down again, limits multiple use. Connection A is very steep at the west end.	Being on a street, with steep grades up and down again, limits multiple use. The existing cutting across the hill gives B reasonably gentle slopes.	Being on a street, with steep grades up and down again, limits multiple use. The part of C beyond B is flat until the south end.	The River Walks are best for walking or recreational cycling. Connection A is very steep at the west end.	The River Walks are best for walking or recreational cycling. The existing cutting across the hill gives B reasonably gentle slopes.	The River Walks are best for walking or recreational cycling. The part of C beyond B is flat until the south end.	The Rail Trails will please fast cyclists but not strolling walkers. Connection A is very steep at the west end.	The Rail Trails will please fast cyclists but not strolling walkers. The existing cutting across the hill gives B reasonably gentle slopes.	The Rail Trails will please fast cyclists but not strolling walkers. The part of C beyond B is flat until the south end.

Natural and Physical Environment								
Do you agree with the preliminary evaluation of Natural and Physical Environment in Area 2 as presented? Yes								
Do you have any comments on the preliminary evaluation as presented? Please provide below								
Building the trail down from the street at the south end will destroy many trees. Some vegetation will be removed at the west end of A.	Building the trail down from the street at the south end will destroy many trees. Upgrading the existing B roadway should not affect any vegetation.	Building the trail down from the street at the south end will destroy many trees. C will cause most damage north and south of the landfill.	The environment of the River walks is already unnatural. Some vegetation will be removed at the west end of A.	The environment of the River walks is already unnatural. Upgrading the existing B roadway should not affect any vegetation.	The environment of the River walks is already unnatural. C will cause most damage north and south of the landfill.	The golf course will no longer be screened from the railway. Some vegetation will be removed at the west end of A.	The golf course will no longer be screened from the railway. Upgrading the existing B roadway should not affect any vegetation.	The golf course will no longer be screened from the railway. C will cause most damage north and south of the landfill.
Social and Cultural								
Do you agree with the preliminary evaluation of Social and Cultural Environment in Area 2 as presented? No. Loss of the opportunity to play golf makes the River Walks less attractive socially and culturally.								
Do you have any comments on the preliminary evaluation as presented? Please provide below								
Aesthetics along streets are poor. Vistas down connection A are utilitarian.	Aesthetics along streets are poor. B's descent into the valley is quite beautiful.	Aesthetics along streets are poor. C also has attractive vistas, including the landfill.	River Walks are nearest to the river. Vistas down connection A are utilitarian.	River Walks are nearest to the river. B's descent into the valley is quite beautiful.	River Walks are nearest to the river. C also has attractive vistas, including the landfill.	Rail Trails are practical but uglier. Vistas down connection A are utilitarian.	Rail Trails are practical but uglier. B's descent into the valley is quite beautiful.	Rail Trails are practical but uglier. C also has attractive vistas, including the landfill.
Cost								
Do you agree with the preliminary evaluation of Cost in Area 2 as presented? Yes								
Do you have any comments on the preliminary evaluation as presented? Please provide below								

There is nothing more I can think of to add to the thorough evaluation of relative costs.		
Technical		
Do you agree with the preliminary evaluation of Technical Considerations in Area 2 as presented? Yes. I have not additional comments on A, B or C.		
Do you have any comments on the preliminary evaluation as presented? Please provide below		
The need for so much construction is not clear. A complete trail parallel to the streets seems to be planned, rather than use of existing sidewalks for walkers and the roadway for cyclists.	Crossing the river by the existing vehicular bridge near the clubhouse and following the service road and cart path southward might be easier technically.	The Rail Trail appears to be quite challenging because the space between the golf fairway and the track is narrow, steeply sloping, and made of unconsolidated ballast.

1. Which alternative do you prefer for Area 2 (please circle your response)?

- Road Link A
- Road Link B
- Road Link C
- River Walk A
- River Walk B
- River Walk C
- Rail Trail A

Rail Trail B

Rail Trail C

2. Why?

The spine of the Rail Trail follows the west side of the river and does not disturb the fine forest on the east side at the north part of Area 2. It provides a practical way past the golf course. From the south end where the trail is on the west side of the river, stairs could be built up to Pavane Linkway, where there is now an informal path, to give access from the Flemington Park community.

3. Do you have any additional comments on the preliminary evaluation of alternative trail alignments in Area 2 as presented?

The fenced section of the Rail Trail between the railway and the golf fairway will resemble the part of the Lower Don Trail between the Don Valley Parkway and the river with fences on each side. It will need to be wide enough to allow riding cyclists to pass pedestrians (with their dogs). The spine south of the level crossing from Gatineau link B has 3 bridges and one tunnel under the railway. It might be replaced by the part of Gatineau link C south of the level crossing, so that the spine would cross to the east of the

railway at that level crossing; then there would be one bridge and no tunnel, but there are the technical difficulties with the eroding slope at the south end. Before a decision in favour of River Walk can be made, the golf course must have been bought and it must no longer be used for golfing, so that there will not be delay while negotiations to acquire it go on. If the Rail Trail is built and the golf course is purchased eventually, then the Rail Trail could become primarily for cyclists, and the River Walk then made narrower and with a gravel surface primarily for walkers.

Preliminary Evaluation of Alternative Trail Alignments in Area 3

Access Route A	Access Route B	Access Route C
Functional Value		
Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented?		
Yes		
Do you have any comments on the preliminary evaluation as presented? Please provide below		
Several turns going to the Lower Don, also roundabout to Taylor Creek Park. Most convenient for Thorncliffe and Ernest Thompson Seton Park.	Fewest turns going to the Lower Don, and most direct to Taylor Creek Park. Reasonably convenient for Thorncliffe and Ernest Thompson Seton Park.	Most roundabout getting to the Lower Don; convenient only for Taylor Creek Park going east. Maintenance vehicles cannot use the existing pedestrian bridge across Taylor Creek.
Natural and Physical Environment		
Do you agree with the preliminary evaluation of Natural and Physical Environment in Area 3 as presented?		
No		
Do you have any comments on the preliminary evaluation as presented? Please provide below		
The new bridge across the Don will destroy vegetation including large trees on both sides, and the way on to the Charles Sauriol parking lot will fragment parkland.	Access Route B utilizes the existing road all the way south to Taylor Creek, and crosses it by an existing culvert.	Access Route C destroys much vegetation on the north side of Taylor Creek, and must cut through a ridge where the creek bends.
Social and Cultural		
Do you agree with the preliminary evaluation of Social and Cultural Environment in Area 3 as presented?		
No		
Do you have any comments on the preliminary evaluation as presented? Please provide below		
Access Route A will make the parkland by the Charles Sauriol parking lot less attractive.		

Cost		
Do you agree with the preliminary evaluation of Cost in Area 3 as presented? No		
Do you have any comments on the preliminary evaluation as presented? Please provide below		
The longer bridge over the wider East Don should be more expensive.	The shorter bridge over narrower Taylor Creek should be less expensive, even if the existing culvert cannot be used.	This longest route should be most expensive.
Technical		
Do you agree with the preliminary evaluation of Technical Considerations in Area 3 as presented? No		
Do you have any comments on the preliminary evaluation as presented? Please provide below		
Because the space between the channel and the Don Valley Parkway is quite wide, hardly confining, having the section between them shorter does not seem to be a particular advantage.	Since there is a culvert across Taylor Creek at the downstream end now, it is hard to understand why there could be an issue permitting a crossing there.	This route goes around a bend of Taylor Creek which is eroding, and may be technically more difficult as a result.

1. Which alternative do you prefer for Area 3 (please circle your response)?

Access Route A

Access Route B

Access Route C

2. Why?

I think some of the advantages of Access Route A have been over-rated in the preliminary evaluation compared to Access Route B. To me B appears superior in all of the criteria, for the reasons stated in the table above.

3. Do you have any additional comments on the preliminary evaluation of alternative trail alignments in Area 3 as presented?

A stair going down northward from Woodbine Heights Boulevard to meet the trail on the east side of the river would give access from Parkview Hills.

Overall Summary

Do you agree with the summary table showing the preliminary evaluation of trail alignments as presented above (please circle your answer)? Yes

No

If you answered no, please explain.

I do agree with everything in the summary table except that I would interchange some ratings in Area 3 with the result that Access route B would come out higher.

Do you have any comments on the summary of the preliminary evaluation as presented?

Much data has been gathered by professionals and assessed by experts to produce this evaluation. The preferred alignment resulting from the evaluation will make a great trail. In particular, it makes the valley more accessible for appreciation of nature while avoiding damage to the best areas.

Additional Questions

Do you have any other questions or comments related to the East Don Trail Environmental Assessment process to date?

On August 12 we were told that the second Public Information Centre will be on Thursday, September 12, 2013. Unfortunately, because the deadline for the September issue of the Toronto Field Naturalists (TFN) newsletter was August 1, it was not possible to include an announcement in it; however, it can be mentioned at the meeting on September 8. I was told that the PIC will be announced on the TFN web site but I have not found it there.

, Toronto Field Naturalists

Please leave your completed questionnaire at the door on the way out or, if you'd like more time to write your comments, please send them no later than Monday August 26, 2013 to:

ATTN: Natalie Seniuk
Project Coordinator
Email: nseniuk@trca.on.ca

Mail: Toronto and Region Conservation
Authority
Restoration Services
5 Shoreham Drive
Downsview, ON M3N 1S4

Evaluation of Alternative Trail Alignments: August 2013

██████████, Member of the Community Liaison Committee, East Don Trail Environmental Assessment

General Comments

Thanks for all the effort you have put into this project. You have obviously done a lot of research and sought to cover every aspect of the proposed trail. Your methodology in using a weighting scheme has allowed you to identify the issues with each of the possible routes and their relative merits when compared to each other. The one criticism I have with the weighting scheme is that you have given equal weighting to the natural environment along with other criteria.

From my perspective, this part of the valley retains some of the best remnants of the natural environment remaining in the lower Don. I say remnants because even here the valley has been highly modified by past human use. However, that should not dissuade us from putting the natural environment at the forefront of our thoughts when we are proposing yet another human use, ie. the trail. In my opinion, I think the natural environment should be given a heavier weighting than all other criteria.

So here are my comments on the proposed alignments.

Area 1

My preference is for Forest Trail A. While it entails two extra river crossings, it has a smaller impact on the river than Trail B which would require extensive bank stabilization. Trail A also has the advantage of providing important access points into Anewen and Wigmore Parks to the east of the valley.

Area 2

My preference is for part of Rail Trail A & B (see map below). My proposed route would follow Rail Trail A along the east side of the railway up to the existing level crossing. Then cross the tracks here and proceed up the west side of the tracks (also adjacent to the golf course) north to Area 1. This route reduces the need to cross the river in three places and reduces the need to create a new track crossing at the south end of Area 2. Rail Trail A crosses an old landfill which will reduce the impact on the natural forest that the route west of the tracks would entail. This route also is the cheapest route for the proposed Pan-Am path that will link up with the Gatineau trail. It also eliminates the need for land acquisition.



Area 3

My preference is for Access Route A. This route avoids Taylor-Massey Creek which is prone to serious flooding and has relatively low banks as compared to the Don. The low banks would necessitate more extensive bridging to accommodate future flood flows. The location for the bridge crossing over the Don River for Access Route A, the banks are fairly high and should reduce the possibility of flood damage to the bridge if built here. This route also avoids a small wetland (not shown on the map) which is between the mouth of Taylor-Massey Creek and the placement of the bridge crossing for Access Route A. There may be the possibility to enhance this wetland once construction is complete.

From: [REDACTED]
To: [Natalie.Seniuk](mailto:Natalie.Seniuk@trca.on.ca)
Cc: [REDACTED]; [REDACTED]
Subject: RE: East Don Trail - CLC Meeting #4 - Materials Available in CLC Folder
Date: 08/26/2013 01:07 PM

Natalie,
Following the comments from [REDACTED] I went with him to look at the possibility of crossing underneath Eglinton on the east side of the railway track. It certainly looks as though there is room to put the trail through that section, even if it may be a bit narrower than the rest of the trail. It is also protected from the river by the railroad track, which means of course protection from flooding. I do not know the topography as it continues south but staying on the east side of the river if possible would certainly be a much better alternative than the golf course and a much more direct link to the Gatineau trail unless there were other major implications.

Apart from this major problem I think that the reasoning behind the rest of the trail is fairly good and I would support the rest of the recommendations.

[REDACTED]
DMRI

To: NSeniuk@trca.on.ca
Subject: East Don Trail - CLC Meeting #4 - Materials Available in CLC Folder
From: NSeniuk@trca.on.ca
Date: Wed, 14 Aug 2013 14:56:06 -0400

Hello everyone,

Thank you to those that were able to attend Monday's CLC Meeting. For those unable to attend, a copy of the materials provided at CLC Meeting #4 have been uploaded to the CLC Dropbox Folder. To access the materials, please use the following link:

[REDACTED]

Please note, the project team is requesting feedback from all CLC Members regarding the Evaluation of the Alternative Trail Alignments by Monday August 26, 2013.

If you have any questions while reviewing the materials please do not hesitate to contact me.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |
Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |
(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

***PLEASE CONSIDER THE ENVIRONMENT WHEN DECIDING TO PRINT THIS MESSAGE**

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Thank you."

Preliminary Evaluation of Alternative Trail Alignments in Area 1

Functional Value

Forest Trail A	Forest Trail B
<p>All of trail located within the valley lands</p> <p>Route travels through varying topography</p> <p>Some steep areas</p> <p>Improves access to some infrastructure and emergency vehicle access</p> <p>Allows for easy future connection to be made to Victoria village, could utilize some exiting informal trails</p> <p>Does not meet nor preclude any objectives for additional planning initiatives</p> <p>No travel disruptions and no steep access between existing East Don Trail and Area 2</p>	<p>All of trail located within the valley lands</p> <p>Route travels through varying topography</p> <p>Some steep areas</p> <p>Improves access to some infrastructure and emergency vehicle access</p> <p>Eliminates easy future connection to be made to Victoria village</p> <p>Does not meet nor preclude any objectives for additional planning initiatives</p> <p>No travel disruptions and no steep access between existing East Don Trail and Area 2</p>
High	Medium
<p>Do you agree with the preliminary evaluation of Functional Value in Area 1 as presented?</p> <p><input checked="" type="radio"/> Yes <input type="radio"/> No</p> <p>Do you have any comments on the preliminary evaluation as presented? Please provide below</p>	

Preliminary Evaluation of Alternative Trail Alignments in Area 1

Natural and Physical Environment

Forest Trail A	Forest Trail B
<p>High amount of vegetation removed</p> <p>Majority of vegetation communities are ranked L4 and L5</p> <p>Large community of invasive species, including Manitoba maple and scotch pine.</p> <p>Presence of vegetation communities ranked L3</p> <p>Impact to wetland habitat, passes one and crosses one</p> <p>Majority of trail adjacent to river course</p> <p>Minor impacts to groundwater and surface drainage</p> <p>6 bridges have minor impact to river processes and hydraulics</p>	<p>High amount of vegetation removed</p> <p>Majority of vegetation communities are ranked L4 and L5</p> <p>Large community of invasive species, including Manitoba maple and scotch pine.</p> <p>Presence of vegetation communities ranked L3</p> <p>Impact to wetland habitat, passes multiple and crosses one</p> <p>Majority of trail adjacent to river course</p> <p>Minor impacts to groundwater and surface drainage</p> <p>4 bridges and significant erosion and slope works have moderate impacts on river processes and hydraulics</p> <p>Provides opportunity to remediate erosion, which would provide a benefit to the aquatic habitat</p>
Low	Low
Do you agree with the preliminary evaluation of Natural and Physical Environment in Area 1 as presented?	
<input checked="" type="radio"/> Yes <input type="radio"/> No	
Do you have any comments on the preliminary evaluation as presented? Please provide below	
	<p>Erosion + Slope work may have major impact on river processes (+ve or -ve)</p>

Preliminary Evaluation of Alternative Trail Alignments in Area 1

Social and Cultural

Forest Trail A	Forest Trail B
<p>Trail is adjacent to river course, poses some safety concerns</p> <p>No disruptions to Local Study Area business and infrastructure operations and maintenance</p> <p>Varying natural surroundings provide a variety of vistas and views</p> <p>No sight barriers present</p> <p>Provides some challenges for fitness users</p> <p>Minimal noise level disruptions</p> <p>No known archaeological sites</p> <p>Potential to contain archeological sites</p>	<p>Trail is adjacent to river course, poses some safety concerns</p> <p>No disruptions to Local Study Area business and infrastructure operations and maintenance</p> <p>Varying natural surroundings provide a variety of vistas and views</p> <p>No sight barriers present</p> <p>Provides some challenges for fitness users</p> <p>Proximity to rail line could increase noise levels and disruptions</p> <p>No known archaeological sites</p> <p>Potential to contain archeological sites</p>
High*	High
<p>Do you agree with the preliminary evaluation of Social and Cultural Environment in Area 1 as presented?</p> <p><input checked="" type="radio"/> Yes <input type="radio"/> No</p> <p>Do you have any comments on the preliminary evaluation as presented? Please provide below</p>	
<p>Slopes may have impacts re accessibility legislation AODA</p>	

Preliminary Evaluation of Alternative Trail Alignments in Area 1

Cost

Forest Trail A	Forest Trail B
6 Bridges	4 Bridges
Minor channel works required	Significant erosion and slope stabilization required
Same length of trail (1.6km)	Same length of trail (1.6km)
Longest length of trail within floodplain	Shortest length of trail in floodplain
Low	Medium
<p>Do you agree with the preliminary evaluation of Cost in Area 1 as presented?</p> <p><input checked="" type="radio"/> Yes <input type="radio"/> No</p>	
<p>Do you have any comments on the preliminary evaluation as presented? Please provide below.</p>	
<p><i>would need more detailed costing to determine if this evaluation is correct</i></p>	

Technical

Forest Trail A	Forest Trail B
Less permitting complications	Significant channel and slope works requires engineered design with lengthy permitting
Shorter time to implement	Longer time to implement
Medium	Low
<p>Do you agree with the preliminary evaluation of Technical Considerations in Area 1 as presented?</p> <p><input checked="" type="radio"/> Yes <input type="radio"/> No</p>	
<p>Do you have any comments on the preliminary evaluation as presented? Please provide below.</p>	

Preliminary Evaluation of Alternative Trail Alignments in Area 1:

1. Which alternative do you prefer for Area 1 (please circle your response)?

Forest Trail A

Forest Trail B

2. Why?

ON BALANCE IS A BETTER CHOICE

3. Do you have any additional comments on the preliminary evaluation of alternative trail alignments in Area 1 as presented?

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Do you agree with the preliminary evaluation of Functional Value in Area 2 as presented?								
<input checked="" type="radio"/> Yes <input type="radio"/> No								
Do you have any comments on the preliminary evaluation as presented? Please provide below.								

Natural and Physical Environment

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
High amount of vegetation removed	High amount of vegetation removed	High amount of vegetation removed	Lowest amount of vegetation removed	Lowest amount of vegetation removed	Lowest amount of vegetation removed	Highest amount of vegetation removed	High amount of vegetation removed	Highest amount of vegetation removed
Travels through a restored terrestrial area Travels through a forested area (Gatineau access)	High amount of invasive species No significant terrestrial species	Presence of invasive species Presence of an L2 ranked vegetation community	High amount of invasive species Travels through a forested area (Gatineau access)	High amount of invasive species No significant terrestrial species	Highest amount of invasive species Presence of an L2 ranked vegetation community	High amount of invasive species Travels through a forested area (Gatineau access) High amount of forest land traveled through	High amount of invasive species No significant terrestrial species	Highest amount of invasive species Presence of an L2 ranked vegetation community
Highest amount of forest land traveled through	Highest amount of forest land traveled through							
A portion adjacent to river course	A portion adjacent to river course	Majority of trail away from river course	Majority adjacent to river course	Majority adjacent to river course	Majority adjacent to river course	A portion adjacent to river course	A portion adjacent to river course	A portion adjacent to river course
Impact to wetland habitat	Impact to wetland habitat	Impact to wetland habitat	No impact to wetland habitat	No impact to wetland habitat	Impact to wetland habitat	No impact to wetland habitat	No impact to wetland habitat	Impact to wetland habitat
Longest trail length through wildlife habitat	Median trail length through wildlife habitat	Median trail length through wildlife habitat	Median trail length through wildlife habitat Highest potential to flood	Shortest trail length through wildlife habitat Highest potential to flood	Shortest trail length through wildlife habitat Highest potential to flood	Median trail length through wildlife habitat Fenced area creates barrier to wildlife movement	Median trail length through wildlife habitat	Longest trail length through wildlife habitat Fenced area creates barrier to wildlife movement

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Low amount of bridges	Low amount of bridges	Low amount of bridges	Medium amount of bridges	Medium amount of bridges	High amount of bridges	Medium amount of bridges	Medium amount of bridges	Largest amount of bridges
Road has least impacts on river processes and groundwater	Road has least impacts on river processes and groundwater	Road has least impacts on river processes and groundwater	River section has greatest impact on river processes and groundwater	River section has greatest impact on river processes and groundwater	River section has greatest impact on river processes and groundwater	Rail section has median level impacts on river processes and groundwater	Rail section has median level impacts on river processes and groundwater	Rail section has median level impacts on river processes and groundwater
Link A has median level impacts on river processes and groundwater	Link B has least impacts on river processes and groundwater	Link C has greatest impacts on river processes and groundwater	Link A has median level impacts on river processes and groundwater	Link B has least impacts on river processes and groundwater	Link C has greatest impacts on river processes and groundwater	Link A has median level impacts on river processes and groundwater	Link B has least impacts on river processes and groundwater	Link C has greatest impacts on river processes and groundwater
Does not provide additional opportunities to benefit environment	Does not provide additional opportunities to benefit environment	Provides opportunity to remediate significant erosion	Provides opportunity for restoration and regeneration of valley lands (golf course lands)	Provides opportunity for restoration and regeneration of valley lands (golf course lands)	Provides opportunity for restoration and regeneration of valley lands (golf course lands) Provides opportunity to remediate significant erosion	Does not provide additional opportunities to benefit environment	Does not provide additional opportunities to benefit environment	Provides opportunity to remediate significant erosion
Low	Low	Low	Low	Medium	Low	Lowest	Medium	Lowest

Do you agree with the preliminary evaluation of Natural and Physical Environment in Area 2 as presented?

Yes No

Do you have any comments on the preliminary evaluation as presented? Please provide below.

--	--	--	--	--	--	--	--	--

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Gatineau corridor connection a long term concern due to grades and potential groundwater issues.	Costs may include anti-climbing fencing for hydro towers Gatineau corridor connection low in expected maintenance due to significant existing alteration providing wide, low gradient access into valley.	Long term maintenance required with slope stabilization at downstream scar Maintenance and monitoring of trail over landfill required	Connection to Gatineau corridor a long term concern due to grades and potential groundwater issues	Gatineau corridor connection low in expected maintenance due to significant existing alteration providing wide, low gradient access into valley.	Frequent maintenance and monitoring required for trail with respect to flooding, erosion, sedimentation and debris buildup Long term maintenance required with slope stabilization at downstream scar Maintenance and monitoring of trail over landfill required	Section downstream of golf course requires maintenance due to erosion, frequent flooding and sedimentation Gatineau corridor connection a long term concern due to grades and potential groundwater issues	Section along rail away from frequent flooding, erosion, and sediment concerns Section downstream of golf course requires maintenance due to erosion, frequent flooding and sedimentation Gatineau corridor connection low in expected maintenance due to significant existing alteration providing wide, low gradient access into valley	Maintenance and monitoring of trail over landfill required Gatineau corridor connection will require long term maintenance due to slope stabilization at downstream scar
Low	Medium	Lowest	High	Highest	Low	High	Highest	Medium

Do you agree with the preliminary evaluation of Cost in Area 2 as presented?

Yes No

Do you have any comments on the preliminary evaluation as presented? Please provide below.

Flooding / maintenance costs could be significant for the long term								
---	--	--	--	--	--	--	--	--

Technical

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Road least technically feasible due to significant infrastructure required, retaining slopes and movement of hydro infrastructure.	Road least technically feasible due to significant infrastructure required, retaining slopes and movement of hydro infrastructure.	Road least technically feasible due to significant infrastructure required, retaining slopes and movement of hydro infrastructure.	River section moderate score of technical feasibility and ease of implementation	River section moderate score of technical feasibility and ease of implementation	River section moderate score of technical feasibility and ease of implementation	Rail most technically feasible and easiest method of implementation	Rail most technically feasible and easiest method of implementation	Rail most technically feasible and easiest method of implementation
Link A has moderate technical difficulties due to the extension of the trail along the side of the steep, wooded ravine and minor retaining structures involved.	Link B most technically feasible as majority of trail (via access route) into valley exists.	Link C least technically feasible and issues with implementation, including major slope restoration and interaction with landfill	Link A has moderate technical difficulties due to the extension of the trail along the side of the steep, wooded ravine and minor retaining structures involved.	Link B most technically feasible as majority of trail (via access route) into valley exists.	Link C least technically feasible and issues with implementation, including major slope restoration and interaction with landfill	Link A has moderate technical difficulties due to the extension of the trail along the side of the steep, wooded ravine and minor retaining structures involved.	Link B most technically feasible as majority of trail (via access route) into valley exists.	Link C least technically feasible and issues with implementation, including major slope restoration and interaction with landfill
Low	Medium	Lowest	Low	Medium	Medium	High	Highest	Low
Do you agree with the preliminary evaluation of Technical Considerations in Area 2 as presented?								
<input checked="" type="radio"/> Yes <input type="radio"/> No								
Do you have any comments on the preliminary evaluation as presented? Please provide below.								

Preliminary Evaluation of Trail Alignments in Area 2:

1. Which alternative do you prefer for Area 2 (please circle your response)?

Road Link A

Road Link B

Road Link C

River Walk A

River Walk B

River Walk C

Rail Trail A

Rail Trail B

Rail Trail C

2. Why? MOST ATTRACTIVE RELATED TO THE MAJORITY OF CRITERIA

3. Do you have any additional comments on the preliminary evaluation of alternative trail alignments in Area 2 as presented?

IF THE GOLF COURSE CANNOT BE ACQUIRED THE EVALUATION WOULD CHANGE - IS A "GO/NO GO" SCENARIO

Preliminary Evaluation of Alternative Trail Alignments in Area 3

Natural and Physical Environment

Access Route A	Access Route B	Access Route C
2	1	-4
Low amount of vegetation removed	Low amount of vegetation removed	Medium amount of vegetation removed
Trail utilizing existing access route that travels adjacent to wetlands	Trail utilizing existing access route that travels adjacent to wetlands	Trail utilizing existing access route that travels adjacent to wetlands
Travels adjacent to river course impacting wildlife habitat and aquatic habitat	Travels adjacent to river course impacting wildlife habitat and aquatic habitat	Largest amount of linear forest removed Trail travels through an undisturbed forested area Travels adjacent to river course, in one area traveling on both sides of the river, impacting wildlife habitat and aquatic habitat
Short length of new trail segments, utilizing significant length of existing trail alignment	Short length of new trail segments, utilizing significant length of existing trail alignment	Longest length of new trail segments, utilizing significant length of existing trail alignment
Least impacts to river processes and hydraulics	Minor impacts to river processes and hydraulics	Minor impacts to river processes and hydraulics
Does not provide additional opportunities to benefit environment	Does not provide additional opportunities to benefit environment	Does not provide additional opportunities to benefit environment
High	Medium	Low
Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented?		
<input checked="" type="radio"/> Yes <input type="radio"/> No		
Do you have any comments on the preliminary evaluation as presented? Please provide below		

Functional Value

Access Route A	Access Route B	Access Route C
<p>All of trail located within the valley lands</p> <p>Flat and even terrain</p> <p>Provides access for infrastructure maintenance and emergency vehicles</p> <p>Allows for easy connections to be made to Wynford Concord community</p> <p>Meets additional planning initiative for Pan Am Path</p> <p>No travel disruptions</p>	<p>All of trail located within the valley lands</p> <p>Flat and even terrain</p> <p>Provides most direct access for infrastructure maintenance and emergency vehicles</p> <p>Does not allow for easy connections to be made to communities</p> <p>Meets additional planning initiative for Pan Am Path</p> <p>No travel disruptions</p>	<p>All of trail located within the valley lands</p> <p>Majority flat and even terrain, steep areas with varying topography at the south connection</p> <p>Provides least direct access for infrastructure maintenance and emergency vehicles</p> <p>Sharp turn may provides challenge for maintenance and emergency vehicles access</p> <p>Connects to Taylor Creek Park area</p> <p>Meets additional planning initiative for Pan Am Path</p> <p>Longest travel route</p>
Highest	Highest	High
<p>Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented?</p>		
<p><input checked="" type="radio"/> Yes <input type="radio"/> No</p>		
<p>Do you have any comments on the preliminary evaluation as presented? Please provide below</p>		
<p>Need to consider which alternative would involve least flood damage.</p>	<p>which alternative</p>	

Social and Cultural

Access Route A	Access Route B	Access Route C
Trail adjacent to river course, poses some safety concerns	Trail adjacent to river course, poses some safety concerns	Trail adjacent to river course, poses some safety concerns
No disruptions to local study area business and infrastructure operations and maintenance	No disruptions to local study area business and infrastructure operations and maintenance	One sharp turn causes sight line barriers could pose a safety concern
Varying natural surroundings providing a variety of vistas and views	Varying natural surroundings providing a variety of vistas and views	No disruptions to local study area business and infrastructure operations and maintenance
No sight barriers present	No sight barriers present	Varying natural surroundings providing a variety of vistas and views
Provides interesting and easy to follow route	Provides interesting and easy to follow route	Additional landscapes views provided in south end
No known archaeological sites	No known archaeological sites	No sight barriers present
Potential to contain archeological sites is median	Potential to contain archeological sites is median	Provides interesting and easy to follow route
High*	High*	No known archaeological sites
Potential to contain archeological sites is high		
High		
Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented?		
<input checked="" type="radio"/> Yes <input type="radio"/> No		
Do you have any comments on the preliminary evaluation as presented? Please provide below		

Cost

Access Route A	Access Route B	Access Route C
2 bridges Short length of trail Crosses DVP once	2 bridges Short length of trail Crosses DVP once	1 bridge (maintain or replace other) Longest length of trail Crosses DVP 3 times
Medium*	Medium*	Medium
Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented? <input checked="" type="radio"/> Yes <input type="radio"/> No		
Do you have any comments on the preliminary evaluation as presented? Please provide below		
Differences in maintenance cost?		

Technical

Access Route A	Access Route B	Access Route C
Majority of trail alignment already exists No expected issues with landowners or permitting Shortest section confined between channel and DVP	Majority of trail alignment already exists No expected issues with landowners, permitting agency identified potential issues with downstream bridge placement Longest section confined between channel and DVP	Majority of trail alignment already exists No expected issues with landowners or permitting Longest section confined between channel and DVP
High	Medium	High
Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented? <input checked="" type="radio"/> Yes <input type="radio"/> No		
Do you have any comments on the preliminary evaluation as presented? Please provide below		

Preliminary Evaluation of Trail Alignments in AREA 3:

1. Which alternative do you prefer for Area 1 (please circle your response)?

Access Route A

Access Route B

Access Route C

2. Why?

MEETS THE MOST CRITERIA

3. Do you have any additional comments on the preliminary evaluation of alternative trail alignments in Area 3 as presented?

Overall Summary

	Area 1		Area 2									Area 3		
	Forest A	Forest B	Road A	Road B	Road C	River A	River B	River C	Rail A	Rail B	Rail C	Access A	Access B	Access C
Functional Value	High	Med	Low	Med	Med	High	Highest	High	Med	High	Med	Highest	Highest	High
Natural and Physical Environment	Low	Low	Low	Low	Low	Low	Med	Low	Lowest	Med	Lowest	High	Med	Low
Social and Cultural Environment	High	High	Lowest	Low	Low	Low	Med	Low	Lowest	Low	Low	High	High	High
Cost	Low	Med	Low	Med	Lowest	High	Highest	Low	High	Highest	Med	Med	Med	Med
Technical	Med	Low	Low	Med	Lowest	Low	Med	Med	High	Highest	Low	High	Med	High
Total	4	-3	-18	-7	-16	-2	10	-3	-9	5	-13	16	14	3
Land Acquisition Required	no	no	no	no	no	yes	yes	yes	no	no	no	no	no	no

Do you agree with the summary table showing the preliminary evaluation of trail alignments as presented above (please circle your answer)?

Yes No

If you answered no, please explain.

~~IT~~ WOULD GO WITH ~~IT~~ ACCESS A - HIGHEST OVERALL

Do you have any comments on the summary of the preliminary evaluation as presented?

**East Don Trail Environmental Assessment
Preliminary Evaluation of Alternative Trail Alignments - Answers and Comments**

AREA 1

Page 5

Do you agree with the preliminary evaluation of Functional Value in Area 1 as presented? **Yes.**

Page 6

Do you agree with the preliminary evaluation of Natural and Physical Environment in Area 1 as presented? **Yes.**

**Comments: 1. Some rankings need to be updated.
2. More detailed information is needed about the location of the trail. An inventory of invasives would be helpful. (Degraded areas still provide habitat for biota and flora of many kinds.)**

Page 7

Do you agree with the preliminary evaluation of Social and Cultural Environment in Area 1 as presented? **Yes.**

Page 8

Do you agree with the preliminary evaluation of Cost in Area 1 as presented? **Yes.**
Comments: Forest Trail B will require long term maintenance for erosion.

Page 8

Do you agree with the preliminary evaluation of Technical Considerations in Area 1 as presented? **Yes.**

Page 9

1. Which alternative do you prefer for Area 1? **Forest Trail A**
2. Why? **Forest Trail B is far too steep to consider a trail - too costly and over the long term it would create a high maintenance situation for bridges, shores and adjacent land, and so it would be very disruptive to the land and river and biota. It is normal for a river to “cut” along the outside edge of a meander, and opposing that is a waste of effort.**

3. Do you have any additional comments on the preliminary evaluation of alternative trail alignments in Area 1 as presented? **Comments: Forest Trail A will need fine tuning of details at the detailed design stage and implementation stage to maximize success and minimize and mitigate disruption to the natural area.**

AREA 2

Page 11

Do you agree with the preliminary evaluation of Functional Value in Area 2 as presented? **Yes.**

Page 12

Do you agree with the preliminary evaluation of Natural and Physical Environment in Area 2 as presented? **Yes. Comments: We agree with River Walk B. Rail Trail B is shown on the West side of the tracks (the Golf Course side) and we agree with this. If Rail Trail B is moved to the East side of the tracks, the disruption and impact to the natural environment and biota there would be considerable and the impacts would continue long term.**

Page 14

Do you agree with the preliminary evaluation of Social and Cultural Environment in Area 2 as presented? **Yes.**

Page 15

Do you agree with the preliminary evaluation of Cost in Area 2 as presented? **Yes.**

Page 16

Do you agree with the preliminary evaluation of Technical Considerations in Area 2 as presented? **Yes. Comments: This is based on Rail Trail B being constructed as shown on maps on the West side of the tracks next to the Golf Course.**

Page 17

1. Preliminary Evaluation of Trail Alignments in Area 2: Which alternative do you prefer for Area 2?

**First Choice is River Walk B
Second Choice is Rail Trail B**

2. Why?

River Walk B: This creates the least disturbance to quality natural habitats. It should be constructed on flat ground. If the land cannot be acquired now, then over the long term this should be targeted for public acquisition. Investigations should be made about acquiring land for an easement for a trail, and perhaps a reconfiguration or tweaking of the golf course holes so that this could occur. *There is a precedent for this in Earl Bales Park where the golf course ceded land so a stormwater pond could be better located and in return they got some enhancements for the course that they were happy with.

Rail Trail B: This trail along the railway should be "Plan B" for the short term if the golf course is not cooperative at this point in time. The experience would be much like the Lower Don Trail - an urban natural experience that is enjoyable.

3. Do you have any additional comments on the preliminary evaluation of alternative trail alignments in Area 2 as presented?

Details about habitat and impact need to be evaluated at a more detailed design stage before decisions are confirmed.

ACCESS

Page 18

Do you agree with the preliminary evaluation of Natural and Physical Environment in Area 3 (Access) as presented? **No. Comments: Access Route A does impact the river and is at least equal to if not more impacting of the river processes and hydraulics because of duplication of the crossing. Presently there is no road or bridge. Though a low amount of vegetation would be removed, there are some very good specimens in the forested area, i.e. a large remnant sugar maple. We choose Access Route B because it utilizes an already disturbed and impacted area and will continue to be used by the maintenance vehicles. For the reasons outlined, Route B should be valued 2 points higher giving it a 3 and so be preferred over Route A.**

Page 19

Do you agree with the preliminary evaluation of Functional Value in Area 3 (Access) as presented? **No. Comments: Choose B. One problem is that if A is the preferred choice, then Access Route B will probably still be kept open so that vehicles for maintenance will have access to the infrastructure just on the other side of the river. They have quite a road and crossing constructed and will not likely be giving it up. The result is we would have two (!) roads in the valley whereas presently there is just one. This values Route B at 1 higher than Route A. We lose natural area and gain a road and bridge to no real advantage. The community in Thorncliffe and Flemingdon can still access easily, it is just a slight change, only a matter of metres. The comparison makes it seem as if it is a big difference but it is not. This values Route B higher by 1 more than Route A. Use the existing crossing shown as Route B. So Route B should be valued higher for the reasons outlined.**

Page 20

Do you agree with the preliminary evaluation of Social and Cultural in Area 3 (Access) as presented? **Yes.**

Page 21

Do you agree with the preliminary evaluation of Cost in Area 3 (Access) as presented? **No. The two Routes are not equal in rank. Route B does not require an additional bridge and trail construction to a very high standard so that maintenance vehicles and heavy construction equipment could use it as does Route A, because Route B with these characteristics already exists for the most part. Why do I say that? It's because It is likely Toronto Water and TRCA will keep and invest and construct and repair this crossing as needed at what we call Route B for access for the large Emergency Outfall for the sanitary sewer connected to the Coxwell trunk sewer which is located adjacent to the Route B river crossing. If Route A was chosen it is unlikely that the Toronto Water and T RCA (which requires access using heavy equipment for erosion work from time to time) will decommission the crossing (Route B) under the DVP and we will have 2 disturbance areas, 2 crossings and the costs that are associated with both. Route B should be valued higher in the ranking for these reasons.**

Page 21

Do you agree with the preliminary evaluation of Technical in Area 3 (Access) as presented? **No. All sections of the Don but especially in this area of the confluence of streams can have “issues”. The Works/Water department will build a strong and long lived safe crossing for their vehicles and we should use this access. Access Route B should therefore be valued at High also.**

Page 22

Preliminary Evaluation of Trail Alignments in AREA 3 (Access):

1. Which alternative do you prefer for Area 1?

Access Route B

2. Why? **Route B makes use of an existing crossing which will likely remain for the long term (and so it will have a crossing bridge and maintenance for it). This is most cost effective as it requires only the one crossing, and disrupts and disturbs natural areas least. The access for the Thorncliffe/Flemingdon communities is good.**

3. Additional Comments:

If Route A is chosen we will have two roads in the valley and a loss of natural area to more infrastructure.

Page 23

Do you agree with the summary table showing the preliminary evaluation of trail alignments as presented? **No.**

Comments: **Access Route B should be valued higher for the reasons outlined above. It should be High for Cost, and High, not Medium for Natural Environment. This would make it the preferred Access alternative.**

Additional Comments on the process to date

1. **Weighting continues to be an issue. For example, a route about a hundred or so metres longer compared to another slightly shorter should not count as much as loss of natural area or disturbance to riparian zones etc. Equivalencies need to be more carefully considered.**

2. **Time to digest and read and respond is very tight and I have not been able to keep up.**

Meeting #5 – March 6, 2014 (Phase 2)

Agenda, Presentation, Handouts, Meeting Notes, Completed Questionnaires

**East Don Trail Environmental Assessment
Community Liaison Committee #5**

**Thursday March 6, 2014
Flemingdon Health Centre – Community Room
10 Gateway Boulevard, Toronto
6:30 – 8:30 pm**

AGENDA

- 6:30 – 6:40 Welcome and Introductions**
- Welcome and opening comments from the Chair
- 6:40 – 7:00 Housekeeping and Follow-up Items**
- Finalize CLC #4 Notes
 - Update about project status and schedule
 - Review Key Comments and Responses from CLC review of Baseline Environmental Inventory
 - Review project team action and follow-up items from previous CLC meetings
- 7:00 – 7:15 Phase 2 Update**
- Where we are in the process
 - Feedback received
- 7:15 – 8:15 Refinements to Phase 2**
- Area 1
 - Alternative Trail Alignments
 - Evaluation
 - Area 2
 - Alternative Trail Alignments
 - Evaluation
- 8:15 – 8:30 Closing**
- Summary of Comments Heard
 - Next Steps in 2014
 - Questions

EAST DON TRAIL ENVIRONMENTAL ASSESSMENT

Community Liaison Committee
Meeting #5
March 6, 2014
6:30 to 8:30 pm
Flemingdon Park Health Centre



Agenda

1. Welcome and Introductions
2. Housekeeping and Follow-up Items
 - a) Finalize CLC #4 Notes
 - b) Key Comments/Responses from BEI
 - c) Action and Follow-up Items
3. Project Update
4. Refinements to Phase 2
 - a) Area 1- Alternative Trail Alignments and Evaluation
 - b) Area 2 - Alternative Trail Alignments and Evaluation
5. Closing
 - a) Summary of comments heard
 - b) Next steps in 2014
6. Questions

Housekeeping & Follow-up

A. Finalize Meeting #4 Notes

B. Key Comments/Responses from BEI

- See handout provided

C. Action and Follow-up Items

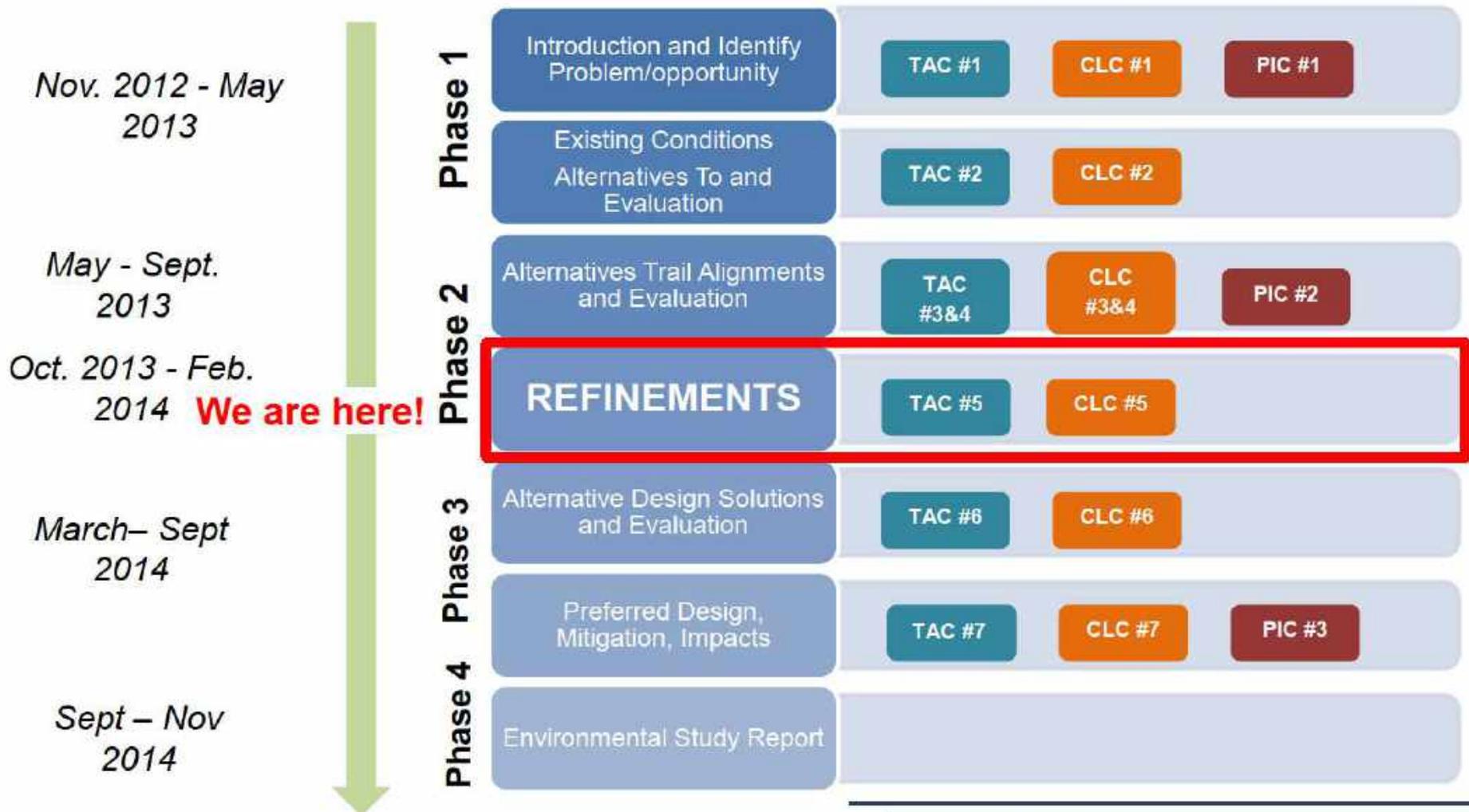
- See handout provided

Project Update - Status

Status of Project

- Alternative Trail Alignments and evaluation were presented to the public at PIC #2 on September 12, 2013
- Key Stakeholder meetings were held with Hydro One, Metrolinx and Flemington Park Golf Club
- Project team has been working on revisions to Phase 2 – Alternative Trail Alignments and Evaluation based on Public and Stakeholder feedback

Project Update – Schedule



Project Update: Initial Alternative Trail Alignments

Area 1

2 trail alignment options:

- Forest Trail A
- Forest Trail B

Area 2

9 trail alignment options:

- Road Link A
- Road Link B
- Road Link C
- River Walk A
- River Walk B
- River Walk C
- Rail Trail A
- Rail Trail B
- Rail Trail C

Area 3

3 trail alignment options:

- Access Route A
- Access Route B
- Access Route C



Project Update

Feedback for Phase 2 - Public Comments

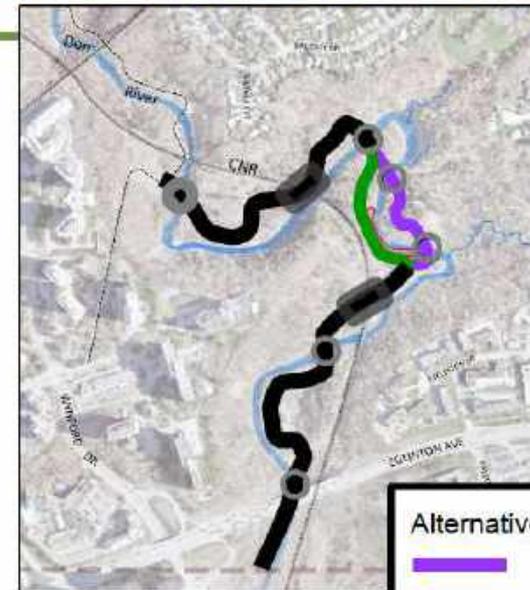
Overall

- Overwhelming agreement with the evaluation criteria being used to assess the alternative trail alignments for the East Don Trail Study.
 - Additional criteria suggested included: higher weighting for Flemington Park Golf Club and the social impacts of potential cessation of golf course for the trail
- Majority of respondents agreed with the evaluation as presented for each of the three (3) areas.
- Majority of respondents felt there were no alignment options missing

Project Update - Public Comments

Area 1

- Majority agreed with evaluation, with Forest Trail A as the preferred
- Concern about impacts on the natural environment/forest
- Concern with the replacement of existing natural trails with a multi-use trail in the Anewen Park Area
- Request to stay on the west bank of the river



Alternative Trail Alignments

- Forest Trail A
- Forest Trail B

Area 3

- Majority agreed with evaluation with Access Route A and B as preferred
- Access Route C (connects to Lower Don and Taylor Massey Creek) is a lot of extra travel

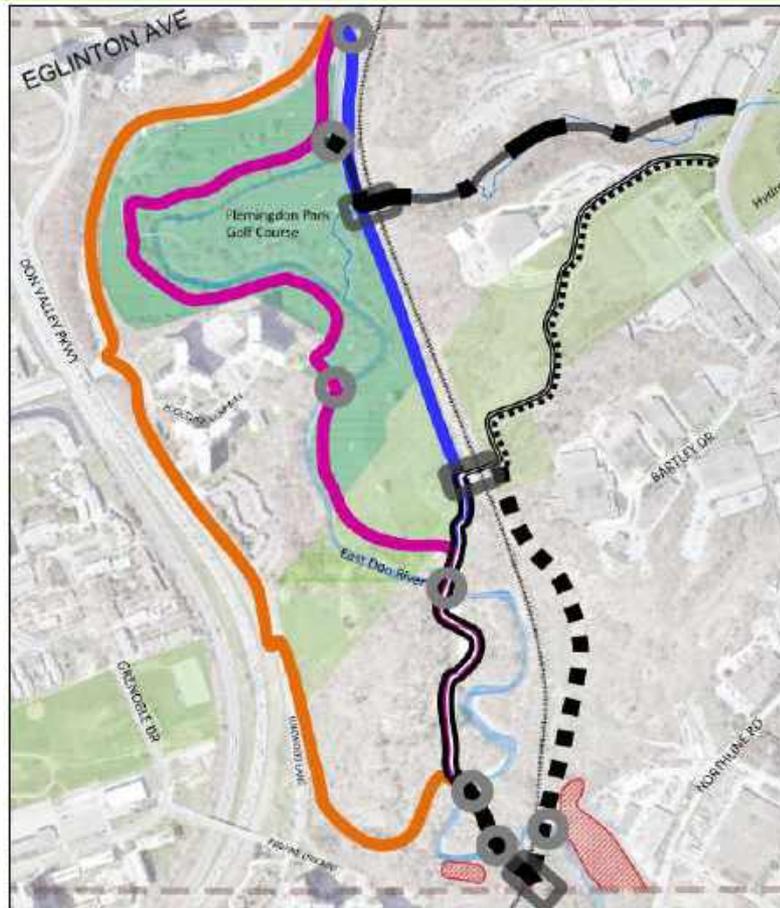


Alternative Trail Alignments

- Road Link A
- Road Link B
- Road Link C

Feedback on Phase 2

Area 2 Initial Alternative Trail Alignments



- Bridge Crossing
- Rail Line Crossing
- Potential Slope Stability Issues

9 different Trail Alignments
This is a combination of:

- 3 routes traveling north-south
- Road Link
 - River Walk
 - Rail Trail

+

- 3 routes traveling east-west
(connects with Gatineau)
- A
 - B
 - C

=

Road Link A	River Walk A	Rail Trail A
Road Link B	River Walk B	Rail Trail B
Road Link C	River Walk C	Rail Trail C

Feedback on Phase 2

Public Comments

- **Area 2**

- Both support and opposition to River Walk
- Stay within the valley and do not consider road alignments
- Expropriation of the golf course is a concern (River Walk Alignments)
- Consider shared use - integrate the golf course and trail uses
- Consider the east side of the rail line
- Expansion of park land for families is a benefit
- Fencing for rail trail alignments is a potential issue for wildlife
- Concern with social cost of ceasing golf course operations
- River Walk Alignment is most appealing
- General support for Gatineau Access B connection, concerns and comments regarding “spine” route of Rail Trail and River Walk with new suggestions.

Feedback on Phase 2

Public Comments

- **Area 2**

- Both support and opposition to River Walk
- Stay within the valley and do not consider road alignments
- Expropriation of the golf course is a concern (River Walk Alignments)
- **Consider shared use - integrate the golf course and trail uses**
- **Consider the east side of the rail line**
 - Expansion of park land for families is a benefit
 - Fencing for rail trail alignments is a potential issue for wildlife
 - Concern with social cost of ceasing golf course operations
 - River Walk Alignment is most appealing
 - General support for Gatineau Access B connection, concerns and comments regarding “spine” route of Rail Trail and River Walk with new suggestions.

Feedback on Phase 2 Stakeholder Input

Metrolinx

- Use of Right Of Way (ROW) for Rail Trail no longer an option as Metrolinx is looking at potential future line expansions (“the Big Move – Next Wave Projects”)

Hydro One

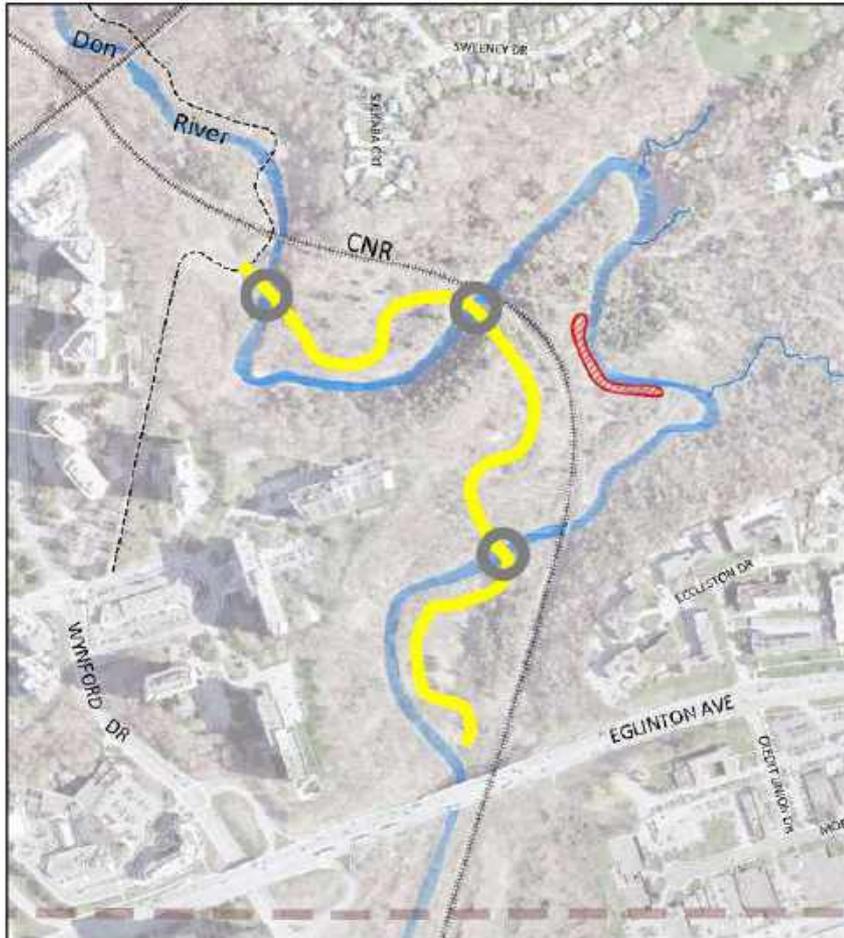
- In support of project, would need clearance from infrastructure/ROW owners within the Hydro Corridor

Flemingdon

- Currently in discussions about impact of trail alignment options to operations

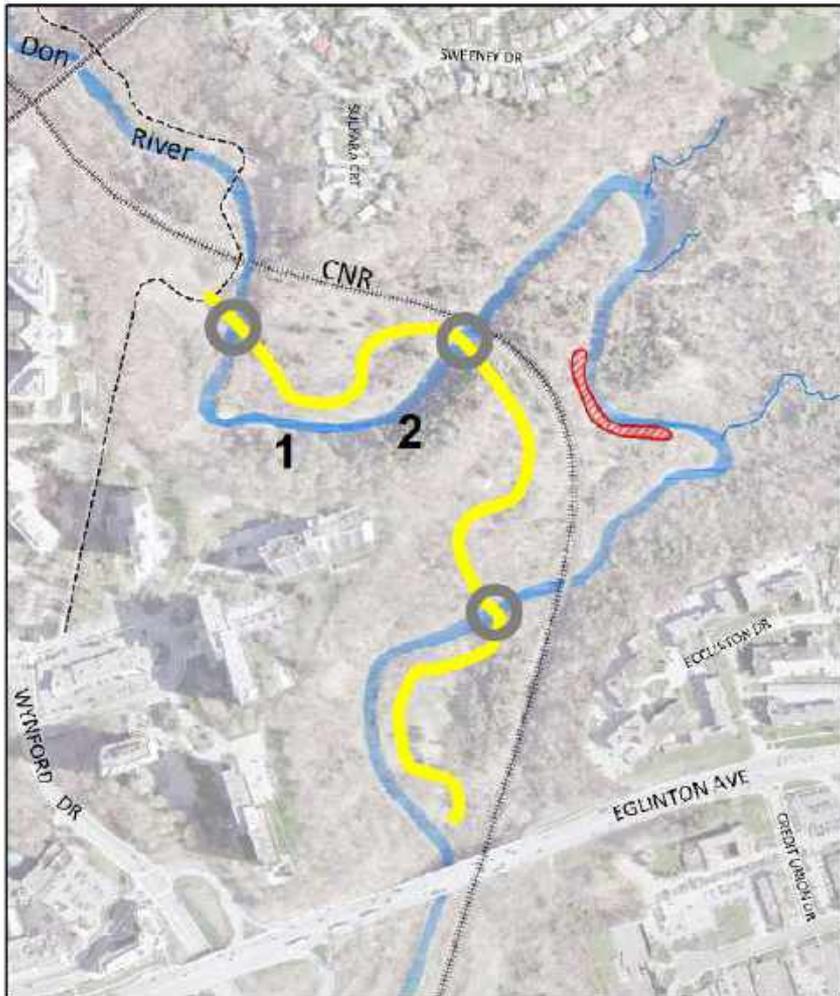
Area 1 Refinements

Forest Trail C

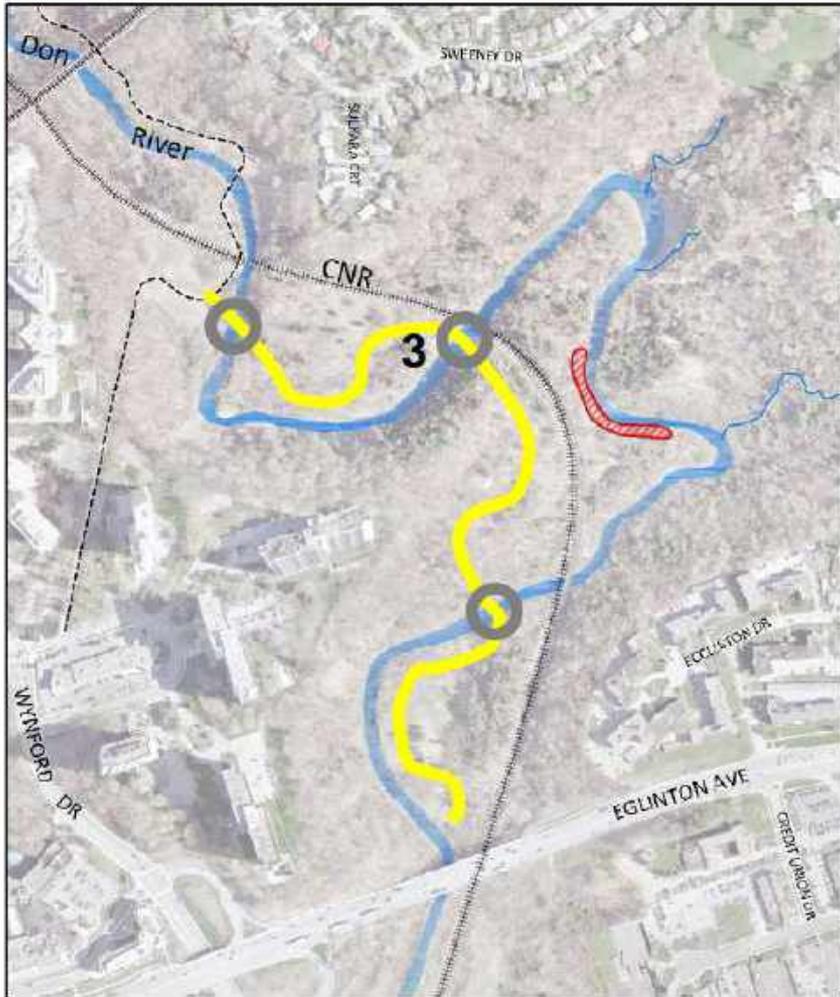


Based on public feedback we looked further into an additional alignment for Area 1: **Forest Trail C**

Forest Trail C

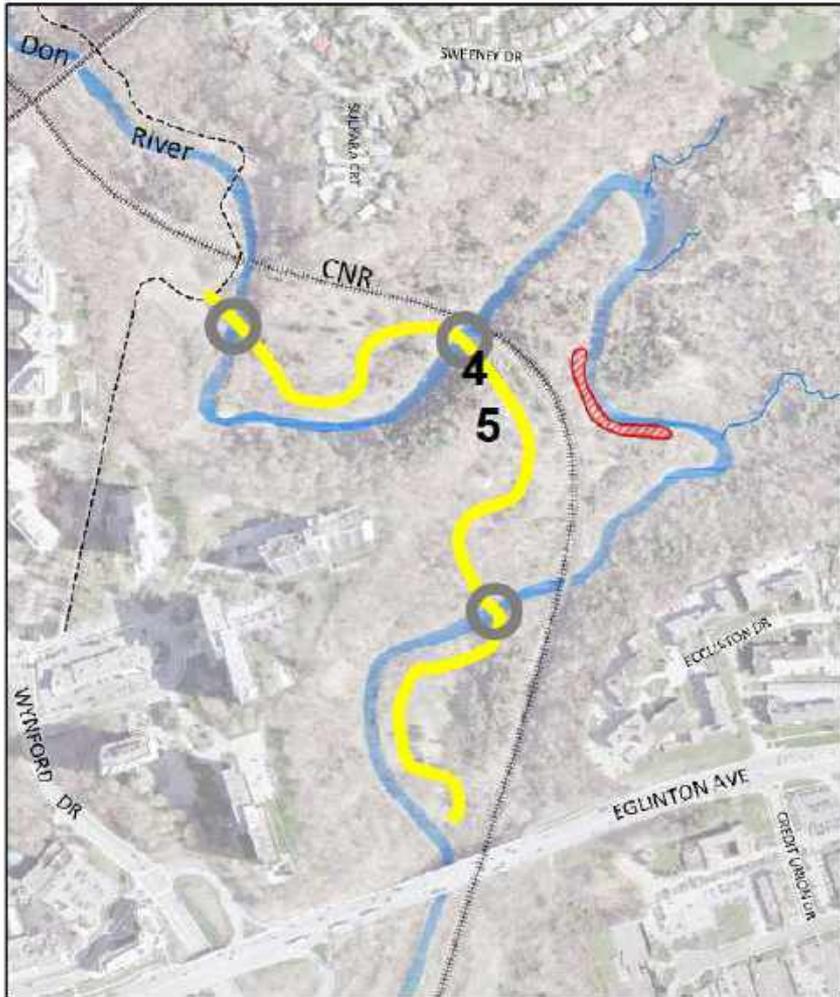


Forest Trail C

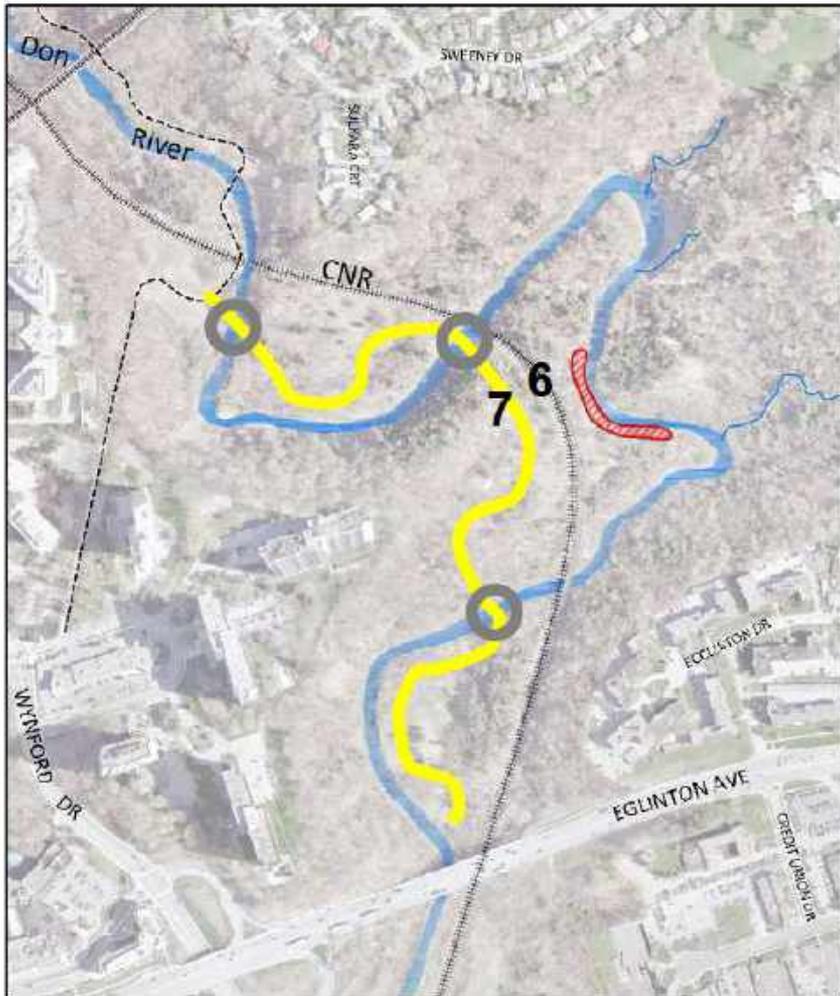


Area 1 Refinements

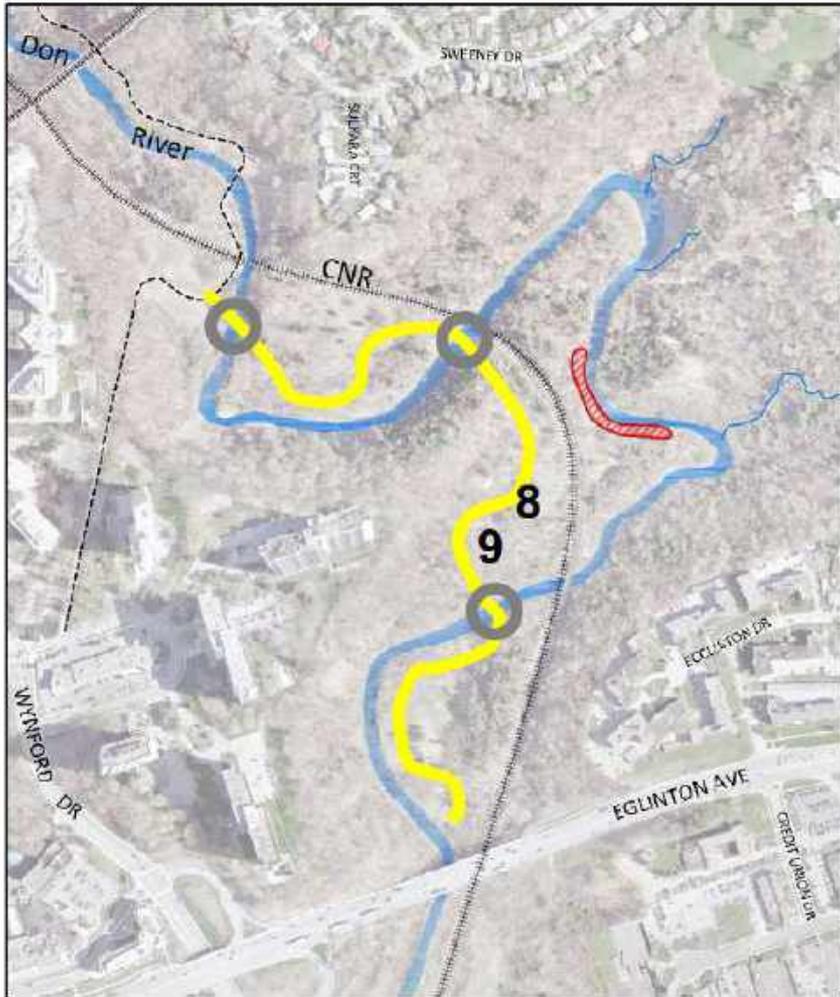
Forest Trail C



Forest Trail C

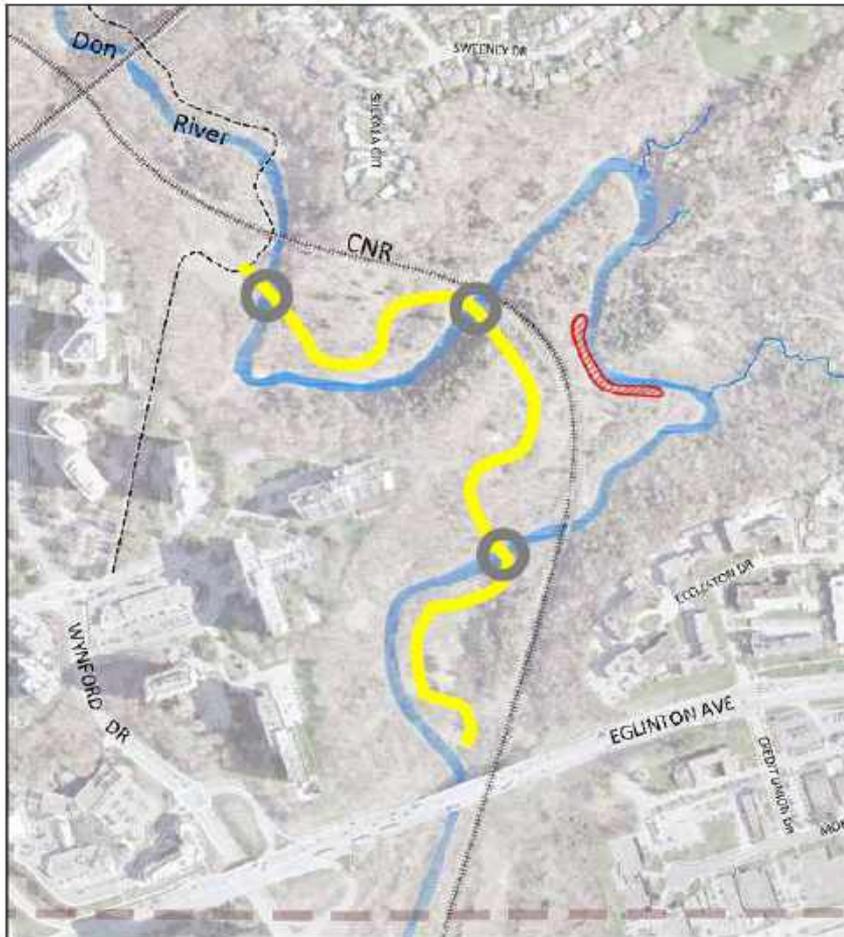


Forest Trail C

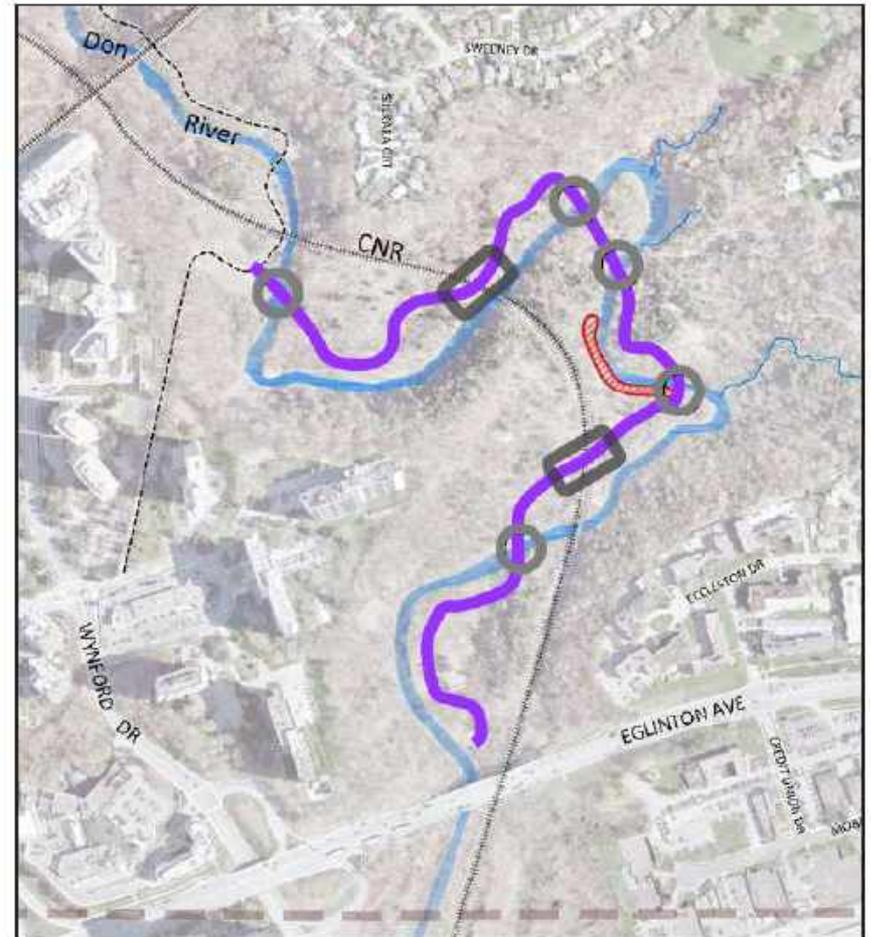


Area 1 Refinements Evaluation

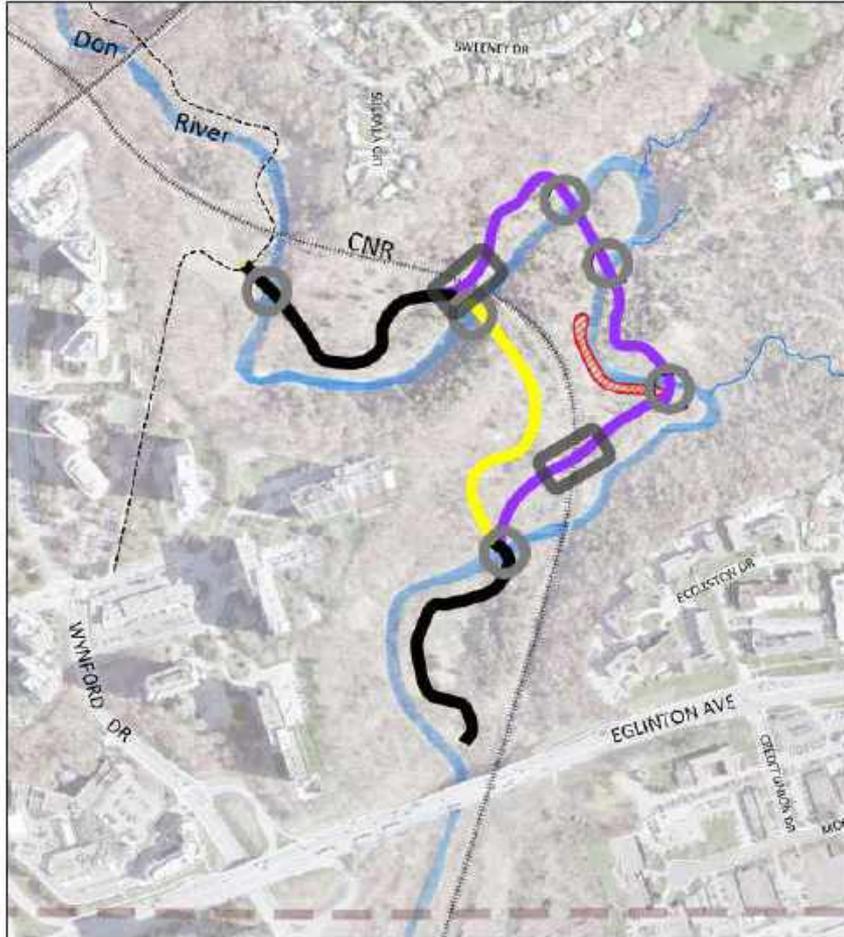
Forest Trail C – Revised Alignment



Forest Trail A – Preliminary Preferred



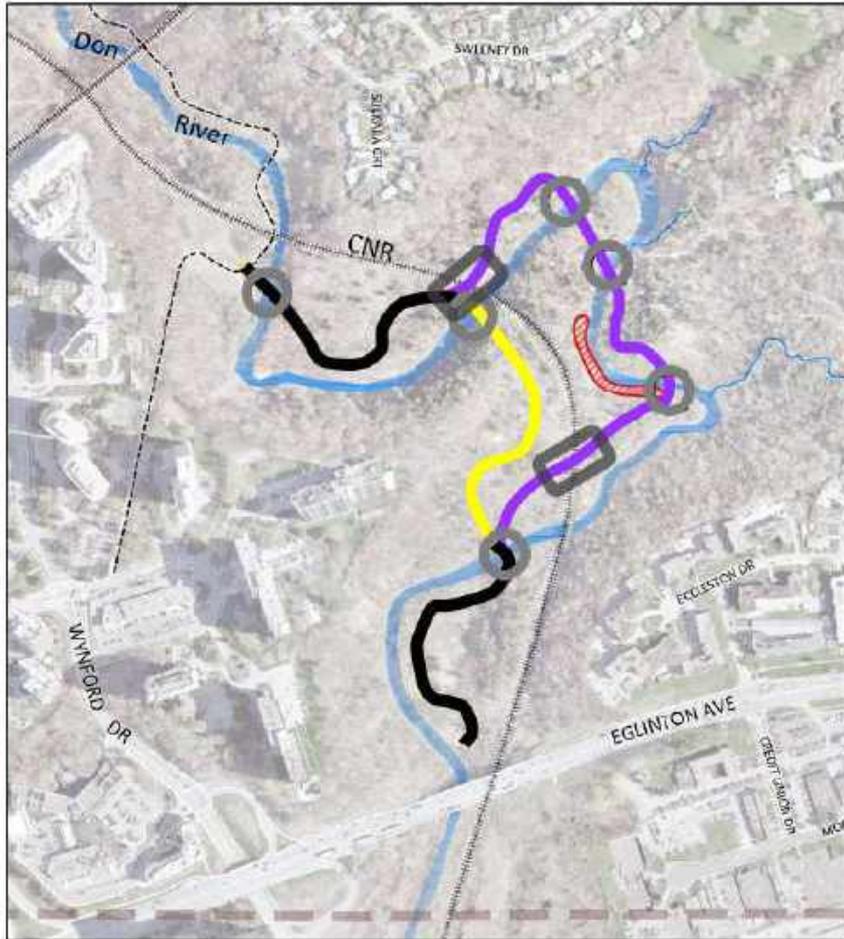
Area 1 Refinements Evaluation



- Forest Trail C will be evaluated against the preliminary preferred alignment Forest Trail A
- Evaluation will focus on the differences of the two alignments



Area 1 Refinements - Evaluation

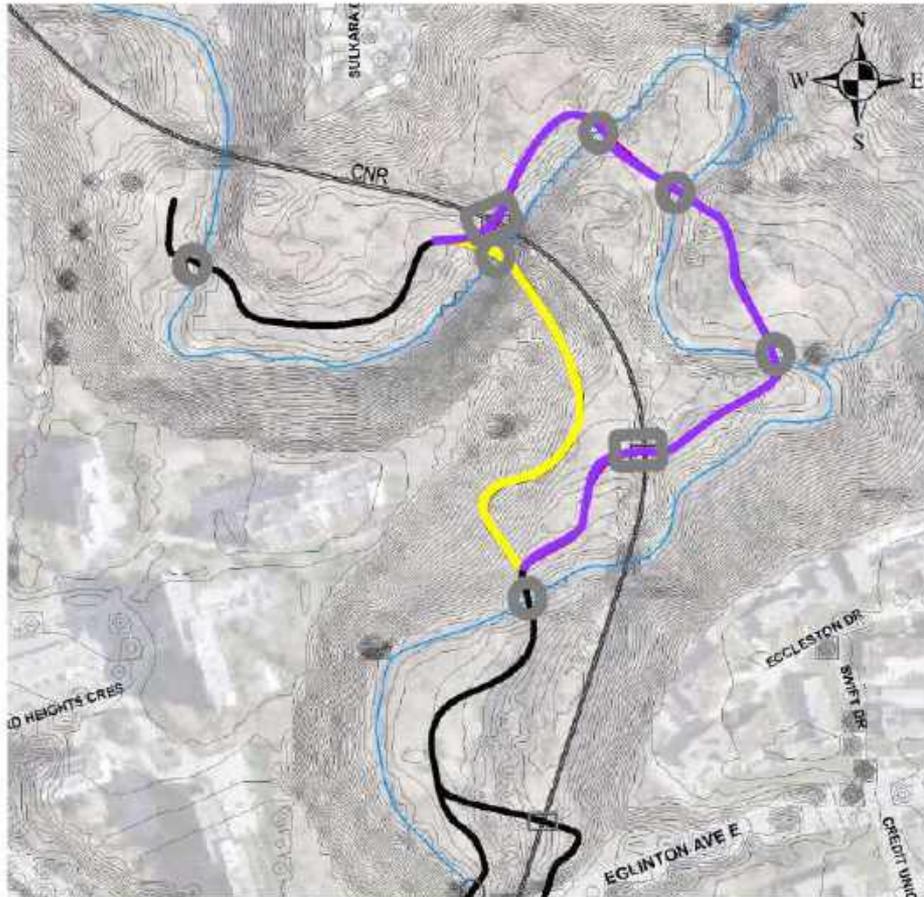


Evaluation criteria same as original criteria (see handout) and includes the following Criteria Themes:

- Functional Value
- Natural and Physical Environment
- Social and Cultural Environment
- Cost
- Technical

— Forest Trail A — Forest Trail C
— Common to Both

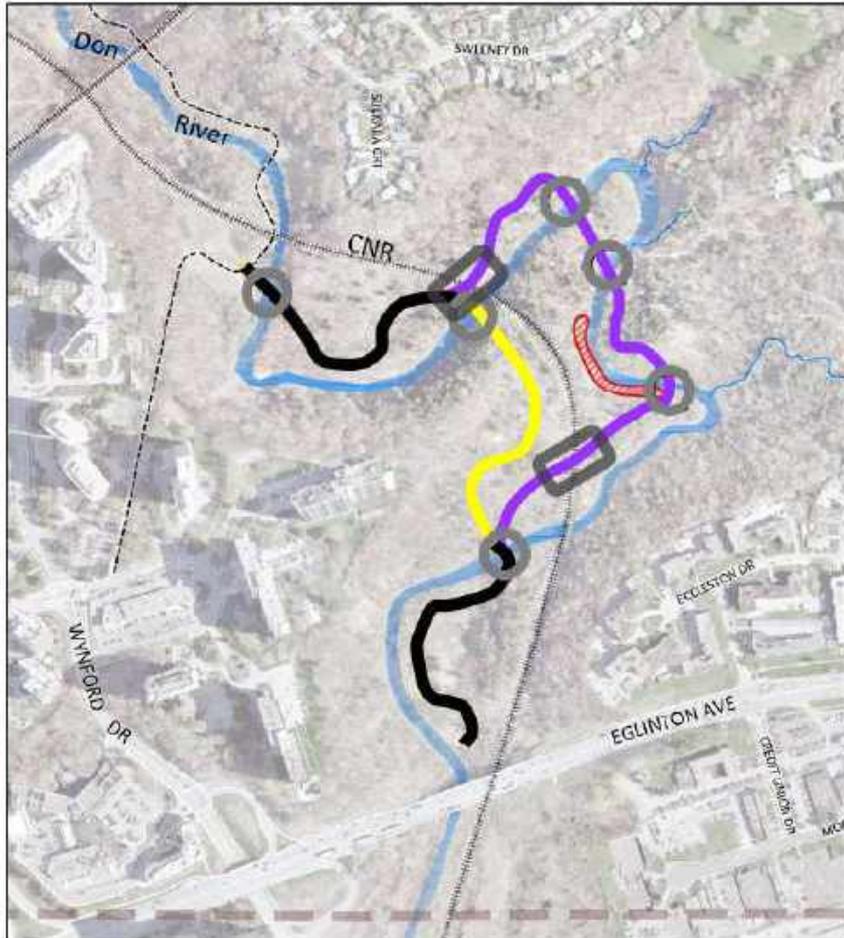
Functional Value



— Forest Trail A
 — Forest Trail C
— Common to Both

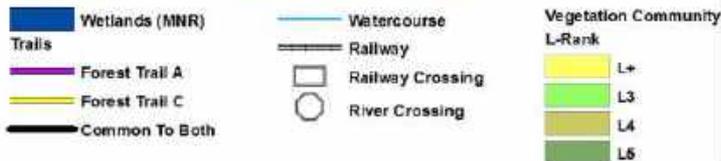
Forest Trail A	Forest Trail C
High	Low
Supports the multi user	Steep areas limit access and use by all users
Improves access to some infrastructure and emergency vehicle access	Does not improve access to infrastructure and steep areas may limit access by emergency vehicles
Allows for easy future connections to Victoria village	Eliminates easy future connections to Victoria village
Travel route is longer but less difficult grades	Travel route is shorter but steeper areas provide a challenge
	*length for Forest Trail C may be underestimated as method of traversing the steep grades not determined yet

Natural and Physical Environment



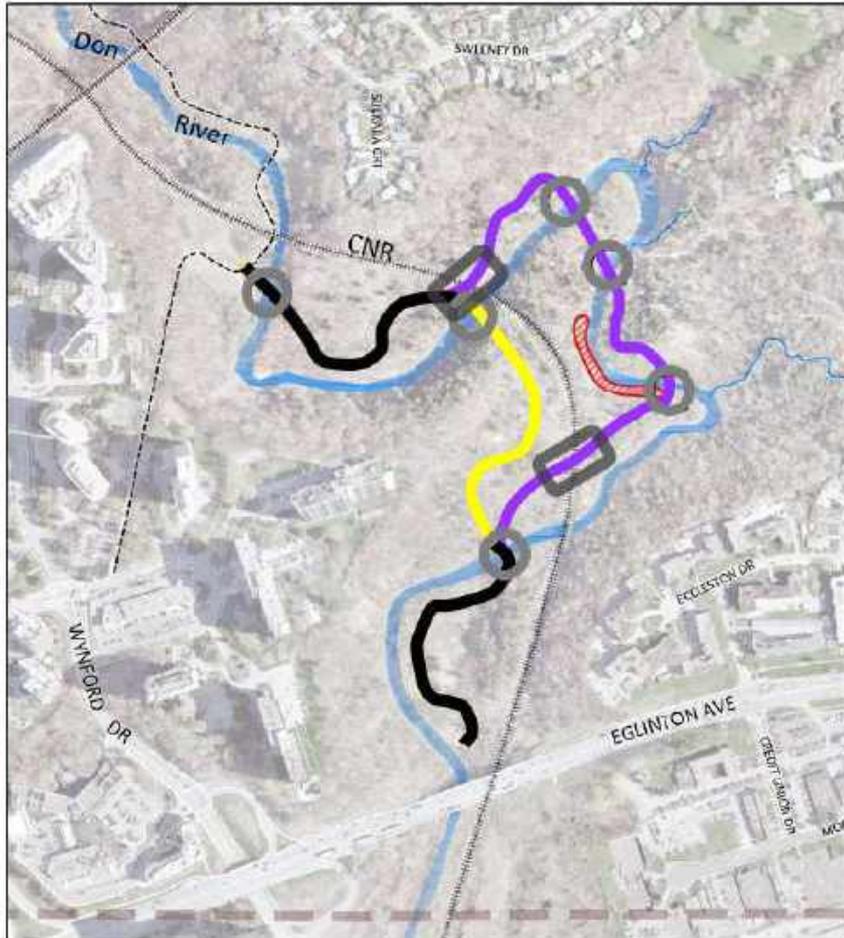
Forest Trail A	Forest Trail C
Low	Low
Large amount of informal trails	Few to no informal trails
Variety of habitat types with greater occurrence of invasive species	Forest habitat with few invasive species
Higher number of bridges, longer length* and distance to the river increases the impact to surface drainage, aquatic habitat and river processes	Greater impact to wildlife habitat as area relatively undisturbed
	Location of trail outside of floodplain decreases impact on aquatic habitat and river process
	Steepness may cause area to be more susceptible to erosion (impact from bridge and trail surface)
*length for Forest Trail C may be underestimated as method of traversing the steep grades not determined yet	

Natural and Physical Environment



Forest Trail A	Forest Trail C
Low	Low
Large amount of informal trails	Few to no informal trails
Variety of habitat types with greater occurrence of invasive species	Forest habitat with few invasive species
Higher number of bridges, longer length* and distance to the river increases the impact to surface drainage, aquatic habitat and river processes	Greater impact to wildlife habitat as area relatively undisturbed
	Location of trail outside of floodplain decreases impact on aquatic habitat and river process
	Steepness may cause area to be more susceptible to erosion (impact from bridge and trail surface)
*length for Forest Trail C may be underestimated as method of traversing the steep grades not determined yet	

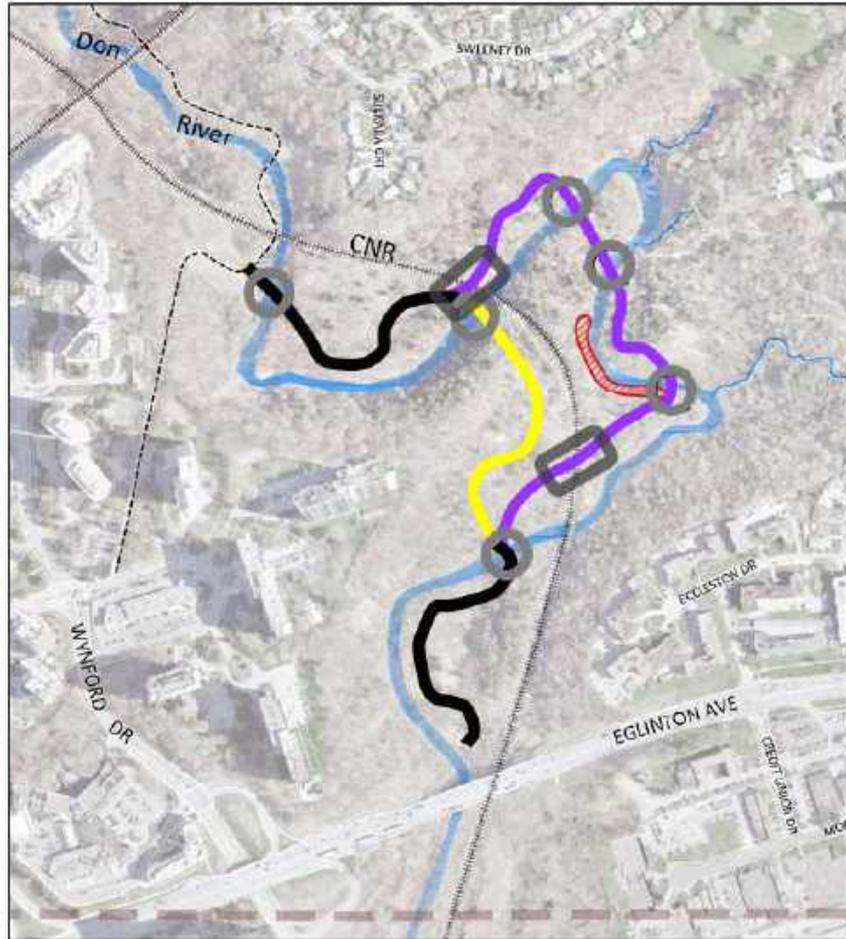
Social and Cultural Environment



— Forest Trail A — Forest Trail C
— Common to Both

Forest Trail A	Forest Trail C
High	Medium
A few safety concerns including proximity to river, bridges and crossing of rail line	Many safety concerns, including proximity to rail line, height of bridge, erosion areas
Varying natural landscapes	Fewer varying landscapes, no access to river
Provides the best variety of user experiences	Less variety of user experience
No noise disruption concerns	Noise level concerns with proximity to rail line

Cost and Technical



— Forest Trail A — Forest Trail C
— Common to Both

Cost

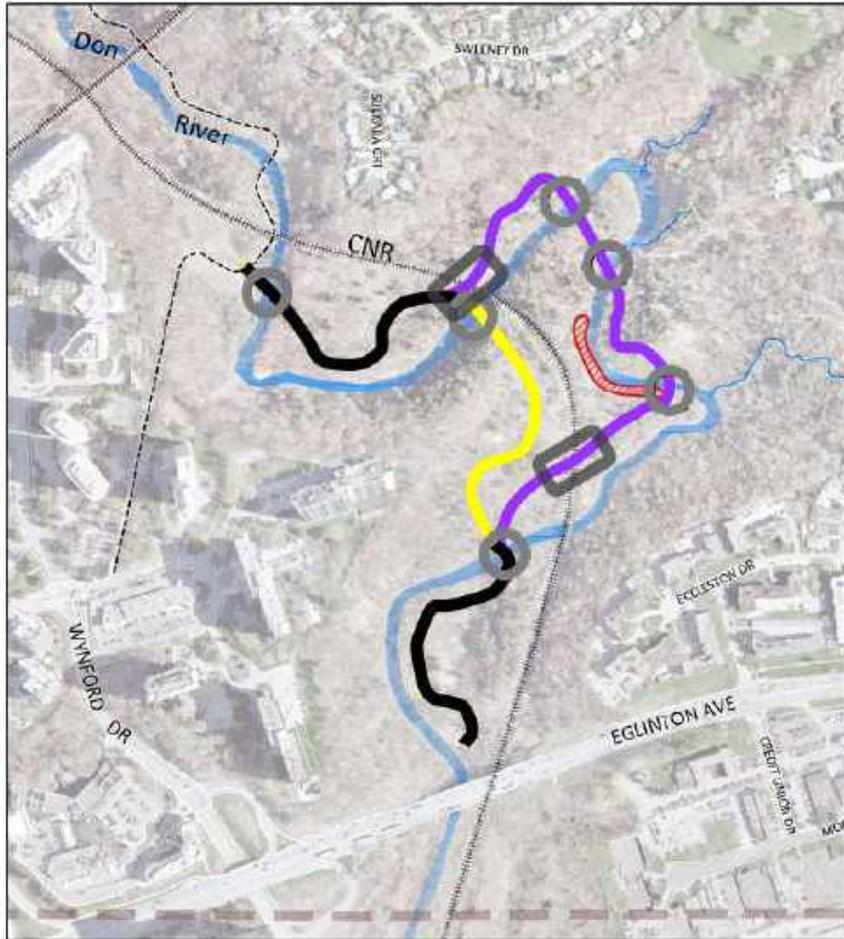
Forest Trail A	Forest Trail C
Low	High
Higher capital cost due to tunnel under rail line and additional bridges	Lower capital cost, the larger bridge will be a major cost
Higher operational and maintenance cost as longer length* and additional bridges	Lower operational and maintenance cost as out of the floodplain

Technical

Forest Trail A	Forest Trail C
Medium	Low
Fewer technical challenges	Technical challenges associated with steep grades and ensuring trail standards are meet

*length for Forest Trail C may be underestimated as method of traversing the steep grades not determined yet

Evaluation Summary



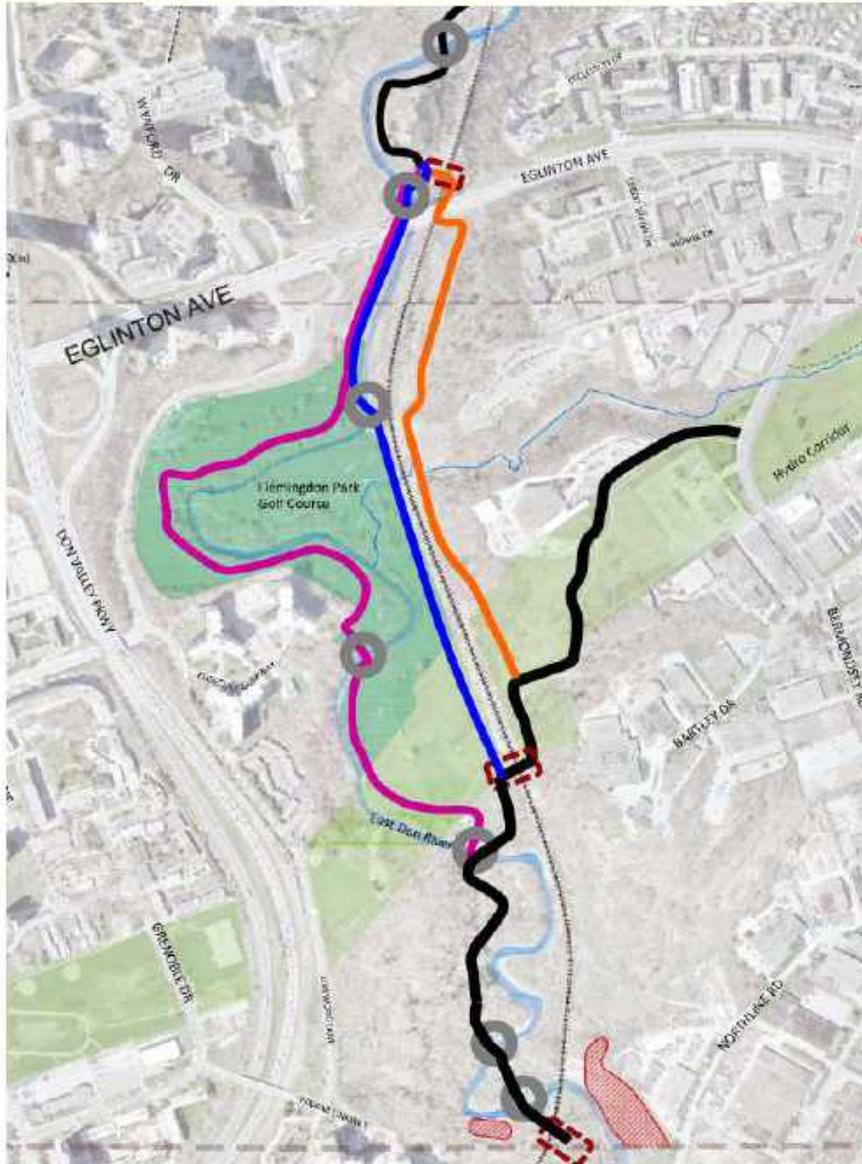
— Forest Trail A — Forest Trail C
— Common to Both

Criteria	Forest A	Forest C
Functional Value	High	Low
Natural and Physical	Low	Low
Social and Cultural	High	Med
Cost	Low	High
Technical	Med	Low

Forest Trail C

- Does not require rail line crossing
- Travels through forest with few to no informal trails
- Does not assist in managing informal trails on east side of rail
- Large bridge required to traverse very steep area
- Limits accessibility
- Limits connectivity to Victoria Village community

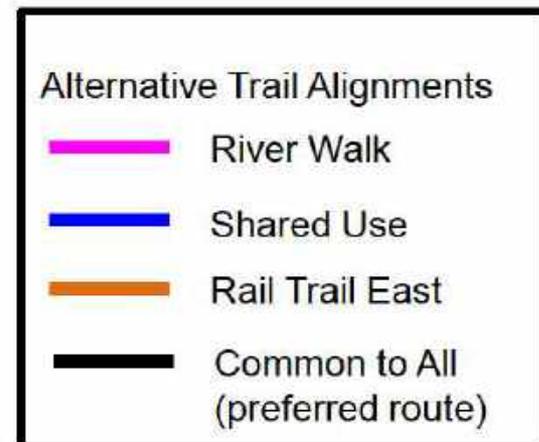
Area 2 Refinements



Based on feedback received by the public and stakeholders two new alignments were looked at:

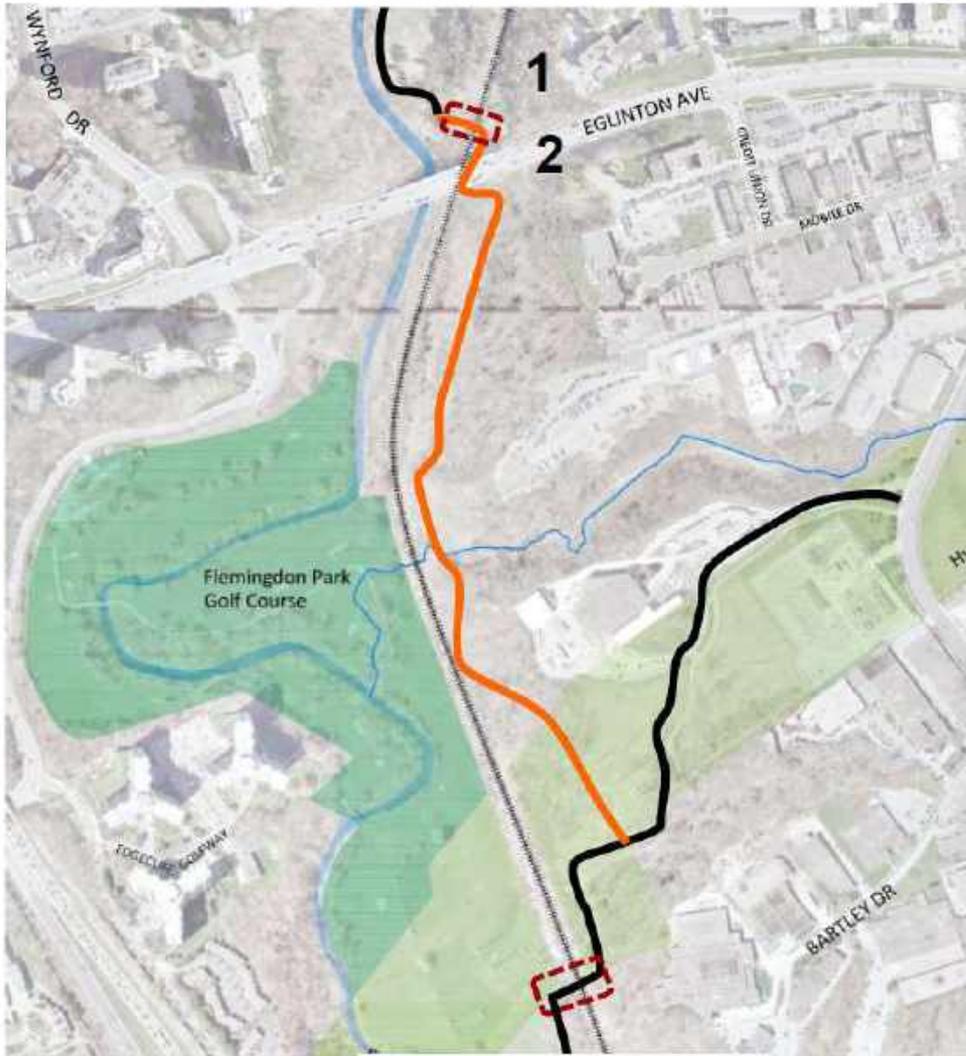
Shared Use– west of rail line, shared use with golf course, not on rail line ROW

Rail Trail East – located east of the rail line



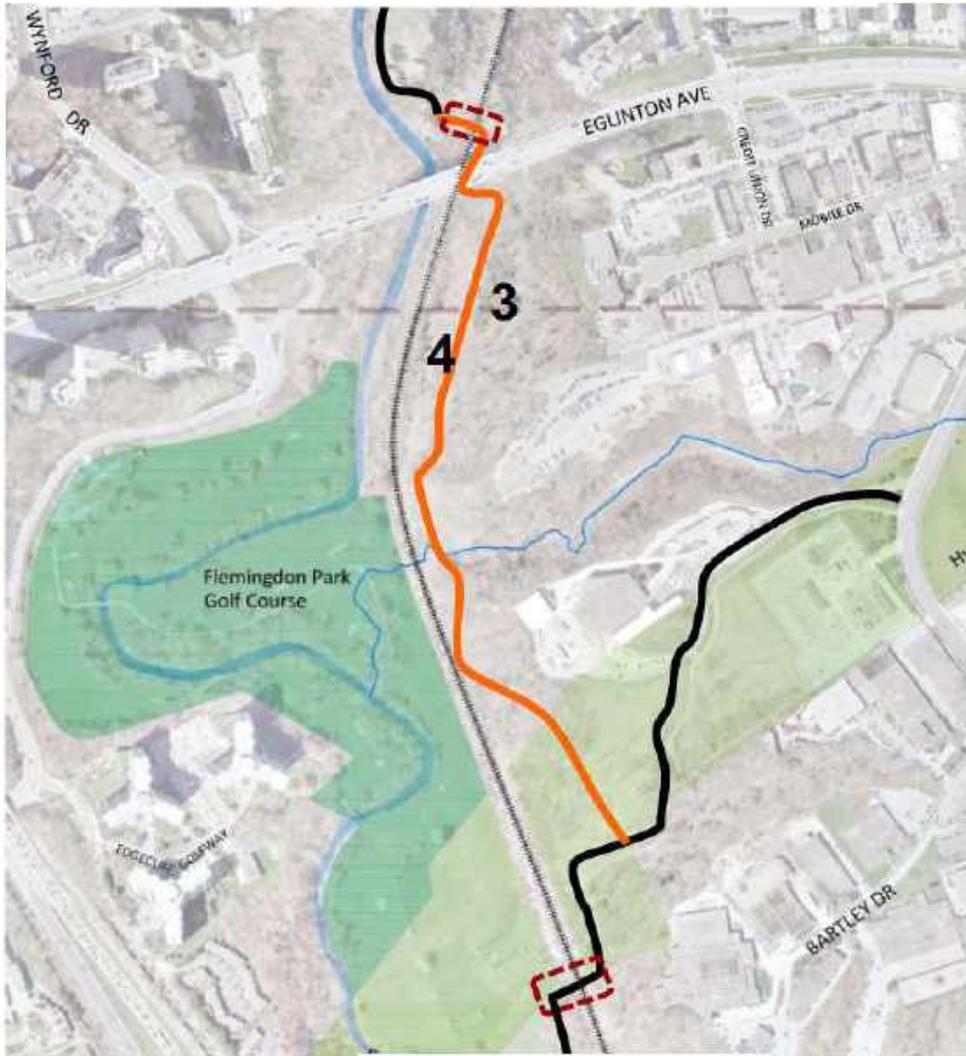
Area 2 Refinements

East of Rail Line



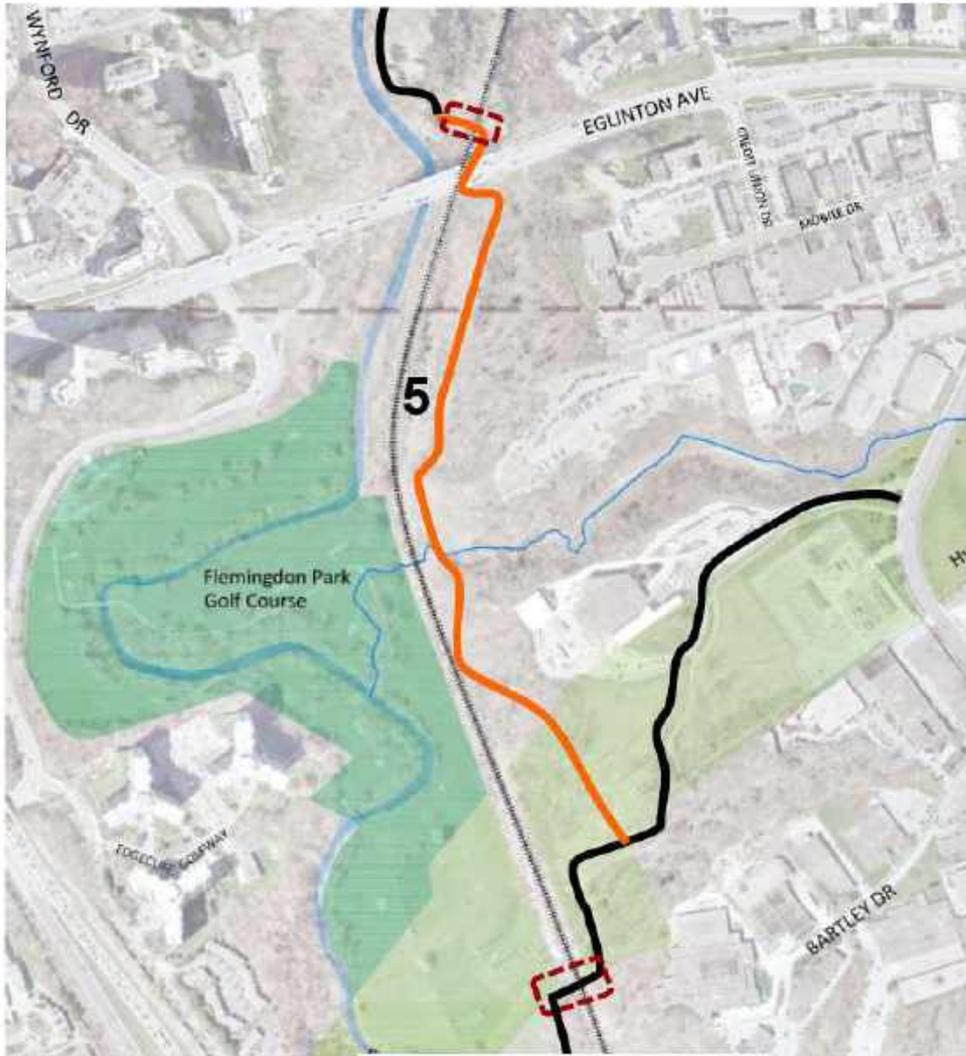
Area 2 Refinements

East of Rail Line



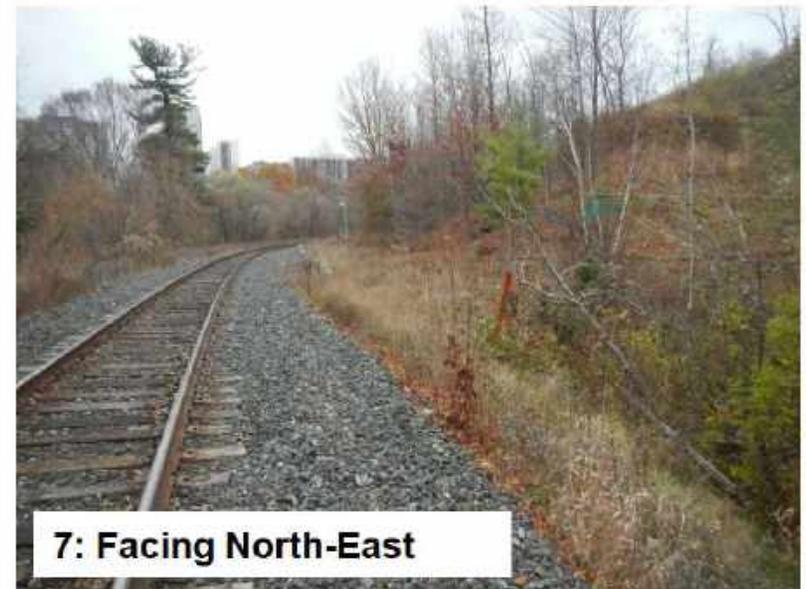
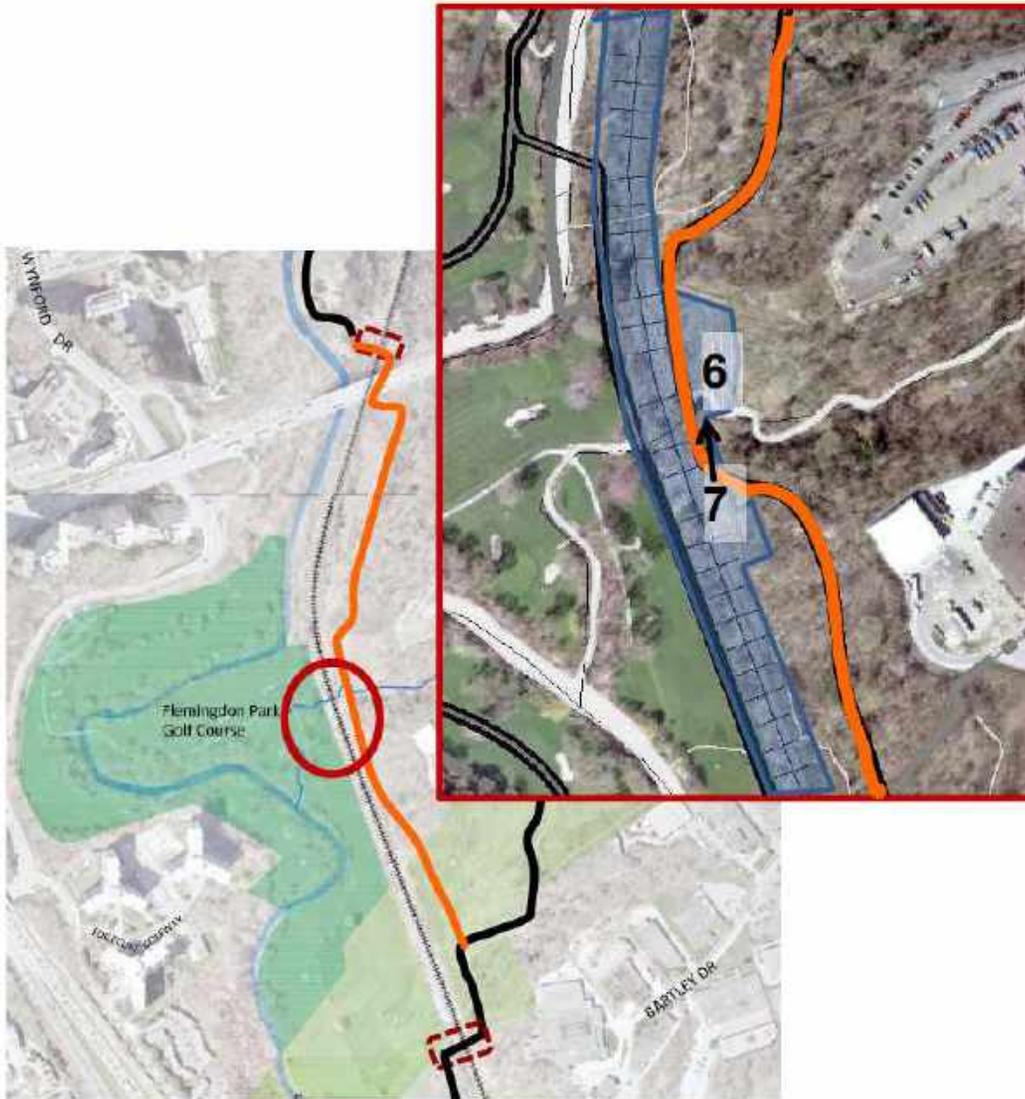
Area 2 Refinements

East of Rail Line



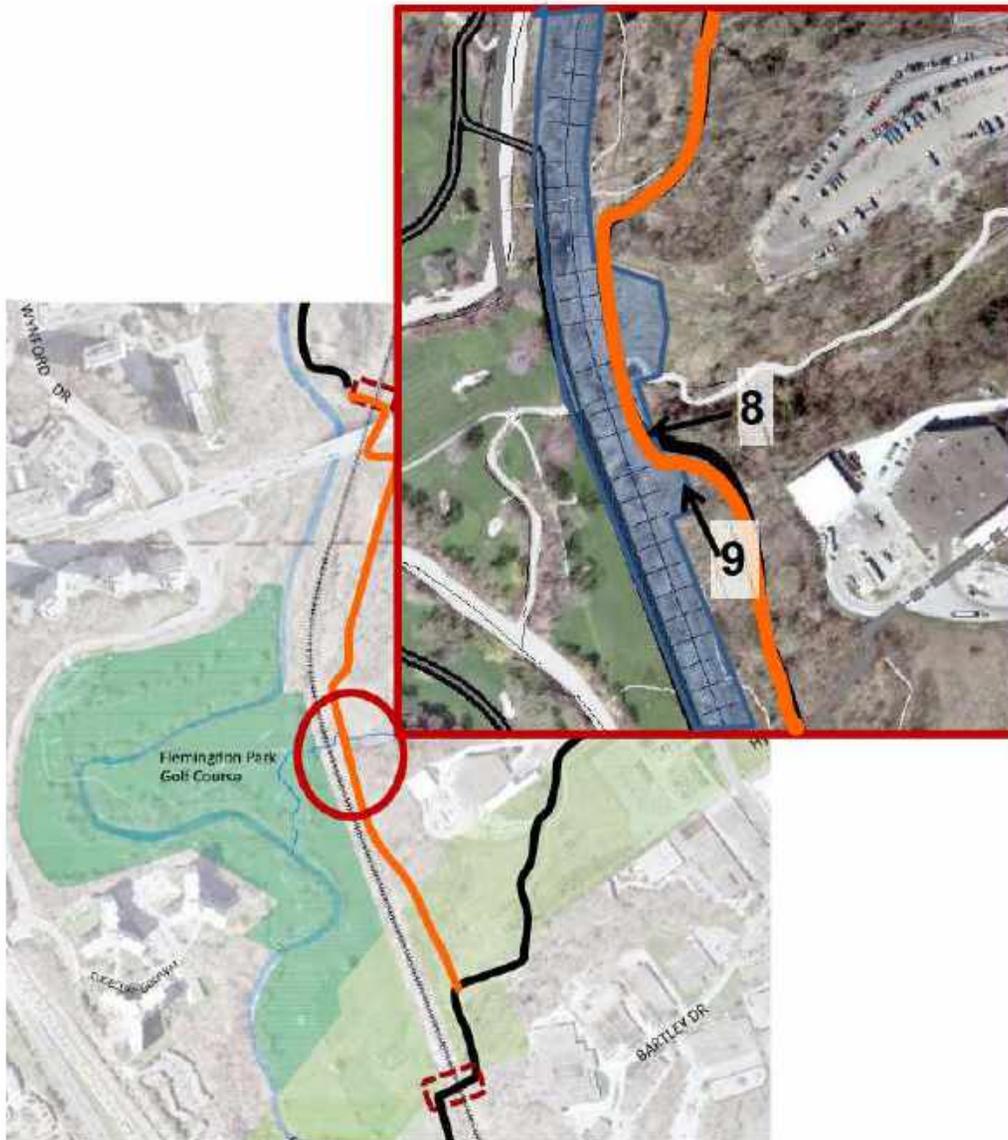
Area 2 Refinements

East of Rail Line



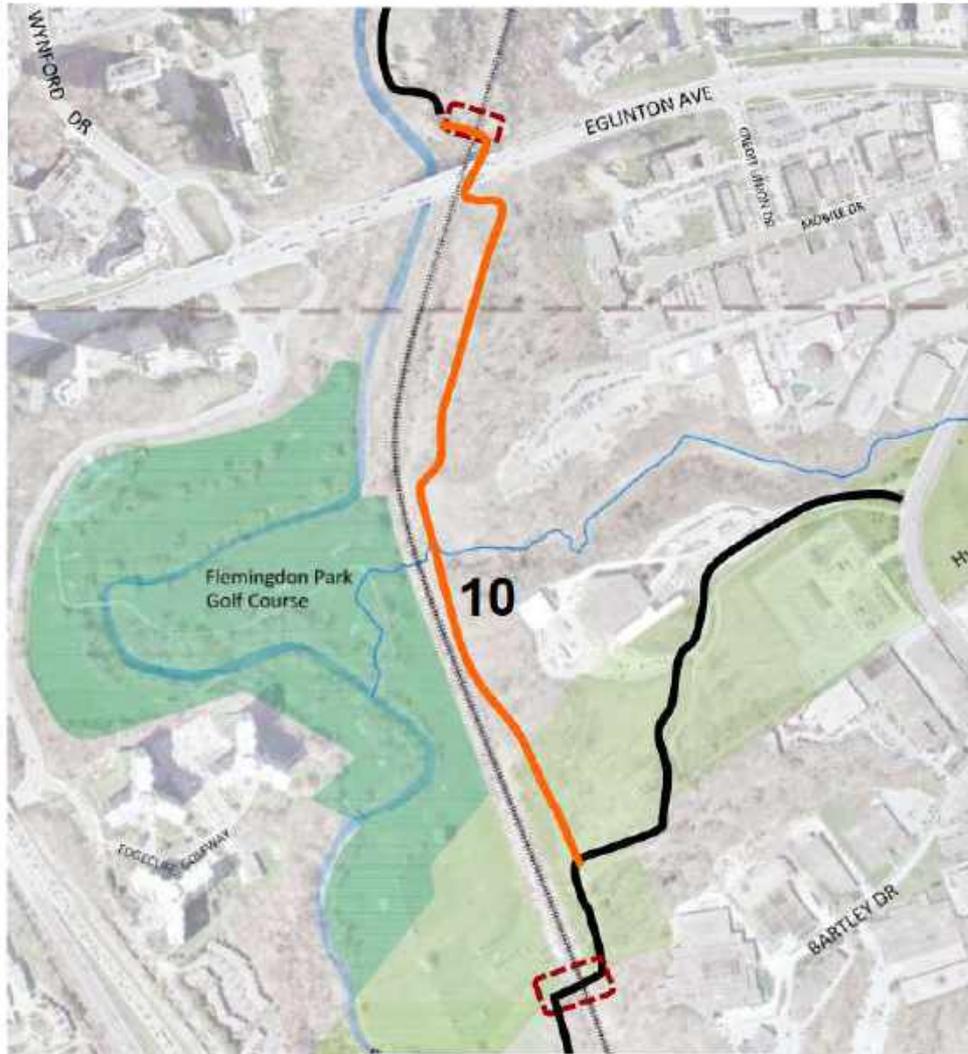
Area 2 Refinements

East of Rail Line



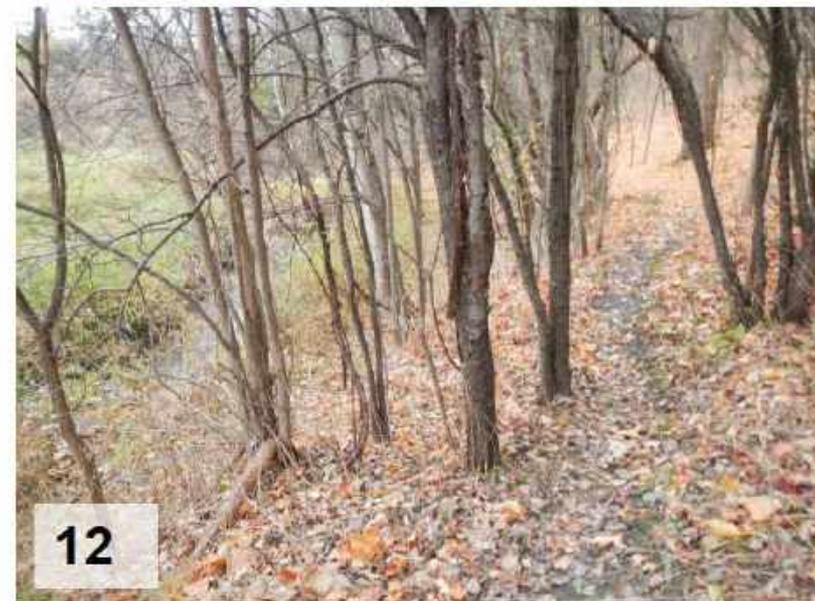
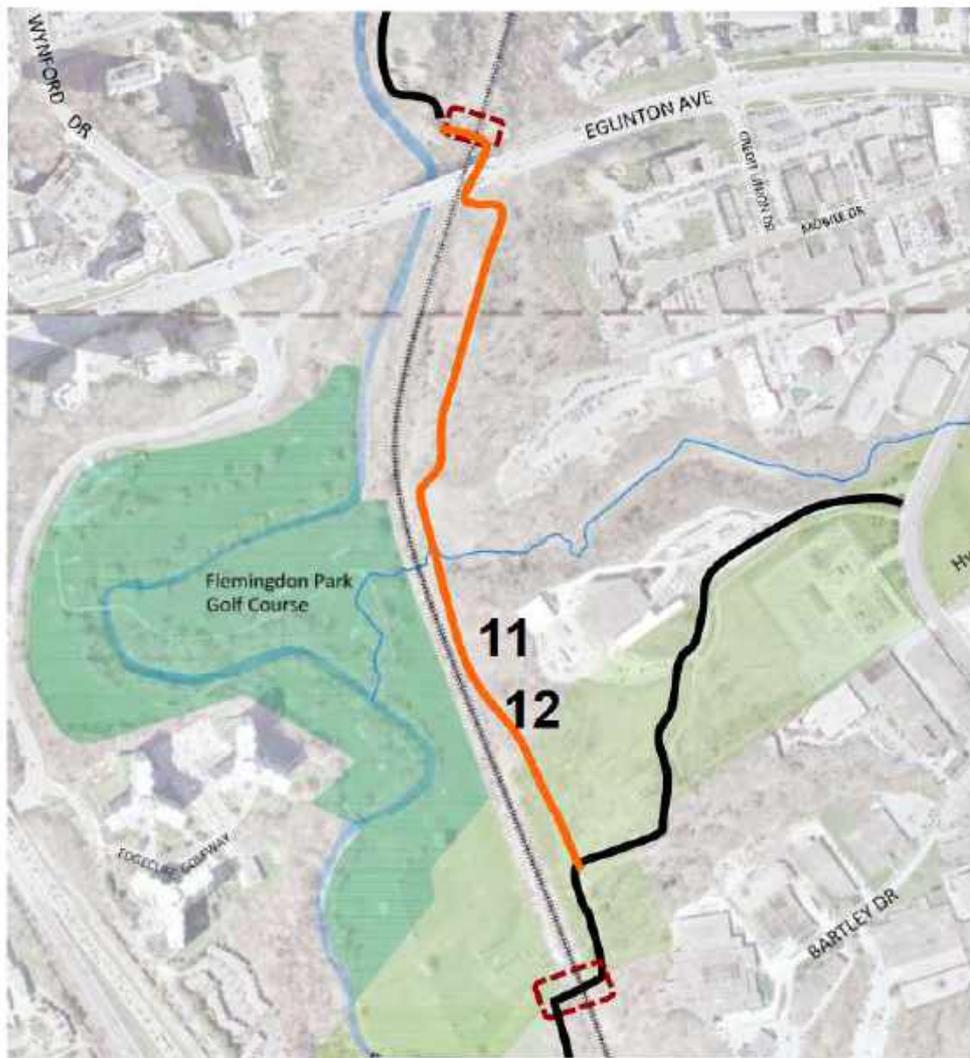
Area 2 Refinements

East of Rail Line



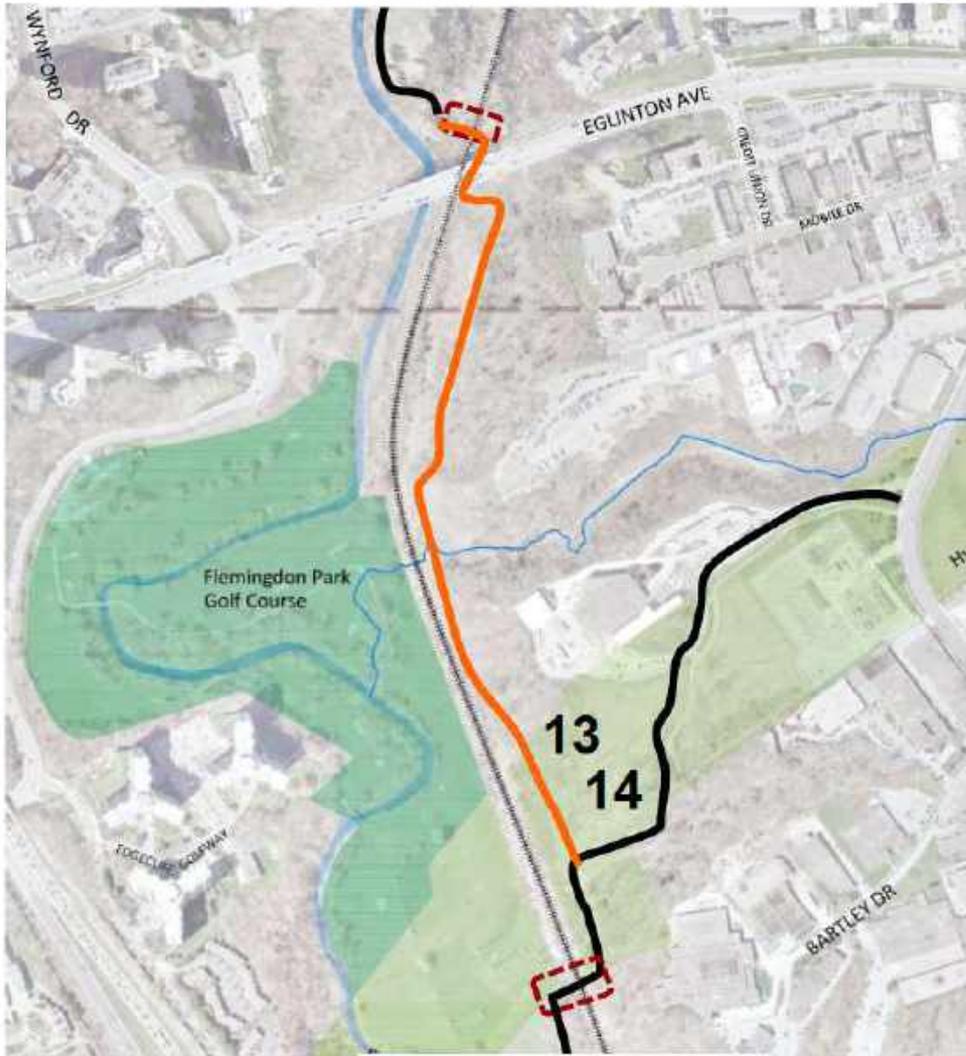
Area 2 Refinements

East of Rail Line

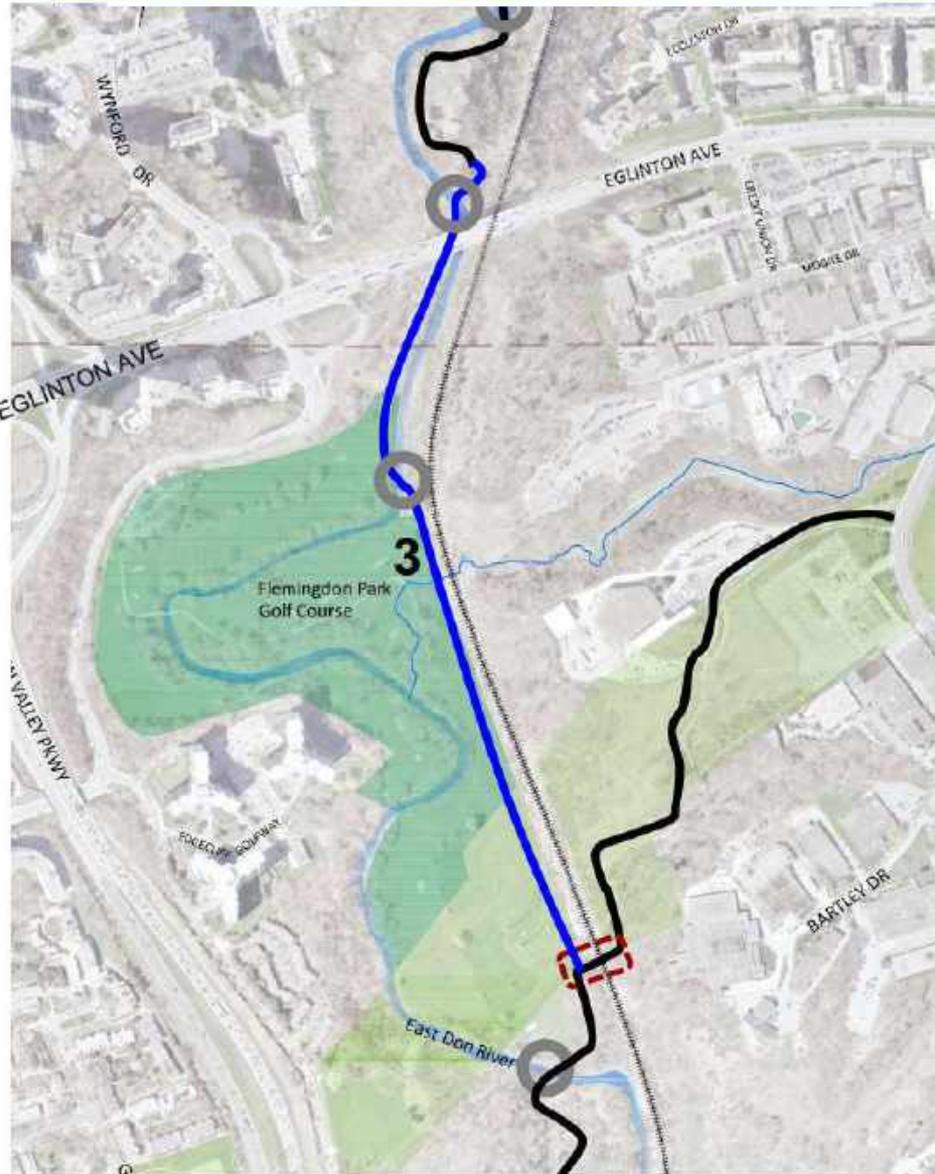


Area 2 Refinements

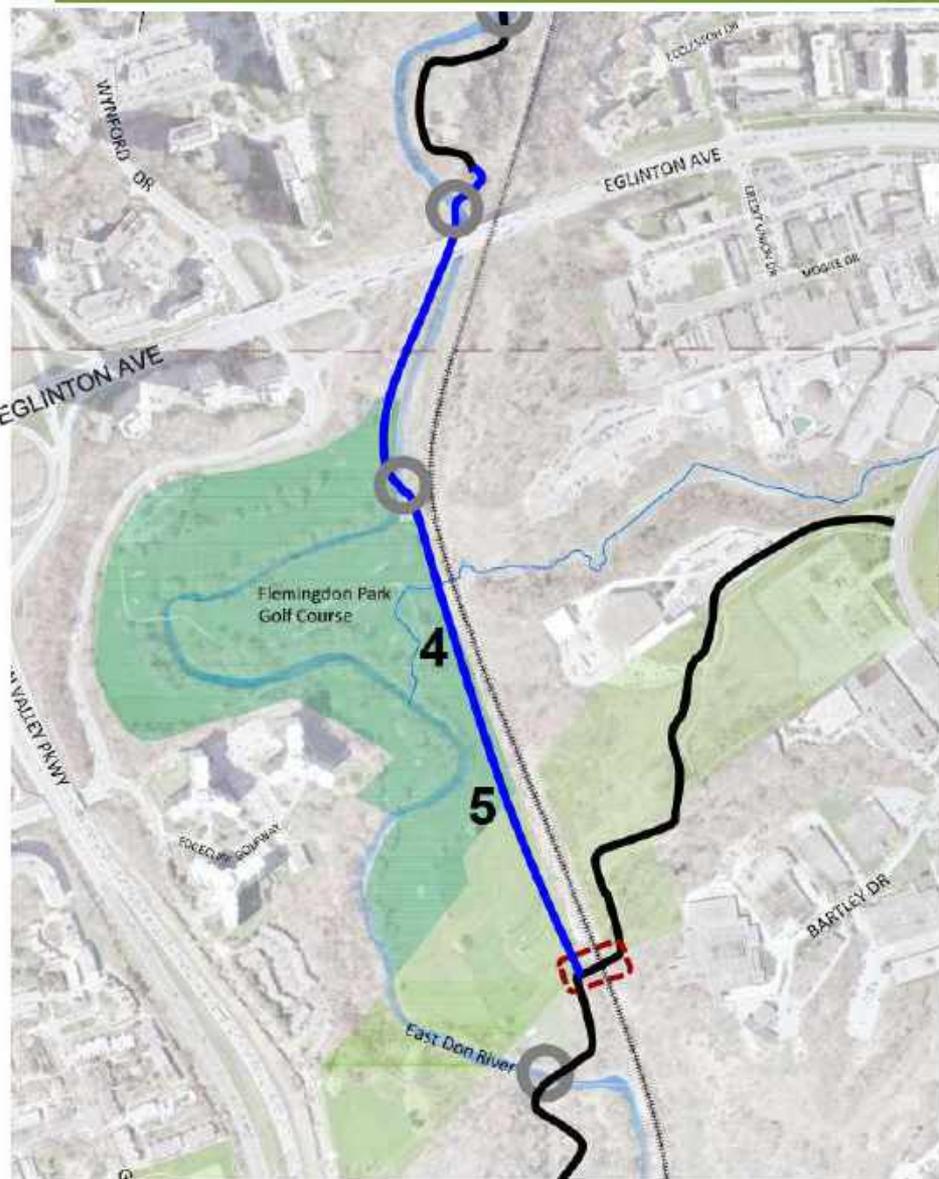
East of Rail Line



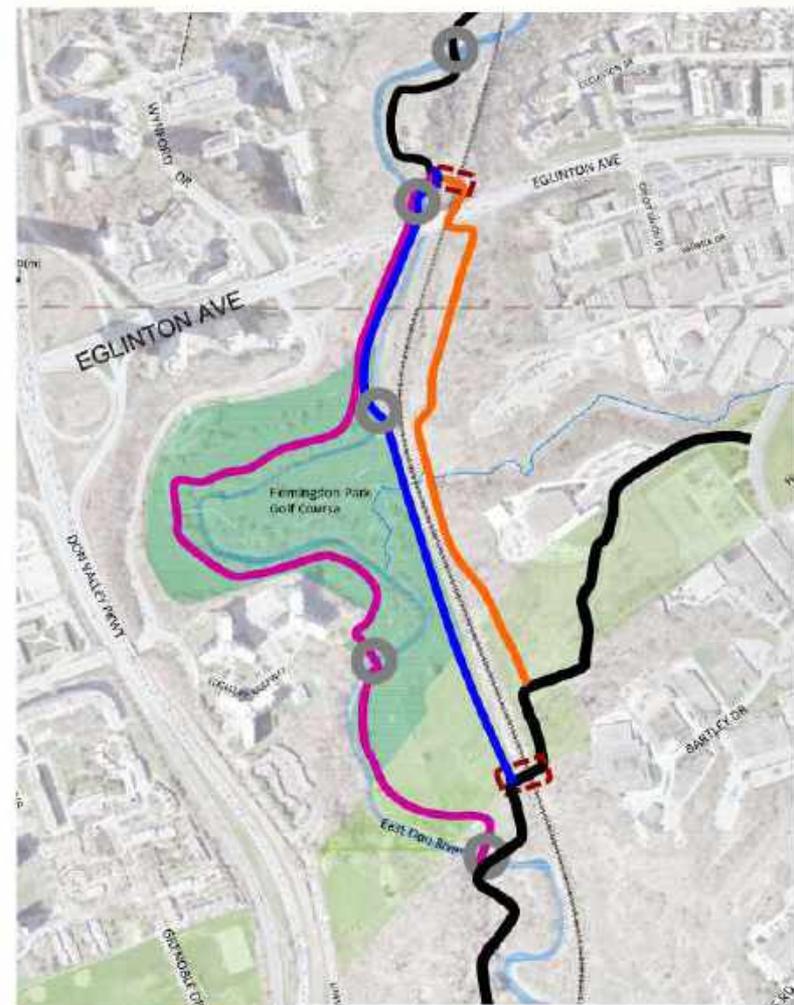
Shared Use



Shared Use



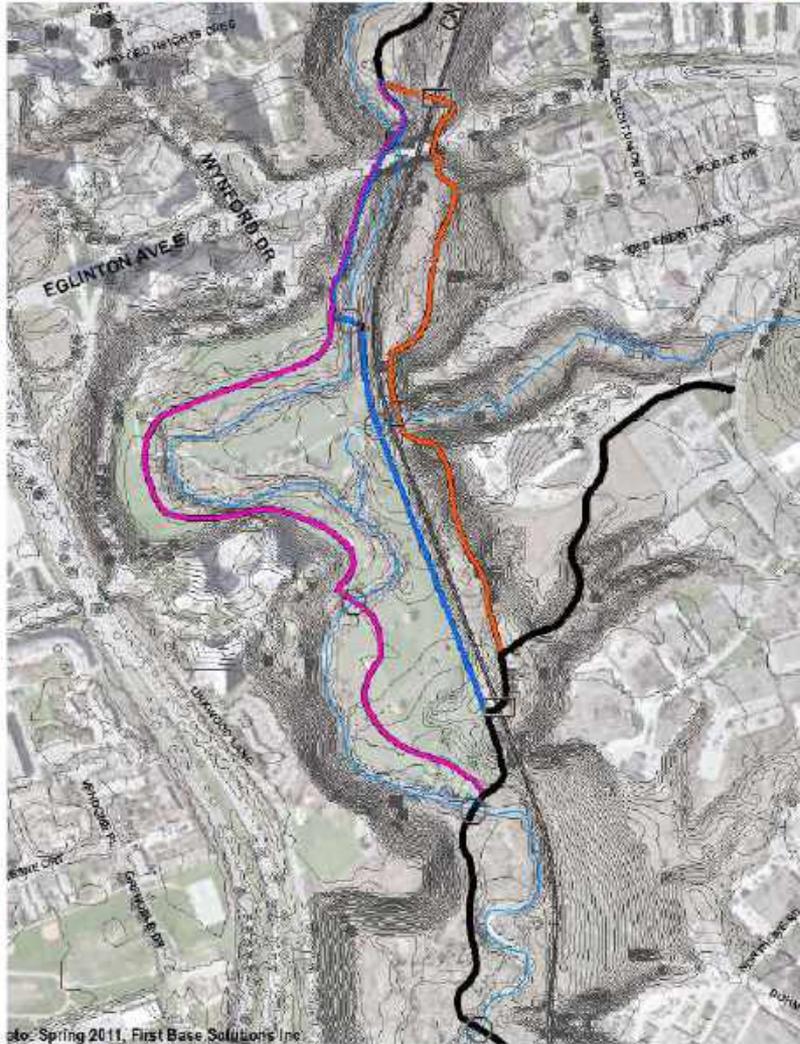
Functional Value



- River Walk
- Shared Use
- Rail Trail East
- Common to All (preferred route)

River Walk	Shared Use	Rail Trail East
Highest	High	High
Flat and even terrain supports multi user	Flat and even terrain supports multi user	Steep areas limit access and use by all users
Improves access to infrastructure and emergency vehicle access	Does not improve access to infrastructure	Does not improve access to infrastructure and may limit emergency vehicle access
Allows for easy future connections to Flemingdon community	Does not improve additional community connections	Allows for easy future connections to Eglinton
Good travel route, some bridges	Best travel route, shortest length with no disruptions	Steep area could provide challenge as a travel route
Meets additional objectives (Don Watershed Plan and increase in parklands)		

Functional Value

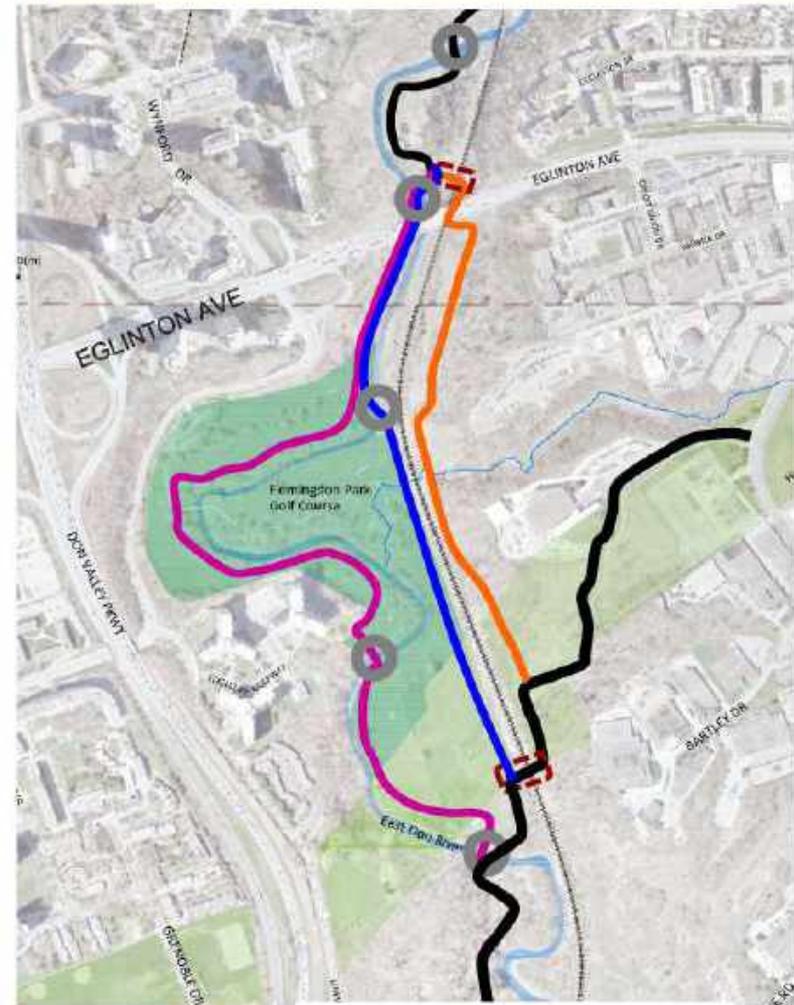


- River Walk
- Shared Use
- Rail Trail East
- Common to All (preferred route)

River Walk	Shared Use	Rail Trail East
Highest	High	High
Flat and even terrain supports multi user	Flat and even terrain supports multi user	Steep areas limit access and use by all users
Improves access to infrastructure and emergency vehicle access	Does not improve access to infrastructure	Does not improve access to infrastructure and may limit emergency vehicle access
Allows for easy future connections to Flemingdon community	Does not improve additional community connections	Allows for easy future connections to Eglinton
Good travel route, some bridges	Best travel route, shortest length with no disruptions	Steep area could provide challenge as a travel route
Meets additional objectives (Don Watershed Plan and increase in parklands)		

Area 2 Refinements - Evaluation

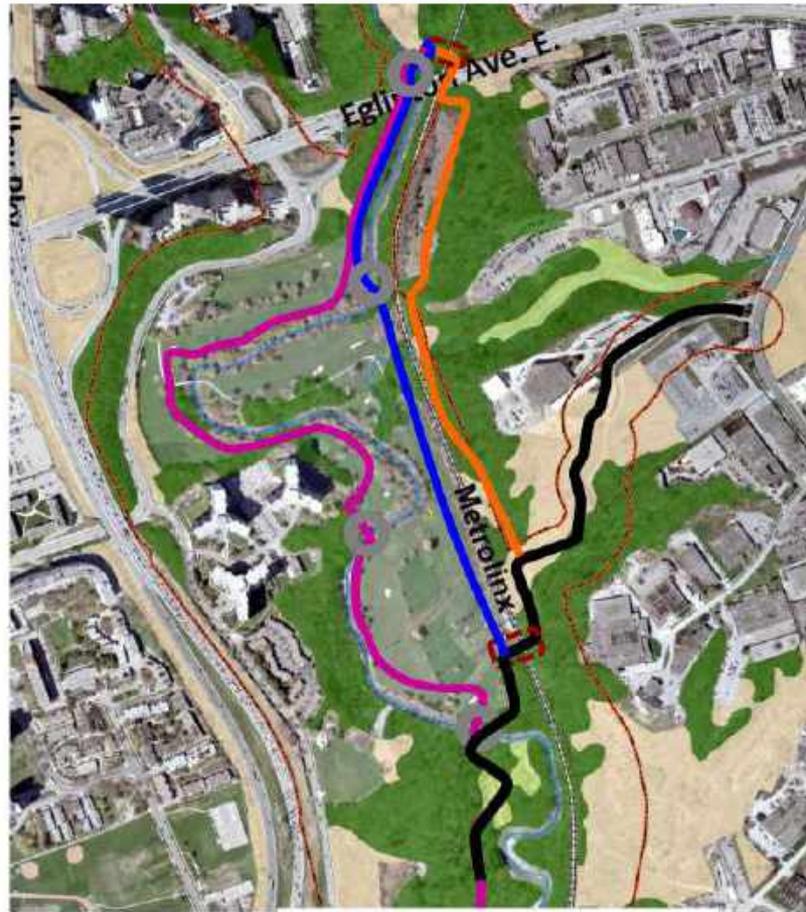
Natural and Physical Environment



- River Walk
- Shared Use
- Rail Trail East
- Common to All (preferred route)

River Walk	Shared Use	Rail Trail East
Medium	Medium	Medium
<p>Greatest impact to aquatic habitat, surface drainage and river processes as longest trail length, additional bridges and travels adjacent to river</p> <p>The option would create opportunity to naturalize some of the floodplain and increase natural cover</p>	<p>Fences could be a barrier to wildlife movement</p> <p>Impact to aquatic habitat and river process as travels along eroded riparian areas</p> <p>Potential to fix stream erosion</p>	<p>Largest amount of vegetation removal necessary, and travels through some relatively undisturbed areas</p> <p>Greatest impact to wildlife habitat (undisturbed forest and wetland)</p> <p>Low impact to aquatic habitat and river process</p> <p>Large impact on drainage and seepage</p> <p>Potential to fix erosion areas</p>

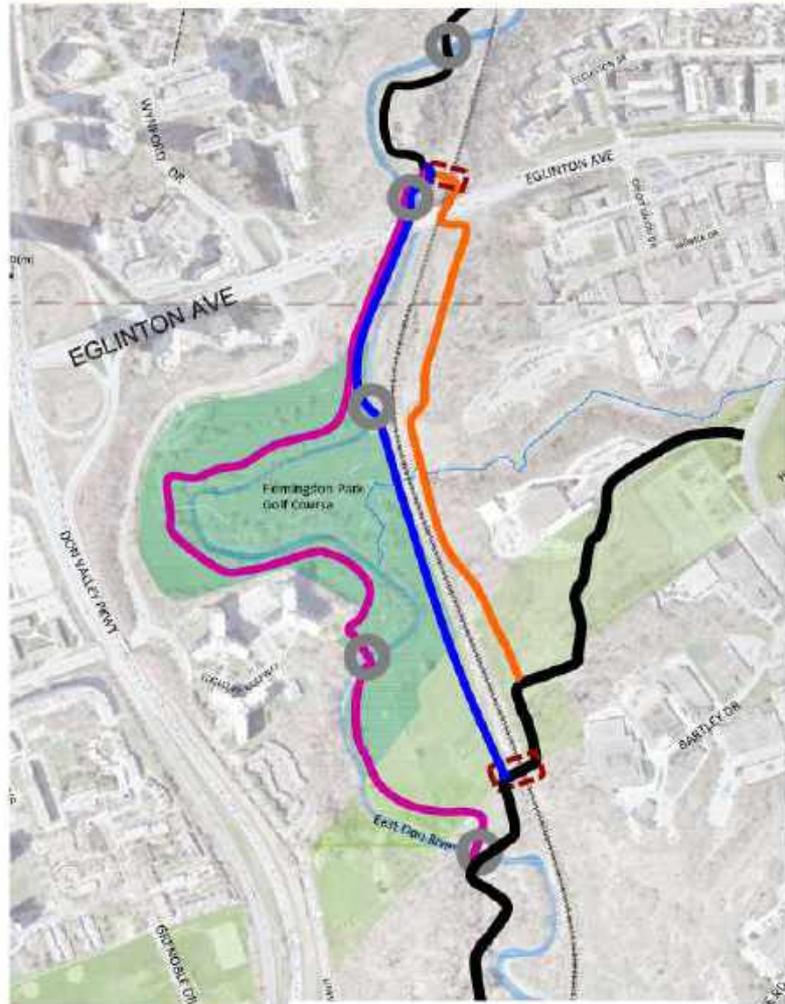
Natural and Physical Environment



- River Walk
- Shared Use
- Rail Trail East
- Common to All (preferred route)

River Walk	Shared Use	Rail Trail East
Medium	Medium	Medium
<p>Greatest impact to aquatic habitat, surface drainage and river processes as longest trail length, additional bridges and travels adjacent to river</p> <p>The option would create opportunity to naturalize some of the floodplain and increase natural cover</p>	<p>Fences could be a barrier to wildlife movement</p> <p>Impact to aquatic habitat and river process as travels along eroded riparian areas</p> <p>Potential to fix stream erosion</p>	<p>Largest amount of vegetation removal necessary, and travels through some relatively undisturbed areas</p> <p>Greatest impact to wildlife habitat (undisturbed forest and wetland)</p> <p>Low impact to aquatic habitat and river process</p> <p>Large impact on drainage and seepage</p> <p>Potential to fix erosion areas</p>

Social and Cultural Environment



River Walk	Shared Use	Rail Trail East
High	Low	High
Safety concerns with proximity to river and bridges	Greatest amount of safety concerns; golf course and rail line	Safety concerns with steep areas and proximity to rail line
Largest disruption to business operations (cease of golf course operations)	Large amount of disruption to business operation	No disruption to business operations
	Highest amount of noise disruptions	Lowest amount of noise disruptions
	Least aesthetically pleasing and least appealing from an all user experience	

- River Walk
- Shared Use
- Rail Trail East
- Common to All (preferred route)

Area 2 Refinements - Evaluation

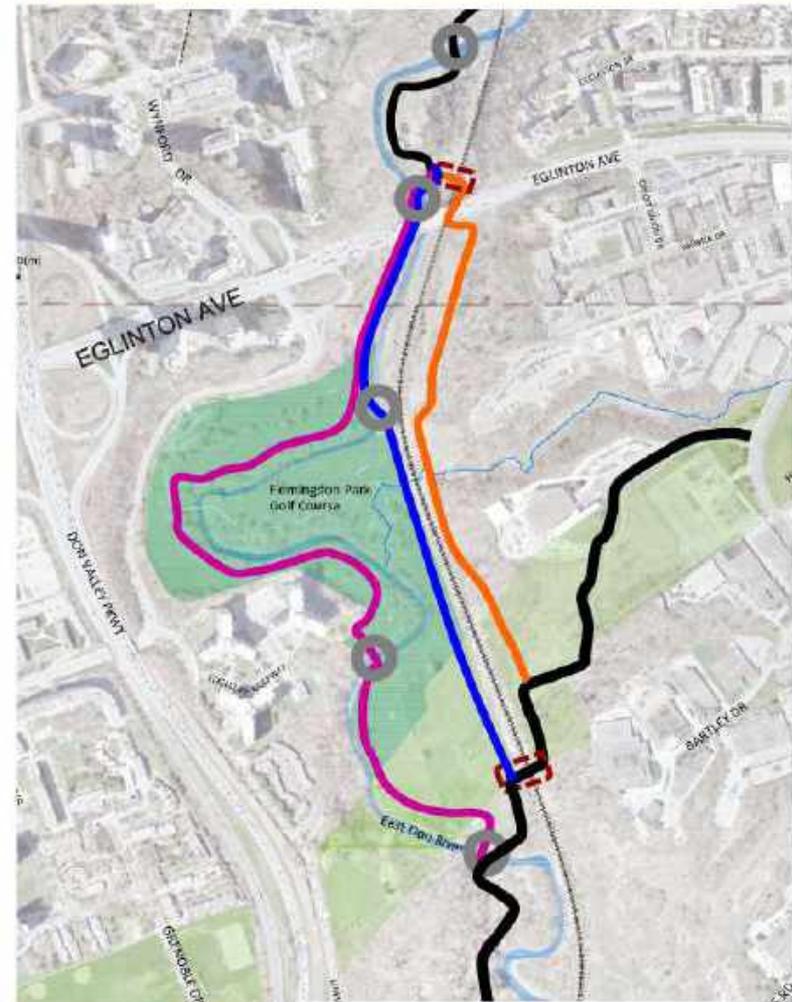
Cost and Technical

Cost

River Walk	Shared Use	Rail Trail East
Low	Low	Medium
Highest additional cost (beyond construction and operation) - acquisition	Lowest capital cost Highest maintenance cost High amount of additional costs to ensure shared use and functional golf course	Highest capital cost Lowest maintenance cost

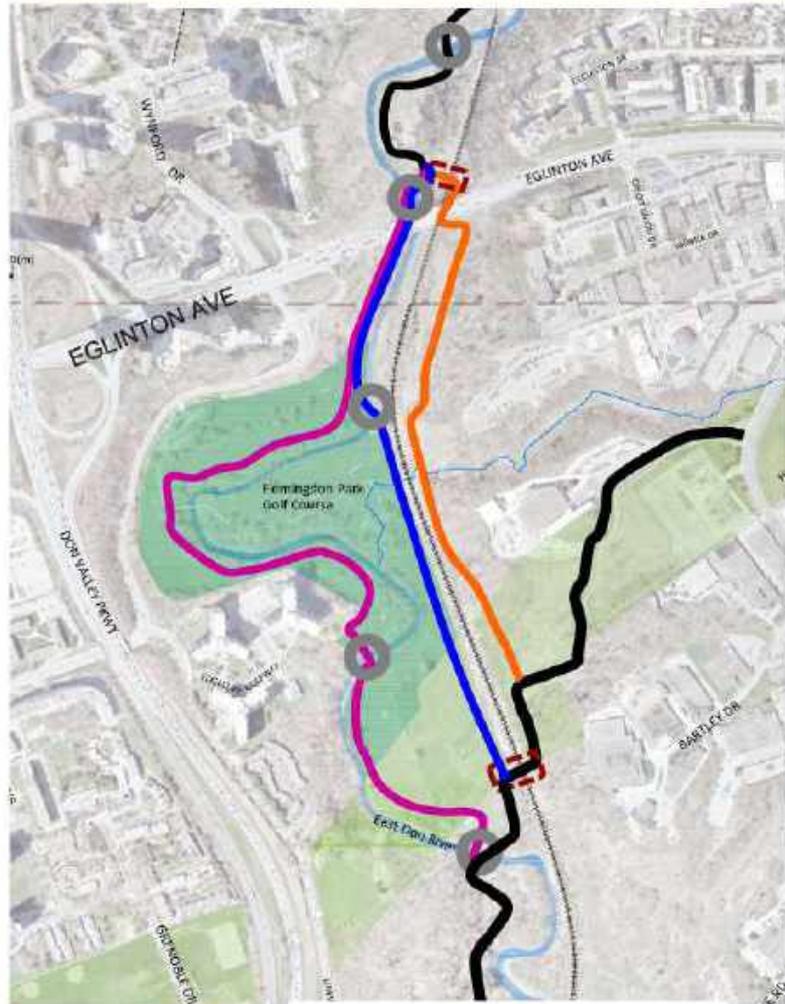
Technical

River Walk	Shared Use	Rail Trail East
Medium	Lowest	Low
Least technically challenging	Most difficult to implement due to shared use and reconfiguration of golf course	Most technically challenging



- River Walk
- Shared Use
- Rail Trail East
- Common to All (preferred route)

Evaluation Summary



Criteria	River Walk	Shared Use	Rail Trail East
Functional Value	Highest	High	High
Natural and Physical	Med	Med	Med
Social and Cultural	High	Low	High
Cost	Low	Low	Med
Technical	Med	Lowest	Low

- River Walk
- Shared Use
- Rail Trail East
- Common to All (preferred route)

Closing

- A. Summary of comments heard during meeting
- B. Next steps in 2014
 - CLC comment period - 2 weeks
 - Selection of preferred alternative trail alignments
 - Completion of field work
 - Draft design concepts
 - CLC Meeting #6 – June 2014
 - *Potential half day meeting*
 - PIC #3 – June 2014

Completed handouts to be provided to Natalie Seniuk by Friday March 21, 2014.

Questions?



East Don Trail Environmental Assessment

Community Liaison Committee #5

March 6, 2014

6:30 pm – 8:30 pm

Flemingdon Park Health Centre

10 Gateway Boulevard - Second Floor Meeting Room

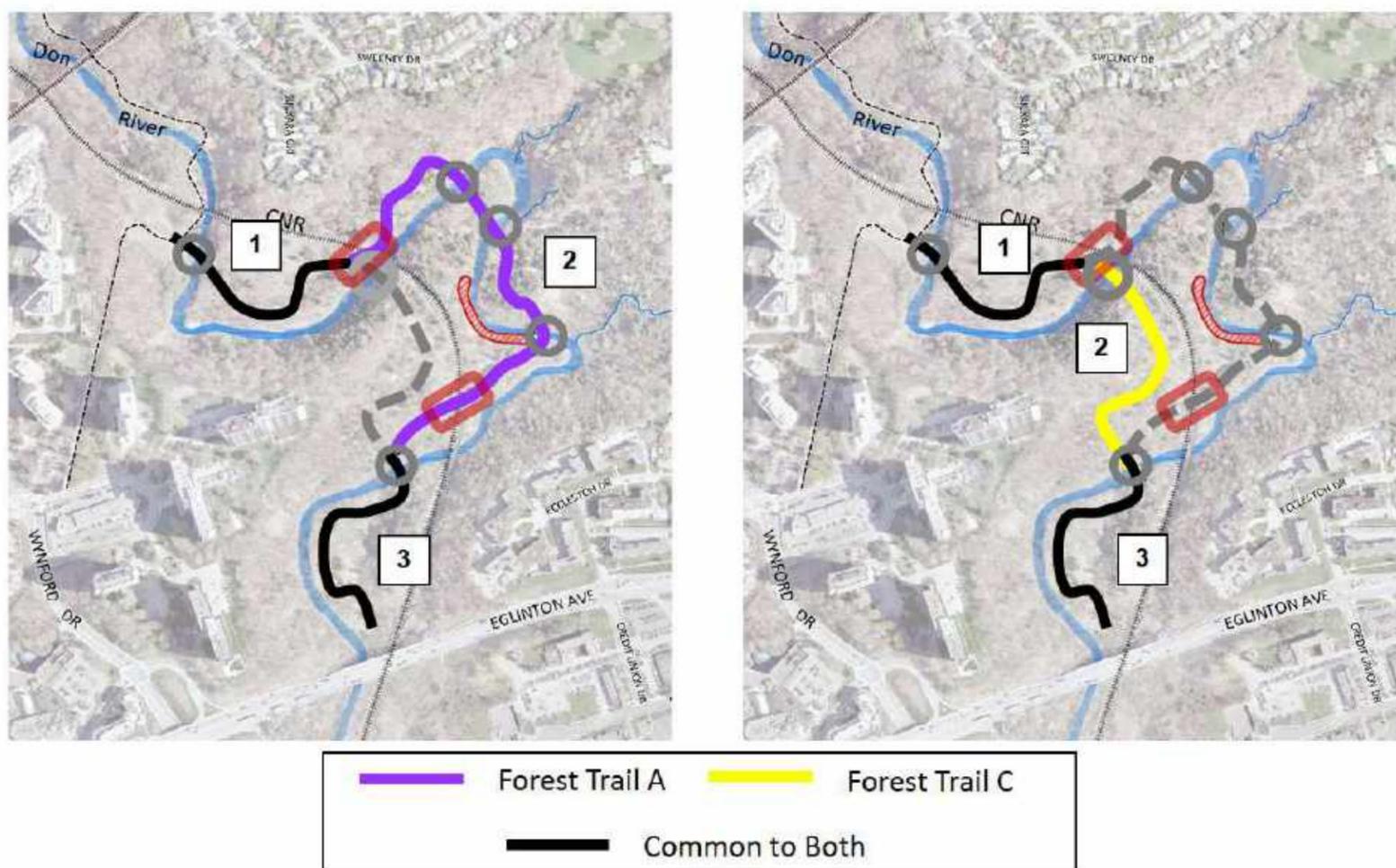
Handout

REVISED Alternative Trail Alignments – Description of Alternatives



**East Don Trail Environmental Assessment
Refined Alternative Trail Alignments**

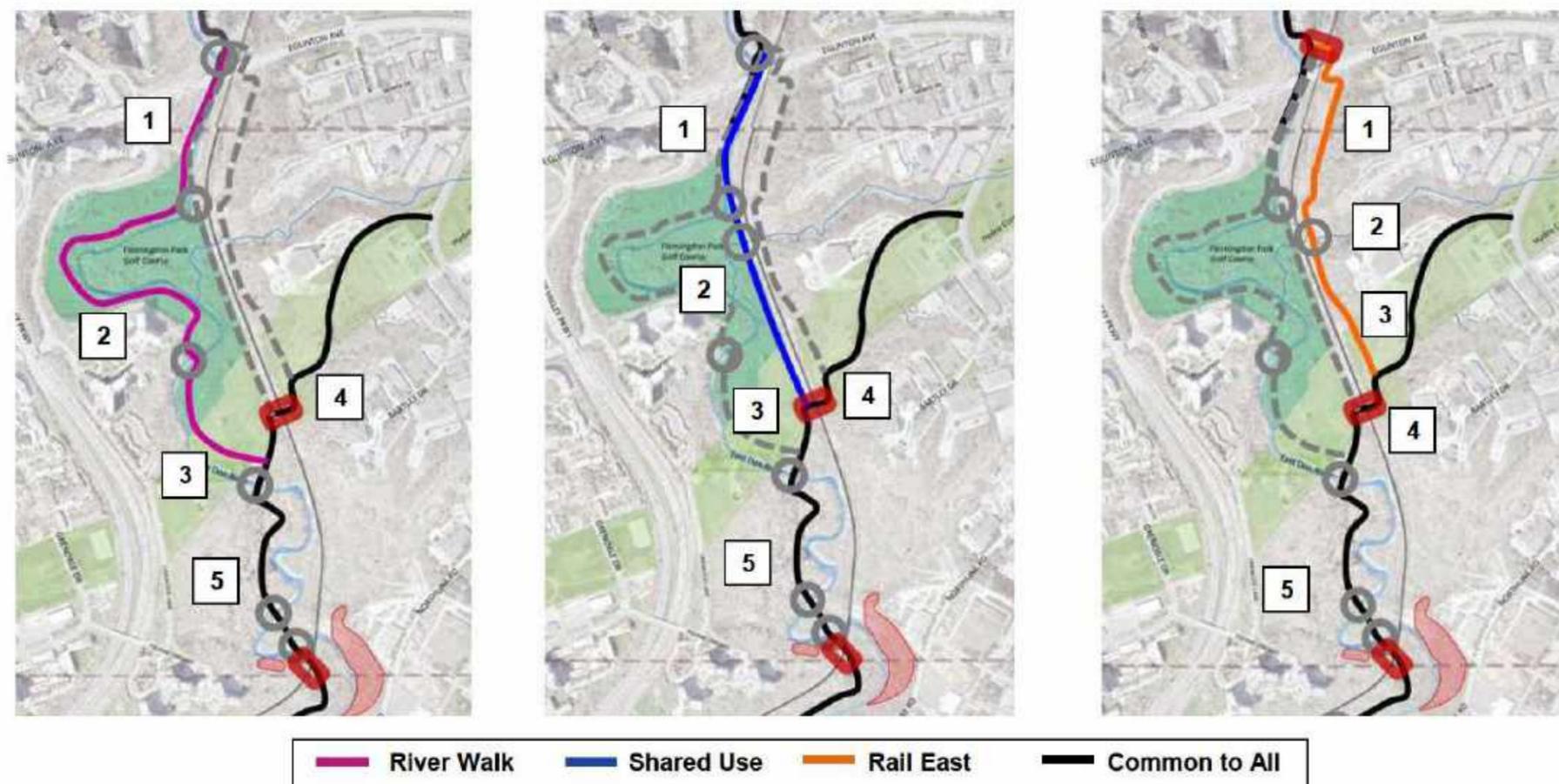
AREA 1 – Forest Trail A and Forest Trail C



	Forest Trail A	Forest Trail C
	Full Trail: ~1.4 km, 5 bridges, 2 rail line crossings Difference (purple): ~0.7 km, 3 bridges, 2 rail line crossings	Full Trail: ~ 1.05 km*, 3 bridges Difference (yellow): ~ 0.35* km, 1 bridge
1	The north portion of Forest Trail A and C begin south of Lawrence and are located at the northern end of the proposed East Don Trail. The trails begin where the existing East Don Trail ends, cross the river once where they travel adjacent to the river through a forested area and the Wigmore Park Ravine potential ESA. The trails travel along the north/east bank of the river where the area is generally flat with some gentle grades. The opposite bank of the river contains steep grades and sections of the river banks are actively eroding sand plain slopes. The forest area is mainly comprised of L4 and L5 communities and includes both native and invasive species. Tree species include: paper birch, hawthorn, sugar maples, hemlock, white pine, and Manitoba maple	
2	At the rail line, Forest Trail A crosses under and continues adjacent river bank. Past the rail line, Forest Trail A crosses the river twice and travels through a successional area adjacent to the east side of the East Don River. The successional area is mainly comprised of invasive species communities, including an exotic successional woodland and Manitoba maple lowland deciduous forest. Swamp and marsh wetland communities are located just east of the trail, where a small tributary flows into the river. On the west side of the river there is a valley wall erosion scar. The trail crosses the river south of the scar, where the area on both sides of the river is generally flat. Vegetation communities here contain an L3 community with white cedars and paper birch as well as a Manitoba maple community. Forest Trail A allows for future connections to the Victoria Village and Wynford Concorde communities. On the west side of the East Don River, the trail travels through a successional vegetation community comprised mainly of invasive species including scotch pine and Manitoba maples, and a native cultural savannah. A second rail line crossing is required, which is proposed to be a tunnel.	Forest Trail C crosses the river from the north/east bank located in the valley to the south/west bank located on the top lands. A large bridge and potential ramps would be required due to the large elevation change between banks. The trail travels west of the rail line through a relatively undisturbed well forested area with few invasive species. The terrestrial vegetation is comprised of mainly L4 communities such as fresh-moist Ash and white pine and sugar maple mixed forest. The area has very few informal trails. The grades vary with steep stable vegetated banks approaching the river. Tree species present include poplars, white cedar, white pine, sugar maple and sumac. The trail travels down towards the river and may require either switch backs or additional length and will likely be very steep.
3	Both Forest Trail A and C cross the river and travel on the east side of the river, mainly through a cultural meadow. Marginal areas are forested and the tree species include sumac, Manitoba maple and willow species. A small reed canary grass marsh wetland is located adjacent to the river.	

*Forest C alignment length listed here may be underestimated as method of traversing the steep grades has not been determined (e.g. switchbacks, longer length with gradual grades).

AREA 2 – River Walk, Shared Use and Rail East



	River Walk	Shared Use	Rail East
	Full Trail: ~2.7km, 5 bridges, 1 rail line crossing Difference (pink): ~1.8 km, 2 bridges	Full Trail: ~2.1km, 6 bridges, 1 rail line crossing Difference (blue): ~1.2 km, 3 bridges	Full Trail: ~2.1km, 4 bridges, 2 rail line crossings Difference (orange): ~1.0 km, 1 bridge, 1 rail line crossing
1	Both River Walk and Shared Use begin north of Eglinton, and would require a bridge over the East Don River to cross from the east side to the west. The grade change at this river crossing is large and may require ramping of the bridge. Limited space is available for the trail under the Eglinton bridge due to the bridge abutments, a raised structure may be necessary. South of Eglinton the trails continue along the west side of the river, partially on a privately owned golf course		Rail East trail crosses the railway from west to east, most likely via a bridge and continues south under Eglinton via a raised structure. South of Eglinton, the trail travels through a relatively undisturbed forested area, generally parallel to the rail line. The alignment follows the edge of the low-lying seasonally wet area before turning towards the rail line.
2	The River Walk continues on west side of the river, traveling through a privately owned golf course utilizing the existing cart path adjacent to the river. Acquisition of the golf course would be necessary. The area is generally flat and consists predominantly of short manicured grass, riparian vegetation is minimal. Some river bank sections are actively eroding. The trail crosses the river once at an existing bridge that would require upgrading.	The Shared Use crosses to the east side of the river and continues south adjacent to the railway embankment and parallel to the golf course. The trail travels through a portion of a privately owned golf course and acquisition of this portion or an easement would be necessary, operations of the golf course would continue. The area is generally flat with short manicured grass. As the trail is located in close proximity to the golf course and rail line, fencing or netting may be required. Some re-working of the golf course playing area may also be required to accommodate the trail.	Rail East approaches a pinch point between the rail line and a steep forested hill where slope stabilization work has recently occurred. South of the hill the trail crosses a minor tributary of the East Don River. The trail then reaches a second pinch point where again the trail is confined between a steep forested hill and the rail line. Portions of this area are privately owned by the rail line and an easement or license agreement may be necessary.
3	River Walk travels through the hydro corridor along the east side of the river within an area leased by the golf course, a license agreement with Hydro One would be necessary. River Walk joins the Gatineau connection (see 3 and 4) south of the hydro corridor.	Shared Use travels through the hydro corridor within an area leased by the golf course, a license agreement with Hydro One would be necessary. Shared Use trail joins the Gatineau connection (see 3 and 4) immediately west of the rail line crossing (see 4).	Rail East travels through a forested area characterized by variable topography and the presence of an intermittently flowing stream with eroding banks. The trail joins the Gatineau connection through a meadow east of the rail line.
3	The Gatineau connection is made through the hydro corridor utilizing an existing access route (unpaved) to connect with Bermondsey Rd. The east half of the area is generally flat and the vegetation directly underneath the transmission lines is regularly maintained (grass cut, trees and shrubs trimmed). In the west half, access is mostly downhill, with a few steep slopes. This portion is well-vegetated with what are mostly successional communities. Mature trees are present, too. The trail passes adjacent four (4) hydro towers and a generating station. In addition, a Toronto works property is situation just north of the hydro corridor and trail. The trail crosses the rail line just south of the hydro corridor; the crossing would either be an at-grade crossing or a bridge crossing. Once at the rail line, the trail crosses over via an at-grade crossing (proposed). The area here is generally flat and the trail is located along the edge of a forest patch adjacent to the manicured golf course.		
5	South of the golf course, the trail crosses the river and travels through a forested area along the west side of the East Don River (roughly 60m west of the river bank). The vegetation here includes Manitoba Maple Lowland Forest, Sugar Maple-Hemlock mixed forest, White pine plantation and Native Cultural Savannah. The trail crosses the river twice and the rail line once to connect with the southern-most portion of the trail in Area 3.		

East Don Trail Environmental Assessment

Community Liaison Committee #5

March 6, 2014

6:30 pm – 8:30 pm

Flemingdon Park Health Centre

10 Gateway Boulevard - Second Floor Meeting Room

Handout

REVISED Alternative Trail Alignments – Preliminary Evaluation

**Please return completed the Questionnaire portion of this handout (pages 3 and 4) by
Friday March 21, 2014 to:**

Natalie Seniuk

nсениuk@trca.on.ca

Toronto and Region Conservation Authority

Restoration Services

5 Shoreham Drive, Downsview, ON M3N 1S4



Background

The last step in the East Don Trail Environmental Assessment (EA) process included the evaluation of the Alternative Trail Alignments (Phase 2 of the EA process). This evaluation was presented to the public and stakeholders for their feedback following CLC Meeting #4 and PIC#2. In addition, materials were posted to the project website and CLC Dropbox for those individuals who were unable to attend the events.

Feedback was collected over multiple weeks following each event and once collected, was analyzed by the project team (with assistance from the technical steering committee).

The results of this analysis showed two major trends, which are driving the next steps of the project:

Trend #1 - *respondents were interested in having the project team revisit the alternative trail alignments presented in:*

- Area 1 – further investigation regarding the potential for a trail alignment on the west side of the river.
- Area 2 – further investigation regarding shared use between the trail and existing Flemington Park Golf Course, as well as the potential for a trail alignment on the east side of the rail line.

The project team looked into these requests and, as a result, is bringing forward three revised trail alignments:

- One revised alignment in Area 1 - Forest Trail C
- Two revised alignments in Area 2 - Shared Use and Rail Trail East

Trend #2 – *respondents were generally in support of the preliminary evaluation of the alternative trail alignments presented at CLC Meeting #4 and PIC#2.*

This resulted in the selection of a preliminary preferred trail alignment in Area 1 and Area 2:

- Area 1 – Forest Trail A
- Area 2 – River Walk

As well as a preferred trail alignment for Area 3:

- Area 3 – Access Route B

Next Steps...

In an effort to ensure meaningful engagement, the project team has added an additional step to Phase 2 of the EA process, the development of revised alignments for Area 1 and Area 2.

These revised alignments will be evaluated against the preliminary preferred trail alignments that were selected through the public engagement process:

- Area 1 – Forest Trail A (preliminary preferred alternative) will be evaluated against Forest Trail C (revised trail alignment)
- Area 2 – River Walk (preliminary preferred alternative) will be evaluated against Shared Use and Rail Trail East (revised trail alignments).

Questionnaire

The project team is requesting feedback from the CLC regarding the “Next Steps” in the EA process which includes the evaluation of the revised trail alignments within Area 1 and Area 2. Please review the tables provided on pages 5 to 8, and use the information presented to assist you with responding to the questions below:

AREA 1

1. After reviewing the evaluation table, do you have any comments regarding the evaluation as presented for the revised alternative trail alignments in Area 1?

2. Overall, do you agree with the evaluation as presented for Area 1?

Yes No

If no, why?

AREA 2

1. After reviewing the evaluation table, do you have any comments regarding the evaluation as presented for the revised alternative trail alignments in Area 2?

2. Overall, do you agree with the evaluation as presented for Area 2?

Yes No

If no, why?

Additional Questions

Do you have any other questions or comments related to the East Don Trail Environmental Assessment process to date?

Once completed, your questionnaire (pages 3 and 4) can be provided to a member of the project team before your depart or, if you'd like more time to write your comments, please send them no later than Friday March 21, 2014:

ATTN: Natalie Seniuk
 Project Coordinator

Email: nсениuk@trca.on.ca

Mail: Toronto and Region Conservation Authority
 Restoration Services
 5 Shoreham Drive
 Downsview, ON M3N 1S4

Name: _____

Preliminary Evaluation – REVISED Alternative Trail Alignments

AREA 1

FUNCTIONAL VALUE

Criteria	Indicators	FOREST TRAIL A	FOREST TRAIL C
Meets project high level goal #1: Trail is located within the valley lands	Located within natural areas and/ or zoned parks	Located within valley lands and natural areas	Located within natural areas
Meets project high level goal #2: Trail supports multi users	Accessibility, access grades, topography	Supports multi user, some grades vary	Very steep areas limit access and use by all users
Meets access requirements for infrastructure maintenance vehicles and for police and emergency medical services vehicles	Access grades, topography, access proximity to infrastructure, turn radius	Improves access to some infrastructures and emergency vehicles	Does not improve access to infrastructure and steep areas may limit access by emergency vehicle
Promotes future opportunities to create local community connections	Potential for trail to create or preclude future desired or identified community access points and trails.	Allows for easy future connections to Victoria Village community	Eliminate easy future connections to Victoria Village community
Meets objectives for additional planning initiatives (not related to EA objectives)	Potential to meet or eliminate objectives for additional initiative related to the study area	Does not meet nor preclude	Does not meet nor preclude
Functional value as a travel route	Continuity, disruptions, frequency of stops, grades, length of trail, connections to multi-modal transportation	Longer length but less grade differences	Shorter length but greater steepness would limit use as a travel route
		High	Low

NATURAL AND PHYSICAL ENVIRONMENT

Criteria	Indicators	FOREST TRAIL A	FOREST TRAIL C
Potential impact to terrestrial vegetation and communities	Quality and quantity of vegetation removed, with consideration of L rankings and invasive	Large amount of informal trails, runs through variety of terrestrial habitat, invasive species, longer trail length	Shorter length but through undistributed forest area with no to few informal trails, few invasive
Potential impact to wildlife habitat and connectivity	Location of trail through valley lands, forest, wetlands, and undisturbed areas, length of trail, and barriers (fence)	Travels through well used areas, at times adjacent wetlands (but not through)	Greater impact to wildlife use and habitat as undisturbed area with little informal use, greater impact to forest interior species
Potential impact to aquatic habitat	Quantity of riparian vegetation removed, number of additional bridges, distance of trail to river.	High impact to aquatic habitat as a greater number of bridges and located closer to river	Bank is currently stable but unstable upstream, potential to impact bank with large bridge
Potential impacts on surface drainage and groundwater	Potential impact on natural surface drainage paths together with potential alterations to groundwater regime	Longer length and closer to river, more area paved to intercept drainage	Out of the floodplain but will still intercept drainage
Potential impacts to East Don River processes	Potential impact on channel erosion, flood levels, channel hydraulics, water quality.	Additional bridge crossings, trail closer to river	One large bridge crossing, the height and steepness may make it more susceptible to erosion
Potential to provide additional benefits to the natural and physical environment	Facilitates required erosion control works, increase natural cover, protection and/or restoration of valley system	Trail will assist in the management of informal trails	Does not provide additional benefits to natural and physical environment
		Low	Low

Preliminary Evaluation – REVISED Alternative Trail Alignments - AREA 1

SOCIAL AND CULTURAL ENVIRONMENT

Criteria	Indicators	FOREST TRAIL A	FOREST TRAIL C
Impact to public safety objectives	Proximity to river, rail lines, road ways, and hydro towers, sight lines and amount of turns	Safety concerns include closer to river, additional bridges and crossing of rail line	Safety concerns include height and length of bridge, erosion areas, and closer to rail line
Disruption to local study area business and infrastructure operations and maintenance	Acquisition, easement or license agreements, potential to impede current operations and use	No disruption to business	No disruption to business
Aesthetics	Sight barriers, varying natural surroundings and vistas/views	Varying natural surroundings	Fewer varying landscapes and does not provide access to river
User Experience	Use by those with limited mobility, fitness users, hikers, nature enjoyment, and multi modal transportation	Provides the best variety of user experiences	Less variety of user experiences
Noise Level	Proximity to works yards, rail line, road, industrial/commercial areas	No noise disruption concerns	Noise level concerns associated with proximity to rail line
Potential to impact known or potential archaeological sites, built heritage sites, and cultural heritage landscapes	Potential sites, known sites, trail utilizes already disturbed areas.	Potential	Potential
		High	Medium

COST

Criteria	Indicators	FOREST TRAIL A	FOREST TRAIL C
Capital Cost, Excluding Property Acquisition	Number of bridge structures, addition or movement of infrastructure, tunnels under the railway, channel restoration and slope stabilization, existing paved routes, and total length of trail through valley.	Higher capital cost due to tunnel under rail line and additional bridges	Lower capital cost, large bridge will be a major cost
Operational and Maintenance Cost	Future risks due to flooding erosion and potential groundwater issues, the number of bridge or tunnel structures, additional built infrastructure, and trail length	Higher operational cost as longer length, additional bridges, and located within floodplain	Lower operation and maintenance cost as located outside of the floodplain
Land Acquisition Cost/Additional non construction related costs	Potential additional costs to acquire land, easement agreements, cost to mitigate impacts outside of the trail	none	none
		Low	High

TECHNICAL

Criteria	Indicators	FOREST TRAIL A	FOREST TRAIL C
Technical Feasibility	Private property disruptions, physical constraints such as traversing steep gradients, ability to open cut rail crossings, use of at-grade rail crossings, proximity to hydro one infrastructure & practicality of slope or erosion stabilization measures	Fewer technical challenges	Technical challenges with steep grades and trying to meet trail standards
Ease of Implementation	Approvals, both community and landowner acceptance, length of time to implement, required closure of rail lines at tunnel locations	Median ease of implementation	Median ease of implementation
		Medium	Low

Preliminary Evaluation – REVISED Alternative Trail Alignments - AREA 2

FUNCTIONAL VALUE

Criteria	Indicators	RIVER WALK	SHARED USE	RAIL TRAIL EAST
Meets project high level goal #1: Trail is located within the valley lands	Located within natural areas and/ or zoned parks	Located in valley lands	Located in valley lands	Located in Valley lands
Meets project high level goal #2: Trail supports multi users	Accessibility, access grades, topography	Flat and even terrain supports multi user	Flat and even terrain supports multi user	Some very Steep areas limit access and use by all users
Meets access requirements for infrastructure maintenance vehicles and for police and emergency medical services vehicles	Access grades, topography, access proximity to infrastructure, turn radius	Improves access to infrastructure, and emergency vehicles	Does not improve access to infrastructure	Does not improve access to infrastructure, steep areas may limit access to emergency vehicles
Promotes future opportunities to create local community connections	Potential for trail to create or preclude future desired or identified community access points and trails.	Allows for easy future connections to Flemington community	Does not improve additional community connections	Allows for easy future connections to Eglinton
Meets objectives for additional planning initiatives (not related to EA objectives)	Potential to meet or eliminate objectives for additional initiative related to the study area	Meets additional objectives, Don Watershed Plan, increase in parklands	Does not meet nor preclude	Does not meet nor preclude
Functional value as a travel route	Continuity, disruptions, frequency of stops, grades, length of trail, connections to multi-modal transportation	Good travel route; flat and even, few obstacles, some bridges	Best travel route; quickest travel route, no disruptions	Steep areas could provide challenge as a travel route
		Highest	High	High

NATURAL AND PHYSICAL ENVIRONMENT

Criteria	Indicators	RIVER WALK	SHARED USE	RAIL TRAIL EAST
Potential impact to terrestrial vegetation and communities	Quality and quantity of vegetation removed, with consideration of L rankings and invasive	Little removal of vegetation, current mono culture habitat	Little removal of vegetation, riparian vegetation removal necessary for bridge placement	Largest amount of vegetation removed, through some relatively undisturbed areas
Potential impact to wildlife habitat and connectivity	Location of trail through valley lands, forest, wetlands, and undisturbed areas, length of trail, and barriers (fence)	Least negative impact on wildlife habitat	Fence could be a barrier to wildlife movement	Greatest impact to wildlife habitat, travels through track of undisturbed forest and wetland area
Potential impact to aquatic habitat	Quantity of riparian vegetation removed, number of additional bridges, distance of trail to river.	Greater number of bridges, located closer to river	Large bridge and travel along riparian area	Away from main branch of the East Don River
Potential impacts on surface drainage and groundwater	Potential impact on natural surface drainage paths together with potential alterations to groundwater regime	Longer length and closer to the river	Shorter length, away from major drainage paths	Area full of seepage, trail would intercept much drainage as at toe of slopes
Potential impacts to East Don River processes	Potential impact on channel erosion, flood levels, channel hydraulics, water quality.	Trail closer to river, greater number of bridges	Large bridge would need to remediate erosion	Away from main branch of the East Don River
Potential to provide additional benefits to the natural and physical environment	Facilitates required erosion control works, increase natural cover, protection and/or restoration of valley system	Some naturalization of floodplain and increase in natural cover	Potential to fix erosion	Potential to fix tributary erosion
		Medium	Medium	Medium

Preliminary Evaluation – REVISED Alternative Trail Alignments - AREA 2

SOCIAL AND CULTURAL ENVIRONMENT

Criteria	Indicators	RIVER WALK	SHARED USE	RAIL TRAIL EAST
Impact to public safety objectives	Proximity to river, rail lines, road ways, and hydro towers, sight lines and amount of turns	Safety concerns with proximity to river and number of bridges	Greatest safety concerns, adjacent golf course and rail line	Safety concerns with steep areas and proximity to rail line
Disruption to local study area business and infrastructure operations and maintenance	Acquisition, easement or license agreements, potential to impede current operations and use	Greatest disruption to local business operation (cease of operations)	Large amount of disruption to business operation	no disruption
Aesthetics	Sight barriers, varying natural surroundings and vistas/views	Aesthetically pleasing, adjacent to river	Least aesthetically pleasing, less access to natural areas	Aesthetically pleasing, varying landscapes
User Experience	Use by those with limited mobility, fitness users, hikers, nature enjoyment, and multi modal transportation	Appealing from an all user experience	Least appealing from an all user experience perspective	Appealing from an all user experience
Noise Level	Proximity to works yards, rail line, road, industrial/commercial areas	Low amount of noise disruptions	Highest amount of noise disruptions	Lowest amount of noise disruptions
Potential to impact known or potential archaeological sites, built heritage sites, and cultural heritage landscapes	Potential sites, known sites, trail utilizes already disturbed areas.	Potential	Potential	Potential
		High	Low	High

COST

Criteria	Indicators	RIVER WALK	SHARED USE	RAIL TRAIL EAST
Capital Cost, Excluding Property Acquisition	Number of bridge structures, addition or movement of infrastructure, tunnels under the railway, channel restoration and slope stabilization, existing paved routes, and total length of trail through valley.	Lowest construction capital cost	Low construction capital cost	Highest construction/capital cost
Operational and Maintenance Cost	Future risks due to flooding erosion and potential groundwater issues, the number of bridge or tunnel structures, additional built infrastructure, and trail length	High maintenance cost due to bridges and location in floodplain	Highest maintenance cost due to fencing and bridge	Lowest operational and maintenance cost
Land Acquisition Cost/Additional non construction related costs	Potential additional costs to acquire land, easement agreements, cost to mitigate impacts outside of the trail	Highest additional costs (acquisition)	High amount of additional cost (shared use, mitigation of golf course)	Some potential additional costs (easement of Metrolinx land)
		Low	Low	Medium

TECHNICAL

Criteria	Indicators	RIVER WALK	SHARED USE	RAIL TRAIL EAST
Technical Feasibility	Private property disruptions, physical constraints such as traversing steep gradients, ability to open cut rail crossings, use of at-grade rail crossings, proximity to hydro one infrastructure & practicality of slope or erosion stabilization measures	Least technically challenging	Some technical challenges	Most technically challenging
Ease of Implementation	Approvals, both community and landowner acceptance, length of time to implement, required closure of rail lines at tunnel locations	Difficulties with implementation due to property acquisition	Most difficult to implement due to shared use and reconfiguration of golf course	Easiest to implement
		Medium	Lowest	Low

East Don Trail Environmental Assessment

Community Liaison Committee #5

March 6, 2014

6:30 pm – 8:30 pm

Flemingdon Park Health Centre

10 Gateway Boulevard - Second Floor Meeting Room

Addendum #1 - to Handout REVISED Alternative Trail Alignments – Preliminary Evaluation

Please return completed the Questionnaire portion of this handout (pages 3 and 4) by Friday March 21, 2014 to:

Natalie Seniuk

nсениuk@trca.on.ca

Toronto and Region Conservation Authority

Restoration Services

5 Shoreham Drive, Downsview, ON M3N 1S4



Evaluation Rankings

Criteria	Indicators	Alternative
What each alternative is evaluated for, falls into the broader themes	Specific parameters of what is accounted for when evaluating that criteria	Received a score from +2 to -2 (including 0) based on evaluation of indicators

A total number was obtained for the broader themes, these numbers were totaled to receive a summary score and select the draft preferred alignment. Today will focus on the summary scores which have been assigned a High, Med, Low ranking based on the number scores.

Evaluation Rankings for Criteria themes with 6 criterion

Highest: 8 to 12
High: 2 to 7
Medium: -1, 0, +1
Low: -6 to -2
Lowest: -12 to -7

Evaluation Rankings for Criteria themes with 2 criterion

Highest: 3 and 4
High: 1 and 2
Medium: 0
Low: -2 and -1
Lowest: -4 and -3

Area 1 – Evaluation of Revised Trail Alignments

Criteria Theme	Forest Trail A		Forest Trail C	
	Overall Ranking	# Score	Overall Ranking	# Score
Functional Value	High	4	Low	-4
Natural and Physical	Low	-5	Low	-2
Social and Cultural	High	5	Medium	0
Cost	Low	-2	High	3
Technical	Medium	0	Low	-1
TOTAL		2		-4

Area 2 – Evaluation of Revised Trail Alignments

Criteria Theme	River Walk		Shared Use		Rail Trail East	
	Overall Ranking	# Score	Overall Ranking	# Score	Overall Ranking	# Score
Functional Value	Highest	9	High	6	High	2
Natural and Physical	Medium	-1	Medium	1	Medium	-1
Social and Cultural	High	2	Low	-3	High	4
Cost	Low	-1	Low	-2	Medium	0
Technical	Medium	0	Lowest	-3	Low	-2
TOTAL		9		-1		3

Comment and Response Table

No.	Member	Comment	Project Team Response
1	Wynford Concorde Residents Group	<p>page 119 - Table 33</p> <p>Shows one (1) bridge on Flemington Golf Course. This is incorrect there are in fact two (2) bridges crossing the East Don River on Flemington Golf Course. They are both of a significant size and of the same type as the bridges that were installed on the existing East Don Trail in 2011. They were both installed after a major flood about 5 years ago</p>	<p>The location of the second bridge added to the Constructed Crossings section of the BEI Report.</p>
2	Wynford Concorde Residents Group	<p>Page 55 – Figure 18</p> <p>Page 56</p> <ul style="list-style-type: none"> • Site 1 should be labeled West Slope at 75/65 Wynford Heights • Site 5 should be labeled 45 Wynford Heights. 	<p>The potential risk due to slope stability area names do not contain specific addresses as these areas are often large and may not be attached to a specific address, therefore for consistency specific addresses were not added to each of the names.</p> <p>Site 1 relabeled to read "West Slope at Wynford Heights".</p>
3	Wynford Concorde Residents Group	<p>The East Don Trail is planned to be a multi-use trail for use by hikers, dog walkers, in-line skaters, as well as bikers. In the north end of the existing trail, access through the parking lot of the Charles Sauriol Conservation Area is compliant with the planned users. People can come and park their cars and walk or ride onto the trail. However at the existing Wynford Heights access there is no parking available making this access point really only of any use to local residents. This access point is of no benefit to the elderly, disabled or folks with other health problems, due to the steepness of the valley wall and the access trail down. It is hard to see where other access points can be placed until one reaches the Taylor Creek Trail parking lot, unless one includes the Flemington Golf Club parking lot and access point.</p> <p>Where are the other access points planned to be put, to allow for the multi-use of the proposed trail? Bikers I can see being able to use the trail with only a limited number of</p>	<p>Detailed access points to the trail are not in the scope of The East Don Trail EA. The EA is looking at the route options and will be bringing one preferred option to the design stage.</p> <p>The EA will provide some recommendations for where future access points could be made to the surrounding communities. These recommendations will be made at a later stage in the EA, once a preferred route and design area are selected.</p> <p>In addition the evaluation of routes did consider if future connections (i.e. access points) could be made to the respective alternative trail alignments.</p>

Comment and Response Table

No.	Member	Comment	Project Team Response
		<p>access points. But how do the other planned users access the trail?</p> <p>I omitted to include the access point in Moccasin Trail Park, which also has a parking lot. However this is once again well north of Eglinton Avenue.</p>	
4	Bike 25	A bit hard to read the diagrams in general	Noted, the project team reviewed the diagrams to see if any changes can be made
5	Bike 25	Parts of Ward 25 (Jaye Councillor) are listed as being in Ward 26. It would be good to include her and her ward in the list	Ward 25 is located outside of the Regional (and Local) Study Areas and therefore has not been included in the existing conditions report. Neighborhood boundaries can sometimes cross between wards. In the East Don Trail EA neighborhoods located within the Regional Study Area were included even if they crossed some ward boundaries.
6	Bike 25	There a number of historically significant details in the Sauriol book, Trails of the Don, that would clarify some of the issues about prior uses. In particular, as I have noted, the golf course on land that was a maple forest and a sugar bush, which would have had more stable stream banks	Noted, project team reviewing the Sauriol book.
7	Cycle Toronto	<p>P. 51: Flood line map</p> <p>Could you share a higher-resolution map of floodplains with the CLC? This is something we have discussed extensively but we have not yet seen the actual floodplain extents.</p>	Higher resolution map provided to CLC in Dropbox folder.
8	Cycle Toronto	<p>P. 95</p> <p>How are the breeding birds estimated?</p> <p>I ask because there are no sightings of Wood Thrushes or Eastern Meadowlarks in the study area over the past 5 years in eBird, but there was a breeding pair of Cooper's</p>	<p>The Baseline Environmental Inventory has been updated to include Cooper's hawk in the informal observations list.</p> <p>To monitor breeding birds, TRCA uses the breeding bird protocol as outlined in the Ontario Breeding Bird Atlas (OBBA), but with more conservative migrant thresholds</p>

Comment and Response Table

No.	Member	Comment	Project Team Response
		<p>Hawks in the Charles Sauriol area earlier this year (one even flew over us during our hike).</p>	<p>(such that a single sighting of a species in suitable habitat needs to be verified by a second sighting on a date beyond the migrant threshold date). Overall, this is very similar to the original OBBA protocol, with the dates extended for several species.</p> <p>Due to the frequency with which TRCA is able to conduct site visits to inventory, the absence of a given species from the list of formal observations does not necessarily indicate the absence of that species from the site.</p> <p>Members of the public are encouraged to submit confirmable reports of fauna/flora sightings to TRCA, where a confirmable sighting report would include photographic documentation, observer's name, observation date, geographic coordinates and/or equivalent map location, as well as any relevant comments (e.g., size of snake for a snake sighting). For breeding bird observations, breeding behavior type observed (e.g., territorial male, visiting nest etc.) should also be included.</p>
9	Cycle Toronto	<p>P.120</p> <p>Painted on-street bike lanes on Eglinton east of Brentcliffe were approved in the 2010 Transit City EA.</p> <p>Additionally, the Eglinton Connects planning study (including an EA over the underground section of the LRT, west of Leslie) is recommending fully separated, protected bike lanes for the entire length of Eglinton, including upgrading the previous EA's recommendation to something safer. They also recommend improving connections to trails, parks and green space - including the East Don river system. See here:</p> <p>http://www.toronto.ca/eglington/pdf/egconnects_recommendations_oct13.pdf</p> <p>http://www.toronto.ca/eglington/materials.htm</p>	<p>Transit City is a city-wide planning proposal that gave rise to a number of projects including the Environmental Assessment (EA) for the Eglinton Crosstown project. Bikelanes were looked at, as part of the EA for Eglinton Crosstown, not as part of the Transit City planning proposal itself.</p> <p>It is the project team's understanding that the information presented in the draft BEI report is accurate for the reasons noted above.</p> <p>Eglinton Connects planning study includes a vision of providing continuous cycling infrastructure, and this information has been added to the BEI report.</p>

Comment and Response Table

No.	Member	Comment	Project Team Response
10	Cycle Toronto	<p>P.120</p> <p>The Pan Am Path trail project was approved by council in July 2013, and it covers the stretch of the East Don Trail from Bermondsey south to Taylor Creek:</p> <p>http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EX33.13</p>	<p>The Pan Am Path trail project defers to the East Don Trail EA to design and implement the stretch from Bermondsey Road to the Taylor Creek area. Surrounding projects such as the Pan Am Path that influence the project will be outlined in the Environmental Study Report.</p> <p>The Baseline Environmental Inventory only outlines the current existing conditions.</p>
11	Cycle Toronto	<p>P. 120</p> <p>Are there maps of the existing pedestrian and cyclist routes through the study area, including the natural environment trails?</p>	<p>Regarding existing cycling routes, a map showing these routes has been created and added to the BEI.</p> <p>Regarding informal trails, a network of these trails does run through the study area however, the City of Toronto does not manage or maintain the informal trails and as such, no maps can be included.</p>
12	Cycle Toronto	<p>P. 121</p> <p>Could you indicate the number of pedestrian, cyclist and motorist injuries in the study area? This data is maintained by the City:</p> <p>http://www.toronto.ca/transportation/publications/brochures/2012_ped.pdf</p> <p>http://www.toronto.ca/transportation/publications/brochures/2012_bike.pdf</p> <p>http://www.toronto.ca/transportation/publications/brochures/2012_fatal.pdf</p> <p>(they have historical data as well)</p>	<p>The project team will look into this (In progress)</p>
13	Cycle Toronto	<p>P. 121</p> <p>Isn't there also an Enbridge oil pipeline in the study area? I've seen the yellow pipeline markers that clearly say "Oil Pipeline" at the south end.</p>	<p>The project team is aware of an Enbridge gas pipeline that runs within the Hydro Corridor (refer to Figure 42), and will look into the presence of an oil pipeline (In progress)</p>

Comment and Response Table

No.	Member	Comment	Project Team Response
14	Cycle Toronto	P. 121 It would be very helpful to indicate the voltages of the power lines running through the study area. The hydro corridor over the golf course is high voltage, and I believe the smaller hydro lines through Taylor Creek are medium-voltage. Similarly, it would be helpful to indicate the gas pipeline capacity.	The project team does not have this information at this time, but will look into both. (In progress)
15	Toronto Field Naturalists	Page 15, Figure 3, 35 mm from left & 60 mm up from bottom: replace "Seaton" by "Seton"	Change made.
16	Toronto Field Naturalists	Page 32, line 21: replace "(CP and Metrolinx/GO)" by "(two Metrolinx/GO)"	Changes made to page 32
17	Toronto Field Naturalists	Page 38, Figure 12 W: replace "Eglinton bridge crossing. Rail and channel parallel underneath" by "East Slope along City Northline property".	Change made
18	Toronto Field Naturalists	Page 54, line 12 replace "do no show" by "do not show".	Change made
19	Toronto Field Naturalists	Page 56, Figure 19, 5: replace "East" by "West".	Change made
20	Toronto Field Naturalists	Page 74 Figures 27 and 28 are reproduced too small for the writing to be readable.	Change made
21	Toronto Field Naturalists	Page 77, line 21: replace "of from other" by "or from other".	Change made

Comment and Response Table

No.	Member	Comment	Project Team Response						
22	Toronto Field Naturalists	<p>Page 77, 2.1.13 Noise</p> <p>I think the Don Valley Parkway is the biggest source of noise, followed by the industrial activity west of Bermondsey Road, in particular from the transfer station.</p> <p>Barking dogs at the Petopia kennels, 265 Bartley Drive, have been quite noisy, but they are moving away in November 2013.</p> <p>The heavy freight trains crossing the high CP bridge are much noisier than the infrequent, mostly passenger, trains on the Metrolinx/GO track.</p>	Change made						
23	Toronto Field Naturalists	<p>Page 80, lines 18 to 23:</p> <p>The numbers in parentheses after the names of the potential ESAs, (5), (8),...(88) are not explained.</p>	Explanations added.						
24	Toronto Field Naturalists	<p>Page 84, Table 20.</p> <p>The 5th and 6th rows are identical "Dry-Fresh Exotic Deciduous Forest L+".</p>	Change made						
25	Toronto Field Naturalists	<p>Page 97, line 17:</p> <p>delete paragraph break.</p>	Change made						
26	Toronto Field Naturalists	<p>Pages 103-105, Table 27.</p> <p>The present consensus is that the genus Aster should be broken up; the new scientific names of the asters in Table 27 are tabulated below.</p> <table border="1" data-bbox="420 1299 1218 1469"> <thead> <tr> <th>Common Name</th> <th>Old Scientific Name</th> <th>New Scientific Name</th> </tr> </thead> <tbody> <tr> <td>arrow-leaved aster</td> <td>Aster urophyllus</td> <td>Symphyotrichum urophyllum</td> </tr> </tbody> </table>	Common Name	Old Scientific Name	New Scientific Name	arrow-leaved aster	Aster urophyllus	Symphyotrichum urophyllum	Change made
Common Name	Old Scientific Name	New Scientific Name							
arrow-leaved aster	Aster urophyllus	Symphyotrichum urophyllum							

Comment and Response Table

No.	Member	Comment	Project Team Response												
		<table border="1"> <tr> <td>flat-topped aster</td> <td>Aster umbellatus var. umbellatus</td> <td>Doellingeria umbellata var. umbellata</td> <td>L3</td> </tr> <tr> <td>big-leaved aster</td> <td>Aster macrophyllus</td> <td>Eurybia macrophylla</td> <td>L4</td> </tr> <tr> <td>sky-blue aster</td> <td>Aster oolentangiensis</td> <td>Symphyotrichum oolentangiense</td> <td>L4</td> </tr> </table>	flat-topped aster	Aster umbellatus var. umbellatus	Doellingeria umbellata var. umbellata	L3	big-leaved aster	Aster macrophyllus	Eurybia macrophylla	L4	sky-blue aster	Aster oolentangiensis	Symphyotrichum oolentangiense	L4	
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sky-blue aster	Aster oolentangiensis	Symphyotrichum oolentangiense	L4												
27	Toronto Field Naturalists	Page 115, line 3: delete paragraph break.	Change made												
28	Toronto Field Naturalists	Page 119, line 2: replace "12" by "14"	Change made												
29	Toronto Field Naturalists	Page 119, Table 33: Constructed crossings within the Regional Study Area "Width" and "Length" are the dimensions across and along the width and length of the river, respectively, or the long and wide dimensions of the bridge, respectively?	BEI Report updated to say detailed investigation/characterization will be carried out for any crossings that may impact or be impacted by project activities.												
30	Toronto Field Naturalists	Page 121, lines 21 and 26: replace "access route" by "access route, B,"	Change made												
31	Toronto Field Naturalists	Page 121, line 27: replace "one route" by "one route, C,"	Change made												
32	Toronto Field Naturalists	Page 121, line 27: replace "one north" by "one, A, north"	Change made												

Comment and Response Table

No.	Member	Comment	Project Team Response
33	Toronto Field Naturalists	Page 122, Figure 42. Add "A, B, C show the entries to access routes (page 121)"	No changes made - Figure 42 legend already included access route.
34	Toronto Field Naturalists	Page 122, Figure 42. Upper left label pointing to the site south of A: Replace: "Bermondsey Yard" by "Bermondsey Transfer Station" (it's at 188 Bermondsey Road).	Change made
35	Toronto Field Naturalists	Page 122, Figure 42. Upper right label pointing to the site north of A: Replace: "Bermondsey Transfer Station" by "Bermondsey Yard" (it's at 25 Old Eglinton Avenue).	Change made
36	Toronto Field Naturalists	Page 130, line 27: Replace "Classifigation" by "Classification".	Change made
37	Toronto Field Naturalists	Homeless encampments – NOTE to be discussed at this meeting After the meeting, I mentioned a concern to Councillor Davis about encampments in the ravines, and she suggested I should send her e-mail about it, which I did. Now I should like to share my concern with you also. There are three encampments that were in place in the summer and were still there in the first week of November 2013. They produce much litter and are an inappropriate use of park or conservation land. I hope that proper housing can be provided for the people who take shelter in these encampments. Locations of the three encampments A, B and C are shown on the attached map encamp.jpg. A is 300 m north of the east end of the north side of the Eglinton Avenue East bridge over the East Don. An informal path leads downhill northwards from that end of the bridge	The City of Toronto has a department called Toronto's Streets to Homes Program that specializes in outreach to homeless people. Encampment A was reported to this department and is an encampment that has been in the location for many years. The project team will meet with the department in the new year when implementation of the project is approved and underway. For members of the public, the best way to report encampments is through 3-1-1 as this information will get directed to the appropriate departments and staff. The link to the City of Toronto's Homelessness Services is: www1.toronto.ca/wps/portal/contentonly?vgnextoid=cfa2d62869211410VgnVCM10000071d60f89RCRD Regarding the request to assist with clean-up this may be a

Comment and Response Table

No.	Member	Comment	Project Team Response
		<p>to the railway and continues on the other side of the railway ending at the encampment. A picture of encampment A taken on November 7, 2013 is in the attachment encampA.jpg.</p> <p>B is 50 m west of the northwest corner of the intersection of O'Connor Drive and Curity Avenue, behind the Home Depot store. An informal path leads downhill westwards from that corner to it. A picture of encampment B taken on November 5, 2013 is in the attachment encampB.jpg.</p> <p>C is 150 m west of the path down from Barrington Avenue into Taylor Massey Creek. An informal path leads to it westward starting 50 m south of the main trail through Taylor Creek Park. 100 m along the way there is an unsightly dump of litter at the base of a large red oak. This area of the park is much appreciated by naturalists because of the variety of plant life. A picture of encampment C taken on November 5, 2013 is in the attachment encampC.jpg.</p> <p>If the occupants of the encampments can be housed better so that the encampments can be removed, maybe volunteers from community organizations could help clean up litter. I should be willing to assist in this.</p>	<p>more appropriate conversation to undertake with the Streets to Homes Program as this type of work will not be undertaken by the project team.</p>
38	Toronto Ornithological Club	<p>Section 2.2.7 Fauna Species</p> <p>Table 23 lists Eastern Meadowlark as L4, however COSEWIC lists it as a Species at Risk in Ontario which means it is threatened and requires protection of a minimum of 10 meters near the nest, and a permit to do construction that may damage or destroy within that protected area of the nest site. Hiking or walking would be okay but fragmentation of habitat or use of pesticides use should be restricted in that area. The designation of L4 would indicate that the species is less at risk than has actually been determined.</p>	<p>COSEWIC assesses species that may be at risk in Canada, while the Endangered Species Act (enforced by Ministry of Natural Resources (MNR)) protects Species at Risk in Ontario. The Eastern Meadowlark is considered Threatened in Ontario by both COSEWIC and by the MNR.</p> <p>L Rankings reflects the level of conservation concern in the TRCA jurisdiction only and are periodically reviewed. Rank is assigned based on factors such as species' population trend and local occurrence data. At present time, mainly due to the local (i.e., TRCA jurisdiction-specific) occurrence data, Eastern Meadowlark L rank is L4, indicating that this species is of concern in urban environments in the TRCA</p>

Comment and Response Table

No.	Member	Comment	Project Team Response
			<p>jurisdiction. As the East Don Trail EA study area is an urban environment, L4 ranking species present here are of concern and do warrant attention. This is taken into account in the evaluation of the alternatives through consideration of potential impacts on terrestrial habitat (e.g., fragmentation). As well the MNR has been made aware of the project and will be involved in the project review and development of any necessary mitigation measures. The mitigation measures to reduce the negative impact on birds may include construction activities being scheduled outside of the breeding and migratory bird timing windows. Mitigation of impacts on Eastern Meadowlark, in particular, will consider compatibility of various project activities with general Eastern Meadowlark habitat, as prescribed by MNR. To read more about Eastern Meadowlark habitat and compatibility of activities, visit:</p> <p>www.mnr.gov.on.ca/en/Business/Species/2ColumnSubPage/MNR_SAR ESTRN_MDWLRK_EN.html</p>
39	Flemingdon Health Centre	<p>2.4.10 Existing Tourism Operations</p> <p>There is no mention of the Aga Khan Centre.</p> <p>This Centre will be completed in the Spring of 2014 and its located on the north-west corner of the Don Valley Parkway and Eglinton Avenue East. It will be a major religious and general attraction for the Ismaili community but open to the general public, members of the community, and world tourists. The space will house a mosque, a historically significant museum, and a peace garden. There is a significant influx or migration of those in the Ismaili community moving into the area; buying up expensive small condominiums especially in the Wynford-Concord area and having a significant effect on the cost of housing.</p> <p>I'm hoping to have you include the Aga Khan Centre so that in future and final drafts this centre gets mentioned and a</p>	<p>The Aga Khan Museum and Ismaili Centre has been included as a potential attraction within the BEI report.</p>

Comment and Response Table

No.	Member	Comment	Project Team Response
		major group in the community, when they read the report, will feel pride and inclusion.	
40	Friends of the Don East	<p>I came across a long term plan by GO to provide two way service on a number of their single track commuter lines including the one that runs through the Don Valley and ends in Richmond Hill. This would necessitate doubling the track through the valley. These plans are unfunded but are part of the so-called "Big Move" which is forecasting transit expansion needs through to 2031.</p> <p>Here are some mentions of the plans:</p> <p>http://www.bigmove.ca/wp-content/uploads/2013/01/NxWave_GO2WAD.pdf</p> <p>http://www.metrolinx.com/en/docs/pdf/board_agenda/20130627/20130627_BoardMtg_Next_Wave_Projects_Update_EN.pdf (pp. 6, 15)</p>	<p>The project team is aware of the long term plans and this has been considered during the planning of the East Don Trail EA. Metrolinx/GO is also a key stakeholder to the project and discussions are ongoing between the project team and Metrolinx/GO.</p>

No	Source	Comment	Project Team Response
12	Report - BEI	P. 121 - Could you indicate the number of pedestrian, cyclist and motorist injuries in the study area? This data is maintained by the City:	Injury data available for the City of Toronto includes data collected from reportable collisions involving motorists, pedestrians and cyclists. Based on the examination of the data summaries and trends, it appears that the majority of collisions reported occurred along the major and minor arterial roads, whereas the East Don Trail project is concerned with off-road infrastructure. As a result, the collision and injury data available do not appear to be directly relevant to the scope of this study and were thus not included in the baseline conditions report.
13	Report - BEI	P. 121 - Isn't there also an Enbridge oil pipeline in the study area? I've seen the yellow pipeline markers that clearly say "Oil Pipeline" at the south end.	The project team is aware of an Enbridge gas pipeline that runs within the Hydro Corridor (refer to Figure 42). Enbridge is a key stakeholder and the project team is currently consulting Enbridge on the presence of an oil pipeline (FOLLOW-UP REQUIRED)
14	Report - BEI	P. 121 - It would be very helpful to indicate the voltages of the power lines running through the study area. The hydro corridor over the golf course is high voltage, and I believe the smaller hydro lines through Taylor Creek are medium-voltage. Similarly, it would be helpful to indicate the gas pipeline capacity.	The project team does not have this information at this time, but will look into both as the discussions with Hydro One and Enbridge proceed. In addition, if the preferred route passes through the Hydro Corridor an electric and magnetic fields management plan may be required as part of the detailed design which would detail out the voltages. (FOLLOW-UP REQUIRED)

No	Source	Comment	Project Team Response
38	Report - BEI	<p>Section 2.2.7 Fauna Species - Table 23 lists Eastern Meadowlark as L4, however COSEWIC lists it as a Species at Risk in Ontario which means it is threatened and requires protection of a minimum of 10 meters near the nest, and a permit to do construction that may damage or destroy within that protected area of the nest site. Hiking or walking would be okay but fragmentation of habitat or use of pesticides use should be restricted in that area. The designation of L4 would indicate that the species is less at risk than has actually been determined. Can we discuss this at our next meeting?</p>	<p>Yes, this can be discussed at the meeting. Some additional context:</p> <p>COSEWIC assesses species that may be at risk in Canada, while the Endangered Species Act (enforced by Ministry of Natural Resources (MNR)) protects Species at Risk in Ontario. The Eastern Meadowlark is considered Threatened in Ontario by both COSEWIC and by the MNR. L Rankings reflects the level of conservation concern in the TRCA jurisdiction only. Rank is assigned based on factors such as species' population trend and local occurrence data. At present time, mainly due to the local (i.e., TRCA jurisdiction-specific) occurrence data, Eastern Meadowlark L rank is L4, indicating that this species is of concern in urban environments in the TRCA jurisdiction. As the East Don Trail EA study area is an urban environment, L4 ranking species present here are of concern and do warrant attention. This is taken into account in the evaluation of the alternatives through consideration of potential impacts on terrestrial habitat (e.g., fragmentation). As well the MNR has been made aware of the project and will be involved in the project review and development of any necessary mitigation measures The mitigation measures to reduce the negative impact on birds may include construction activities being scheduled outside of the breeding and migratory bird timing windows. Mitigation of impacts on Eastern Meadowlark, in particular, will consider compatibility of various project activities with general Eastern Meadowlark habitat, as prescribed by MNR.</p>

No	Source	Comment	Project Team Response
200	Process	There is a lot of concern with regards to the users of the golf course. The golf course is a social and political issue that falls outside of the EA process. Advice needs to be provided from these authorities, as this is something that can derail a project.	As part of Phase 2 the alternative trail alignments were further refined to include alternatives for shared-use between the proposed trail and existing Flemington Park golf course, as well as a proposed trail alignment east of the rail line that would not impact golf course operations. Discussions concerning impacts of both alignments are currently ongoing with the golf course. Full acquisition of the golf course does fall outside of this EA process.
42	Existing Conditions	Regarding the landfill near the City of Toronto Public Works yard – there was a road that was put in and leachate collection was an issue. Will there be potential for disturbance in these areas?	There are several closed landfills in the project regional study area. The City of Toronto does build trails on landfills and protecting the integrity of the landfill is addressed during detailed design of those trails. Due to other factors considered in the evaluation of alignments for the East Don Trail, the preliminary preferred alignment will not contact any of the closed landfills in the study area.
43	Existing Conditions	There should be a history provided of the historical perspective of the area (i.e. when the rail was put in, flood levels, salmon in the river). It is an important cultural area. Good resources include Charles Sauriol's books, and work by Jane Pitfield among others	The project team will look into including this as part of materials for PIC#3.
70	Evaluation - Alternatives To	In the Alternatives To under Functional Value - Impact #3, please add that that it improves accessibility to a variety of users.	Accessibility was assessed as part of the Alternatives To under Functional Value, as: "Provides access for a variety of users into the East Don corridor". This point was further considered and evaluated in the next phase, Alternative Trail Alignments

No	Source	Comment	Project Team Response
78	Evaluation - Alternatives To	Should technical feasibility be part of the evaluation? Shouldn't the question be how and where the trail can be implemented? To say that it the most preferred, just adds a category that builds an argument against the flora/fauna in the area. In theory the trail will be technically feasibility because it is just a matter of engineering	Yes it is true that to implement a trail it is a matter of engineering. The technical criteria look at the opportunities to engineer the trail and the places that this could be really difficult. This criteria category was used to assess Alternative Trail Alignments where the questions of how and where the trail can be implemented are discussed.
126	Evaluation - Trail Alignments	Why don't you go around the west side of the railway in this Area 1?	Topography makes it very challenging to build the trail west of the rail line, as part of the revisions to the Alternative Trail Alignments this has been further assessed.
132	Design	Would complete fencing be required for the rail trail alternatives? And for how many metres?	Fencing would be required for the portion of the proposed Shared Use trail alignment where it runs parallel to the Flemington Park Golf Course. This trail portion is approximately 750 - 850 metres long.
137	Evaluation - Trail Alignments	Is there a possibility for another criterion that has to do with partnering in regards to cost, as there are plenty of opportunities?	A criterion to address potential cost sharing was not included as at this stage of the EA process the amount of cost sharing and where it would be applicable is unknown. Cost sharing will be explored in certain situations; however this will be worked out at a much later stage in the project. In addition, the EA must look at the true construction costs regardless of any cost sharing opportunities.
183	Public Consultation	Project team told CLC Members that the Alternatives To had been revised and finalized, and that a copy of the final Alternatives To would be provided in the CLC Dropbox.	This has been added to the Dropbox folder

No	Source	Comment	Project Team Response
185	Design	What is the clearance requirement for under crossings of the rail line?	The project team does not have this information at the present time, as this will be determined while working with Metrolinx during the design concept and detailed design phases.
192	Evaluation - Trail Alignments	Area 1 - slope stabilization associated with Forest Trail B should have higher affects within the physical and natural processes due to the major effects to the river as a result of the work required. The write-ups say that they are similar but they are not.	The project team reviewed the impacts of Forest Trail A and B on the river processes, and identified more significant and greater impacts to river processes for Forest Trail B than A due to the significant channel and slope restoration necessary for B. The write up will be changed to reflect this.
193	Design	If bridges are proposed within the Study area, they should be designed and built to withstand flooding and to last over time. The bridges at Wilket Creek are a wonderful example.	The river bridges proposed in the study area will be designed such that the abutments are outside of the 25 year watercourse erosion limit and the structures comply with the appropriate Federal Navigation standards.
196		Is there a history of flooding of the golf course that you know of?	The project team is not aware of any formal records of flooding events on the Flemington Park Golf Course property. However, the fact that the golf course is located within the flood plain and project-related field investigations show that some parts of the golf course property are prone to flooding, particularly the south end of the property where the river approaches the rail line. In addition, it is known that both bridges on the golf course property had to be replaced following a severe storm in 2005.

No	Source	Comment	Project Team Response
199	Impact	Golf course acquisition is a major drawback for users of this facility. As a cyclist, the Rail Trail alternatives are most appealing. Keeping the course may be the most cost effective. Removal of the golf course may be negatively perceived by the community. The social and cultural disruption of removing another recreational use must be considered.	The project team is in ongoing discussions with the golf course concerning impacts of the trail to business and operations (including recreational use). A criterion was also included under Social and Cultural Environment to address the impacts to operations and services provided.
204	Evaluation - Trail Alignments	Area 3 - Access Route C is not chosen and the existing bridge at Taylor Creek is lost, is there a way to maintain access at the north side so that it can have access to the rest of the system? Can this be assessed as part of the access route discussion?	Taylor Creek trail is out of scope for the study. However, the East Don Trail will connect to the Taylor Creek Trail via the parking lot off of Don Mills.
105	Evaluation - Alternatives To	It is important for the City to recognize that the public safety and access benefits of the proposed trail will not be realized for our neighbourhood unless the City addresses the significant safety and indeed health challenge for all users, particularly our more senior residents, presented by the existing access ramp from Wynford Heights Crescent to the trail. Climbing this ramp is a cardio workout for anyone. In a project of this scale, dealing with this issue is a priority for our community.	Changes to this access route are out of the scope of this EA. However during each of the planning stages of the East Don Trail the impacts of large grades have been considered and evaluated. Where possible the trail will try to avoid large grade changes throughout the trail.

No	Source	Comment	Project Team Response
317	Public Consultation	Councillor Parker has mentioned at a Wynford Concorde Residents Group that local access is a major concern related among other things to commuting, and especially for the Flemingdon area. Will future meetings address this issue?	<p>The focus of East Don Trail EA is to determine the main spine route (traveling in the north-south direction and making a connection to the Gatineau Corridor Trail). Access points will not be designed as part of this process; however recommendations for future access points can be made. During the first public meeting participants were asked to identify where they are accessing the valley, this information will be analyzed and may be used to formulate recommendations. Currently a meeting is not planned to discuss access points.</p> <p>Even though access points are not under review in the formal EA process, please feel free to let the project team know about any access points that should be considered as a recommendation for future access points.</p>

**East Don Trail Project
Environmental Assessment**

**Community Liaison Committee Meeting #5
Notes**

Thursday March 6, 2014
Flemingdon Health Centre – Community Room
10 Gateway Boulevard, Toronto
6:30 – 8:30 pm

Meeting Chair: Adele Freeman

Note Taker: Natalie Seniuk

ATTENDANCE	
Name	Affiliation
Jennifer Hyland	City of Toronto
Maogosha Pyjor	City of Toronto
Wendy Strickland	City of Toronto
Natalie Seniuk	Toronto and Region Conservation Authority
Violetta Tkazcuk	Toronto and Region Conservation Authority
Lisa Turnbull	Toronto and Region Conservation Authority
[REDACTED]	Action for Neighbourhood Change/Hub, Victoria Village
[REDACTED]	Bike 25
[REDACTED]	Cycle Toronto
[REDACTED]	Don Watershed Regeneration Council
[REDACTED]	Flemingdon Health Centre - Alternate
[REDACTED]	Friends of the Don East
[REDACTED]	Todmorden Mills Wildflower Preserve
[REDACTED]	Toronto Field Naturalists
[REDACTED]	Toronto Ornithological Club
[REDACTED]	Walk Toronto
Regrets: [REDACTED] (Don Mills Residents Inc.), [REDACTED] (Resident Ward 29), [REDACTED] [REDACTED] (Toronto Centre for Active Transportation), [REDACTED] (Victoria Village Community Association), [REDACTED] (Woodbine Gardens Homeowners Association), [REDACTED] (Wynford Concorde Residents Group)	

WELCOME AND OPENING COMMENTS

The Chair, Adele Freeman (AF or The Chair) – Director of Watershed Management Division at Toronto and Region Conservation Authority (TRCA) - welcomed everyone to Community Liaison Committee (CLC) Meeting #5. AF informed CLC Members that Lisa Turnbull (LT) – Project Manager at TRCA – would be recording key comments throughout the duration of the meeting, and that Natalie Seniuk - (NS) – Project Coordinator with TRCA – would be recording meeting notes.

The Chair provided an overview of the materials provided as part of CLC Meeting #5, including: PowerPoint Presentation, Agenda, and Handouts to be completed by CLC Members.

The Chair handed the meeting over to Violetta Tkaczuk (VT) – Project Manager at TRCA- for the presentation.

HOUSEKEEPING AND UPDATES

VT reviewed the agenda for CLC Meeting #5 including the intended purpose of the meeting which was 1) to provide an update about where we are in the process, 2) to provide a summary of the public and stakeholder feedback that was received after CLC#4 and Public Information Centre #2 (PIC), 3) to present the refinements to phase 2 of the EA process with a focus on areas 1 and 2 and, 4) to receive feedback and input from members regarding the evaluation of the refined trail alignments as prepared by the project team.

Confirmation of CLC Meeting #4 Notes

VT asked CLC members if there were any changes or corrections required to the Meeting Notes from CLC #4. Participants did not have any comments. The CLC #4 Meeting Notes were accepted as presented.

Project Updates

VT provided an update regarding the project process and timelines, a summary of the public and stakeholder feedback received after CLC Meeting #4 and PIC#2, and how that impacted the materials that were to be presented including further refinements to Phase 2 of the process in Areas 1 and 2.

VT notified members that two tables were provided as part of the materials for the meeting. Table 1 contained the feedback received from CLC members regarding the Baseline Environmental Inventory (BEI) and the project team responses. Table 2 contained items that were noted as action items during previous CLC meetings, and the project team responses.

VT noted that any questions about the tables provided could be discussed at the end of the meeting as there was a substantial amount of new information to discuss at the meeting.

REFINEMENT OF ALTERNATIVE TRAIL ALIGNMENTS – AREA 1

VT presented the refinements to the Area 1 alignments as a result of public feedback. This included the addition of Forest Trail C, and the evaluation of Forest Trail C against Forest Trail A (preliminary preferred alternative).

CLC Question

Will a switchback or ramp be required to get up to the top of bank for Forest Trail C – (see photos 4 and 5 in presentation)

Project Team Response

Yes a structure will be required however, the type has not yet been determined. Various options have been discussed by the project team, if this alignment is selected as the preferred the type of structure to be built would be determined in Phase 3 of the process.

CLC Comment

We need to keep in mind that switchbacks take up a lot of land and have a bigger impact on the natural environment.

Project Team Response

This is a good point. There is an asterisk in the evaluation tables that notes that the length for Forest Trail C may be underestimated as method of traversing the steep grades has not been determined yet. This is something that may be looked at in more detail in Phase 3

CLC Question

Are we considering Forest Trail C because Metrolinx won't let us use the right-of-way?

Project Team Response

No we are looking at Forest Trail C because there were requests from the public and members of the CLC to look at the west side of the rail line as opposed to the east side.

CLC Question

What were the comments from the public regarding Area 1 and Forest Trail A?

Project Team Response

Comments focused on the desire to minimize impacts to the natural environment. Concerns were also raised about the potential impacts the implementation of a multi-use trail would have on the existing informal trail system.

CLC Question

Are we saying a large amount of informal trails is good or bad?

Project Team Response

Some public members prefer the informal trail system from a user experience perspective and feel that the addition of a multi-use trail would change the character of the area.

From an environmental perspective, in areas where multiple informal trails exist, wide spread impacts to the natural environment are experienced. Establishing a main, multi-use trail can help concentrate these impacts into a smaller area.

In regards to Forest Trail C few to no informal trails are present; in this case we would be leading additional users into the relatively undisturbed area. This is considered a negative impact in Forest Trail C in the evaluation.

CLC Comment

The future connections associated with Forest Trail A are a huge plus for our organization and we are really hoping for this connection.

CLC Comment

More invasive species are connected with informal trails. In the area where Forest Trail C is located we have less invasive species currently because there are fewer disturbances. If we implement Forest Trail C we cannot get this relatively pristine area back once we change it.

CLC Comment

Forest Trail C, regarding the ground condition images and topographic map, why is there a big bend at the location where we see the images 8 and 9? We should be showing more bends to represent the switchback or grade change required.

Project Team Response

The large bend is meant to represent that this area is steep and the trail would not be able to be designed in a straight line. As noted, we have not yet fully defined how the incline will be traversed, this would be determined in Phase 3 if Forest Trail C is the preferred alternative.

CLC Comment

Regarding Forest Trail C, it is undesirable to be by the railroad track and we also know they will be expanding these tracks in the future bringing more train traffic to the area. There are also sewer lines that we cannot do anything about in this area. We have seen these restrictions and been through these steps already as a group, revisiting this area does not make sense.

Project Team Response

The project team is noting that members of the CLC present at the meeting were in general agreement that Forest Trail C was not the preferred alternative for going forward.

CLC Comment

We would like to see more about the quality of the wildlife/habitat that should be preserved noted in the evaluation for Forest Trail C. While the locals may like the network of informal paths currently present east of the river in the Anewen Greenbelt, these trails are a bigger detriment to the natural environment. Generally, they are more of a cultural use than environmental consideration.

REFINEMENT OF ALTERNATIVE TRAIL ALIGNMENTS – AREA 2

VT presented the refinements to the Area 2 alignments as a result of public and stakeholder feedback. This included the addition of Rail Trail East and Shared Use alignments, and the evaluation of these two alignments against River Walk (preliminary preferred alternative).

Rail Trail East

CLC Comment

There is a lot of groundwater seepage near photo 6 (as shown in the presentation). There is an informal trail that goes through there and it is always muddy.

Project Team Response

This has been noted.

CLC Comment

One of the things we were hoping to avoid is cutting the toes on slopes. That is a very disruptive thing to do. They are natural formations. What is under the area shown in photos 6 and 7 (as shown in the presentation)? Has this area already been disturbed? We need to consider this and should look closely at where we can go to have fewer disturbances.

CLC Comment

In response to the comment above, I would like to note that there was erosion at the west end of Bermondsey yard and they remediated the slope being referenced because of water running down slope. Erosion blankets were put down and the area was planted. The remediated slope is taking well.

Project Team Response

What we are hearing is that the implementation of Rail Trail East would involve the alteration of an already restored slope making it a less natural area.

CLC Comment

In the area shown in photos 6 and 7 (as shown in the presentation) there would be a need for quite a high structure to cross the tributary.

CLC Comment

From my perspective Rail Trail East is not a logical choice for this project. The project should be about the natural beauty of the valley and Rail Trail East does not meet this objective. From my perspective, this alignment is basically between a hill and a railroad track.

CLC Question

What is the potential for connection to Eglinton Avenue with the Rail Trail East alignment?

Project Team Response

This item is addressed in the evaluation. By building the bridge north of Eglinton we would be building an easy/nice transition to Eglinton Avenue. Members of the Eglinton LRT project team sit on our Technical Advisory Committee (TAC) and we have begun discussions about what they would like to see.

CLC Question

Are the pieces of additional land owned by the rail line currently in use by them?

Project Team Response

No, they are both on slopes. Our TAC suggested that CN may have used this land as a historical dumping area but that is just an assumption.

CLC Question

With the Rail Trail East alignment, would there be erosion onto the trail of sand/silt or ice build-up as a result of being at the toe of slope?

Project Team Response

There are potentially both positive and negative impacts when comparing the trail on the east versus west of the rail. Being further from the river would make it less susceptible to flooding and erosion, however, if the trail extends along the toe of the east valley slope, it may be more susceptible to siltation from slope weathering or wetting from groundwater or seepages. The key is to ensure the trail is adequately designed to minimize negative impacts, for example, providing appropriate distances from the river channel if the trail is on the west side, or appropriate drainage buffers to minimize wetting and sedimentation along the east.

CLC Question

There is no bridge as shown in the area in photos 8 and 9 (as shown in the presentation) will a culvert be put in place here?

Project Team Response

No, that is an error on the mapping. There should be a circle there to denote the bridge. It should be noted however that this bridge has been considered in the evaluation. **(ACTION ITEM)**

CLC Comment

In the email material provided to the CLC (the Project Team Follow-up Table) there was a question about the gas pipeline. We can see evidence of it through a marker that is visible in photo 14 (as shown in the presentation).

Project Team Response

Yes, that is correct; there is an Enbridge gas pipeline in this area. This has been mapped on our larger mapping. There are no issues with building on top of this pipeline however, we will not be able to excavate down or have any light fixtures within a 30 metre buffer. The project team was also recently informed of an oil pipeline located within our regional study area and outside of our local study area, therefore not impacting our project.

Shared Use

CLC Question

What is the perspective we are seeing in photo #2 (as shown in the presentation)?

Project Team Response

It is a view from the east bank of the river looking downstream.

CLC Question

Who owns the banks of the river? And who has jurisdiction over them?

Project Team Response

The Flemingdon Park Golf Club owns to the river's edge and possibly into the river. In terms of jurisdiction, TRCA's policies apply no matter who owns the land within the floodplain. The whole valley is under our regulation and there are a variety of provincial acts that pertain to it. That is different than ownership though.

CLC Question

Are there any ways within any of the legislation to access some of the edge land along the river?

Project Team Response

The river's edge is defined by the river bed to the high water mark. You would not really be past the top of bank as that is private land.

CLC Question

What if there was restoration to the river required as part of the implementation of the project?

Project Team Response

If it was part of the project, we would pay for it as part of that. However, if the Flemington Park Golf Club had problems they would likely have to pay to deal with any issues on their own.

CLC Comment

The banks are eroding because the golf course is not a natural use of the valley. This is important to note.

CLC Question

Will we have fence on both sides of the trail to implement Rail Trail East?

Project Team Response

If we are out of the rail line's Right-of-Way we would not be required to fence but there is a high likelihood that some areas would be fenced, this will be looked in further detail during the next steps.

CLC Comment

It should be noted that fencing on both sides does not follow the Crime Prevention Through Environmental Design (CPTED) principles, and this should be considered.

Project Team Response

Noted by project team.

CLC Question

In terms of fencing what are the things you are required to do? Where can we find creative solutions?

Project Team Response

There are only requirements if we are on Metrolinx property. There are not currently any associated with the golf course. However, if we did implement the Shared Use Alignment the golf course would have the opportunity to stipulate the need for fencing as a result of liability from their end both from golf balls (safety), and keeping general public out (business operations). Metrolinx has stipulations based on the distance from the centre of the rail track and the requirements are very different depending on the location and situation. Metrolinx would not require us to fence but if a trail went in next to their rail line, it is likely that area would get identified as a priority for their fencing program. .

CLC Comment

The type of fencing is very important here in terms of how it is designed. A natural fence would let wildlife pass through while netted fencing would prevent movement of everyone. These design considerations are very important event at this stage in the process.

CLC Question

How wide is the right-of-way here?

Project Team Response

It is 7 meters wide, so there is still some buffer if somebody needs to go around or a vehicle needs to go down.

CLC Comment

As a golfer I do not anticipate that there would be any issue of space at the par 5 hole that runs along the Shared Use Alignment. I have golfed here and there is plenty of room.

CLC Comment

If you think of some of the chain-link fences near Rosedale valley road, you can barely see them anymore. If you can visualize vegetation over them they aren't that bad.

Project Team Response

That is very true. In the Lower Don there are also a lot artistic applications that are being added to beautify the fencing.

EVALUATION OF REVISED ALTERNATIVE TRAIL ALIGNMENTS

VT presented the evaluation of the revised alternative trail alignments for Areas 1 and 3.

CLC Question

For River Walk, there is an opportunity to naturalize the floodplain. Does it also consider the positive benefit of closing the golf course?

Project Team Response

The project team did not look at it quite like that. Closing it went together with adding natural cover, and was not considered as a separate benefit.

CLC Response

I am thinking of it from the perspective on less pesticides, etc.

Project Team Response

We will look at the evaluation again and ensure that we look at it from that lens as well. Regardless of the pesticide points we do not know what the exact future uses of the land would be if it was acquired for parklands so we will not be able to articulate this in the details. We have to be careful how far we go with the evaluation as the acquisition will fall outside of the EA process. **(ACTION ITEM)**

CLC Question

Is there a potential for relocation of the golf course to another place nearby? People who strongly support the golf course are not here today. Can we say there will be another one to replace this one or will there be one less?

Project Team Response

The City owns and operates three golf courses and we are not aware of any new courses being proposed.

CLC Comment

The existing golf courses are heavily used but there is not a lot of land to create new ones. Politically there is not a lot of support to build golf courses in the valleylands from an environmental perspective.

CLC Question

So if the golf course is closed a golfing opportunity is lost?

Project Team Response

Yes

CLC Comment

Actually there are five golf courses owned by the City that have seen decrease in use over the last 15 to 20 years. I read an article that said that they are losing the City money.

Project Team Response

We cannot speak to that directly, but TRCA owns Bathurst Glen golf course (open to the public) and it is not operated on a financial loss.

CLC Question

Why is Rail Trail East lower than River Walk in terms of noise disruptions?

Project Team Response

We will take another look at that. **(ACTION ITEM)**

CLC Comment

Factories and the transfer station provide for a lot of disruption.

Project Team Response

Noted by project team. What we are hearing is why is there is a difference between shared use and rail trail east. We will look at this again.

CLC Comment

We have to expect that we will have some urban influences so I do not think it has some of the same weight as the natural and physical environment above. Same applies to aesthetics re: golf course, concrete, etc. I do not think they should receive the weighting that they do.

CLC Comment

There aren't many trains now but if this becomes a downtown relief line that will change. As a cyclist you cannot hear people, other cyclists, etc. if we start getting longer trains there is a minute or two that we cannot hear anything. River Walk is best in terms of least noise disruptions.

CLC Comment

When a fast train goes fast you may need a solid fence to mitigate the vacuum affect and noise from the fast passenger trains. It's going to get more serious if there is more train traffic in the future.

CLC Question

How far is Rail Trail East from the rail line versus Shared Use?

Project Team Response

Number to be confirmed **(ACTION ITEM)**

CLC Comment

In reference to safety, falling in the river is very different than getting hit by a train.

CLC Comment

Shared Use and Rail Trail should be both low. One other person agreed.

Project Team Response

The project team will look at this **(ACTION ITEM)**.

CLC Comment

Current naming of the trail alignments is confusing.

CLC Comment

It would be less confusing to completely rename the trail alignments and use descriptors in the naming.

Project Chair Comment

For the public, we are noting that the trail alignment may need to be renamed and it would be better to call shared use "rail trail amended", rail trail west, hillside or another option. The project team will look into this **(ACTION ITEM)**.

CLC Comment

There is a lot of impact for Rail Trail East but it is evaluated as medium, the same as Shared Use trail alignment. And they are very different and I do not think what is represented here is a true representation of the impacts.

CLC Comment

We would like to see the final ranked score for each of the criteria or summary. That may help us to understand the evaluation.

Project Team Response

To assist with understanding the qualitative evaluation, the project team will let the CLC know what the quantitative values are. The number is what will impact the evaluation and it has been simplified for this group. Project team to provide the summary of the quantitative values to the CLC **(ACTION ITEM)**

Project Team Response

To address the natural environment evaluation between the east and west alignments, it should be noted that these relate to the aquatic process and impacts on them.

CLC Comment

If you have to put forest against water quality the forest impacts should be higher.

CLC Comment

We need to consider raised boardwalks in wetland areas to prevent/mitigate impacts to wetlands

Project Team Response

Noted by the project team.

CLC Comment

Public perception of the rail trail alignments is that rail trails are normally paths on ripped up rail lines, need to consider this in the naming of the alignments.

CLC Comment

To clarify, the reader needs to be aware that cost shown in the evaluation criteria as lowest is actually the highest cost to implement.

FEEDBACK REGARDING CLC MEETING #6

VT explained that based on the amount of information to be reviewed at the next stage the project team is considering hosting two night sessions or one half day to cover the materials.

CLC members present noted that Saturday morning were the preferred time.

NS agreed to send a Doodle request to determine the best date and time for CLC Meeting #6.

CLC Comment

Could the project team provide the information for PIC#3 to the CLC soon as it would assist the CLC in advertising the event? Some of the lead times are long for the organizations.

Project Team Response

Project team will provide the date and location for the event as soon as possible. **(ACTION ITEM)**

CLC Comment

The cultural history of the valley is very important here and it has not come up to date. I would insist that we ensure that we lend credit to this piece at the next public event.

Project Team Response

The project team has noted this and has plans to include this component at the next public event. If any CLC members would like input, they can let the project team know. **(ACTION ITEM)**

NEXT STEPS

VT went through the Next Steps for the project.

VT asked if there were any additional questions before the meeting was closed.

The Chair closed the meeting at 8:30 pm.

POST MEETING NOTES & CHANGES

A copy of the quantitative analysis was provided to the CLC in the CLC Dropbox folder.

Responses from CLC due March 21, 2014

Although I am a representative from a local cycling group, my responses are based on my consideration of the project in terms on the best use for the larger community. I am concerned about historical heritage and esthetics in addition to the specific criteria to which we are asked to respond. I attended the meeting this month where the considerations were presented and assume that the suggested changes have already incorporated.

Questionnaire

AREA 1

1. The major factors are the rail line and the river. In general, it is best to avoid the rail line and to embrace the river. Route A follows the river valley and shares the most scenic parts of the river valley. Alternatives that would go along the higher portions to the east have been excluded. The valley route requires many bridges and will change the look of the of valley but the reward is a very scenic path that is in touch with the important heritage and environmentally important areas. The alternative show as Route C is a bypass that avoids the river and is in close with the rail line. The need for significant vertical changes is also negative. I believe that the choice of Route A is the far better one for diverse users.
2. Thus, I agree with the evaluation.

AREA 2

The restoration of the natural landscape of the valley would be a great benefit for the fundamentals of the trail. Avoiding the railway is important for safety and aesthetics. The golf course is located where the best trail alignment along the river would be for pedestrians. It is obvious that the preferred pathway (called River Walk) would also work for recreational cyclists and for commuters if the links to the Gatineau Trail are designed properly. The Hillside route (east of the tracks) is neither pleasant in terms of location nor significant in terms of heritage areas. The Rail Path, west of the track, has significant problems with proximity to the tracks (and potentially high speed trains) as well as the operating golf course. Historically, the valley was a significant maple bush that was removed for the golf course.

1. The River Walk routing, or something close to it, is desirable. The other routings would be necessary evils, which would require a lot of unnatural additions, such as significant amounts of separation fencing (for the rail line) and protective mesh (for the golf course).
2. The inconsistencies noted at the meeting should be corrected in the descriptors. I have nothing further to add. There are many communities that will be served by the path if it along the river. Fewer will be served by paths by the railway.

Additional Remarks

The connections at Lawrence for cyclists and pedestrians are non-existent. The plan for the future should consider the purpose of the trail in the overall network. It would be important eventually to find a way north from Lawrence (in the Donalda area) to connect to the Betty Sutherland Trail and on to the East Don Parkland Trail. The current project

needs a network view. The possible connection at Eglinton could be a positive factor but the Gatineau Trail will be a parallel route.

Finally, the members of the staff have done an excellent job on every aspect of this assessment and the organization of meetings and materials. Thank you very much for including me.



Questionnaire

The project team is requesting feedback from the CLC regarding the "Next Steps" in the EA process which includes the evaluation of the revised trail alignments within Area 1 and Area 2. Please review the tables provided on pages 5 to 8, and use the information presented to assist you with responding to the questions below:

AREA 1

1. After reviewing the evaluation table, do you have any comments regarding the evaluation as presented for the revised alternative trail alignments in Area 1?

NONE

2. Overall, do you agree with the evaluation as presented for Area 1?

Yes

No

If no, why?

AREA 2

1. After reviewing the evaluation table, do you have any comments regarding the evaluation as presented for the revised alternative trail alignments in Area 2?

UNDER SOCIAL + CULTURAL I AM NOT CLEAR WHY
SHARED USE HAS THE GREATEST NOISE DISRUPTION
GOLF COURSES ARE QUIET. I THINK THE RAIL TRAIL
WOULD HAVE GREAT ISSUES

2. Overall, do you agree with the evaluation as presented for Area 2?

Yes

No

If no, why?

I THINK RAIL TRAIL EAST SHOULD BE 'LOW'
UNDER NAT + PHYSICAL ENVIRONMENT

Additional Questions

Do you have any other questions or comments related to the East Don Trail Environmental Assessment process to date?

Once completed, your questionnaire (pages 3 and 4) can be provided to a member of the project team before your depart or, if you'd like more time to write your comments, please send them no later than Friday March 21, 2014:

ATTN: Natalie Seniuk
Project Coordinator

Mail: Toronto and Region Conservation Authority
Restoration Services
5 Shoreham Drive
Downsview, ON M3N 1S4

Email: nсениuk@trca.on.ca

Name: 

Questionnaire

The project team is requesting feedback from the CLC regarding the “Next Steps” in the EA process which includes the evaluation of the revised trail alignments within Area 1 and Area 2. Please review the tables provided on pages 5 to 8, and use the information presented to assist you with responding to the questions below:

AREA 1

1. After reviewing the evaluation table, do you have any comments regarding the evaluation as presented for the revised alternative trail alignments in Area 1?

NATURAL AND PHYSICAL ENVIRONMENT

Forest Trail C intrudes into the relatively undisturbed area between the railway and Wynford Drive. However, this area, which now is difficult to access, will also become more accessible if Forest Trail A is built, because that trail passes through the south end of this area, west of the more southern rail crossing nearer Eglinton Avenue.

2. Overall, do you agree with the evaluation as presented for Area 1?

Yes

AREA 2

1. After reviewing the evaluation table, do you have any comments regarding the evaluation as presented for the revised alternative trail alignments in Area 2?

FUNCTIONAL VALUE

Where Shared Use and River Walk pass under Eglinton Avenue there could be a stair coming down from the north sidewalk at the west end of the bridge over the river, giving some access from the Wynford Drive area.

NATURAL AND PHYSICAL ENVIRONMENT

Where Shared Use crosses the tributaries, somewhat higher and longer bridges could allow for movements by wildlife underneath. Rail Trail East certainly would cause the largest intrusion into relatively natural areas.

SOCIAL AND CULTURAL ENVIRONMENT

Probably Shared Use and Rail Trail East would be nearly the same regarding noise from the railway. Shared Use has a fenced trail parallel to the railway which is like the fenced trail just south of the CN & GO Lakeshore East between Coxwell Avenue and Woodfield Road.

2. Overall, do you agree with the evaluation as presented for Area 2?

No

If no, why?

The higher evaluation of River Walk depends on acquisition of the golf course, which will require major funding, and which is already being opposed strongly by users.

Additional Questions

Do you have any other questions or comments related to the East Don Trail Environmental Assessment process to date?

Perhaps the trail could be built in stages, postponing the difficult part under Eglinton Avenue and by the golf course. From the existing trail coming down from Wynford Heights Crescent, Forest Trail A could be built generally eastward with the first 3 river crossings. Then instead of crossing back to the west bank, the trail could go up where there is an existing path by a tributary to Wigmore Park and Elvaston Drive. Users would go on roads, Elvaston Drive, Sloane Avenue and Bermondsey Road, to multi-use trail "B" down the hydro corridor to the railway. Then the trail would follow Rail Trail B and Access Route A or B to the forks of the Don.

Once completed, your questionnaire (pages 3 and 4) can be provided to a member of the project team before you depart or, if you'd like more time to write your comments, please send them no later than Friday March 21, 2014:

Name: [REDACTED] Toronto Field Naturalists).

ATTN: Natalie Seniuk

Project Coordinator

Email: nseniuk@trca.on.ca

Mail: Toronto and Region Conservation Authority

Restoration Services

5 Shoreham Drive

Downsview, ON M3N 1S4

Questionnaire

East Don Trail Environmental Assessment CLC Meeting #5 - Handout - Refinements to Area 1 and 2

AREA 1

1. Comments: In the Natural and Physical Environment Criteria - Impact to terrestrial vegetation and communities... The large number of informal trails and invasive species abundance in Forest Trail A makes it a better choice for the trail. Forest Trail C is less disturbed: has fewer invasives and fewer informal trails. There would be more impact to forest habitat and wildlife use in Forest Trail C. It seems that the Evaluation Summary for Forest Trail A in this category would be better valued as Medium. Forest Trail C should be valued Low, or even Lower.

Overall, agree with the Evaluation Summary as presented with the exception of the above important comments.

AREA 2

1. Comments:

a. Functional Value - Rail Trail East has very steep areas that limit use and access whereas Shared Use Trail has flat and even terrain supporting multi-users therefore it is not equivalent in functional value to Shared Use. Connection to Eglinton can still be done from Shared Use. So Rail Trail East should be valued Medium or Low in this category, leaving Shared Use as High.

b. Natural and Physical Environment -

A. Of **great** concern is the fact that this area has not been inventoried or properly surveyed, and we do not know what is there! (confirmed with TRCA staff). For example, Figure 37 in the BEI: "Distribution of Flora species records within the surveyed portions of the project Regional Study Area does not show anything in this area yet south and north of this location are many indications of L3 and L4 species. Similarly Figure 35 "Fauna species records within the Regional Study Area" lacks data for this section. Does Table 23 on page 95 include only the areas noted in Figure 35?

Rail Trail East runs through a higher quality natural area compared to Shared Use. If Rail Trail East is chosen there would be a large impact on drainage and seepage - the natural hydrology in several places. Wetlands are not common since so many have been filled in to create landfills or developable land, and in urban areas they are uncommon. The 'toes' of slopes which come to close to the railway would require large amounts of soil removal and then the soil above the engineered slope would be compacted to keep it in place, creating disturbed land for invasives to colonize. Little grows on these types of slopes and they are always problematic (example: behind Parkview Hills "Erosion Project" of about early 2000 done over several years.) Rail Trail East has the greatest impact on wildlife habitat with large amounts of vegetation removal. These are huge changes, not medium or small changes.

Other Points:

1. Rail Trail East contributes more to a larger area of quality Natural Cover (Figure 30 BEI) in the East Don than does Shared Use.

2. Rail Trail East south of Eglinton is part of an L4 vegetation community below the Latvian Centre, (Figure 31 BEI) (L4 is of conservation concern in the urban matrix, page 81 in the BEI).

3. The Rail Trail East route seems at times to be outside the Regional Study Line in the maps in the BEI. Comments presented in the evaluation support this. The construction disturbance to create the Rail Trail East path would probably cross over the Regional Study Line. This is important just south of Eglinton where there is a large wetland and high quality forest.

4. The forest area south of Eglinton is shown in the City of Toronto Natural Heritage Study Final Report December 2001 in Map 6. This map is the 'Terrestrial Habitat Landscape Analysis of Existing Conditions (1999), Total Scores'. High scores are 11-12, and low scores are 3-5. This patch of forest is shown as scoring 9-10, a very good score for habitat. Additionally, Maps 16 through 20 show modelled conditions for possible future scenarios based on reforestation and restoration. "Implementing improvements at the landscape scale would eventually be reflected in an increased presence of species of concern." (page 102). Table 23 indicates that at least one L3 species (Wood Thrush) possibly breeding within the Regional Study Area. Why does it matter? Many species of songbirds are in decline. This is a link giving details: http://www.stanford.edu/group/stanfordbirds/text/essays/Eastern_Songbirds.html. It is important for the survival of birds especially during spring migration that high quality areas such as large forest patches in valley corridors needed for feeding and shelter are protected.

5. Migrating Birds. The patch of forest and wetland just south of Eglinton is large for this vicinity and could potentially be of great importance especially for migrating birds. There is a lack of data for this section of the East Don regarding bird observations including use by migrating birds. This may be because the data is based on a collection of information based on "observations from various local...birders, who are known to favour certain areas.", (page 56, Migratory Birds in the City of Toronto, a Literature Review and Data Assessment Final Report, Dougan and Associates, August 2009). The East Don without trails and steep slopes has not been easy to access for bird recording activities such as recording possible breeding or migrating bird species. Nevertheless, Figure 9 in this report shows a spot adjacent to Rail Trail East where migrating birds of Forest Interior species have been observed. In Table 23 of the East Don Trail BEI, Wood Thrush (L3) is mentioned as formally observed in the Regional Study Area. In Appendix 3 of the Dougan Report - List of Migratory Bird Species by Habitat Type and Guild, 147 species are identified. 39 of these are Forest Interior species. Six of these are identified as Species at Risk :Acadian Flycatcher, Olive-sided Flycatcher, Louisiana Waterthrush, Cerulean Warbler, Kentucky Warbler, Hooded Warbler and Canada Warbler, (page 98) and could be among the migrants using the higher quality forest area in the Rail Trail East vicinity. This lack of detail begs to be updated. It is clear that keeping patches of forest such as this area south of Eglinton relatively undisturbed is therefore very important. As the BEI points out on page 89, "the small extent of natural cover compared to the surrounding urban area increases the relative importance of existing habitat."

For these reasons Rail Trail East should be valued as Low, not Medium. It is not equivalent to Shared Use.

In contrast, Shared Use Trail requires little removal of vegetation. It is presented as having impact to aquatic habitat and river processes but the area is already more heavily

disturbed along the river because of the nature of the urban river's hydrology: flashy and with too much run off during storm events compromises the banks and causes erosion. We have seen this along the river in many places. By choosing Shared Use as the preferred trail, the evaluation rightly points out that it creates the potential to fix the stream erosion.

c. Social and Cultural Environment - Both choices have safety concerns. The safety concerns about the proximity of the rail line are similar to each choice. To address the safety concern about steepness on Rail Trail East will require sacrifice of steep land areas because the main way to deal with the steepness is switchbacks. Cyclists and other users might not be happy with the number of switchbacks since the steepness is quite extreme.

What is needed is a more creative approach to solving the safety issues regarding the golf course on the Shared Use Trail.

An idea: The Shared Use trail could be implemented along the golf course side of the "hedgerow" of trees and shrubs (see Handout photos 3 and 4 of Shared Use). This location uses the hedgerow as a buffer between the railway and the trail. It has the additional advantage of being slightly down slope from the railway making it not so inviting to go up the slope, and the slope and vegetation would also serve to reduce noise. A fence could be installed along the rail track section at the top and would not be seen from the trail located below making the aesthetic experience higher. Sections of fence could be left open at the bottom as is done along Unwin Avenue near the Leslie Street spit for foxes and other small wildlife to use for crossing.

A small berm could be created on the golf course side without interfering much (2 to 3 metres) with the golf course land or golfing activities. A shallow trench for the trail could be constructed and this could be combined with this berming to give additional protection to the user along this section. If necessary a retaining wall perhaps of fieldstone or other pleasing stone could be built on the inside edge. A short fence or canopy net on top of the berm could be added if necessary or some planting could be added on top of the berm to further separate the trail from the golf course. The experience for the user would still be good, and yet safety concerns, noise and user experience have been addressed. Importantly, this needs to be implemented only within the stretch of Shared Use Trail that is adjacent to the golf course. This is not the full length of Shared Use. It would require cooperation from the golf course maybe an easement of some sort, but perhaps they could get something in return to make it worthwhile, for example, TRCA could remediate the erosion problems along the riparian area of the river for them along the fairway as a "deal" maker. As part of this idea, a pro golf course architect could look at the fairway in this vicinity and see if there are other modifications that could be made so that a trail could be accommodated yet not impact the golf course along this section. As an example, there is a precedent for this kind of cooperative planning at the Don Valley Golf Club (city owned) in North York where a large section of forest was protected from the building of a large stormwater pond. The pond was relocated and reshaped slightly to protect the forest. The adjacent golf course accepted the change in the pond because it would not affect it adversely and in fact the reconfiguration of that section of the course resulted in a par 72 rather than a par 71 which meant they had upgraded the course.

Other ideas: <http://www.americantrails.org/photoGalleries/cool/5-Rails-with-trails-photos.html>

Please share this website with the others in the CLC!

d. Cost - I agree with the Cost analysis criteria evaluation.

e. Technical: I feel both Shared Use and Rail Trail East are Low equally.

2. No, I do not agree with the evaluation of Area 2. For the reasons I have outlined in the comments I have made, the Evaluation Summary would be changed so that it would

look like this:

Criteria	River Walk	Shared Use	Rail Trail East
Functional Value	Highest	High	Medium/Low
Natural and Physical	Medium	Medium	Low
Social and Cultural	High	Medium	Medium
Cost	Low	Low	Medium
Technical	Medium	Low	Low

Green is the preferred choice, and yellow the second choice.

Additional Questions or Comments

1. In the East Don BEI on page 31 there is a photo (I) showing a trail dividing a wetland/marshlands and channel. This is a typical trail and how it looks a few years after installation. Though we know the asphalt part of the trail width is two to three metres, note the edges beyond the asphalt where the soil is compacted and nothing is growing well. This area of about one to two metres is often mowed to keep it low and maintained. The construction to install the trail is often rough and has impact beyond the zone visible. Picture this width going through some of the best forest photos such as in the Area 2 Refinements handout number 3, 10, 11, 12, 13 etc. The photo of the trail is on flat land. On steep slopes the engineering and construction will have an even more extensive impact. It is best to preserve high quality forest areas that would be heavily impacted by the process of adding a trail where previously there was just a footpath. This is another reason for making Shared Use as the second choice.
2. The CLC is in the position of having a responsibility to protect the urban “wilderness” remnant areas in the East Don as we look at details and refinements to the trail route. The East Don in our study area has had less human use in many spots and these remnant forest areas are “natural heritage” that reminds us about the history of the land. The higher quality areas are not only valuable for wildlife but serve as models for the future as referent ecosystems (and even seed sources), to plan for restoration throughout the watershed.

Meeting #6 – June 10, 2014 (Phase 3)

Agenda, Presentation, Handouts, Meeting Notes, Completed Questionnaires

**East Don Trail Environmental Assessment
Community Liaison Committee #6**

**Tuesday June 10, 2014
Dennis R. Timbrell Resource Centre/Flemingdon Park Library
2nd Floor, Meeting Room #2
29 St. Dennis Drive, Toronto
6:00 – 9:00 pm**

AGENDA

- 6:00 – 6:10 Welcome and Introductions**
- Welcome and opening comments from the Chair
- 6:10 – 6:20 Housekeeping**
- Finalize CLC #5 Notes
 - Project status and schedule update
 - Public Event #3
- 6:20 – 6:40 Overview of Design Concepts for Preferred Trail Alignment**
- Overview of preferred alignment
 - Overview of design concepts and constraints
 - Evaluation Criteria
- 6:40 – 8:40 Design Concepts and Evaluation**
- Evaluation of Design Concepts – Area 1
 - Evaluation of Design Concepts – Area 2
 - Evaluation of Design Concepts – Area 3
- 8:40 – 9:00 Closing**
- Summary of Comments Heard
 - Next Steps in 2014
 - Questions

EAST DON TRAIL ENVIRONMENTAL ASSESSMENT

Community Liaison Committee

Meeting #6

June 10, 2014

6:00 to 9:00 pm

Dennis R. Timbrell Resource Centre/Flemingdon Park Library



Agenda

1. Welcome
2. Housekeeping
 - a) Finalize CLC #5 Notes
 - b) Project Status and schedule update
 - c) Public Event #3
3. Overview of Design Concepts
 - a) Preferred Alternative Trail Alignment
 - b) Design Concepts and Constraints
 - c) Evaluation Criteria
4. Design Concepts and Evaluation – All Areas
5. Closing
6. Questions

Housekeeping

- A. Finalize Meeting #5 Notes
- B. Comments and Responses from CLC#5 on the Alternative Trail Alignments
 - Dropbox folder next week

Project Status and Schedule



Project Update – PIC #3

The 3rd and final public meeting for the EA to present and gain feedback on the design concepts for the preferred trail alignment

Details

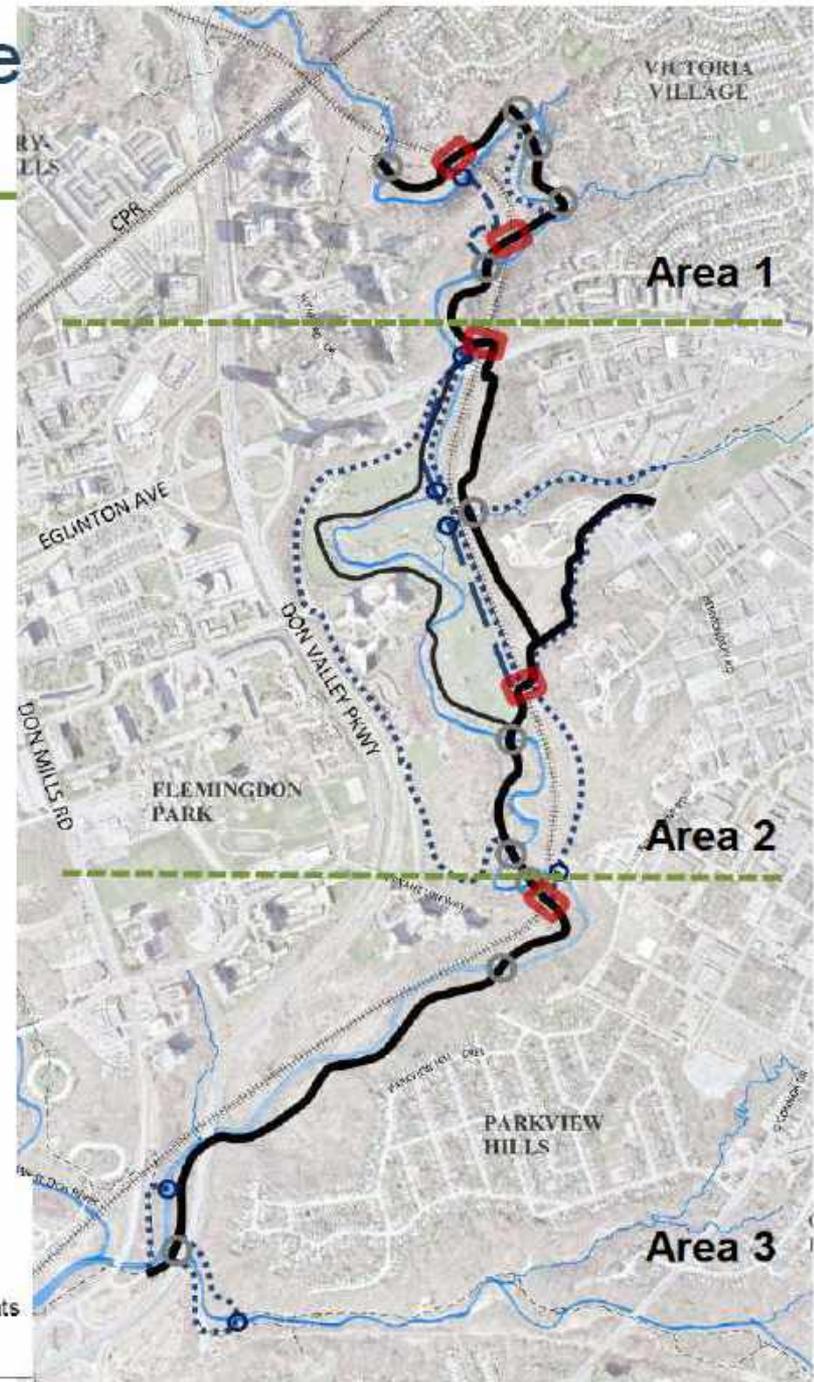
- **Tuesday, June 24, 2014**
- 5:30 – 8:30 pm
- Presentation at 6:30pm
- The Victoria Park Hub

Update: Preferred Alternative Trail Alignment

Preferred Alternative Trail Alignment from Phase 2:

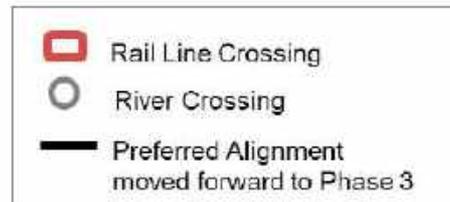
- Area 1: Forest Trail A
- Area 2: Hillside
 - River Walk B ranked the highest however as the land is not currently available moving forward with second highest ranking Hillside
- Area 3: Access Route B

- | | |
|---|--|
|  Rail Line Crossing |  Preferred Alignment |
|  River Crossings (Preferred Alignment) |  Alternative Trail Alignments |
|  River Crossings (Alternatives) |  Refined Alternative Trail Alignments |
| |  Existing Multi-Use Trails |



Update: Preferred Alternative Trail Alignment

Preferred Alternative Trail Alignment from Phase 2 being moved forward to Phase 3, Design Concepts



Design Concepts

Constraints and Guiding Principles

Technical Constraints: Topography, Flooding and Trees



Based on these constraints Guiding Principles were developed to ensure only viable concepts that meet the project objectives were created and considered

Guiding Principles :

- Accessibility requirements
- Grades less than 5%
- User needs
- Trail outside of the 2 year floodline
- Minimize impacts to the physical and natural environment
- Needs of maintenance vehicles

Design Concepts Development

How Design Concepts were Developed:

1. The preferred Alignment was divided into segments (e.g. crossing to crossing)
2. Existing informal trails guided the placement of the concepts
3. Detailed topography and tree surveys
4. A range of viable Design Concepts were created considering constraints and guiding principles.

1: Segments



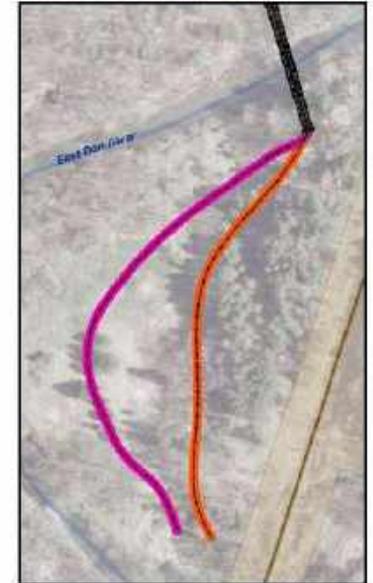
2: Existing Informal Trails



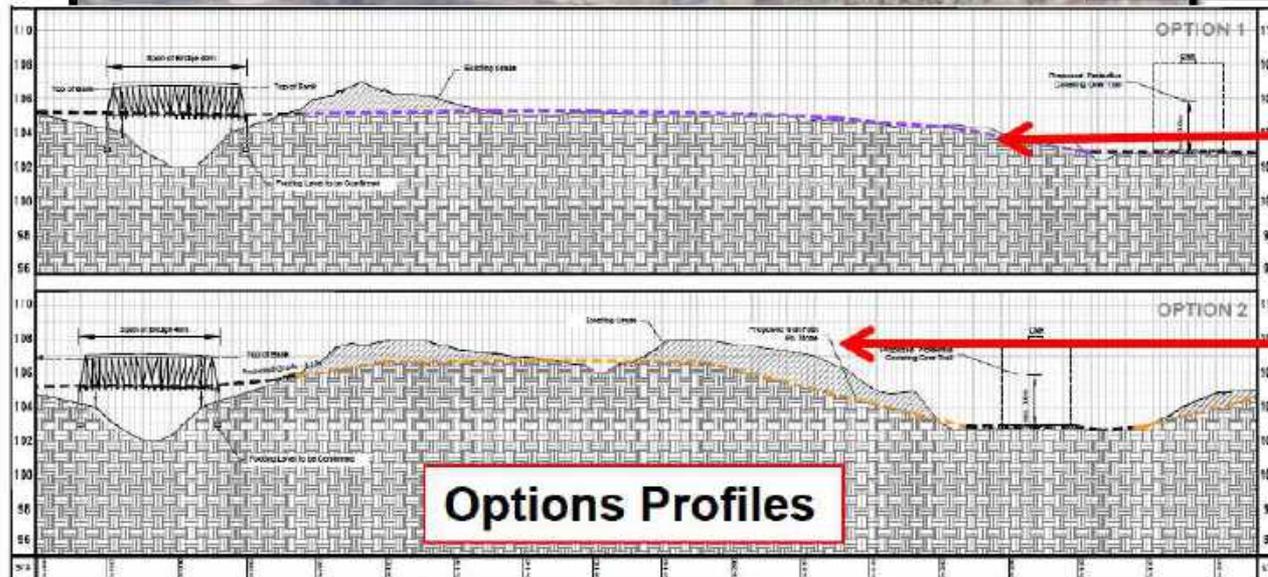
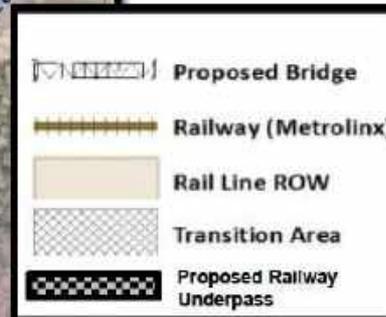
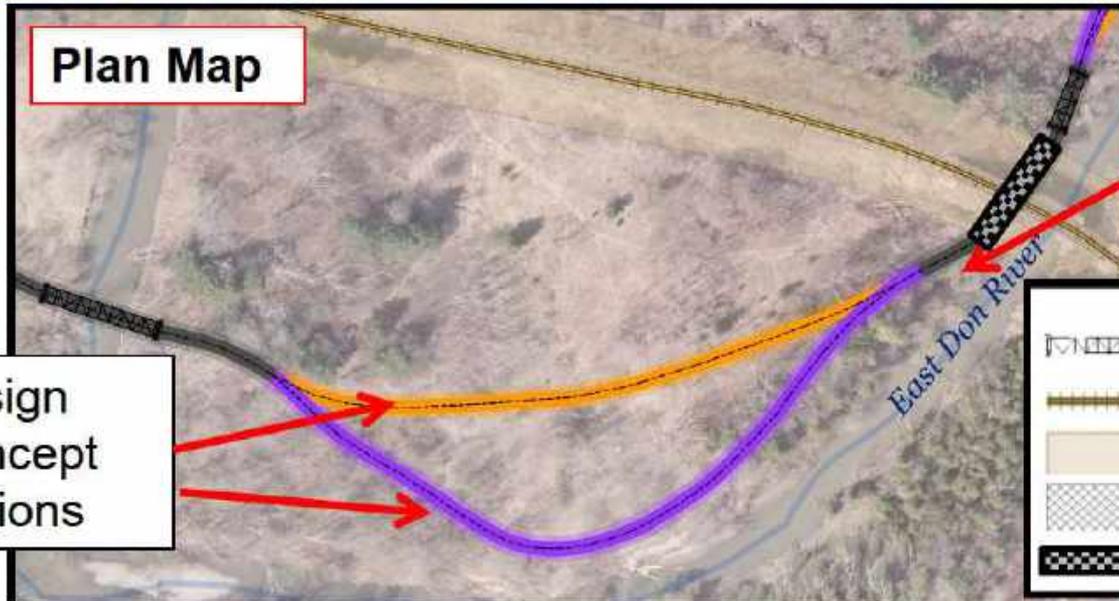
3: Surveys



4: Design Concepts



Design Concepts Development – Example



Design Concept Overview

Development

Design Concept Exclusions:

Design Concept options not developed for:

- Access routes
- Very small areas
- Areas adjacent to crossings - “*Transition Areas*” - as the transition to the crossing is dependent on the preferred design concept
- Watercourse crossings*, as all bridges will have to meet minimum requirements

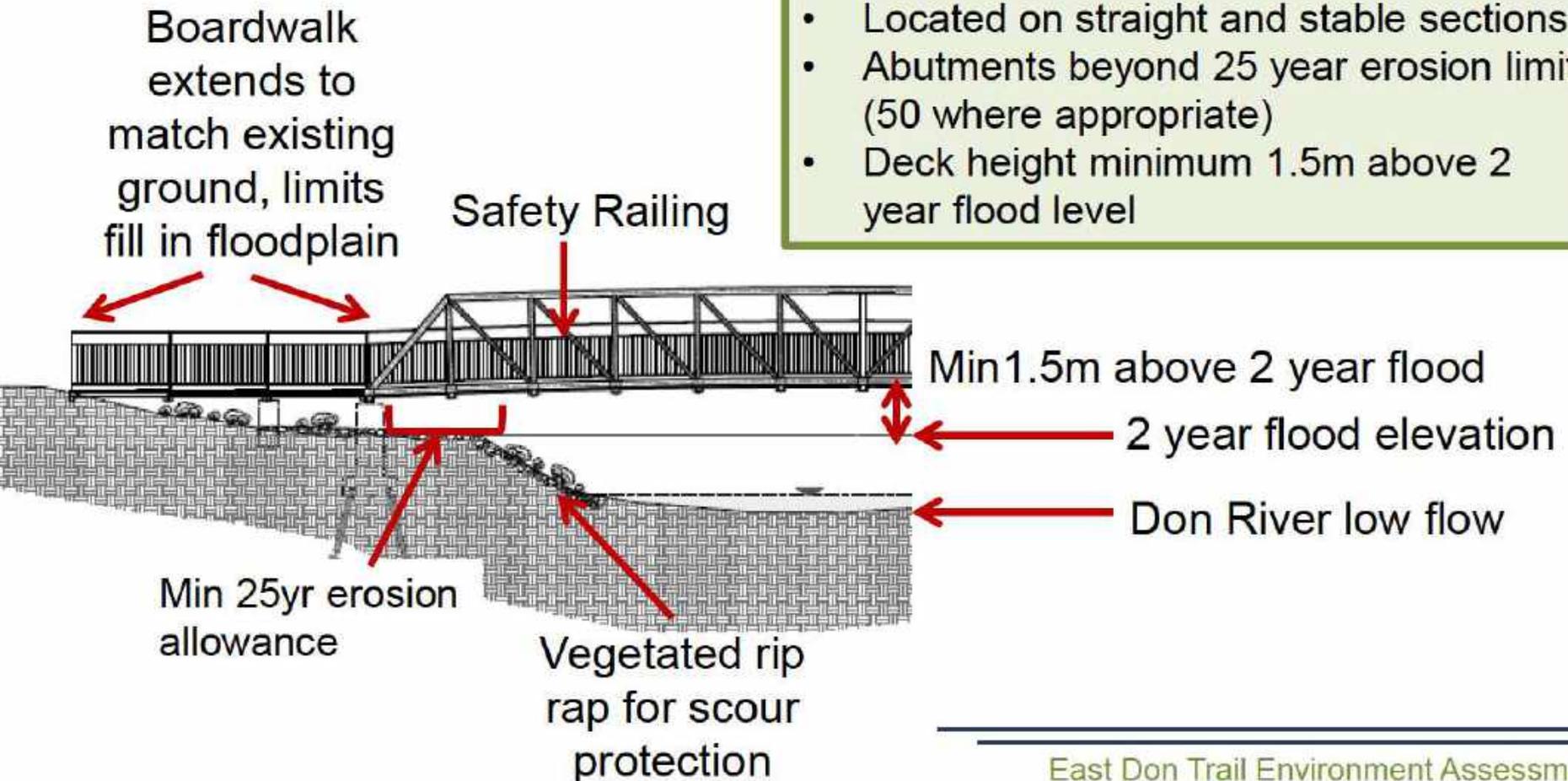
**unless impacts placement of trail or tunnel crossing*

Design Concept Overview

Watercourse Crossings

Bridge Minimum Specifications

- Minimum span of 40m
- Minimum width 3.5m
- Located on straight and stable sections
- Abutments beyond 25 year erosion limit (50 where appropriate)
- Deck height minimum 1.5m above 2 year flood level



Design Concept Evaluation

Overview :

- Trail segments and crossings (rail) evaluated separately, with a separate set of evaluation criteria
- Watercourse crossings not being evaluated
- Evaluation themes same as in Phase 1 & 2: Functional Value, Natural and Physical Environment, Social and Cultural Environment, Cost, and Technical
- Scoring:
In each criterion, options received a score from (-2) to (+2) based on the evaluation of indicators

Highest scoring option = Preliminary Preferred

Design Concept Evaluation Trail Segment Criteria

FUNCTIONAL VALUE

Criteria	Description of Criteria	Indicators
Trail Topography	Change in grades along the trail path: the ability of the trail to provide consistent flow of use, based on trail gradient (i.e., steepness)	<ul style="list-style-type: none"> - Frequency of changes in trail grades - The degree of change in vertical elevation (based on the distance over which change occurs)

NATURAL AND PHYSICAL ENVIRONMENT

Criteria	Description of Criteria	Indicators
Trees	Potential impact on trees, taking into consideration potential number of trees removed and impacted, based on preservation value.	<ul style="list-style-type: none"> - Trees removed based on point location within 7m clearance zone (CZ) (3.5 m on either side of trail center line) - Trees impacted based on intersection of High Preservation Value tree Tree Protection Zone with CZ
Wetlands	Trail segment proximity to wetland and interference with wetland drainage/function.	<ul style="list-style-type: none"> - Proximity of trail to wetland - The degree of potential impact on wetland drainage/function

Design Concept Evaluation

Vegetation Criteria

2 factors considered:

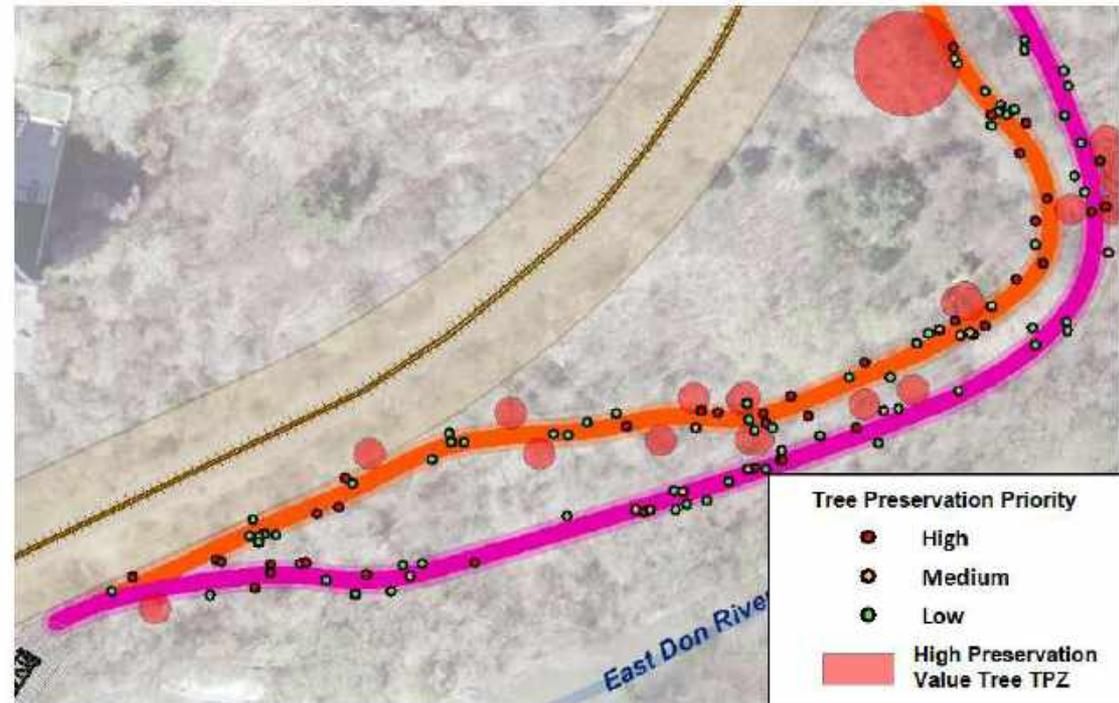
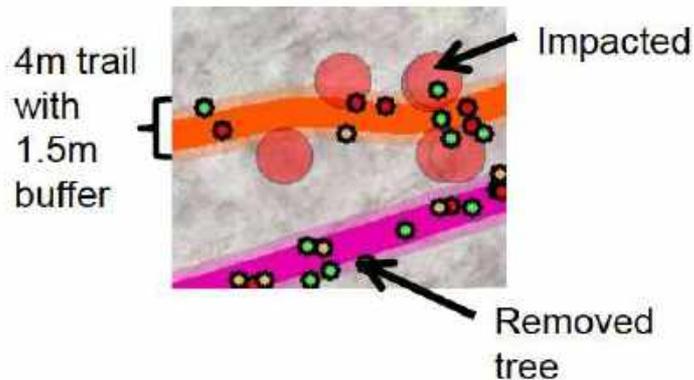
1. Trees removed

Clearance Zone: 4m trail plus 1.5m each side

Any tree within clearance zone treated as removed

2. High Preservation Value trees impacted

High Preservation Value trees plotted using Tree Protection Zone (TPZ) size, any that intersect the clearance zone considered Impacted.



Design Concept Evaluation Trail Segment Criteria

SOCIAL AND CULTURAL ENVIRONMENT

Criteria	Description of Criteria	Indicators
User safety	Exposure of trail users to potentially hazardous situations	<ul style="list-style-type: none"> - Potential flooding - Sharp turn radius and/or potential sightline obstructions - Steep grades and significant grade changes - Presence of existing informal paths adjacent to potentially dangerous infrastructure
Aesthetics and general user experience	Pathway provides access to scenic views, vistas and landmarks consistent with natural environment setting	<ul style="list-style-type: none"> - Variety of views/environments - Degree of exposure to natural vs. non-natural settings - Availability of watercourse views
Cultural Heritage	Potential impact to cultural heritage	<ul style="list-style-type: none"> - Trail length where Stage 2 Archaeological Assessment would be required

Design Concept Evaluation Trail Segment Criteria

COST		
Criteria	Description of Criteria	Indicators
Capital Cost	The relative estimated capital cost	<ul style="list-style-type: none"> - Type of surface materials used (e.g., asphalt vs. boardwalk) - Quality of sub grade - Thickness of base layer (high quality aggregate base course - minimum of six inches for an asphalt trail. Thicker base courses should be used for poorer quality sub-grade material)
Operational and Maintenance Cost	The relative operating and maintenance cost as compared to the other alternatives. Primary mode of comparison involves expected frequency of O&M or requirement of erosion control.	<ul style="list-style-type: none"> - Cost to operate and maintain trail based on length, surface type, susceptibility to flooding, requirement for erosion control works etc.

TECHNICAL		
Criteria	Description of Criteria	Indicators
Ease of Implementation	Potential difficulties that would impact implementation.	<ul style="list-style-type: none"> - Approvals required - Landowner/other stakeholders (e.g., local community) acceptance and support - Length of time to construct - Impacted services (e.g., potential rail line closure to construct a rail line crossing)
Flood Susceptibility	Frequency of river flooding of trail segment(s)	<ul style="list-style-type: none"> - Trail length within/outside of the regulatory floodplain - Trail length within/outside of the 5 year floodline - Trail length within/outside of the 2 year floodline
River Erosion Susceptibility	Trail susceptibility to risks of channel erosion or slope stability	<ul style="list-style-type: none"> - Trail length within/outside of the 100 year erosion allowance

Design Concept Evaluation

Crossing Criteria

FUNCTIONAL VALUE

Criteria	Description of Criteria	Indicators
Trail Topography	Does the structure allow the trail user to maintain a consistent flow of use (ie. < 5%), or is there a large grade change on one or both sides of the obstacle (ie. river or rail).	<ul style="list-style-type: none"> - Change(s) in vertical elevation of structure - The degree of change in vertical elevation (based on the distance over which change occurs)

NATURAL AND PHYSICAL ENVIRONMENT

Criteria	Description of Criteria	Indicators
Vegetation	Potential impact on trees, taking into consideration potential number of trees removed and impacted, based on preservation value.	<ul style="list-style-type: none"> - Trees removed based on point location within 7m clearance zone (CZ) (3.5m offset from trail center line) - Trees impacted based on intersection of High Preservation Value tree Tree Protection Zone with CZ - High Preservation Value (PV) tree potentially removed = 3 points, High PV tree potentially impacted = 2 pts, Medium PV tree potentially removed = 2 pts, Low PV tree potentially removed = 1 pt

SOCIAL AND CULTURAL ENVIRONMENT

Criteria	Description of Criteria	Indicators
User Safety Objectives	Exposure of trail users to potentially hazardous situations (not including formalized rail crossings as part of the EA, see criteria "Railway Safety")	<ul style="list-style-type: none"> - Potential flooding - Sharp turn radius and/or potential sightline obstructions - Steep grades and significant grade changes - Presence of existing informal paths adjacent to potentially dangerous infrastructure
Aesthetics and general user experience	Consistency with natural environment setting.	<ul style="list-style-type: none"> - Degree of exposure to engineered structures
Cultural Heritage	Potential impact to cultural heritage	<ul style="list-style-type: none"> - Trail segment/ramp length where Stage 2 Archaeological Assessment would be required

Design Concept Evaluation

Crossing Criteria

COST

Criteria	Description of Criteria	Indicators
Capital Cost	The relative estimated capital cost	<ul style="list-style-type: none"> - Bridges: span - Type of rail crossing structure: grade crossing, tunnel or bridge and associated structures (e.g., stairs and ramps), if any
Operational and Maintenance Cost	The relative operating and maintenance cost as compared to the other alternatives. Primary mode of comparison involves expected frequency of O&M.	<ul style="list-style-type: none"> - Frequency of sediment removal - Frequency of surface repair - Bridges: abutment protection from erosion - Bridges: replacement costs

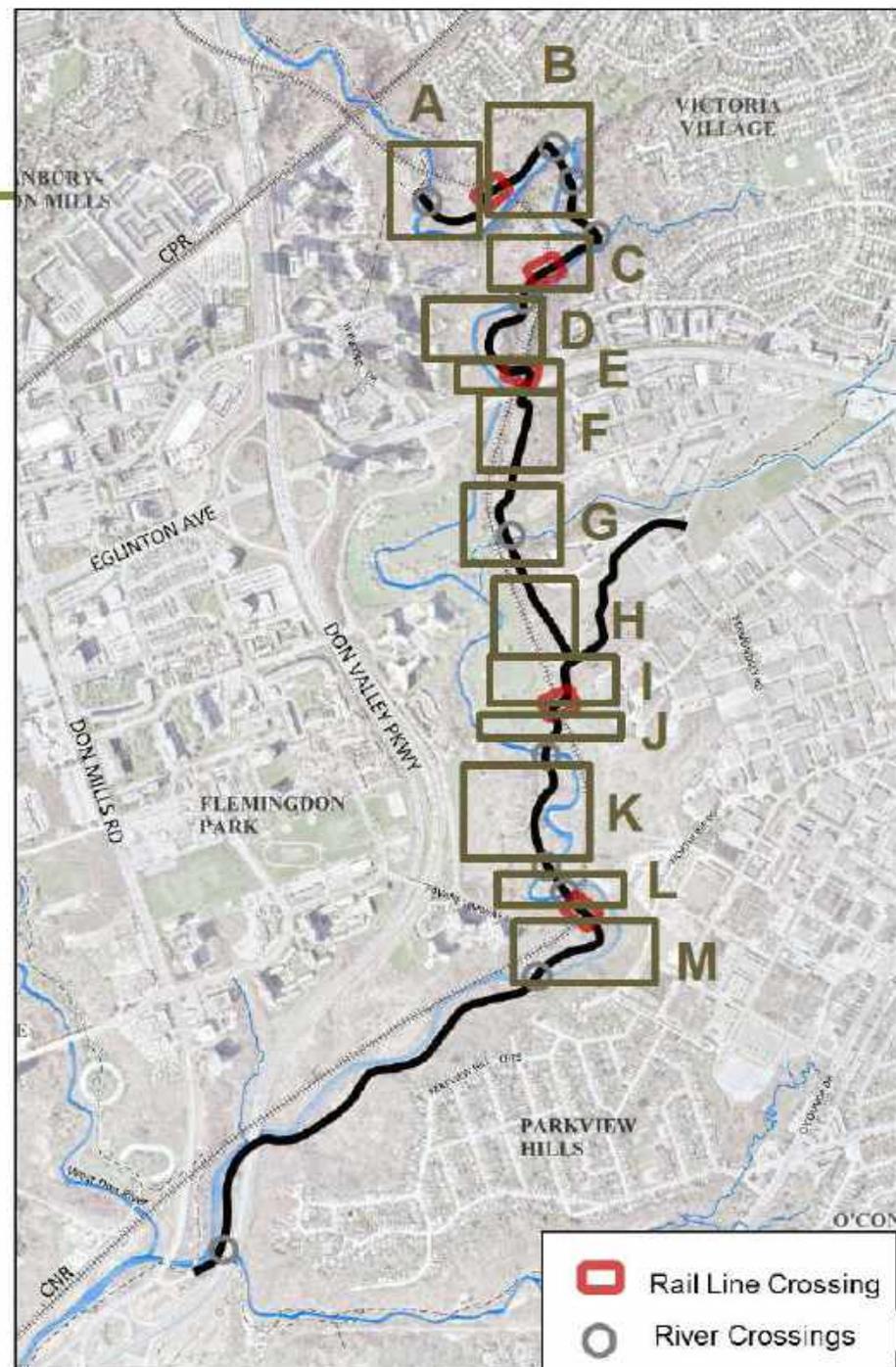
TECHNICAL

Criteria	Description of Criteria	Indicators
Ease of Implementation	Potential difficulties that would impact implementation.	<ul style="list-style-type: none"> - Approvals required - Landowner/other stakeholders (e.g., local community) acceptance and support - Length of time to construct - Impacted services (e.g., potential rail line closure to construct a rail line crossing)
Flood Susceptibility (where applicable)	Frequency of flooding of crossing transition zone and bridge abutments	<ul style="list-style-type: none"> - Bridge abutments and transitions inside/outside of the regional floodplain - Bridge abutments and transitions inside/outside of 5 year floodline - Bridge abutments and transitions inside/outside of the 2 year floodline
Erosion Susceptibility (where applicable)	Bridge crossing susceptibility to erosion (all bridges to span min 25 year erosion allowance)	<ul style="list-style-type: none"> - Bridge placement with respect to channel planform
Railway safety (where applicable)	Potential risks associated with interaction between trail users and railway (based on landowner input)	<p>Trail user safety risk associated with each of the following railway crossing types:</p> <ul style="list-style-type: none"> - Grade crossing with controls - Tunnel crossing - Bridge crossing

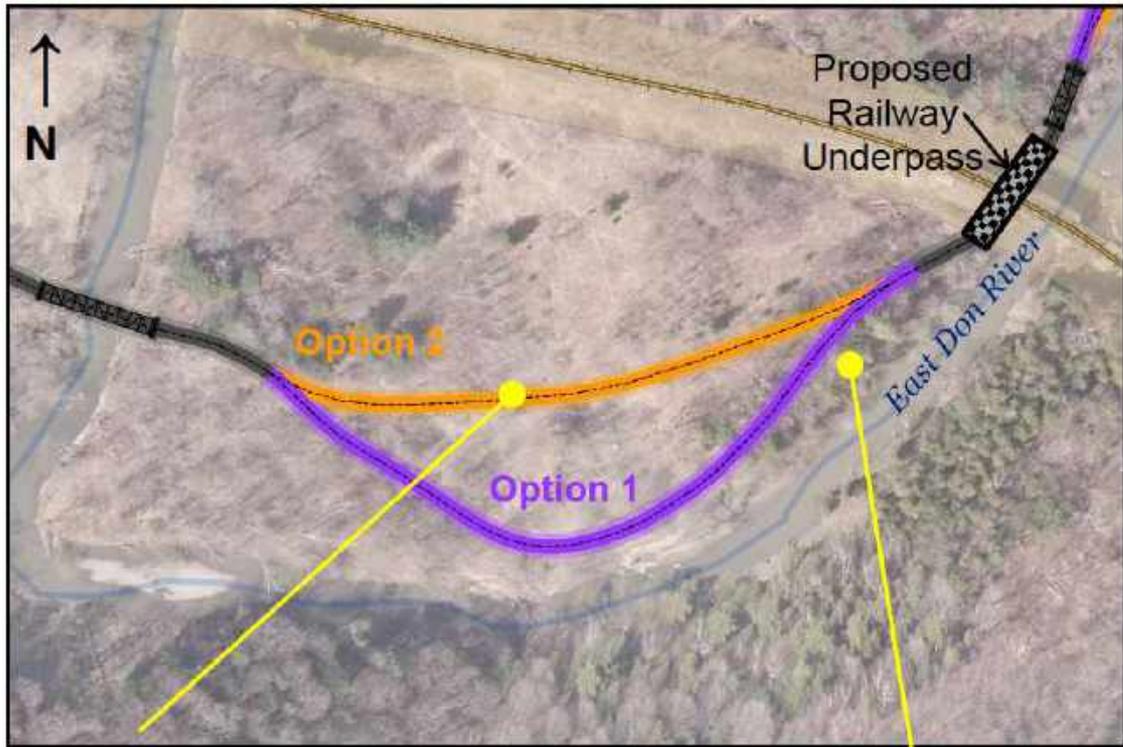
Design Concepts Segments

Study Area broken down into segments (A to M), Design Concepts developed and evaluated within each segment:

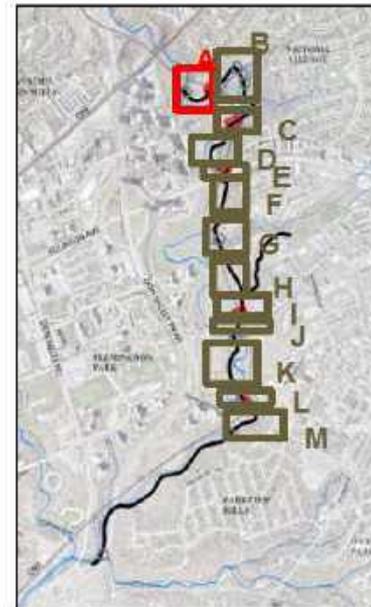
- 10 Trail Segments
- 3 Crossing Segments



Design Concepts Segment A



A railway underpass along the existing
East Don Trail



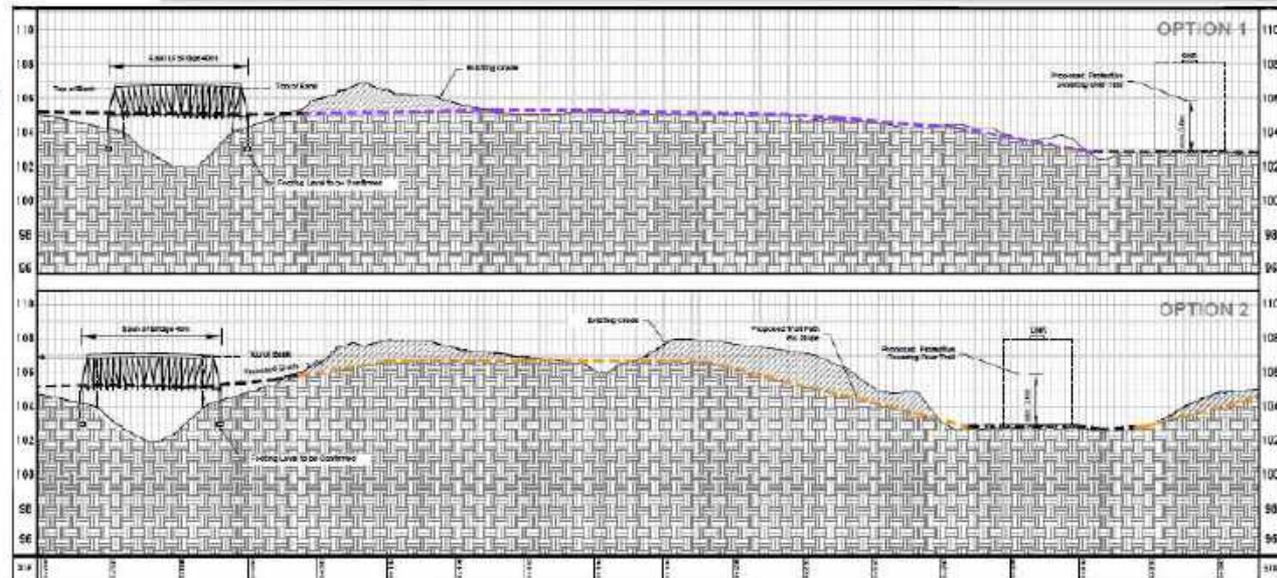
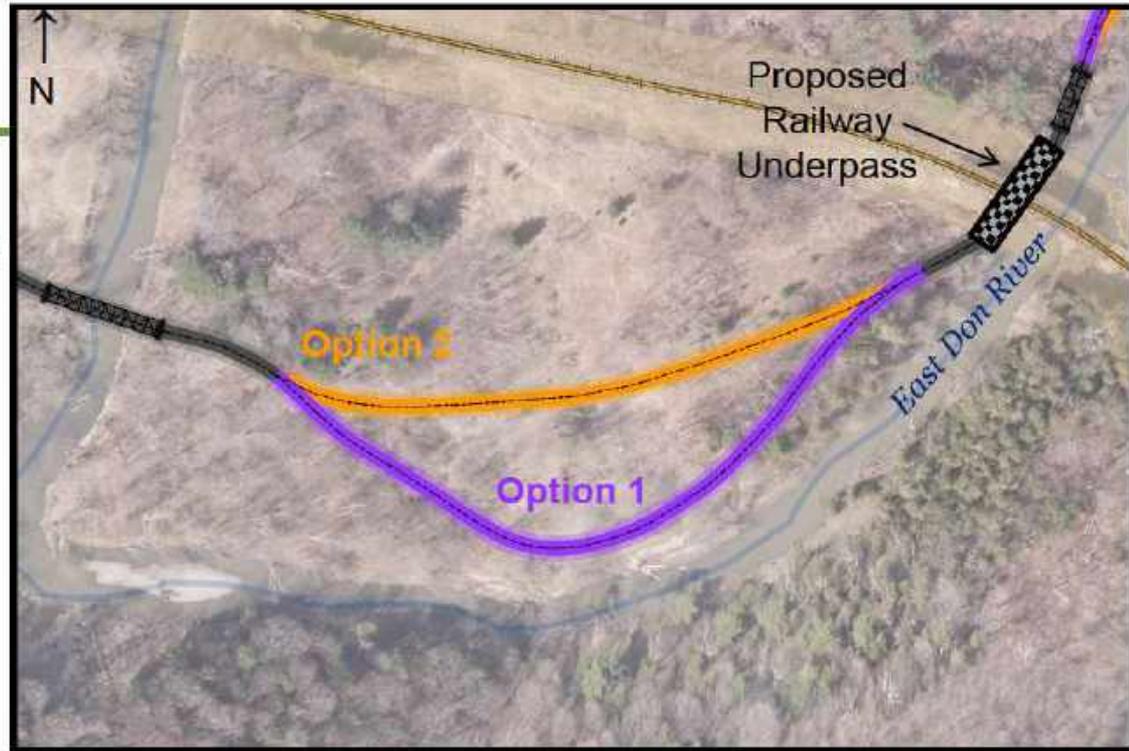
Design Concepts Segment A

Option 1: Overall Ranking 5

- Relatively flat ground (less than 5% grades)
- Higher capital and operating/maintenance cost
- Higher erosion risk

Option 2: Overall Ranking 6

- Some steep grades (5 to 9%)
- Greater user safety concerns
- Greater variety of views and landscapes
- Lower capital and operating/maintenance cost
- Lower erosion risk

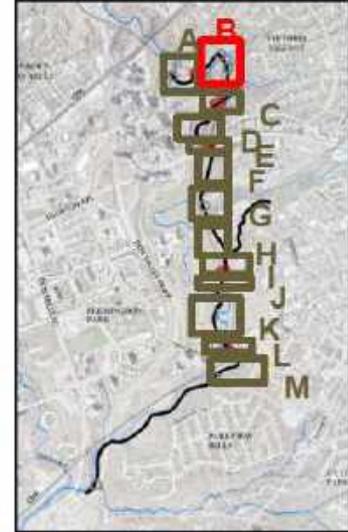
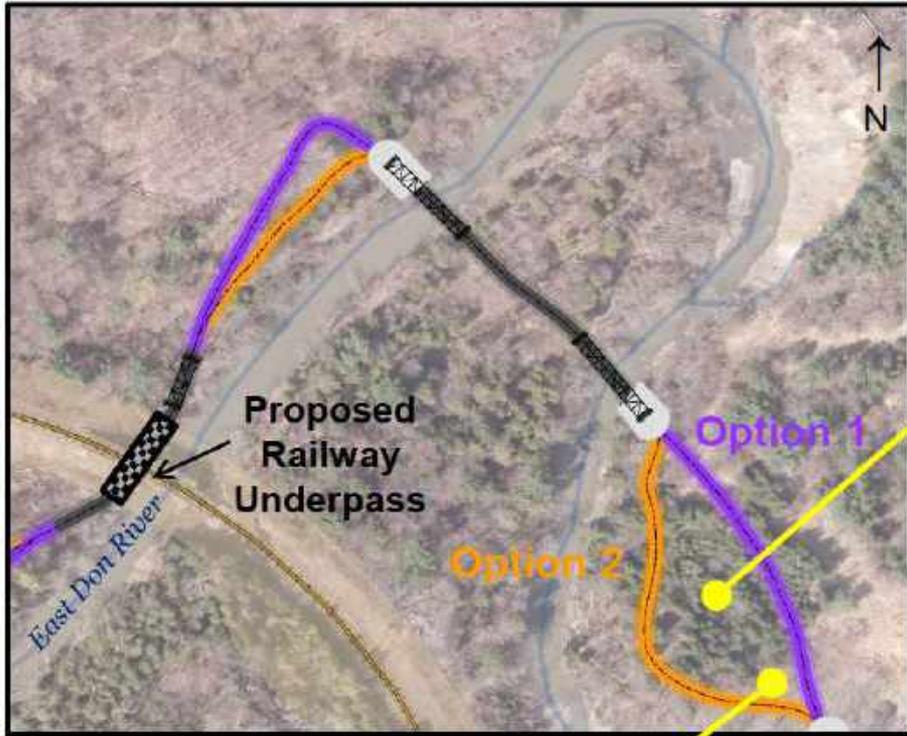


Overall Ranking

Option 1 : 5

Option 2 : 6

Design Concepts Segment B



A bridge along the existing East Don trail

Design Concepts Segment B

Option 1: Overall Ranking 3

- Some steep grades (5 to 9%)
- Less impact on trees
- Impact to wetland drainage
- Lower capital and operating/maintenance cost
- Low erosion risk

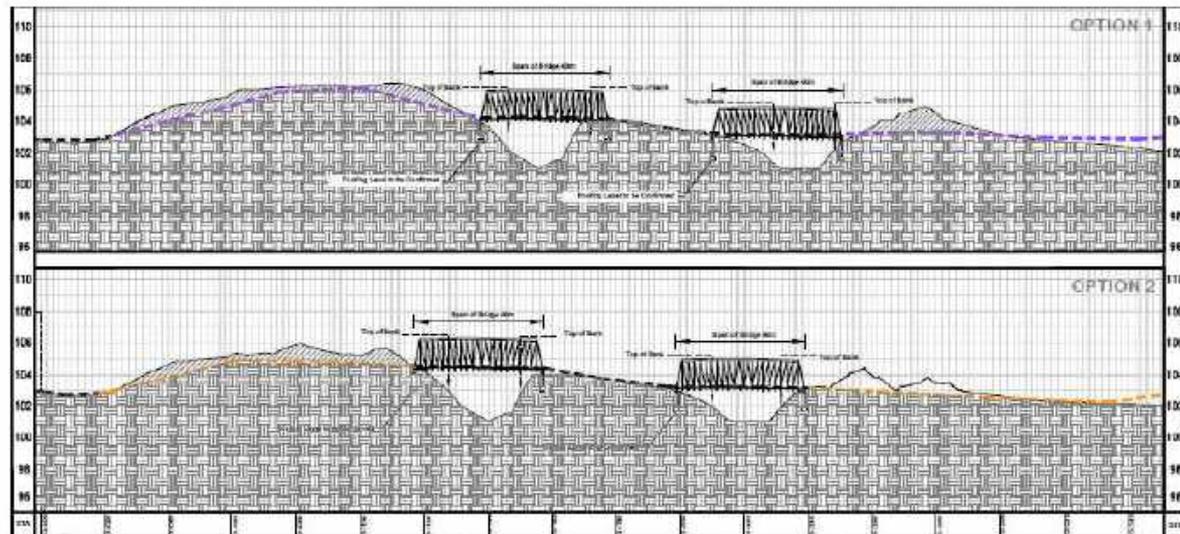
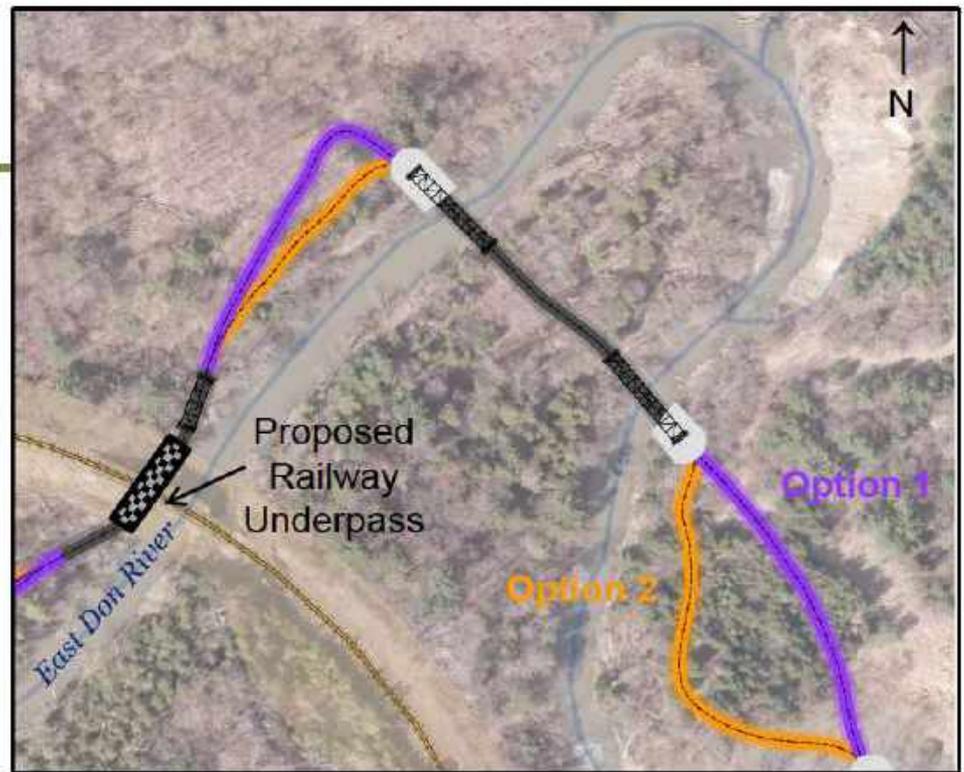
Option 2: Overall Ranking 2

- Fewer steep grades (5 to 9%)
- Greater impact on trees
- No impact to wetland drainage
- Greater variety of views and landscapes
- Higher capital and operating/maintenance cost
- Higher erosion risk

Overall Ranking

Option 1 : 3

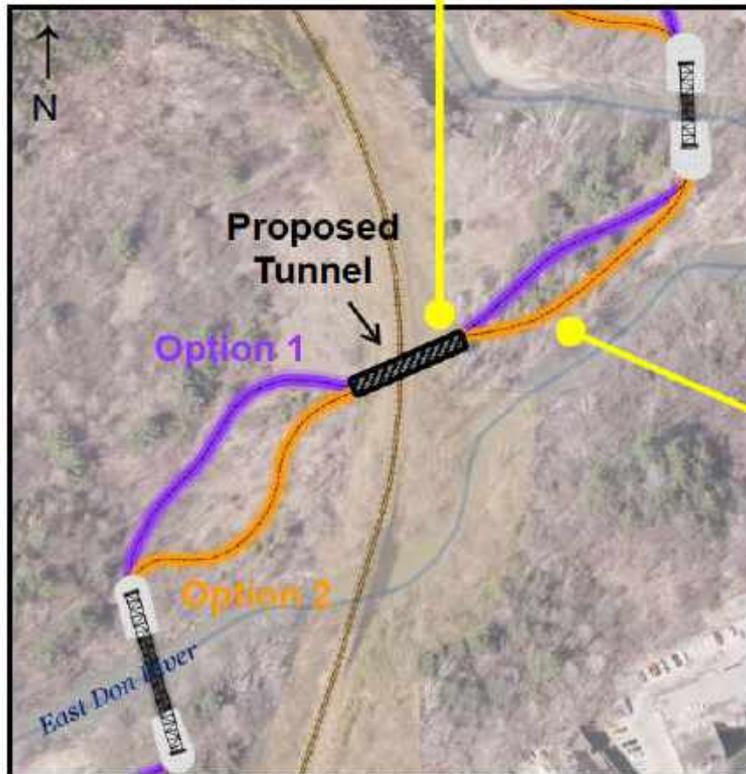
Option 2 : 2



Design Concepts Segment C



A tunnel railway crossing at Rouge Hill



Example of riverbank erosion impacting a trail

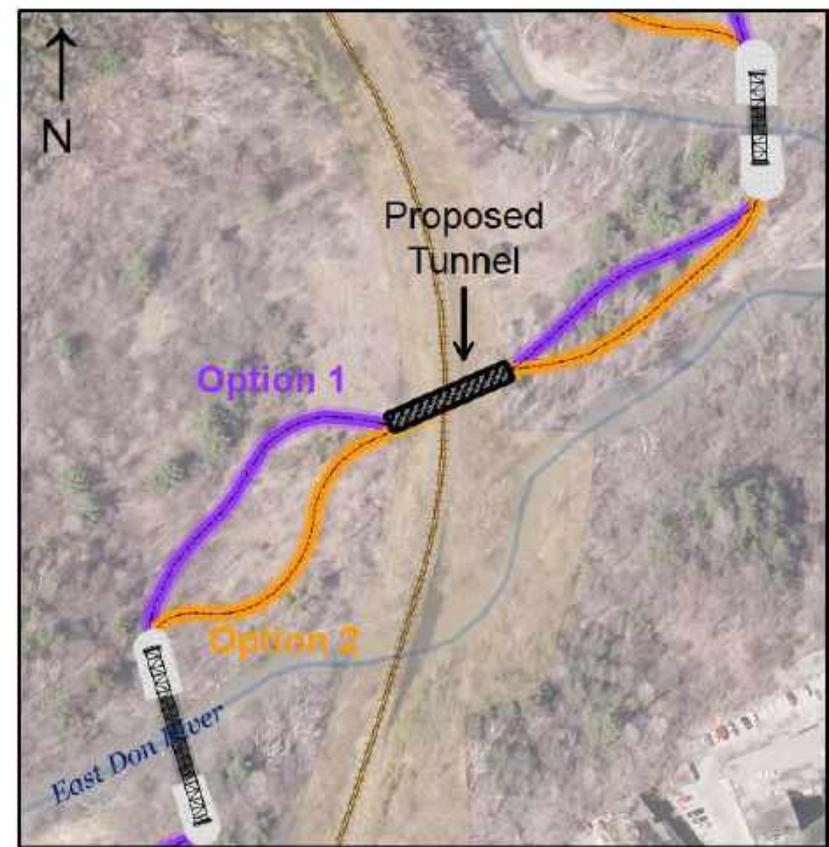
Design Concept Segment C

Option 1: Overall Ranking 5

- Steeper grades throughout (5 to 9%)
- Grades a potential safety hazard
- Lower operating/maintenance cost
- Low erosion risk
- Consistent with agency requirements

Option 2: Overall Ranking 0

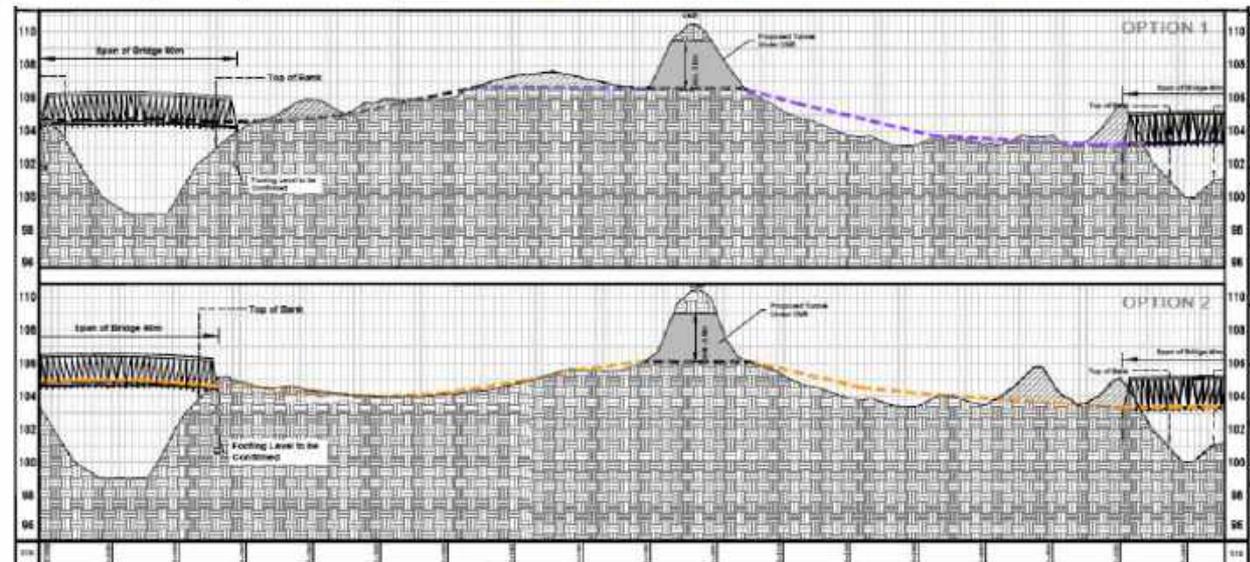
- Fewer steep grades (5 to 9%)
- Greater variety of views and landscapes
- Higher operating/maintenance cost
- Significantly high erosion risk
- May not be consistent with some agency requirements



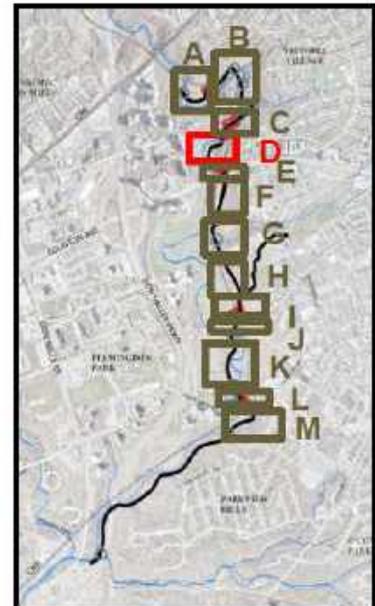
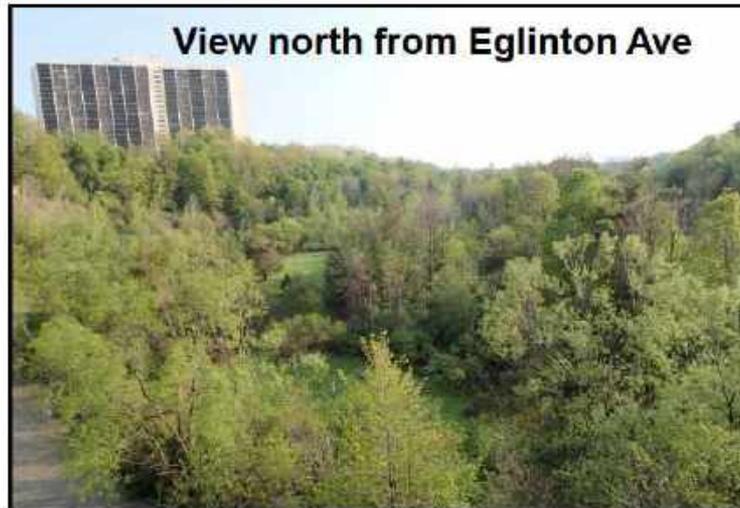
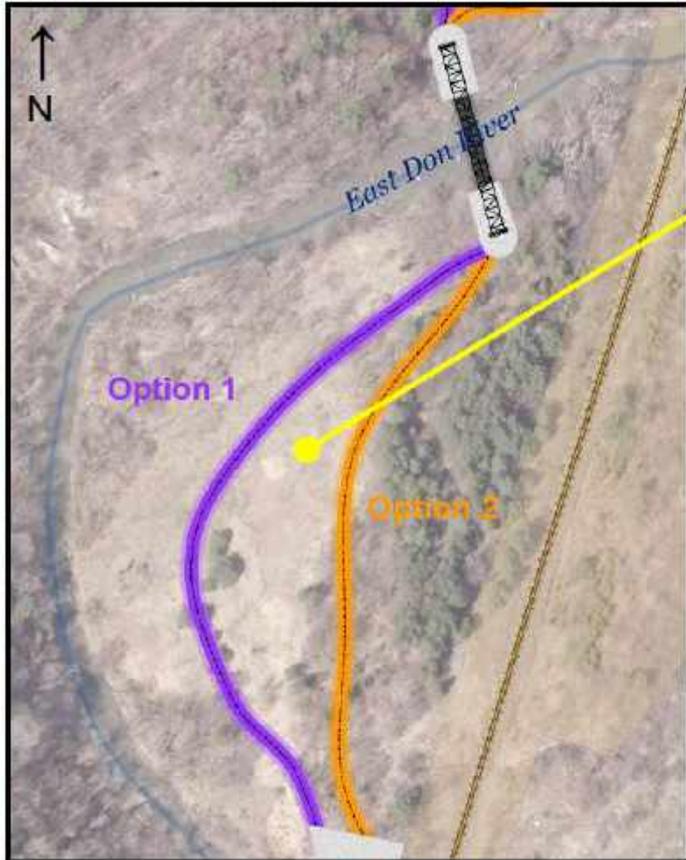
Overall Ranking

Option 1 : 5

Option 2 : 0



Design Concept Segment D



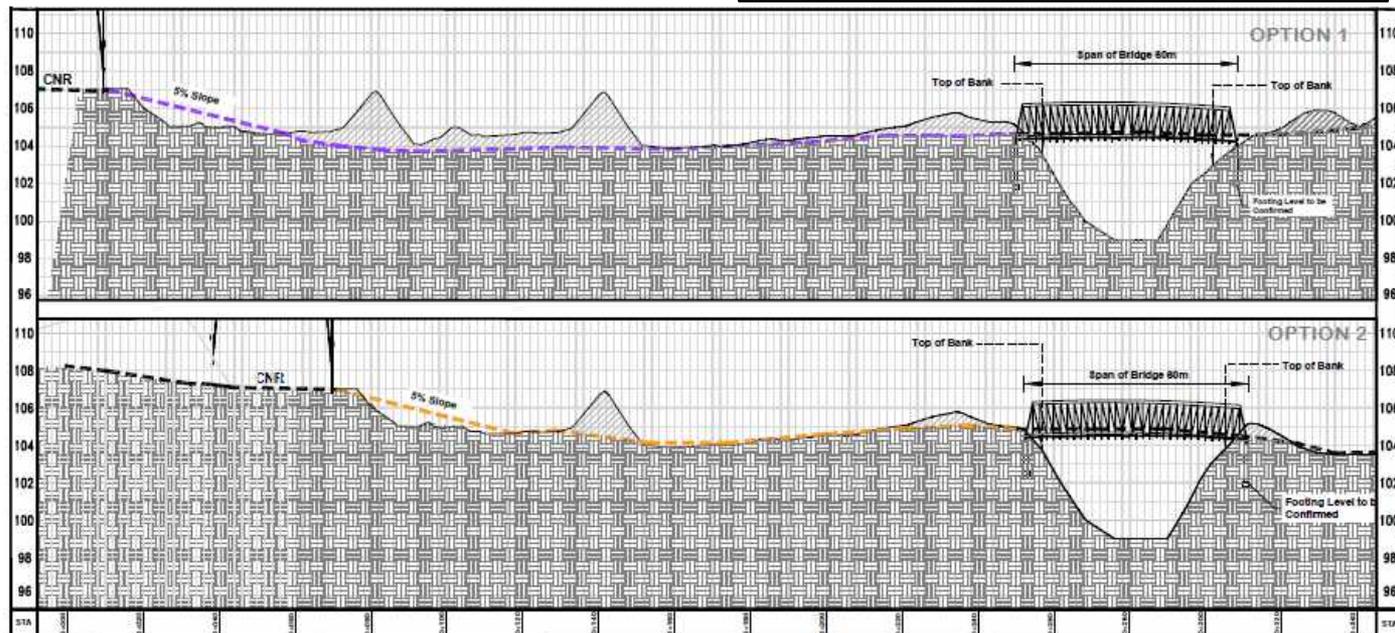
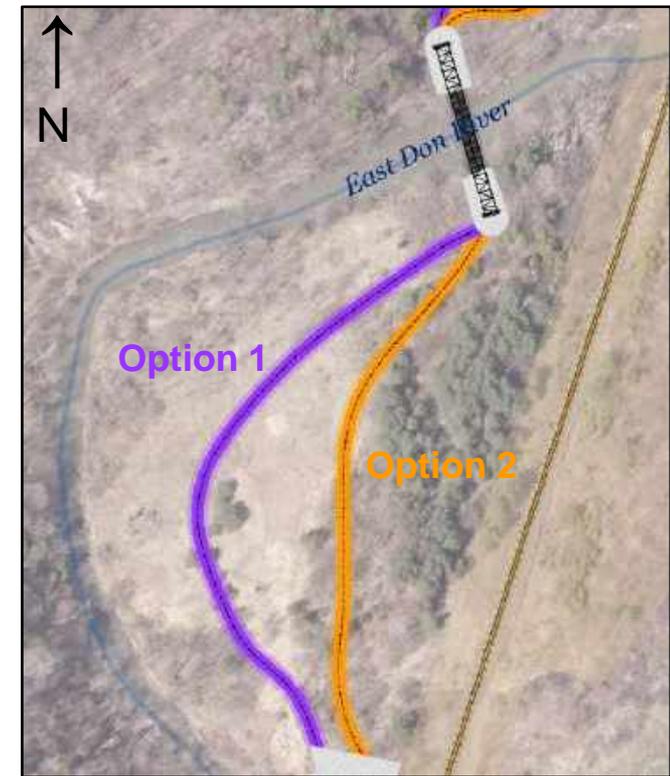
Design Concept Segment D

Option 1: Overall Ranking 9

- Closer to wetland
- Greater variety of views and landscapes
- Higher capital and operating/maintenance cost

Option 2: Overall Ranking 10

- Further from wetland
- Lower capital and operating/maintenance cost



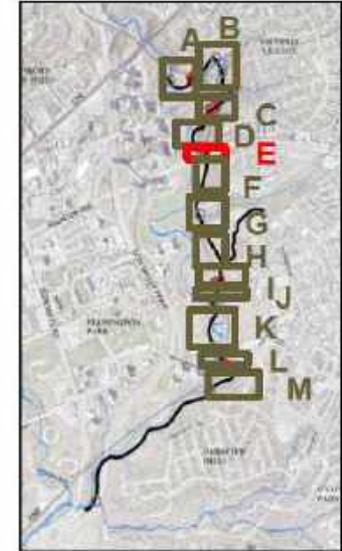
Overall Ranking

Option 1 : 9

Option 2 : 10

Design Concepts

E – Eglinton Rail Crossing



Design Concepts

E – Eglinton Rail Crossing

Overall Ranking

Option 1: 3

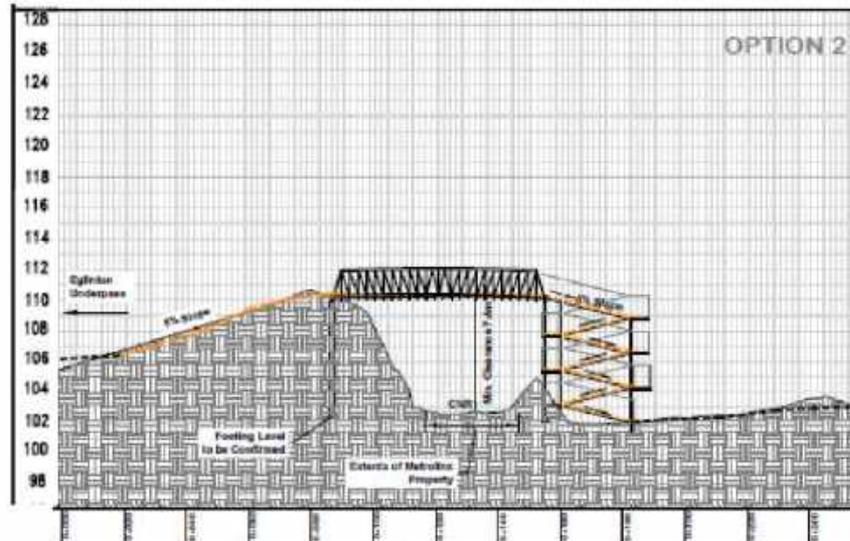
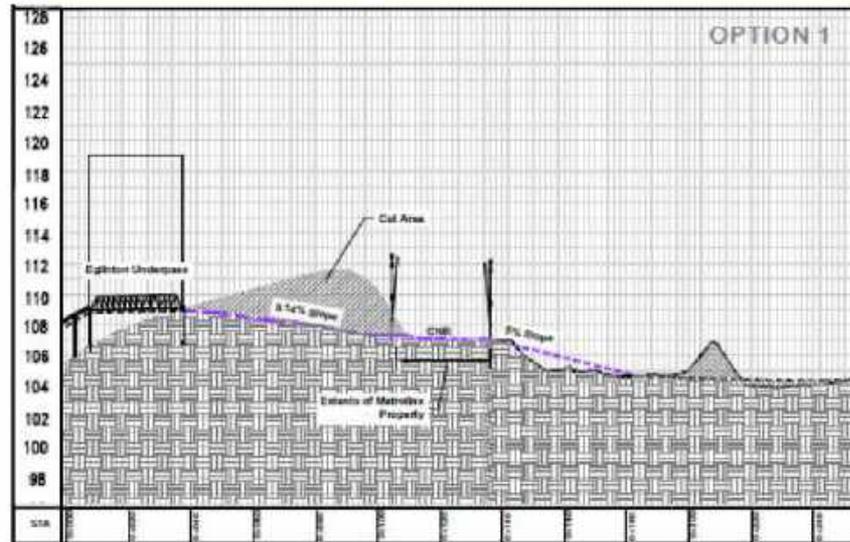
Option 2: (-6)

Option 1: Overall Ranking 3

- Level crossing with signals
- Some grades, less than 5%
- Less impact on trees
- Railway safety concerns associated with level crossing
- Lower capital and operating/maintenance cost
- Not preferred by utility owner

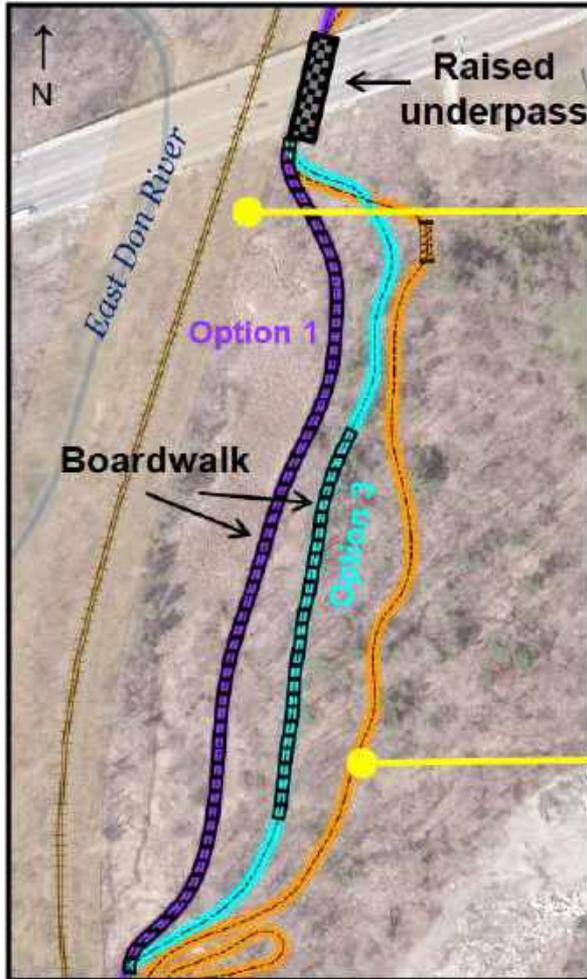
Option 2: Overall Ranking (-6)

- Bridge crossing with one ramp
- Steep grades on both sides of crossing
- Greater impact on Trees
- Fewer railway safety concerns
- Impact to natural environment setting
- Significantly higher capital and operating/maintenance cost

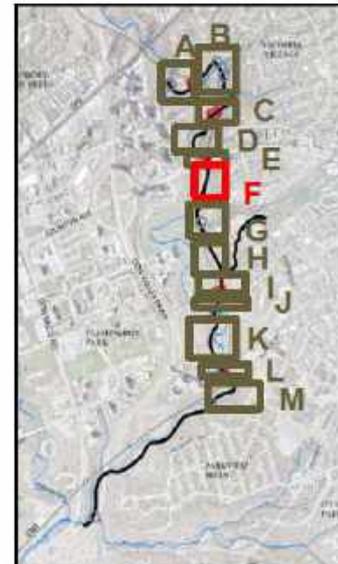


*Note: level crossing to undergo safety assessment and all rail crossings subject to approval by Metrolinx

Design Concepts Segment F

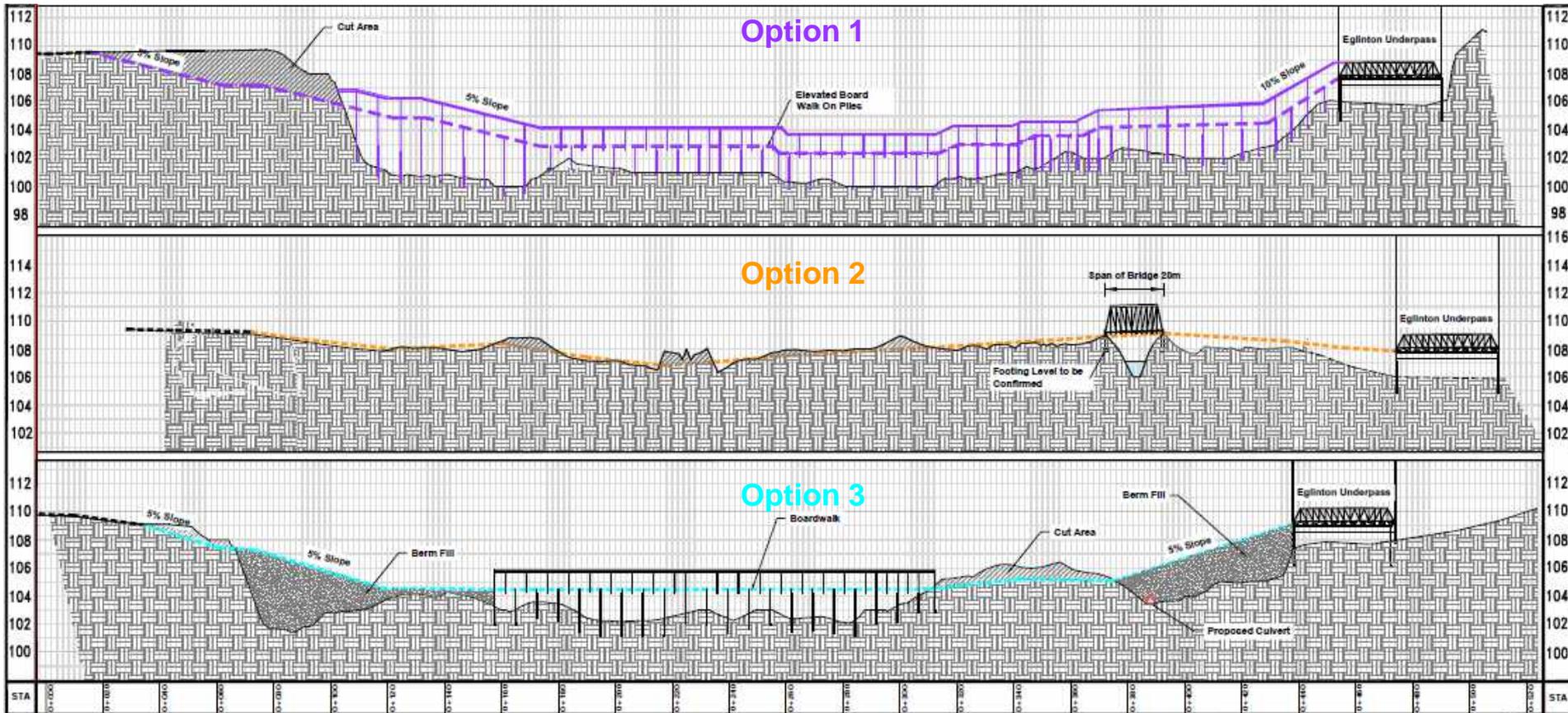


Raised underpass at E.T. Seton Park

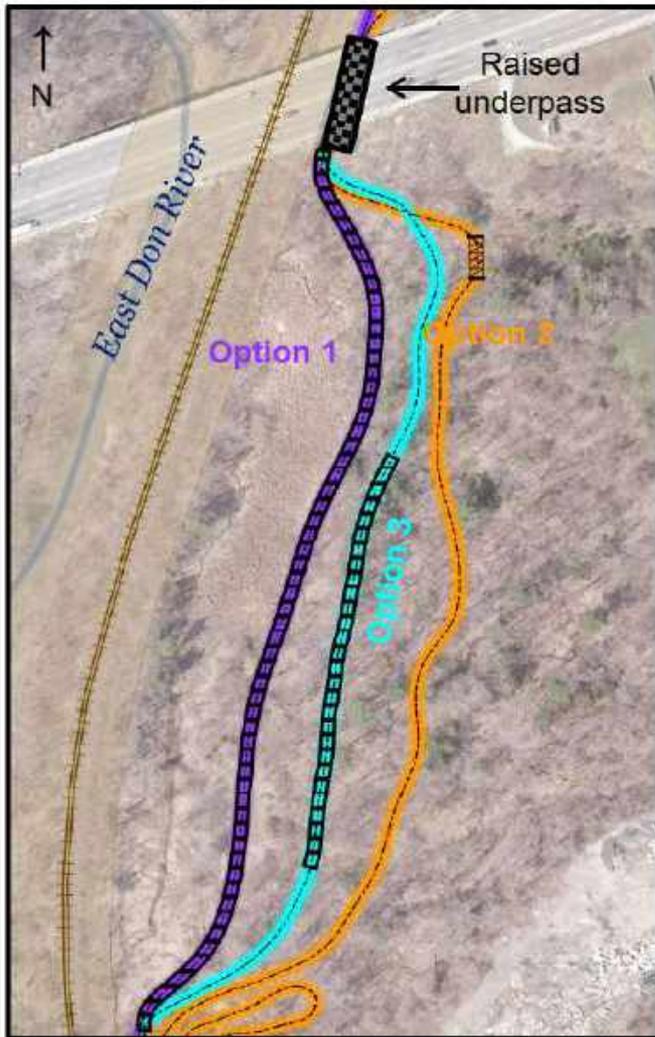


Design Concepts Segment F

Overall Ranking
Option 1: (-1) Option 2: 4 Option 3: 0



Design Concepts Segment F



Option 1: Overall Ranking (-1)

- Boardwalk over wetland
- Many grade changes some with steep grades (5 to 10%)
- Least impact on trees
- Greater variety of landscapes
- Highest capital and operating/maintenance cost

Option 2: Overall Ranking 4

- Trail through forest
- Relatively flat ground
- Greatest impact on trees
- Lowest capital and operating/maintenance cost

Option 3: Overall Ranking 0

- Trail along edge of forest and boardwalk over wetland
- Some steep grades
- Some impact on trees
- Greater variety of landscapes
- Medium capital and operating/maintenance cost

Overall Ranking

Option 1: (-1) Option 2: 4 Option 3: 0

Design Concepts Segment G

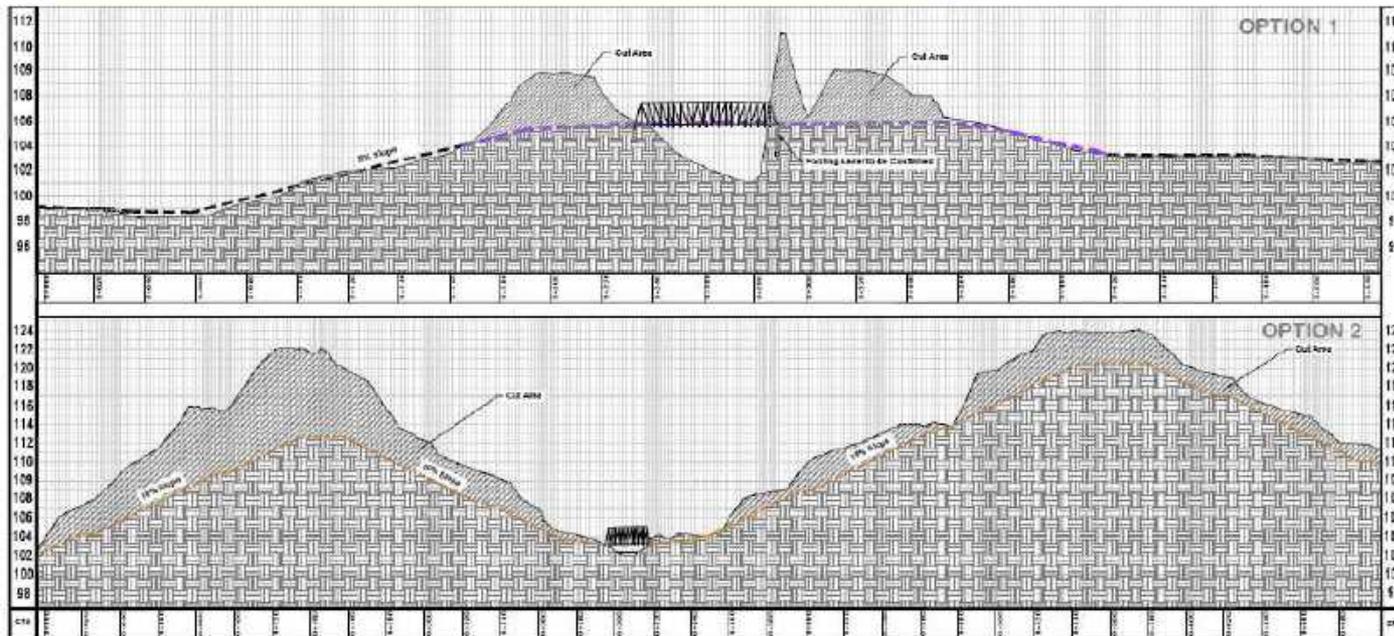


Retaining wall along the existing East Don Trail



Example of a trail switchback

Design Concepts Segment G



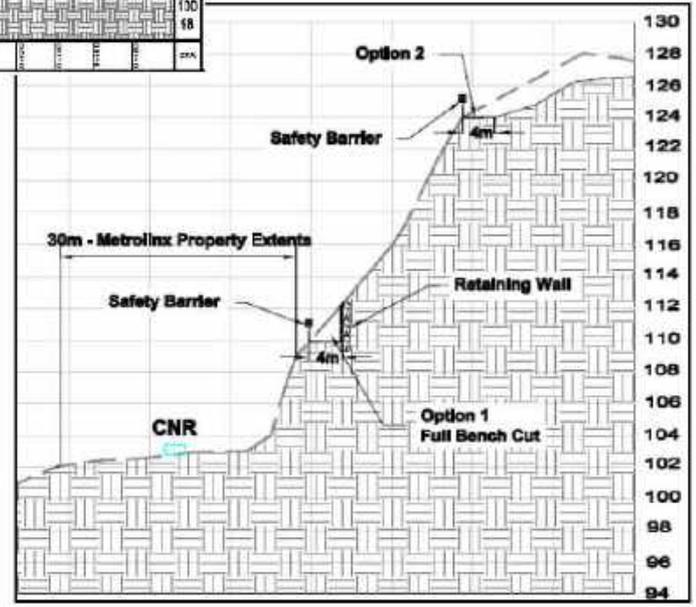
Overall Ranking
Option 1: 10
Option 2: (-9)

Option 1: Overall Ranking 10

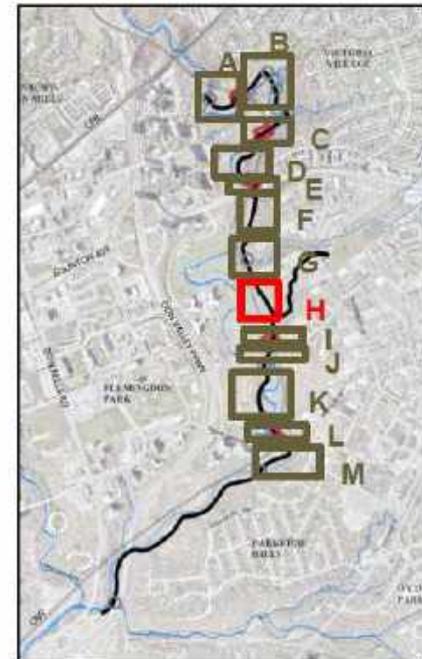
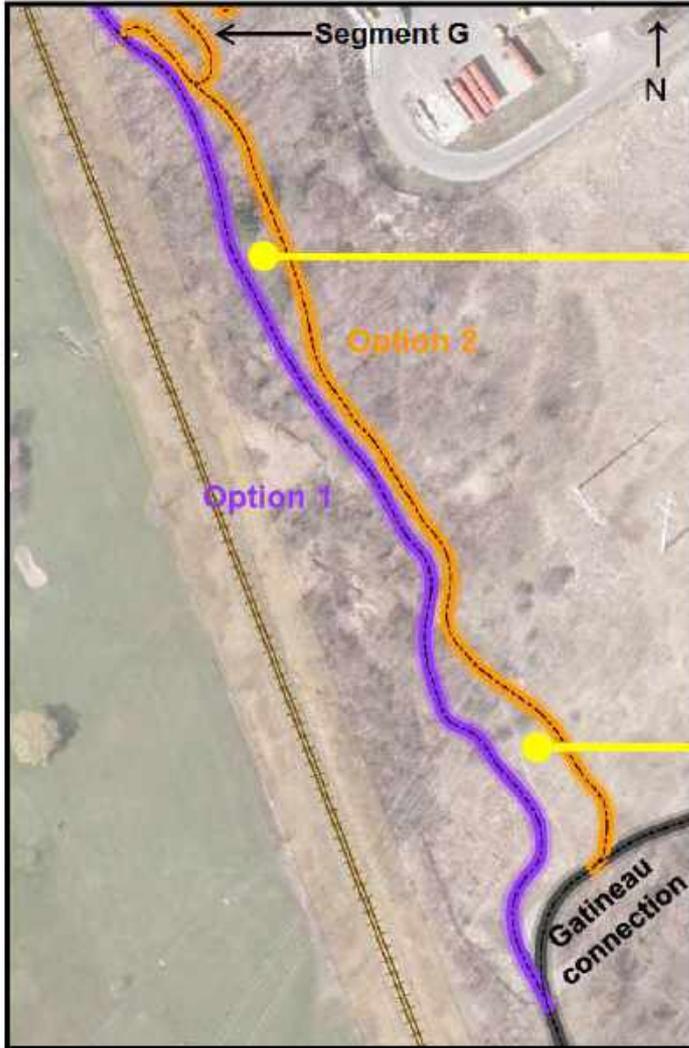
- Few grades to relatively flat ground
- Least impact on trees
- Fewer user safety concerns
- More user friendly
- Lower capital and operating/maintenance cost

Option 2: Overall Ranking (-9)

- Many grade changes with long steep grades (10%)
- High impact on trees
- Greater users safety concerns
- Significantly higher capital and operating/maintenance cost
- Higher erosion risk



Design Concepts Segment H



Design Concepts Segment H

Overall Ranking

Option 1 : 7

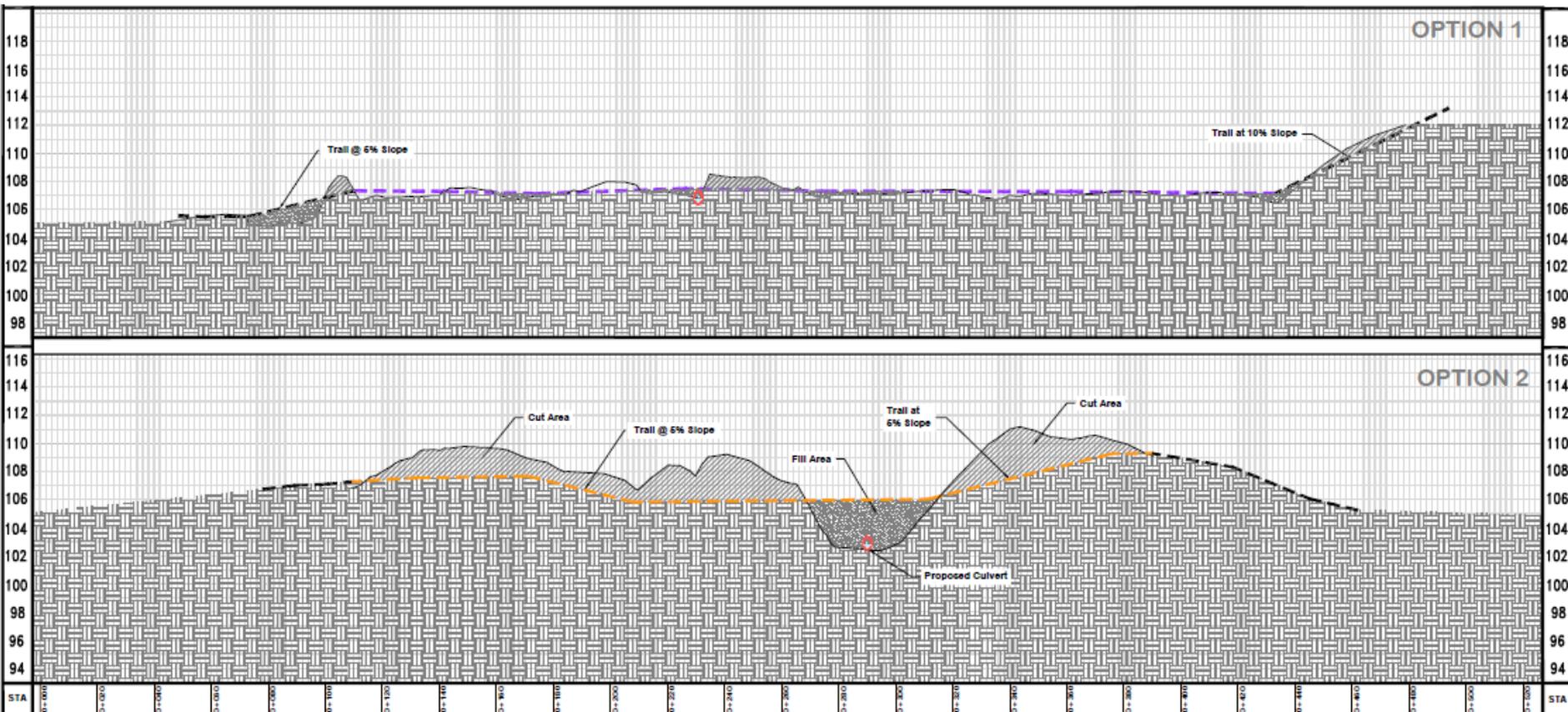
Option 2 : 5

Option 1: Overall Ranking 7

- Relatively flat ground
- Lower capital cost
- Slightly higher erosion risk
- Easier to implement

Option 2: Overall Ranking 5

- Relatively flat with some grade changes (less than 5%)
- More difficult to implement
- Higher capital cost

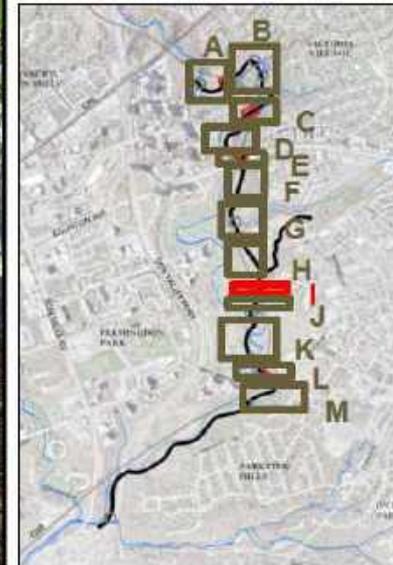
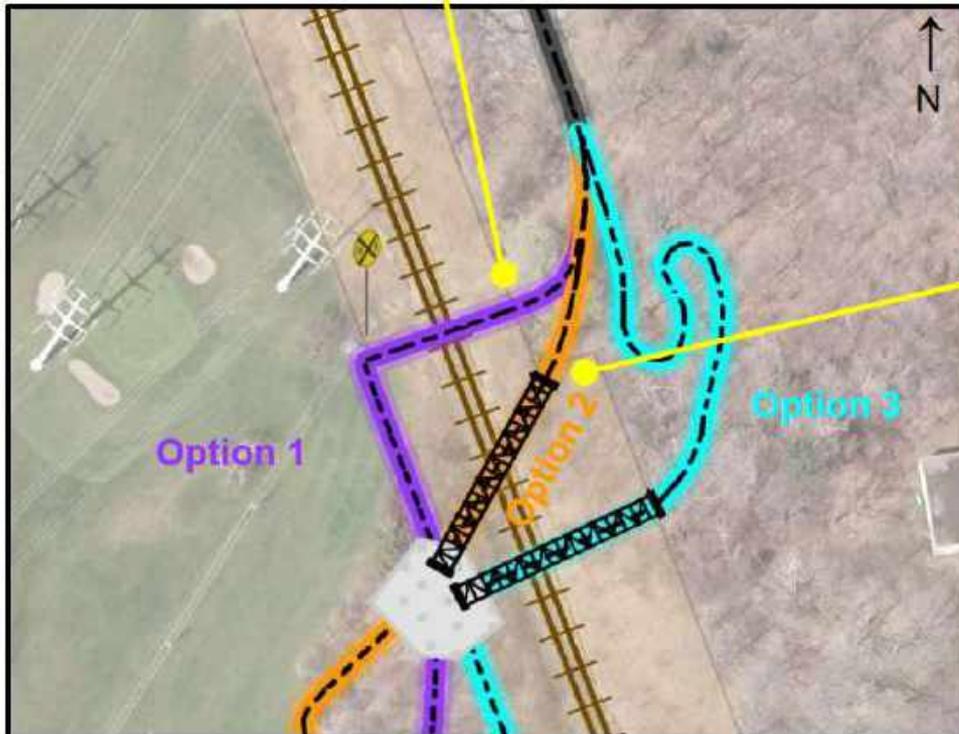


Design Concepts

I – Gatineau Rail Crossing



Example level crossing with controls



Design Concepts

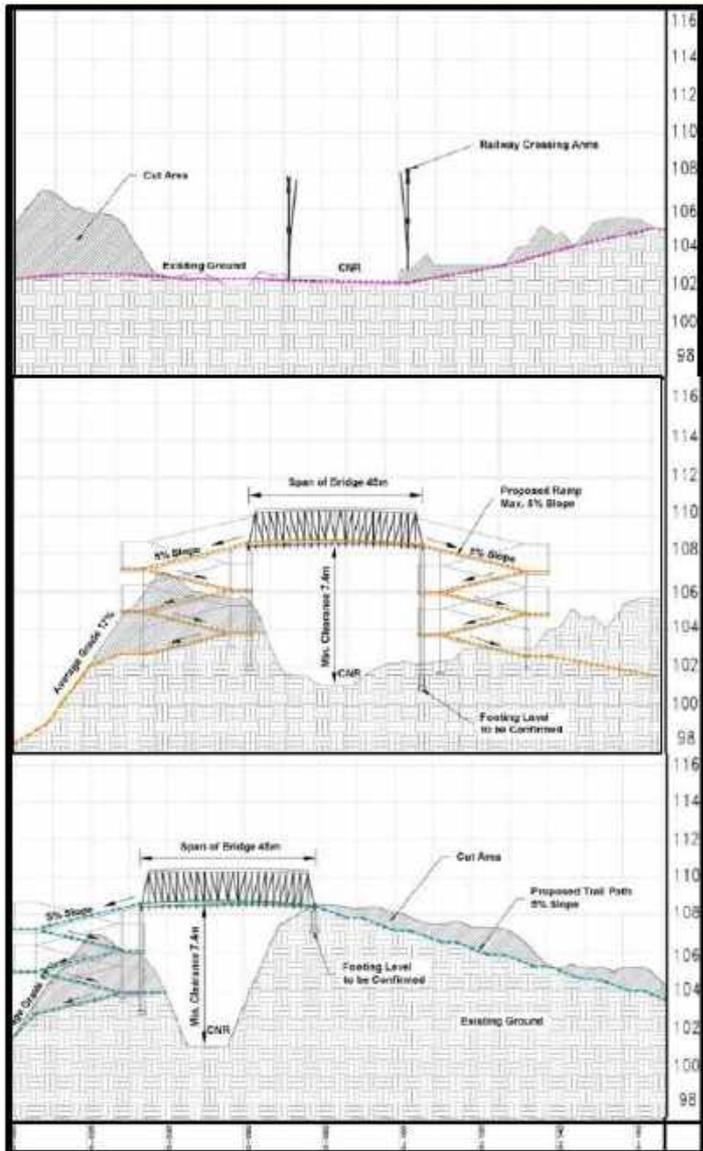
I – Gatineau Rail Crossing

Overall Ranking

Option 1: 7

Option 2: (-7)

Option 3: (-5)



Option 1: Overall Ranking 7

- Level crossing with signals
- Low impact on trees
- Fewer trail user safety concerns
- Railway safety concerns associated with level crossing
- Lowest capital and operating/maintenance cost
- Not preferred by utility owner

Option 2: Overall Ranking -7

- Bridge crossing with two ramps
- Steep grades on both sides of crossing
- Low impact on trees
- More trail user safety concerns
- Fewer railway safety concerns
- Impact to natural environment setting
- Significantly higher capital and operating/maintenance cost

Option 3: Overall Ranking -5

- Bridge crossing with one ramp and one switch back
- Steep grades on both sides of crossing
- Highest impact on trees
- Fewer railway safety concerns
- Impact to natural environment setting
- High capital and operating/maintenance cost

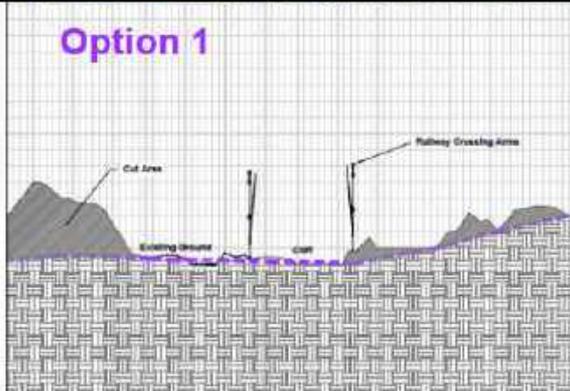
Design Concepts

I - Gatineau Rail Crossing

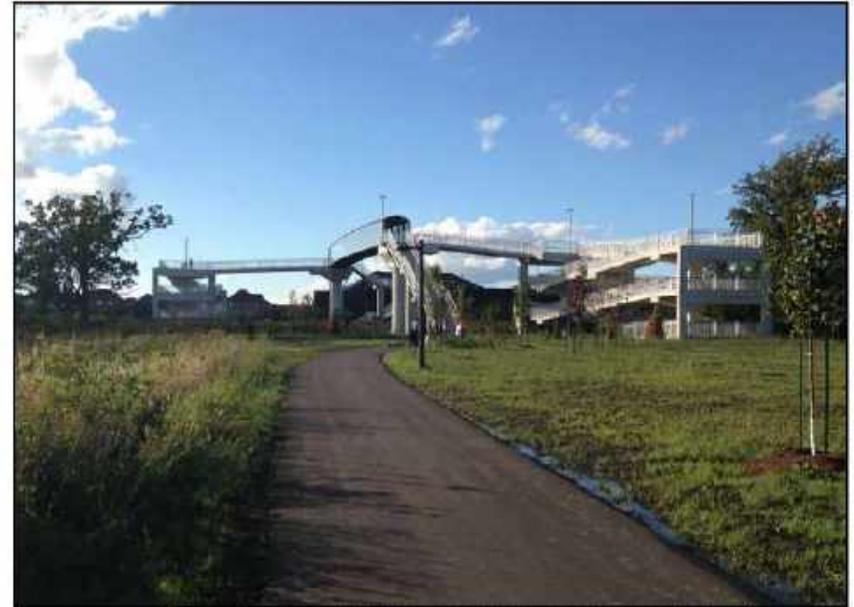
Existing maintenance level crossing



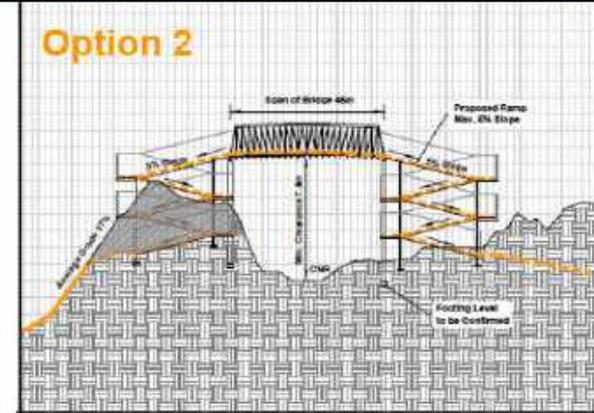
Option 1



Example railway crossing with ramps and bridge

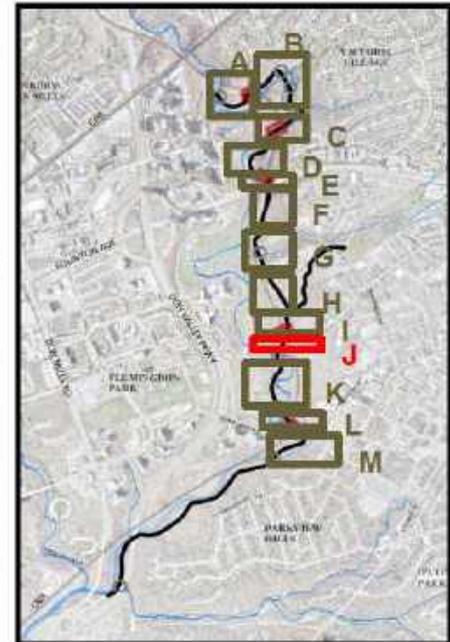
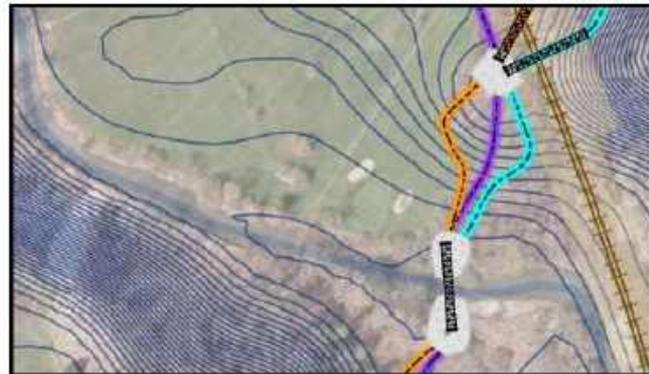
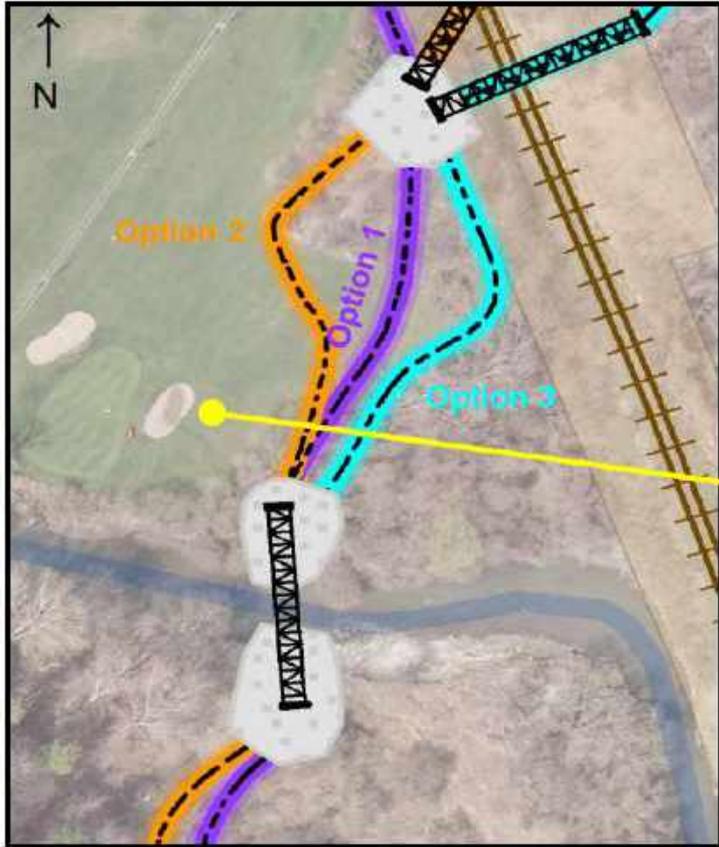


Option 2

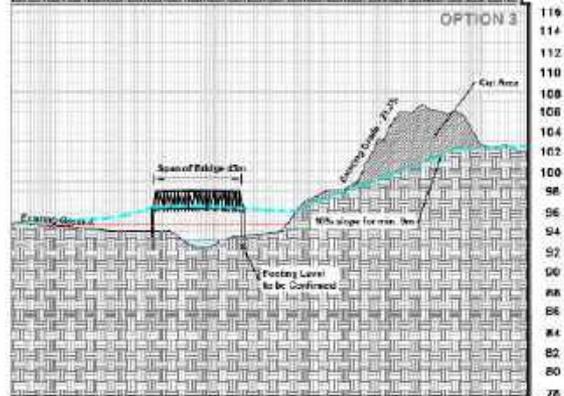
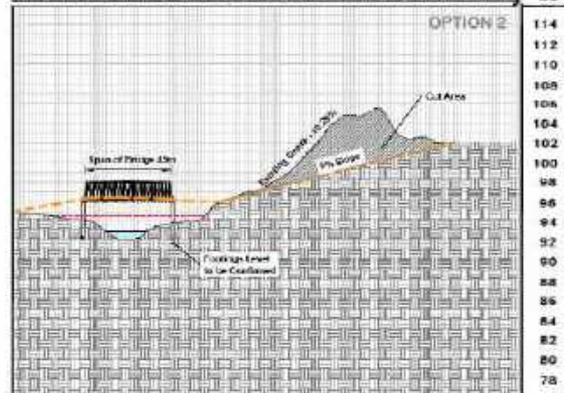
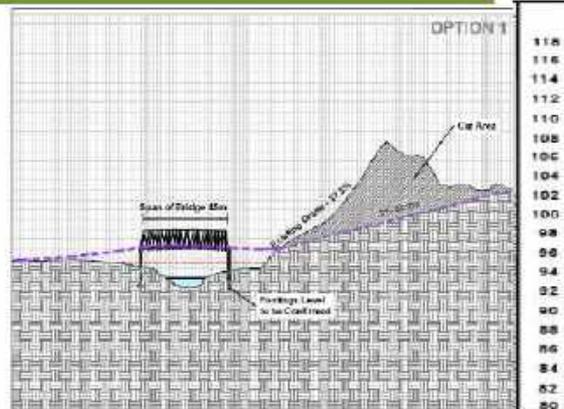
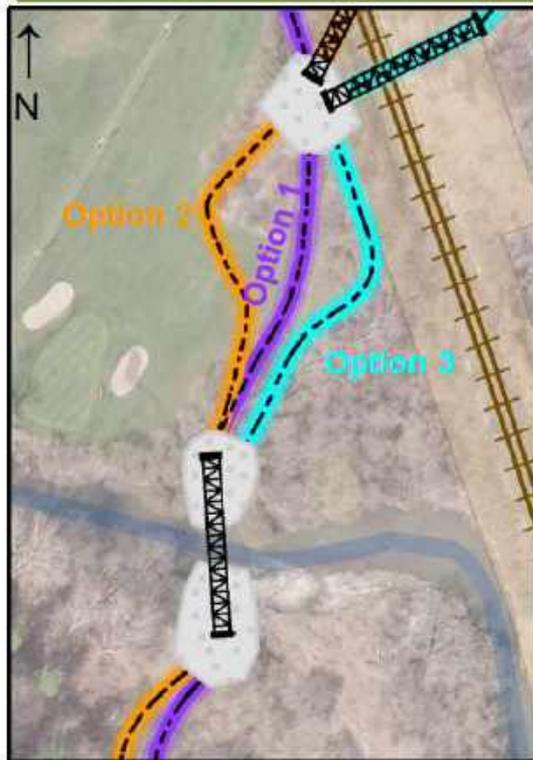


**Note: level crossing to undergo safety assessment and all rail crossings subject to approval by Metrolinx. Gatineau crossing location also subject to approval by landowner (Hydro One)*

Design Concepts Segment J



Design Concepts Segment J



Option 1: overall ranking 1

- Steep grades (5%)
- High impact on trees
- More user friendly
- Lowest capital cost
- Low operating/maintenance cost
- Easiest to implement

Option 2: overall ranking (-5)

- Steep grades (5%)
- High impact on trees
- Highest users safety concerns
- Highest capital and operating/maintenance cost
- May not be accepted by landowners

Option 3: overall ranking (-1)

- Steepest grades (10%)
- Lowest impact on trees
- Medium capital cost
- Low operating/maintenance cost
- May not meet review agency requirements

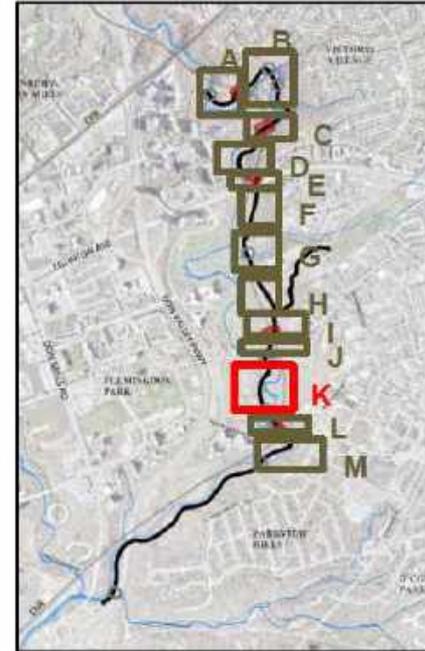
Overall Ranking

Option 1 : 1

Option 2 : (-5)

Option 3 : (-1)

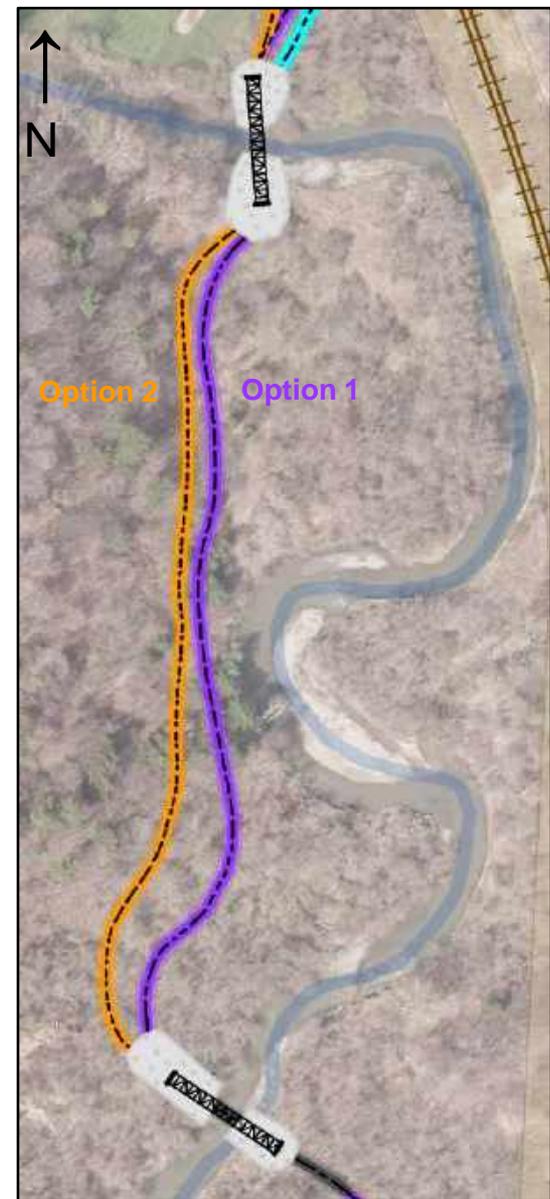
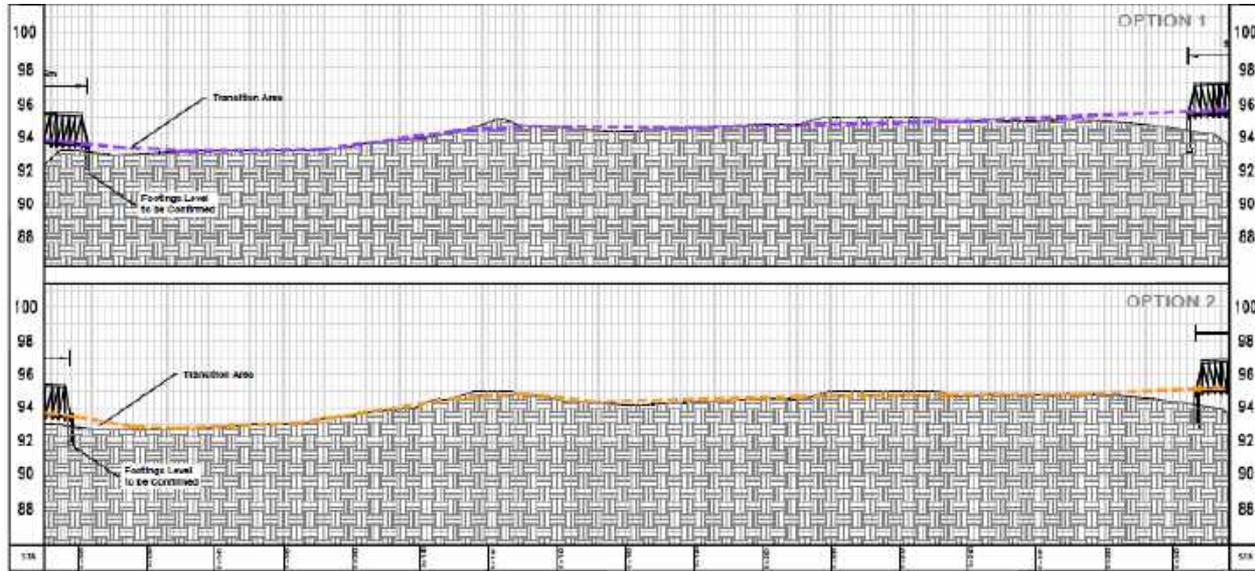
Design Concepts Segment K



Existing East Don Trail
shortly after construction



Design Concepts Segment K



Option 1: Overall Ranking 4

- Slightly lower impact on trees
- Higher user safety concerns
- Higher operations/maintenance cost
- More likely to flood

Option 2: Overall Ranking 6

- Slightly higher impact on trees
- Fewer user safety concerns
- Lower operating/maintenance cost

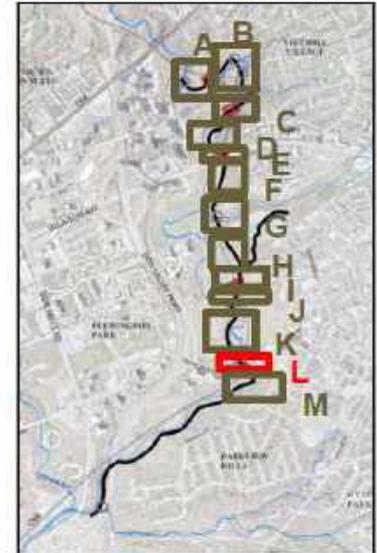
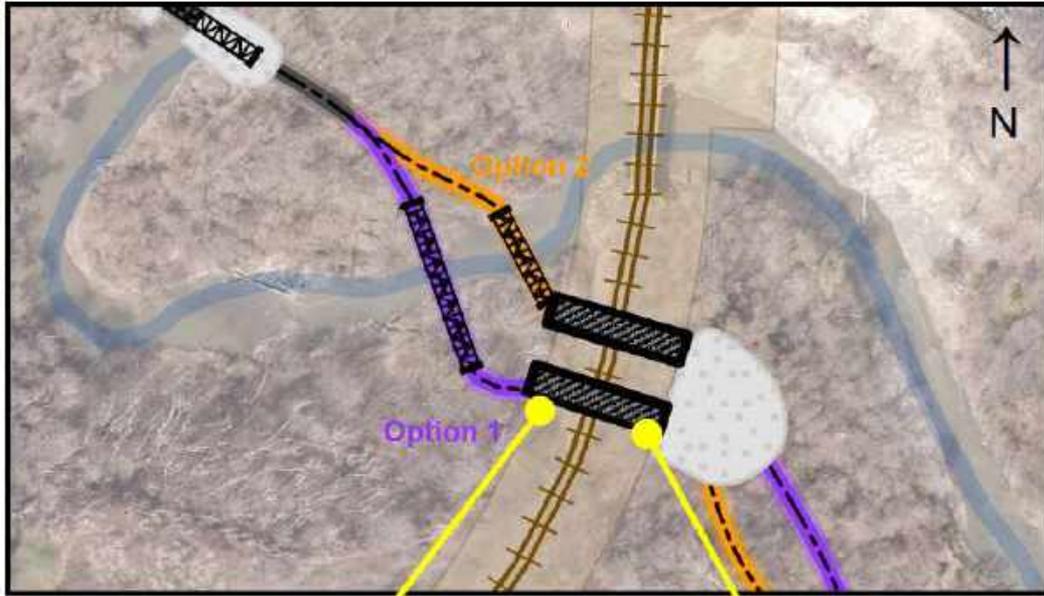
Overall Ranking

Option 1 : 4

Option 2 : 6

Design Concepts

L – South Tunnel Crosssina



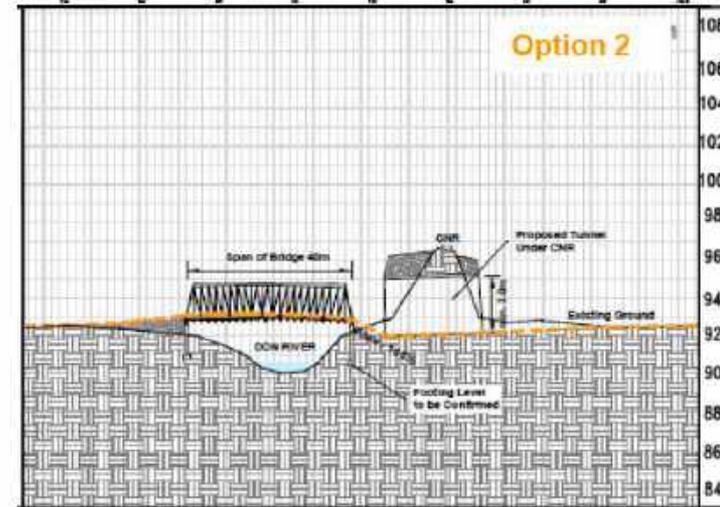
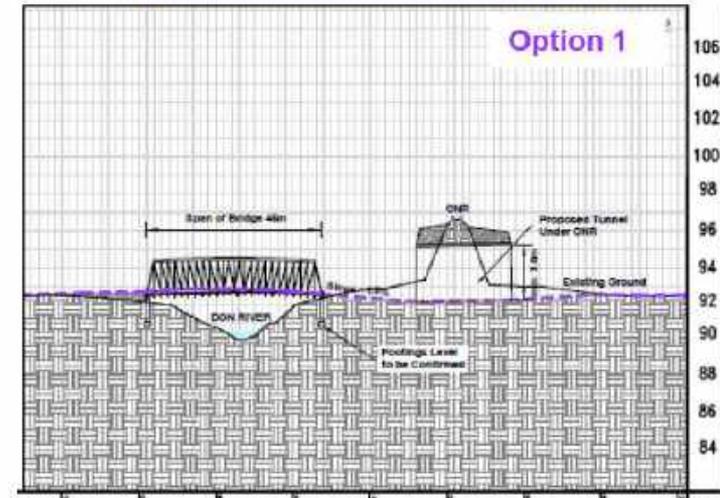
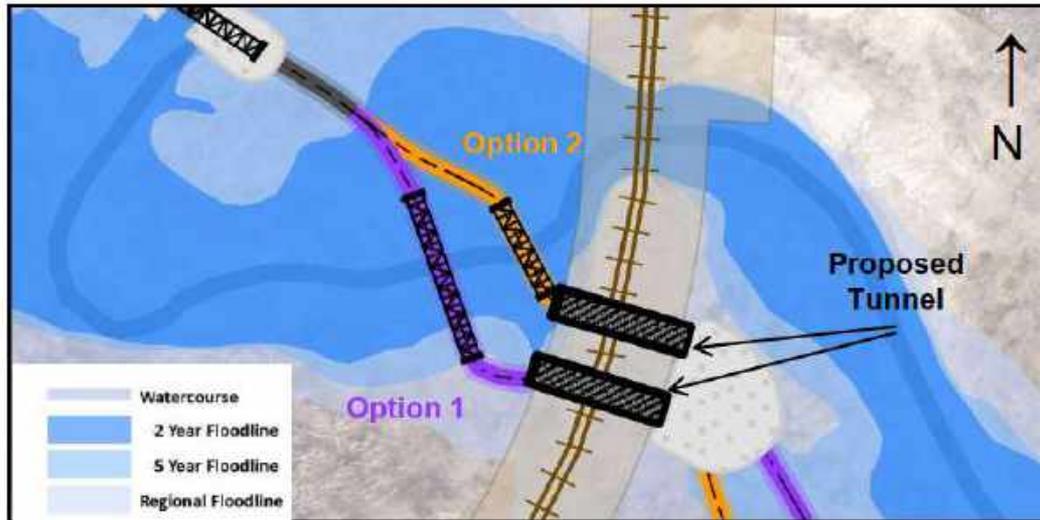
Design Concepts

L - South Tunnel Crossing

Overall Ranking

Option 1 : 1

Option 2 : -5



Option 1: Overall Ranking 1

- Consistent grades
- Less likely to flood
- Fewer user safety concerns
- Slightly higher capital cost
- Lower operations/maintenance cost

Option 2: Overall Ranking -5

- One steep short transition
- More likely to flood
- High user safety concerns
- Slightly lower capital cost
- Higher operations/maintenance cost
- Higher erosion risk

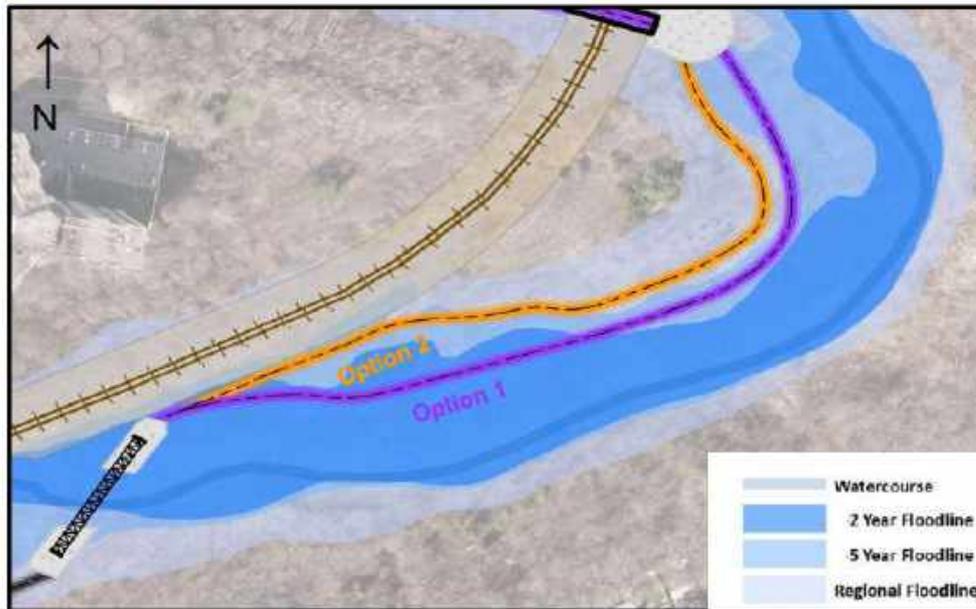
**Note: all rail crossings subject to approval by Metrolinx*

Design Concepts Segment M

Overall Ranking

Option 1 : 7

Option 2 : 8

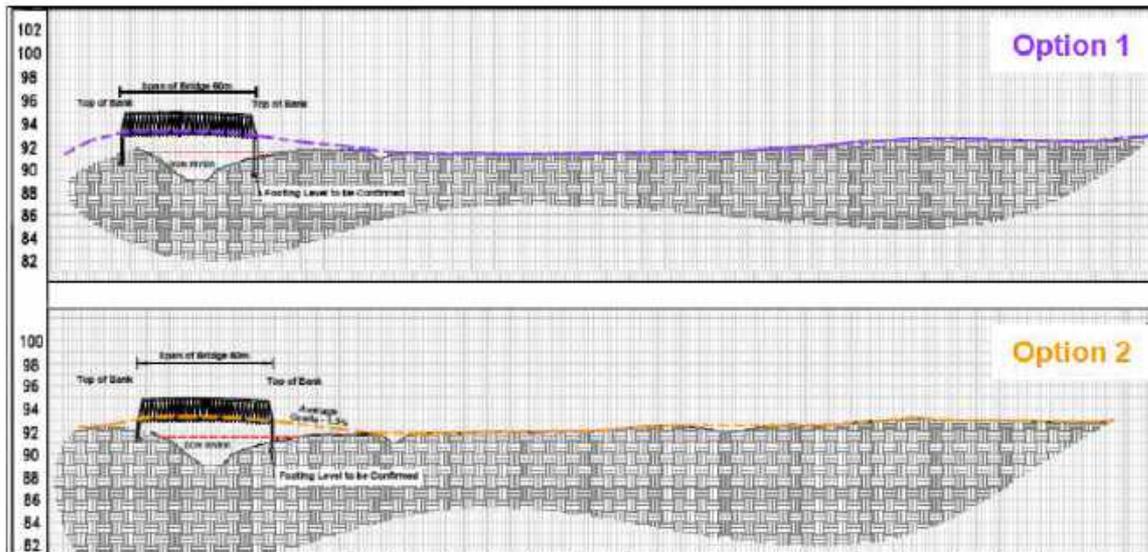


Option 1: Overall Ranking 7

- Relatively flat ground
- Lower impact on trees
- Higher operating/maintenance cost
- More likely to flood
- Higher erosion risk

Option 2: Overall Ranking 8

- Relatively flat ground
- Higher impact on trees
- Lower operating/maintenance cost
- Lower erosion risk



Impact Mitigation

Impact Area	Proposed Mitigation
Wildlife Habitat	<ul style="list-style-type: none">• Design and construct trail while ensuring minimal vegetation removal, grading and filling• Compliance with the Migratory Birds Convention Act by surveying areas for breeding birds prior to vegetation clearing and ensure vegetation will not be cleared between May 1 and July 31• Restore disturbed areas using only native species
Trees	<ul style="list-style-type: none">• Limit the number of large native trees removed• All tree removals subject to approvals under the Ravine and Natural Feature Protection by-law• Follow City of Toronto Tree Protection Policy for construction near trees
Aquatic Habitat and Fish	<ul style="list-style-type: none">• Implement appropriate Erosion and Sediment Control program• Comply with applicable fish timing windows for necessary in-water work
Safety and Accessibility	<ul style="list-style-type: none">• Design trail to have minimal steep inclines and sharp turns, and to minimize interaction with railway traffic• Meet accessibility criteria where physical constraints allow

Closing

- A. Summary of comments heard during CLC 6 meeting
- B. Next steps in 2014
 - PIC #3 – June 24, 2014
 - Continue meeting with key stakeholders
 - Selection of preferred Design Concepts
 - Preferred design impacts, mitigating measures, and monitoring plan
 - CLC #7 - tbd

Completed handouts to be provided to Natalie Seniuk by Friday, July 11 2014.

Questions?



East Don Trail Environmental Assessment

Community Liaison Committee #6

Tuesday June 10, 2014
Dennis R. Timbrell Resource Centre/Flemingdon Park Library
2nd Floor, Meeting Room #2
29 St. Dennis Drive, Toronto
6:00 – 9:00 pm

Phase 3 Evaluation Criteria



Phase 3 Evaluation Criteria – Trail Path

FUNCTIONAL VALUE			
Criteria	Description of Criteria	Indicators	Scoring
Trail Topography	Change in grades along the trail path: the ability of the trail to provide consistent flow of use, based on trail gradient (i.e., steepness).	<ul style="list-style-type: none"> - Frequency of changes in trail grades - The degree of change in vertical elevation (based on the distance over which change occurs) 	Options with short steep segments score lower. Options where trail path is generally flat score higher.

NATURAL AND PHYSICAL ENVIRONMENT			
Criteria	Description of Criteria	Indicators	Scoring
Trees	Potential impact on trees, taking into consideration tree numbers as well as individual trees preservation value.	<ul style="list-style-type: none"> - Trees removed based on point location within 7m clearance zone (CZ) (3.5 m on either side of trail center line) - Trees impacted based on intersection of High Preservation Value tree Tree Protection Zone with CZ 	Options that result in higher potential negative impact to trees score lower. Options that result in lower potential negative impact score higher.
Wetlands	Trail segment proximity to wetland and interference with wetland drainage/function.	<ul style="list-style-type: none"> - Proximity of trail to wetland - The degree of potential impact on wetland drainage/function 	Options that have no impact on wetland(s) score higher. Options that have the potential to impact wetland drainage/function score lower.

SOCIAL AND CULTURAL ENVIRONMENT			
Criteria	Description of Criteria	Indicators	Scoring
User safety	Trail pathway avoidance of steep grades, interaction with vehicular traffic, and minimizing user exposure to hazardous situations (e.g., flooding).	<ul style="list-style-type: none"> - Proximity to watercourse (within 2 year floodline), rail lines, roadways - Sightlines - Sharp turns - Steep grades 	Options that have no steep grades and result in no or minimal exposure of users to hazardous situations score higher. Options that have steep grades and result in user exposure to potentially hazardous areas/situations score lower.
Aesthetics and general user experience	Pathway provides access to scenic views, vistas and landmarks consistent with natural environment setting	<ul style="list-style-type: none"> - Variety of views/environments - Degree of exposure to natural vs. non-natural settings - Availability of watercourse views 	Options that provide least user exposure to non-natural settings and are routed in the vicinity of watercourse score higher. Options that result in user exposure to non-natural settings and are routed farthest from watercourse score lower.
Cultural Heritage	Potential impact to cultural heritage	<ul style="list-style-type: none"> - Trail length where Stage 2 Archaeological Assessment would be required 	Options where few or no trail segments require Stage 2 Archaeological Assessment score higher. Options where Stage 2 Archaeological Assessment is required along most/all trail length score lower.

COST			
Criteria	Description of Criteria	Indicators	Scoring
Capital Cost	The relative estimated capital cost	<ul style="list-style-type: none"> - Type of surface materials used (e.g., asphalt vs. boardwalk) - Quality of sub grade - Thickness of base layer (high quality aggregate base course - minimum of six inches for an asphalt trail. Thicker base courses should be used for poorer quality sub-grade material) 	Options that are less costly to construct score higher. Options that are more costly to construct score lower.
Operational and Maintenance Cost	The relative operating and maintenance cost as compared to the other alternatives. Primary mode of comparison involves expected frequency of O&M or requirement of erosion control.	<ul style="list-style-type: none"> - Cost to operate and maintain trail based on length, surface type, susceptibility to flooding, requirement for erosion control works etc. 	Options that have lower operating and maintenance costs score higher. Options that have higher operating and maintenance costs score lower.

TECHNICAL			
Criteria	Description of Criteria	Indicators	Scoring
Ease of Implementation	Landowner/review agency/ other project stakeholders support and approvals	<ul style="list-style-type: none"> - Approvals required - Landowner/other stakeholders (e.g., local community) acceptance and support - Length of time to construct - Impacted services (e.g., potential rail line closure to construct a rail line crossing) 	Options that are strongly supported by landowners, regulatory agencies and other project stakeholders score higher. Options that receive less support from landowners and other project stakeholders and may be less consistent with review agencies requirements score lower.
Flood Susceptibility	Frequency of river flooding of trail/trail segment(s)	<ul style="list-style-type: none"> - Trail length within/outside of the regulatory floodplain - Trail length withing/outside of the 5 year floodline - Trail length within/outside of the 2 year floodline 	Options where all or most of the tail path is located outside of the regulatory floodplain score higher. Options where most or all of the trail path is located inside 2-and/or 5-year floodline score lower.
River Erosion Susceptibility	Trail susceptibility to risks of channel erosion or slope stability	<ul style="list-style-type: none"> - Trail length within/outside of the 100 year erosion allowance 	Options where most or all of the trail path is located outside of the 100 year erosion allowance score higher. Options where trail path segments are located within 100 year erosion allowance and/or adjacent river bank is over 2 m high score lower.

Phase 3 Evaluation Criteria – Crossings

FUNCTIONAL VALUE			
Criteria	Description of Criteria	Indicators	Scoring
Trail Topography	Does the structure allow the trail user to maintain a consistent flow of use (i.e., < 5%), or is there a large grade change on one or both sides of the obstacle (i.e., river or railway).	<ul style="list-style-type: none"> - Change(s) in vertical elevation of structure - The degree of change in vertical elevation (based on the distance over which change occurs) 	Options that maintain a consistent grade on one/both sides of crossing score higher. Options that require ramp/stairs on one/both sides of crossing score lower.

NATURAL AND PHYSICAL ENVIRONMENT			
Criteria	Description of Criteria	Indicators	Scoring
Vegetation	Potential neagtive impact on trees, taking into consideration the number of trees possibly requiring removal as well as individual trees preservation value.	<ul style="list-style-type: none"> - Trees removed based on point location within 7m clearance zone (CZ) (3.5m offset from trail center line) - Trees impacted based on intersection of High Preservation Value tree Tree Protection Zone with CZ 	Options that have lower potential negative impact on trees score higher. Options that have higher potential negative impact on trees score lower.

SOCIAL AND CULTURAL ENVIRONMENT			
Criteria	Description of Criteria	Indicators	Scoring
User Safety Objectives	Exposure of trail users to potentially hazardous situations (not including formalized rail crossings as part of the EA, see criterion "Railway Safety")	<ul style="list-style-type: none"> - Potential flooding - Sharp turn radius and/or potential sightline obstructions - Significant grade changes over short distances - Presence of existing informal paths adjacent to potentially dangerous infrastructure 	Options that would result in no/lower user exposure to potentially hazardous situations score higher. Options that would result in higher user exposure to potentially dangerous situations score lower.
Aesthetics and general user experience	Consistency with natural environment setting.	- Degree of exposure to engineered structures	Options that result in lower exposure to engineered structures receive a higher score. Options that result in higher exposure to engineered structures receive a lower score.
Cultural Heritage	Potential impact to cultural heritage	- Trail segment/ramp length where Stage 2 Archaeological Assessment would be required	Options where few or no trail segments/crossing ramps require Stage 2 Archaeological Assessment score higher. Options where Stage 2 Archaeological Assessment is required along most/all trail/crossing ramp length score lower.

COST			
Criteria	Description of Criteria	Indicators	Scoring
Capital Cost	The relative estimated capital cost	<ul style="list-style-type: none"> - Bridges: span - Type of rail crossing structure: grade crossing, tunnel or bridge and associated structures (e.g., stairs and ramps), if any 	Options that are less costly to construct score higher. Options that are more costly to construct score lower.
Operational and Maintenance Cost	The relative operating and maintenance cost as compared to the other alternatives. Primary mode of comparison involves expected frequency of O&M.	<ul style="list-style-type: none"> - Frequency of sediment removal - Frequency of surface repair - Bridges: abutment protection from erosion - Bridges: replacement costs 	Options that have lower operating and maintenance costs score higher. Options that have higher operating and maintenance costs score lower.

TECHNICAL			
Criteria	Description of Criteria	Indicators	Scoring
Ease of Implementation	Landowner/review agency/ other project stakeholders support and approvals	<ul style="list-style-type: none"> - Approvals required - Landowner/other stakeholders (e.g., local community) acceptance and support - Length of time to construct - Impacted services (e.g., potential rail line closure to construct a rail line crossing) 	Options that are strongly supported by landowners, regulatory agencies and other project stakeholders score higher. Options that receive less support from landowners and other project stakeholders and may be less consistent with review agencies requirements score lower.
Flood Susceptibility <i>(where applicable)</i>	Frequency of flooding of crossing transition zone and bridge abutments	<ul style="list-style-type: none"> - Bridge abutments and transitions inside/outside of the regional floodline - Bridge abutments and transitions inside/outside of the 5 year floodline - Bridge abutments and transitions inside/outside of the 2 year floodline 	Options where bridge abutments and/or transitions are located outside of the regulatory floodplain score higher. Options where most or all of the trail path is located inside 2- and/or 5-year floodline score lower.
Erosion Susceptibility <i>(where applicable)</i>	Bridge crossing susceptibility to erosion (all bridges to span 25 year erosion allowance)	<ul style="list-style-type: none"> - Bridge placement with respect to channel planform 	Options with optimal (based on existing conditions) bridge placement score higher. Options with less than optimal bridge placement score lower.
Railway safety <i>(where applicable)</i>	Potential risks associated with interaction between trail users and railway (based on landowner input)	Trail user safety risk associated with each of the following railway crossing types: <ul style="list-style-type: none"> - Grade crossing with controls - Tunnel crossing - Bridge crossing 	Tunnel crossing option meeting vertical clearance requirement scores highest. Grade crossing with no controls (i.e., existing informal crossing) scores lowest.

Phase 3 Criteria Considered and Removed

FUNCTIONAL VALUE	
Criteria removed	Explanation
Multi-user support	In Phase 3 and detailed design, all efforts will be made to meet accessibility standards in order to provide multi-user support. All crossings (river and rail) will be designed to comply with accessibility standards and the trail path will be designed to be accessible where physical constraints allow. Pathway vertical elevation and grades affecting multi-user support are also considered in the "Trail topography" Phase 3 evaluation criterion.
Access requirements for emergency vehicles (e.g., Police, EMS)	In detailed design, all efforts will be made to meet emergency vehicle requirements. Emergency vehicles access requirements are also considered via applying the "Maintenance vehicles requirements" guiding principle in the Phase 3 design concept development.
Functional value as a travel route	General functional value as a travel route has been evaluated in Phase 2 of EA. In Phase 3, change in vertical elevation of trail pathway ("Trail topography" criterion) is being used as a more specific indicator of trail path functional value as a travel route.

NATURAL AND PHYSICAL ENVIRONMENT	
Criteria removed	Explanation
Sensitive wildlife habitat and species of concern	Three species of concern - Eastern Meadowlark, Wood Thrush and Milksnake - have the potential to inhabit the local study area. Due to the limited amount of data available on local distribution of these species, assessment of potential impact to their habitat is difficult to carry out in a meaningful way. The potential impact to these species will be addressed via mitigation/compensation measures once the preferred design concept is selected. For Eastern Meadowlark and Wood Thrush, potential habitat will be identified based on habitat requirements set out in this species recovery strategy and all efforts will be made to avoid or minimize potential impacts. For Milksnake, the focus will be on impact mitigation and post-construction habitat restoration.
Aquatic species and aquatic habitat	Aquatic habitat impacts for all design concepts were found to be very similar - either none, minor (where a trail segment option is routed sufficiently far away from the river's edge so as not to cause erosion and sediment loading) or temporary (caused by the necessary in-water work for some river crossings). In addition, erosion susceptibility criterion takes into account the potential impact to aquatic habitat: a design concept/option scores lower if a trail is routed fairly close to the river, making it more susceptible to channel erosion impacts, thereby resulting in potential future bank protection works and corresponding impact on aquatic habitat. The potential impacts associated with construction are expected to be temporary and fully mitigated via erosion and sediment control measures as well as minimizing the removal of river bank vegetation.
Surface drainage and groundwater	Potential impacts to surface drainage and groundwater were examined in Phase 2 of EA. As the Phase 3 design concepts are very site-specific, it is not possible to evaluate them in a meaningful way. Potential impacts will be outlined for the design concepts selected as preferred.
East Don River processes	The potential impacts to East Don River processes were evaluated in Phase 2 of EA.
Physical environment alteration (grading, excavating and/or filling)	Physical environment alteration is addressed in the "Ease of implementation" criterion: as that of a regulatory agency, it is TRCA's preference to have none or minimal amount of grading, excavating and/or filling in the flood plain.

TECHNICAL	
Criteria removed	Explanation
Technical Feasibility	Alternatives considered not technically feasible were removed in Phase 2 of EA. Similar technical feasibility conditions are applicable to all design concept alternatives considered in Phase 3.

East Don Trail Environmental Assessment

Community Liaison Committee #6

Tuesday June 10, 2014
Dennis R. Timbrell Resource Centre/Flemingdon Park Library
2nd Floor, Meeting Room #2
29 St. Dennis Drive, Toronto
6:00 – 9:00 pm

Questionnaire Design Concepts for the Preferred Trail Alignment– Preliminary Evaluation

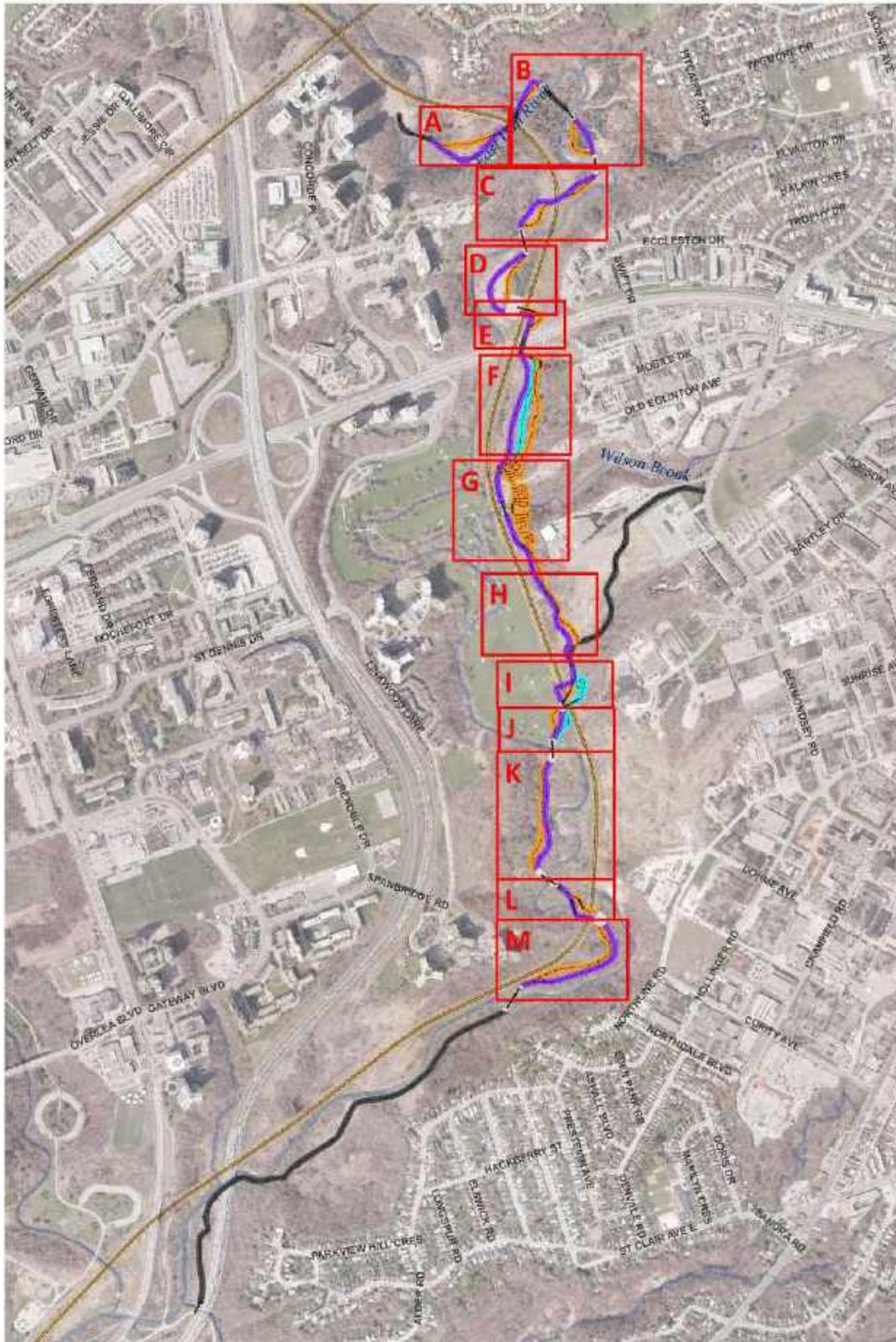
Please return completed the Questionnaire by Friday July 11, 2014 to:

Natalie Seniuk
nсениuk@trca.on.ca
Toronto and Region Conservation Authority
Restoration Services
5 Shoreham Drive, Downsview, ON M3N 1S4

Name: _____



MAP 1 – DESIGN CONCEPTS



Legend

- | | | |
|--|---|---|
|  Option 1 |  Proposed Bridge |  Transition Area |
|  Option 2 |  Railway |  Proposed Underpass |
|  Option 3 |  Rail Line ROW | |



East Don Trail Public Event #3

The City of Toronto and Toronto and Region Conservation (TRCA) are hosting the last of three public meetings for the East Don Trail Environmental Assessment Study.

The first two meetings were held in 2013 to introduce the study, receive feedback on the project objectives, discuss the key issues and opportunities, and assist in the selection of the preferred trail alignment. Join us to learn more about the preferred trail alignment selected and design concepts for what the trail might look like.

Date: Tuesday, June 24, 2014
Time: 5:30 pm to 8:30 pm
Place: Victoria Park Hub, 1527 Victoria Park Avenue
(more details available closer to the date and on the project website)

To learn more about the project and sign-up for email updates visit www.toronto.ca/eastdontrail, or contact:

Maogosha Pyjor

Public Consultation Coordinator
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M5V 3C6
Tel: 416-338-2850
Fax: 416-392-2974
TTY: 416-338-0889
E-mail: eastdontrail@toronto.ca

Call **3-1-1**

**East Don Trail Project
Environmental Assessment**

**Community Liaison Committee Meeting #6
Notes**

Tuesday June 10, 2014
 Flemington Park Library, Community Room #2
 29 St. Dennis Drive, Toronto
 6:00 – 9:00 pm

Meeting Chair: Adele Freeman

Note Taker: Natalie Seniuk

ATTENDANCE	
Name	Affiliation
Jennifer Hyland	City of Toronto
Scott Laver	City of Toronto
Violetta Tkazcuk	Toronto and Region Conservation Authority
Lisa Turnbull	Toronto and Region Conservation Authority
Rob Amos	Aquafor Beech Ltd.
Palka Sharma	Aquafor Beech Ltd.
[REDACTED]	Friends of the Don East
[REDACTED]	Todmorden Mills Wildflower Preserve
[REDACTED]	Toronto Field Naturalists
[REDACTED]	Toronto Ornithological Club
Regrets: [REDACTED] (Action for Neighbourhood Change/Hub, Victoria Village), [REDACTED] [REDACTED] (Bike 25), [REDACTED] (Cycle Toronto), [REDACTED] (Don Mills Residents Inc.), [REDACTED] [REDACTED] (Don Watershed Regeneration Council), [REDACTED] (Flemington Health Centre), [REDACTED] [REDACTED] (Resident Ward 29), [REDACTED] (Toronto Centre for Active Transportation), [REDACTED] (Victoria Village Community Association), [REDACTED] (Woodbine Gardens Homeowners Association), [REDACTED] (Wynford Concorde Residents Group) [REDACTED] (Walk Toronto)	

WELCOME AND OPENING COMMENTS

The Chair, Adele Freeman (AF or The Chair) – Director of Watershed Management Division at Toronto and Region Conservation Authority (TRCA) - welcomed everyone to Community Liaison Committee (CLC) Meeting #6. AF informed CLC Members that Lisa Turnbull (LT) – Project Manager at TRCA – would be recording key comments throughout the duration of the meeting, and that Natalie Seniuk - (NS) – Project Manager with TRCA – would be recording meeting notes. New attendees introduced themselves to the group.

The Chair provided an overview of the materials provided as part of CLC Meeting #6, including: PowerPoint Presentation, Agenda, and Handouts to be completed by CLC Members.

The Chair handed the meeting over to Violetta Tkaczuk (VT) – Project Manager at TRCA- for the presentation.

HOUSEKEEPING AND UPDATES

VT reviewed the agenda for CLC Meeting #5 including the intended purpose of the meeting which was to provide an update about where we are in the process and, to receive feedback and input from members regarding the evaluation of the design concepts as prepared by the project team.

Confirmation of CLC Meeting #5 Notes

VT asked CLC members if there were any changes or corrections required to the Meeting Notes from CLC #5. Participants did not have any comments. The CLC #5 Meeting Notes were accepted as presented.

Project Updates

VT explained that some additional comments were provided by CLC members after CLC Meeting #5, and that the project team was working on responding to these. The team would try to provide these responses before the public event taking place on June 24. They would be provided in the CLC Dropbox Folder.

VT provided an update regarding the project process and timelines, information regarding the third public event which is taking place on June 24 from 5:30 to 8:30 pm at the Victoria Village Hub, and the preferred trail alignment from Phase 2 that was moved forward to Phase 3.

OVERVIEW OF DESIGN CONCEPTS FOR PREFERRED TRAIL ALIGNMENT

Overview of preferred alignment

VT provided an overview of the preferred trail alignment that was selected at the end of Phase 2, and moved forward to Phase 3.

In Phase 2, trail alignments were evaluated in three defined areas. The evaluation process resulted in a preferred alternative for each area. The following is an overview of results and key considerations for each of the areas examined in Phase 2:

- Area 1, had three different alignments. Forest Trail A was ranked the highest and was moved forward to Phase 3.
- Area 2, was the biggest concern. River Walk scored the highest however, as the land is currently not available and the land will not become available during the EA the second highest scoring option was moved forward, which was Hillside.
- Area 3, Access Route B came out the highest and was moved forward to Phase 3.

The preferred alternative for each area was combined to form the overall preferred trail alignment.

CLC Comment

In Area 3 at Access Route B, the temporary culvert bridge structure was removed last week.

Project Team Response

We were aware that this culvert would be eventually removed. This was always meant as a temporary structure so will be replaced with a new bridge.

CLC Question

Are there any plans to remediate the spot where the temporary bridge was located as it is now compacted gravel.

Project Team Response

We will ask Toronto Water. Part of this project will be to replace what we remove but this was part of another project so we will have to check with Toronto Water. **(ACTION ITEM)**

CLC Comment

In Area 3, there are places that were previously disturbed. On the same note as above, we should take this as an opportunity to remediate some of these areas. Some thought should be put into restoring the areas here.

Project Team Response

Whether or not it is this project scope to undertake these efforts, it would be cost effective to have other restoration initiatives undertaken during the construction of the proposed trail. City of Toronto is generally willing, where possible, to build on opportunities like these. **(ACTION ITEM)**

CLC Comment

To build on that further, there are a couple of areas where restoration could be done, including: the construction site near Taylor Massey creek, the restored slope near Parkview Hills, and the valley where the Pan Am trail will go. There is also an opportunity on the north side of Eglinton.

Overview of design concepts and constraints

VT reviewed the major technical constraints: topography, flooding, and trees. Based on constraints the project team developed guiding principles to ensure only viable concepts that meet the project objectives were created and considered. They included:

- Accessibility requirements
- Grades less than 5%
- User needs
- Trail outside of the 2 year flood line
- Minimized impact to the physical and natural environment
- Needs of maintenance vehicles

VT explained that if an alignment option could not meet the majority of the guideline principles than it was not considered as a design concept. In some instances design concepts could not meet all of the guiding principles due to land constraints. How design concept were developed:

1. The preferred Alignment was divided into segments (e.g. crossing to crossing)
2. Existing informal trails guided the placement of the concepts
3. Detailed topography and tree surveys
4. A range of viable Design Concepts were created considering constraints and guiding principles.

VT explained how the design concepts would be presented by Rob Amos (RA), from Aquafor Beech. Typically, two different views were shown in the presentation: a plan view (like a map) and a profile view (or cross-section). VT also explained the symbols presented on the mapping, and which were considered in concepts.

CLC Question

Just saying that the number of trees removed or impacted was considered, doesn't communicate the "core" forest areas that are present within the valley. Should be avoiding these areas or going beside them rather than through them.

Project Team Response

This is something the project team struggled with in terms of describing impacts associated with trees. We did look at preserving high quality trees. In some places, the scoring was very close and for these areas we are looking to the CLC and the public to provide input on other considerations for selection of a design concept. In terms of "core forest" this was considered in Phase 2 when the trail alignments were selected, in Phase 3 we are looking at the impact to individual trees along the trail segments.

CLC Question

Are the grey areas shown on the profiles, cut and fill areas? If so, they may make a major difference in the topography of the area.

Project Team Response

Yes, that is true and this was considered under costs during the evaluation of the design concepts.

CLC Comment

The areas where it says vegetated riprap, that is an area where there might be opportunity to construct hibernacula for snakes. If we follow the right procedures we may be able to provide opportunities in these areas.

Project Team Response

Good idea, noted.

CLC Comment

We have a lot of money coming in for art projects along other trails and in others areas of Toronto. I see this project as an opportunity for bringing in other funding. There are many landmarks in this study area and the bridges could be designed to create landmarks within this area as long as they meet the engineering requirements.

Project Team Response

CLC members were asked to provide any suggestions they may have for areas we could potentially pilot some landmark designs (**ACTION ITEM**).

Evaluation of Design Concepts & Evaluation Criteria

VT reviewed the criteria that were considered in the evaluation of the design concepts.

CLC Question

Is it expected that cyclists will be required to dismount on the bridges and under the underpasses? Recently on the lower don there were signs requesting cyclists to dismount and walk. Site lines are also a concern.

Project Team Response

Right now bridges will be designed to the trail specs. We are not expecting to be asking cyclists to dismount for bridges and tunnels. We will make them wide enough for multiple modes of transportation. Approaches to the bridge will be at a radius that provides adequate site lines. Where we cannot accommodate the radius, we may put signage warning of poor visibility.

CLC Question

What slopes can we expect? We can't expect the trail to be flat in this area but how steep could it be?

Project Team Response

The project team is aiming for a maximum grade of 5% throughout; this number was selected based on the standard that has come out of the City of Toronto's cycling and accessibility guidelines. In some areas there are steeper grades especially in the valley lands were this is unavoidable.

CLC Question

Did you give scores to the type of trees that were impacted?

Project Team Response

Tree type is addressed under the preservation value of the trees, and a preservation value was given to each tree that may be impacted (preservation values are low, medium, and high). Preservation value was assessed by TRCA's foresters and was based on tree size, species and health.

CLC Question

I think the legend on the map showing preservation priority is wrong. It currently reads "tree removal priority" and should read "tree preservation priority".

Project Team Response

You are absolutely right. This will be corrected in the presentation before it is uploaded to the CLC website. A revised copy of the presentation will also be provided in the CLC Dropbox folder. **(ACTION ITEM)**

CLC Question

Have you done any archaeological assessments in the study area? And if so, did you find anything?

Project Team Response

Yes archaeological assessments have been undertaken. To date, a Stage 1 assessment has been completed. The Stage 1 assessment is a desktop exercise that results in a report that describes the cultural history of the site and identifies the potential for archaeological resources within the area. No large discoveries came out of the Stage 1 assessment but because the study area is in a valley system, the recommendation to move forward with a Stage 2 assessment was identified. Once a final trail alignment is confirmed, during detailed design, the Stage 2 assessment will be undertaken and adjustments to the route can be made based on findings. A copy of the Stage 1 assessment report will be provided to CLC members in the Dropbox folder. **(ACTION ITEM)**

CLC Comment

Capital costs should consider fencing and ecological mitigation (e.g. wildlife crossings for snakes, frogs, etc.). Please consider that we should be providing fencing (post and paddle) in sensitive areas (e.g. wetlands) to keep people on the trail.

Project Team Response

The financial cost of ecological mitigations measures have not been considered at this point but we will go back and look at it from that lens. **(ACTION ITEM)**

CLC Question

What's the difference between the trail segment criteria and the crossing criteria?

Project Team Response

Generally speaking, the evaluation criteria are very similar for both, however when it comes to the details, what is assessed under each criteria differs. For example, when looking at grade/slope, for trails switchbacks were assessed while for bridges ramps were assessed. In the natural environment, wetlands were not impacted by bridges and were therefore only assessed along trail segments.

CLC Question

Did you include more than trees when looking at vegetation?

Project Team Response

In Phase 2 additional vegetation information was used as part of the evaluation, including ELC data. In Phase 3 only trees were part of the evaluation. Once we have a preferred design concept, we will be looking at all vegetation and also at mitigation measures.

CLC Question

What is channel planform?

Project Team Response

The channel planform is the view of the channel, or river, from above. It shows how the river bends on the land.

DESIGN CONCEPTS AND EVALUATION

RA explained that the study area was broken down in to a number of trail segments (A to M). The presentation looks at 13 trail segments and the differences between the options for each. For example, will the trail be going through a wetland or wooded area, open meadow or beside railway track, etc.? That is all part of Phase 3 of the EA process.

There was a preliminary ranking applied by TRCA, the consultants, and the Technical Advisory Committee. This preliminary ranking is now being presented to the CLC and then the public at public event #3. There are a lot of areas where the scores are close, and the project team is hoping for valuable input from community/public.

RA explained that a higher number indicated a better score, or the recommended alternative. Options with the highest scores will be moved forward to detailed design once the EA is completed.

RA also noted that the presentation only highlighted the differences between the options, and not all of the information regarding evaluation.

Evaluation of Design Concepts**Chair Question**

Trail Segment A - Generally how far are you away from the river in option1?

Project Team Response

We are outside of the 100 year erosion line. In this segment, we would have at least 5 m of buffer between trail and river where it is closest.

CLC Question

Trail Segment A – what is the vegetation in option 2? Why is it not forest? Was there previous disturbance?

Project Team Response

Trail Segment A is located in a previously heavily disturbed area where there is both forest and open space present. This may not be properly represented in the orthographic images due to the time of year they were taken. There are also a number of sewer lines (trunk sewers) with a number of manholes in this area. The sewer lines would have been open cut through this area, which generally requires clearing of a 10 – 15m wide corridor.

CLC Question

If that is the case, how could option 1 and option 2 score the same if option 1 has historic planting that was undisturbed and option 2 as disturbed areas?

Project Team Response

The scoring was based on the number trees impacted and their preservation value.

CLC Comment

Trail Segment A - were informal trails part of the ranking? Even if you build option 2, people will still use option 1. If you offer the better experience, you have a better chance of closing the lesser experience. So maybe this is a location where we look at being closer to the water.

Project Team Response

Informal existing trails were used as the basis for developing where the design concepts should be, than the project team assessed alternate routes around the informal trails to ensure the best possible route could be implemented. In areas where the preferred design concepts do not follow the existing informal route, the opportunity to decommission the trails may be looked at, depending on the area and situation.

CLC Question

Trail Segment A - How was Toronto Water maintenance considered, because if we pick option 1 then Toronto Water may still go in to bulldoze in the area where option 2 would be.

Project Team Response

Both options would provide similar access to the multiple maintenance holes located within this area, which is generally what Toronto Water needs to access for maintenance.

CLC Question

Trail Segment B – I see four options here, not two.

Project Team Response

The number of segments was based on scale and length of the trail. If there is a compelling reason, the segments could be broken down further and we could mix and match.

CLC Question

Trail Segment B – you are now providing an opportunity on the west side of the river for people to walk up the slope and cross the tracks.

Project Team Response

This will be dealt with through adaptive management. That is a worst case scenario. There may be a way to mitigate that in this area. As suggested earlier, this could be a place to put up fencing to keep people on the trail.

CLC Question

Trail Segment B – What is the cleared area under the I in the work “option 1”? And why can't we put the path through this cleared area?

Project Team Response

That is the wetland and we are trying to avoid it in this area.

Project Team Comment

Trail Segment B – If the top part of this trail segment is so similar, and if the CLC is in agreement, can we select one option for moving forward, and then just make the options for the lower part? If the options in the top part are only 20 metres apart we may be able to address this through detailed design.

CLC members present agreed with this point and it was suggested that the option be removed at the top part.

Project team noted that they would go back and check this section to see if there is anything that differentiates these two areas. If there were no major differences, the options shown in the top part of this segment would be removed in preparation for the public meeting. **(ACTION ITEM)**

Post Meeting Note: The project team reviewed Trail Segment B and determined that the differences did not require two options to be shown. As a result, only one option is shown in the top part of Trail Segment B.

CLC Comment

Trail Segment C - If lighting is not going to be provided on the trail, a light should not be shown in the representative photos. Project team agreed and will remove in preparation for public meeting. **(ACTION ITEM)**

CLC Comments

Trail Segment D – Play up your options in this area. You will have balance whether you are going to break-up wetlands or forests. The idea of having a meadow that is ok for ground nesting birds is a fantasy. Studies show that trails can impact up to 300 m outside of the area.

CLC Question

Trail Segment E – When is the last time Metrolinx approved a level crossing?

Project Team Response

A level crossing was approved along Finch Hydro Corridor Trail, so it is not impossible. Metrolinx does prefer the implementation of a tunnel or bridge crossing structure over an at-grade crossing however.

Chair Question

Was the cost of putting in signals included in the costing of the options?

Project Team Response

Yes, the cost of signals was approximately \$200,000, where a bridge structure was more than \$1 million.

Project Team Comment

Trail Segment F – the project team is looking to the CLC for feedback on this segment as the team struggled with determining a recommended option.

CLC Comment

Trail Segment F – this is a large area with two important types of habitat. The reason we are struggling with this is that the Shared Use option presented in Phase 2 should be the one that was preferred in this area. Why are we not looking at shared use?

Project Team Response

Through the evaluation in Phase 2 River Walk was ranked the highest, followed by Hillside (east of the rail line). We do not have the property to implement River Walk and we do not foresee the City obtaining the Flemington Park Golf Course as part of this EA nor during the term of this EA. Shared Use is on the west side of the rail line and the existing Golf Course is not willing to entertain this option on their property. Metrolinx was also not willing to entertain this within their right of way based on plans for future expansions.

CLC Comment

Trail Segment F – Whatever options we chose we should select one that does the least amount of damage possible so that the trail can be moved to the preferred location and we can remediate the other side. So we should select the option that would be the easiest to remediate.

CLC Comment

Trail Segment F – There are already informal trails in the forest in this area. I think the wetlands are valuable and we should be careful about putting trails through wetlands.

CLC Comment

Trail Segment F – Based on my knowledge of the area this is more of a cattail fen, so it's a low quality wetland.

CLC Comment

Trail Segment F – Boardwalks need maintenance and they get slippery so they can be unsafe. I am leaning toward option 3 (the middle one).

There was general agreement within the group that option 3 was the best to move forward with. Project team was in concurrence.

CLC comment

Trail Segment F – In option 1, instead of boardwalk, you could consider filling it in because the wetland is of low quality. You could combine Option 1 and Option 3 and then create a smaller higher quality wetland.

CLC comment

Trail Segment F – The picture shown is not of Wilket Creek, it is of E.T. Seton Park. **(ACTION ITEM)**

Project Team Comment

Trail Segment F – is height of the Eglinton underpass fixed? Could we lower it to get the built-up trail?

Project Team Response

It is currently shown about as low as it can go.

Project Team Comment

Trail Segment G - we just had a meeting with Metrolinx that impacts this segment. The switchback alignment (Option 2) was proposed to address the property concerns raised previously with Metrolinx. They are now more open to considering Option 1 which is on their property (but outside of their 30m right of way). We are awaiting final confirmation of their position on this however, it is expected that we will only show one alignment in this area (option 1) if their response is favorable given the extreme technical challenges and overall low ranking of Option 2.

CLC Comment

Trail Segment H – in some of the trail segments, including option 2 of this one, we see you are going to be filling low areas. Some of these areas are high value habitat areas.

CLC Comment

However, in the hydro corridor in this area the habitat value is limited due to the cutting for the corridor.

Project Team Comment

Mountain bikers may prefer option 1 so they can still use the existing mountain bike trail at option 2. If we build option 2 they will end up building something new that will have to be managed.

CLC Question

All of this discussion is required because we cannot get onto the golf course lands?

Project Team Response

Yes, that is the case. We are still leaving options for the future. Phasing of detailed design and construction allow discussions with the golf course to continue and leave options for the future.

CLC Question

Trail Segment I – because of the sightlines and coming toward the at-grade crossing users may not be able to see trains coming. Can we consider advanced warning on the trail so that users can see that there is a train coming through?

Project Team Response

This is a great suggestion for a mitigation measure. Project team will note. **(ACTION ITEM)**

CLC Question

Trail Segment I – Is this alignment impacted by the golf course issue?

Project Team Response

Yes, we are stuck between a rock and hard place here based on many factors including: the golf course, Metrolinx, topography, hydro lines, and tracks, etc. Even if we were on the west side of the river in this area we would still need some method of crossing the rail line here to provide access to the Gatineau corridor however.

CLC Comments

Trail Segment J – no questions or comments by the CLC members present

CLC Question

Trail Segment K – are there informal trails throughout this area?

Project Team Response

Yes, there are.

CLC Question

Trail Segment K – Would either option require future mitigation (erosion) along the meander?

Project Team Response

Option 2 is set at the 100 year limit for erosion so this option would not require mitigation in the near future.

CLC Question

Trail Segment K – How much wiggle room do you have once you get into detailed design? The trail is straight now but we may want to see some movement of the trail for interest.

Project Team Response

There are not any specific constraints to detailed design. The planning process (Environmental Assessment) is a decision making process that looks at balance and level of risk.

As a general observation we try to add as much bending as possible to slow down bikers, while remembering that site lines are also important for cyclists and pedestrians.

Project Team Response

Trail Segment K – Other options were considered here but were ruled out due to floodlines. What the CLC is seeing is the result of this trail being moved out of the flood prone area, and therefore making the option look similar.

CLC Question

Trail Segment K – People are going to go to certain areas for views. should we consider this?

Project Team Response

We may want to consider a lookout in this area (and/or others) to address this need. It will be a matter of identifying all of the other opportunities including lookouts, erosion, restoration, etc. This obviously expands the scope of the project but we may look at a couple of these in detailed design as long as it can be managed within the project budget.

CLC Comment

Trail Segment K – this section provides the closest section to make a future connection to Flemingdon Park so the trail design should keep that in mind.

CLC Comments

Trail Segment L – no questions or comments by the CLC members present

CLC Comment

Trail Segment M – I think that for any segments where there is a close ranking, a more detailed look at the impact on the natural environment should guide the decision. Second CLC member concurred.

CLC Comment

Trail Segment M – In Option 2 we are further from erosion so our trail will be protected. However, Option 1 has lower impact on trees. We could still justify that erosion is an impact to the natural environment.

Chair Question

People need to walk/ride along these segments of trail, and we now have to put this all back together and think about what the overall experience for the users along the trail. Is it varied enough? Is it too similar? To look at in segments it is hard to see the big picture. Does anyone have comments about that?

CLC Comment

We should try to make it as accessible and possible and do as little damage as possible and it will be great. The valley itself will provide the interest if we show off its features.

CLC Comment

The most contentious bits of this trail design from a cyclists perspective are Trail Segments F, G, and H based on natural area and going through forest. We should think of it as two separate trails; on the south end we have the route for the Pan Am Path; and we have a second route from Wynford Drive to Eglinton. Those two sections could exist on their own quite nicely. And then, we could think of Trail Segments F, G, and H as “future connections”. This could alleviate some of the issues we are having with land ownership and the natural environment.

Project Team Response

Phasing of the detailed design and implementation will be done, one option the team is looking at is to allow for the areas in the north and south that connect to existing trails to be undertaken first. By looking at the central area last in the phasing of work it will allow parks to continue discussions with the golf course.

CLC Comment

If we go back to Trail Segment B, the bottom end is close to the existing path to Wigmore Park and there is possibility to go through Trail Segment B and then go up to Wigmore and then down the Gatineau Corridor Trail.

Project Team Response

Yes, that is correct however we would then be leaving the valley and coming back into it which does not meet the high level objectives of the project.

CLC Comment

That would avoid the tunneling of the rail line, as well as the contentious Trail Segments G & H.

Project Team Response

Noted.

MITIGATION MEASURES

VT noted that mitigation measures would not be reviewed during the meeting due to time left, but that these would be discussed in more detail at the next meeting.

NEXT STEPS

VT went through the Next Steps for the project.

VT asked if there were any additional questions before the meeting was closed.

The Chair closed the meeting at 9:00 pm.

SUMMARY OF KEY COMMENTS FROM CLC MEETING #6

General Comments

- Need to have some thought on how we can restore some of the previously disturbed areas (Toronto Water bridge an example)
 - Before Parkview Hills (restored slope)
 - Valley before Pan Am Trail
 - North side of Eglinton

Design Concepts

- “Trees” does not capture “core” forest areas
 - Want to avoid fragmentation
- Opportunity for snake hibernacula under bridges (rip rap areas)
- Design of bridges could create “landmarks”
 - Art funds
- Will cyclists be asked to dismount and walk on bridges/tunnels?
 - Will design so this should not have to happen
- Stage 1: Make available to any CLC members interested
- Capital costs need to consider:
 - Fencing
 - Ecological considerations (mitigation)
- Vegetation: are we only looking at trees?
 - Yes, looked at ELC in phase 2 and only looking at trees
 - Will review in mitigation

Segment A

- Vegetation ranking was questioned (they currently score the same) **(ACTION ITEM)**
- Did we consider existing informal trails?
 - Tried to look at existing as a potential alignment
 - Difficulty of closing existing trails
- Need to consider user experience

- People want to go to water and will continue to do so
- Maintenance considerations (sewer)
 - Toronto Water is a user (in evaluation)

Segment B

- Could look at smaller segments and mix and match (those separated by the bridges)
 - Segment B is actually four options
 - Have tried to break down into manageable number of segments, however we will consider altering to mix and match the “purple” with the “orange”
 - In mitigation, could look at fencing to stop people from heading off trail
 - Evidence that when you build a formal trail, people tend to stay on it
 - Could we consider not offering a choice between the tunnel and bridge because they are so close? Under 20 m difference
 - Look at the options after the second bridge
- **TRCA will check difference between the two similar routes/alignments**

Segment C

- Lighting for tunnels?
 - Option 2 within erosion area/threshold (this is what the agency consideration point speaks to)

Segment D

- Options break up meadow or forest with trail
 - Trade offs

Segment E – no comments

Segment F

- Should be looking at shared use option in this area so we can avoid the wetland/forest
 - Golf course will not consider shared use
 - Cannot use the Metrolinx right of way
- Some preference for #1 and #3
- Consider that boardwalks need maintenance and can become slippery
- Some comments have members leaning towards #3
- Creative solution: because wetland is low quality, consider a combo of #1 and #3 and restore to a higher quality habitat (potentially fill some areas, etc.)

Segment G

- May be able to drop off orange – in discussions with Metrolinx regarding the purple alignment (on their property but outside their 30m right of way)

Segment H

- Filling of low areas
 - Some of these are valuable wildlife habitat
- Mountain bikers are predominant users in area
 - Many end up using other route

Segment I

- Site lines – for cyclists may want to consider an advanced warning
- Grades – at some point we will have to meet AODA standards (after 20lbs)
 - Need to justify when we can't meet them

Segment J – no comments

Segment K

- Option 2 – outside of erosion area
- Detailed design – straight trail versus meandering – which is safest?
- Sight lines are important
- Need to place trail far enough away from erosion but still consider that people want to have river views (consider where they will want to go)
- We are trying to build the spine – other connections will come down the road
 - Best connection to Flemington Park

Segment L – no comments

Segment M – no comments

General Comments

- Hard to look at user experience when reviewing segment by segment
 - Look at entire area for variety, etc.
- F, G, H are most controversial areas (going through forested area)
 - If you leave these out the other areas will exist independently
- Part of intent with phasing is to see what happens with private property
- Segment B (bottom end) is close to existing path at Wigmore Park
 - Could use this to avoid problematic areas
- Pan Am is currently driving things, however it will be done – this is part of the legacy but not timeline

****For any areas where the ranking is similar, a more detailed look at natural environment impacts needs to be done**



EA Meeting

[REDACTED]

to:

Natalie Seniuk

06/25/2014 01:36 PM

Hide Details

From:

[REDACTED]

To: Natalie Seniuk <NSeniuk@trca.on.ca>,

Natalie – I had to leave before the end of the meeting. I was pleased with the presentation and most of the decisions. I saw no substantial concerns from the public. I had asked about the south end and I am still concerned. The current plan has the pathway ending on the roadway to the Taylor Creek parking lot (the bike and pedestrian path is on the south side, separated from the road), creating a dangerous intersection. It also provides no way to have a proper information portal nor does it do justice to Charles Sauriol by being next to the DVP. I asked that a bridge be put in place that goes over the East Don (as in one of the original alternatives) and that the area on the west side, where the current memorial plaque is, serve as a gateway for the trail and for information, with parking removed. That would become an area free of motorized vehicles. This area is on the old alignment of Don Mills Road and its arch bridge and is out of sight of the DVP and the ugly sculptures. It is important to have the project be in proper context and to serve as a connection to the area's history and ecology. The rock and plaque were placed where they are when Sauriol was alive and he included a photo of himself at that location in his last book. It would be insensitive to move the memorial. I asked Dan Egan informally and he said that the location and final bridge are a design detail that should be restored to the East Don location and he is interested in removing the parking areas.

Ron

[REDACTED]



CLC East Don Trail

[REDACTED]

to:

Natalie Seniuk

06/18/2014 10:18 PM

Hide Details

From:

[REDACTED]

To: Natalie Seniuk <NSeniuk@trca.on.ca>,

History: This message has been forwarded.

Hi Natalie and Violetta,

Thank you for the opportunity to comment on the preferred trail alignment. Please accept the following comments for your questionnaire.

I do believe the trail design considers the impact on the natural environment. As you know the Don Valley is an important wildlife passageway, so from the viewpoint of migrating and nesting birds, the trail design should take into consideration the following wherever practical:

- to limit the fragmentation of the existing habitat. The path can follow the perimeter of a forest or meadow for instance, instead of cutting through the meadow.
- similar to the first point, wetlands are valuable for many native species, so a path alongside of rather than through a wetland is best.
- continue your efforts to obtain access for the trail through the golf course property as that is the best route for the trail and limits damage to the existing habitat.
- conduct a census of the habitat to avoid damage to high quality areas and makes for a better trail experience

I would also like to know if there will be protection controls in areas of the trail that are identified as breeding areas for species of special concern.

Unfortunately I will not be available to attend the PIC on June 24th but will be interested to hear how the design is received by the general public.

Best regards,

[REDACTED]

Toronto Ornithological Club

East Don Trail Environmental Assessment

Community Liaison Committee #6

Tuesday June 10, 2014
Dennis R. Timbrell Resource Centre/Flemingdon Park Library
2nd Floor, Meeting Room #2
29 St. Dennis Drive, Toronto
6:00 – 9:00 pm

Questionnaire Design Concepts for the Preferred Trail Alignment– Preliminary Evaluation

Please return the completed Questionnaire by Friday July 11, 2014 to:

Natalie Seniuk
nсениuk@trca.on.ca
Toronto and Region Conservation Authority
Restoration Services
5 Shoreham Drive, Downsview, ON M3N 1S4

Name: [REDACTED] – Toronto Field Naturalists

Study Questions

1. From the list below, indicate why you would use the East Don Trail:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Be close to nature | <input checked="" type="checkbox"/> Wildlife/bird viewing |
| <input checked="" type="checkbox"/> Exercise | Commute (for example: to work, school, run errands) |
| Experience solitude/relax | Socialize with friends/family |
| Dog walking | |

Other:

2. This question item is designed to gather information about your primary concerns so that we can consider them when planning and designing the trail. Please rank the considerations in the tables below from 1 to 4 in order of their importance to you, using each ranking only once.

Overall Considerations	Ranking in order of importance (1 is most important, 4 is least important)
Protection of natural environment	1
User experience and aesthetics	3
Cost	4
Maintenance requirements	2

For “Natural Environment considerations” my ranking is as though the statements began “Trail does **not** disturb” .

Natural Environment Considerations	Ranking in order of importance (1 is most important, 4 is least important)
Trail disturbs existing native trees	1
Trail disturbs existing wetlands	3
Trail disturbs existing meadows	2
Trail disturbs habitat edge	4

User Experience and Aesthetics Considerations	Ranking in order of importance (1 is most important, 4 is least important)
Trail runs through different landscapes (e.g. forest, meadow, etc.)	3
Trail is less steep (i.e. more accessible)	2
Trail provides access to river or look out points	4
Trail provides a natural environment experience	1

The project team is requesting feedback from the CLC regarding the evaluation of the design concepts for the preferred trail alignment. Each trail segment was evaluated separately to determine the highest ranking options.

1. Do you agree with the recommended alternative as presented?

- Yes
 No

Please provide an explanation:

The recommended alternatives are indeed best with the exception of Segment F just south of Eglinton Avenue. For Segment F more weight should be given to protecting the forest with its large trees and avoiding fragmenting it. Option 3 is preferable.

In Segments E and I there are rail crossings where the preferred option 1 is a level crossing with signals. Such level crossings are operating sufficiently safely in many other places. For example, the bike lane on Bayview Extension connects to the Lower Don Trail by a level crossing over the same rail line. On the much busier lakeshore railway with fast VIA trains and half-hourly GO trains, there are several level crossings in

Scarborough and Mississauga, including one at Rouge Hill that is a multi-use trail connecting to the Waterfront Trail. The railway is allowing that one even though one can get across the tracks using the underpass in Rouge Hill station. The cost and inconvenience of bridges over the railway on the East Don Trail are not justified.

2. Do you have any other questions or comments related to the East Don Trail Environmental Assessment process?

It's a challenge to make a multi-use trail really accessible to wheelchair users. Just east of the Port Union tunnel on the Waterfront Trail there is a quite gentle slope. While walking there recently I met a person in a wheelchair who was being helped by a companion pushing, and they were having some difficulty even on that slope. Here it should be possible to make the trail north from the Forks of the Don through Segment K most accessible, with perhaps a viewpoint at the north end of Segment K as a destination for users who might find the next segments to the north too demanding.

On the other hand, cyclists want a trail that can be rode on continuously, without being called on to dismount and walk, over narrow bridges, up and down steep hills, or across roads or driveways. The bridges, grades, and crossings on the planned trail should be designed with this in mind, to have a trail that is good for cyclists and is also safe for other users.

The valley should be a largely natural area with recreational uses. Encampments where people live are not a suitable use because they produce much litter and may be threatening to some. These people should be housed elsewhere.

In the longer term, the Flemingdon Park golf course may become public land. Then the much preferable River Walk could be implemented. Meanwhile, the trail might first be built with north and south sections and a gap in the middle. The north section would include Segments A and B and could then go east where existing informal trails are, up a tributary ravine into Wigmore Park and come out on Elvaston Drive. From there, users would get around the gap by going on Elvaston Drive, Sloane Avenue and Bermondsey Road to south of the transfer station and then going down the Gatineau connection. The south section would begin with Segment I and continue through Segment M and the existing water access road to the forks of the Don.

We should affirm that the natural environment, its plants and animals, has worth in its own right, and does not have value only for people's use or enjoyment. Nevertheless, a city is a place for people, and its resources should enrich the lives of its people. Toronto's ravine valleys are a precious resource that should be managed for the benefit of both the environment and people. One question is whether having so much of the valleys devoted to golf courses, which are unnatural environments used essentially by the relatively wealthy, is good stewardship of this resource. The interruptions in the trail systems through the ravines are largely due to golf courses. Here, though, a significant interruption in the Don trail system is being removed in a way that makes a good compromise between many conflicting interests.

Design Concepts for the Preferred Trail Alignment- Preliminary Evaluation

1. Do you agree with the recommended alternatives as presented? I agree with some of the alternatives and not with others.
 - a. **Evaluation Criteria** – Aesthetics and User Experience should not have the same weight as the more important issues of Natural Environment Protection and Technical Challenges in the East Don as it is extremely challenging to put a trail through this branch of the Don because it is somewhat of a “gorge” in its geography., and because it has been a fairly inaccessible area and we need to preserve what we can of its wildness in this plan.
 - b. **Guiding Principles** – In the public meeting held recently regarding Guidelines for Multi-Use Trails (ask Maogosha Pyjor), the consensus seemed to be to be *flexible* when planning and constructing them because there are many different situations. Logic, and not cookie cutter approaches are needed. In the case of the East Don Trail that flexibility is definitely needed as the details are developed. For example, while a 5% grade is desired, the challenges presented by the topography may mean that the 9% or even in one case for a short stretch a 10% grade will be used.
 - c. **Watercourse Crossings**- Rip rap must be installed correctly and matched to the grade and local water run-off. At Taylor Creek a new bridge is showing serious erosion above and around the installed rip rap because direction and quantity of run off from the adjacent hillside was not taken into account. It is not properly vegetated as well.
 - d. **Trail Segment Criteria** – Natural and Physical Environment – Trees- Use flexibility here as well. The trail can be adapted and wiggled around to preserve more trees if a strict 3.5 metres is a flexible number not written in stone.
 - e. **Vegetation Criteria**- Use flexibility and wiggle the trail to minimize removals further. Consider also the species of tree and value. For example, white birch trees are shorter lived and early successional whereas oaks are long lived and should have higher value for preservation.
 - f. In many trail segments there are profiles showing cutting of hills and filling in of low spots with the removed earth in order to achieve an even grade. The filling in of low spots often fills in wetter areas that may be ephemeral and these areas support breeding locations for toads; moist, cool spots for reptiles during dry hot times of summer, and support special plants such as spicebush or fringed loosestrife. It might be good engineering but it is not good ecologically. Plan to minimize this type of disturbance. At the very least, perhaps make these some of the prime areas of this type into hibernacula for snakes during the construction.

- g. Segment F- In my opinion none of these options are good and some other route on the other side of the tracks should be selected as I indicated in meeting #5. Having said this, I believe the wetland would regenerate faster after construction and disturbance rather than the forest or riparian edge, so I opt for Option 3 or 1 with the hope that the wetland could be improved for wildlife use as the details are developed.
- h. Segment G- minimize these deep cuts to the tops of hills. This area needs flexibility regarding grade percent.
- i. Segment I- If Metrolinx does not allow Option 1 then I would like to see Option 2. Cover the structure with vines and art.
- j. Segment J- Flexibility needed for grade. Too much cutting here.
- k. Segment L – South Tunnel Crossing- Be flexible here- combine Option 1 and 2 in ways that minimize the impact to trees as the detailed trail is planned.

l. Impact Mitigation-

Wildlife Habitat – To ensure minimal vegetation removal and collateral damage it is critical that *an overseer* be present to watch over the construction activities. The person should have the authority to prevent the kind of damage and problems that are often seen at construction sites.

-To restore disturbed areas using only native species, it is important that the plantings not be “tarted up” to suit the tastes of various people, but be dictated by the local vegetation community – native to Toronto. For this, use as reference the TRCA Flora Scores list.

- m. This E.A. should show an option to build the trail through the golf course so that it can be considered in the future without needing to go through a new E.A. process should it become a viable option.
- n. I agree with a phasing approach in which the north and south portions of the trail are built first, leaving time to resolve the golf course issues.
- o. As construction proceeds there should be coordination for control of invasive species in the nearby areas to improve the quality of the habitats. In particular pale swallowwort (*Cynanchum rossicum*) and *Phragmites australis* should be controlled.
- p. The E.A. should make suggestions regarding maintenance for several years as the disturbance from construction could increase invasive species invasions.
- q. Protocols for construction equipment cleaning as suggested by the Ontario Invasive Plant Council should be implemented during construction:
http://www.ontarioinvasiveplants.ca/files/CleanEquipmentProtocol_Mar152013_D3.pdf

Meeting #7 – September 10, 2014 (Phase 3)
Agenda, Presentation, Handouts, Meeting Notes

**East Don Trail Environmental Assessment
Community Liaison Committee #7**

**Wednesday September 10, 2014
Dennis R. Timbrell Resource Centre/Flemingdon Park Library
2nd Floor, Meeting Room
29 St. Dennis Drive, Toronto
6:30 – 8:30 pm**

AGENDA

- | | |
|--------------------|---|
| 6:30 – 6:35 | Welcome and Introductions <ul style="list-style-type: none">• Welcome and opening comments from the Chair |
| 6:35 – 6:45 | Housekeeping <ul style="list-style-type: none">• Finalize CLC #6 Notes• Project status and schedule update• PIC #3 Feedback |
| 6:45 – 7:00 | Preferred Design Concept <ul style="list-style-type: none">• Overview of preferred design concept |
| 7:00 – 8:00 | Description of Preferred Design Concept <ul style="list-style-type: none">• Description of Phases 1 to 3• Trail and Crossings Detailed Design Considerations <ul style="list-style-type: none">• Detailed Design Considerations• Aesthetics and Design Elements Construction <ul style="list-style-type: none">• Construction Phase, Staging and Access• Impacts and Mitigation• Construction Plan |
| 8:00 – 8:10 | Next Steps <ul style="list-style-type: none">• Environmental Study Report• Detailed Design |
| 8:10 – 8:30 | Closing <ul style="list-style-type: none">• Summary of Comments Heard• Questions |

EAST DON TRAIL ENVIRONMENTAL ASSESSMENT

Community Liaison Committee

Meeting #7

Wednesday September 10, 2014

6:30 to 8:30 pm

Dennis R. Timbrell Resource Centre/Flemingdon Park Library



Agenda

1. Welcome
2. Housekeeping
 - a) Finalize CLC #6 Notes
 - b) Project Status and Schedule Update
 - c) PIC#3 Feedback
3. Preferred Design Concept
4. Description of Preferred Design Concept
 - a) Description of Phases 1 to 3
 - b) Trail and Crossings
5. Detailed Design Considerations
 - a) Detailed Design Consideration
 - b) Aesthetics and Design Elements

Agenda *continued*

6. Construction

- a) Construction Phasing, Staging and Access
- b) Impacts and Mitigation
- c) Construction Plan

7. Next Steps

- a) Environmental Study Report
- b) Detailed Design

8. Future Potential Opportunities (outside of EA scope)

9. Closing

10. Questions

Housekeeping

- A. Finalize Meeting #6 Notes
- B. Comments and Responses from CLC#5
 - Provided in Dropbox folder on August 20, 2014

Project Status and Schedule



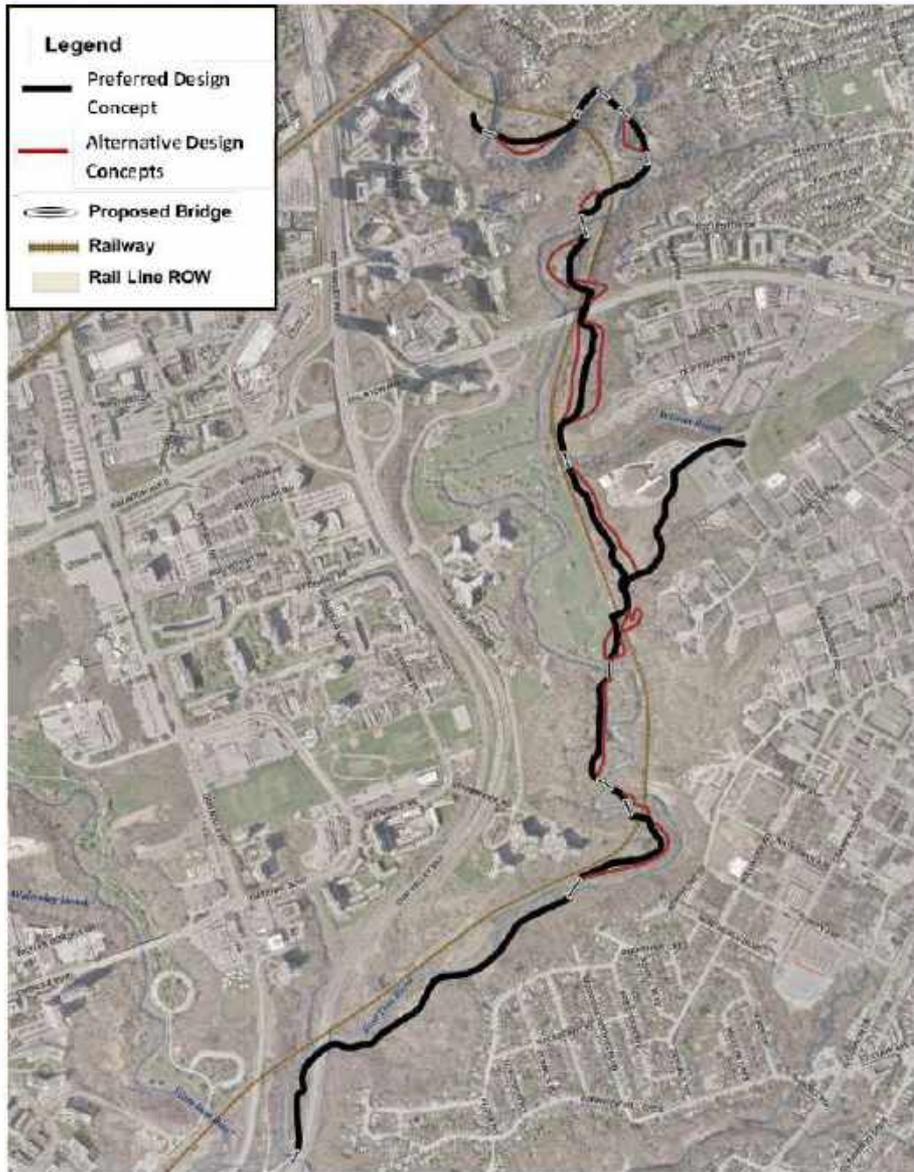
Project Update

PIC #3 – Public Feedback

Overall

- Majority of respondents agreed with the design concept recommended for the East Don Trail
- Some opposition and concern regarding potential impacts on the natural environment
- Most important things to consider during design of the East Don Trail:
 - Protection of Natural Environment – disturbance to existing wetlands followed by, existing native trees
 - User Experience and Aesthetics – providing a natural environment experience

Preferred Design Concept



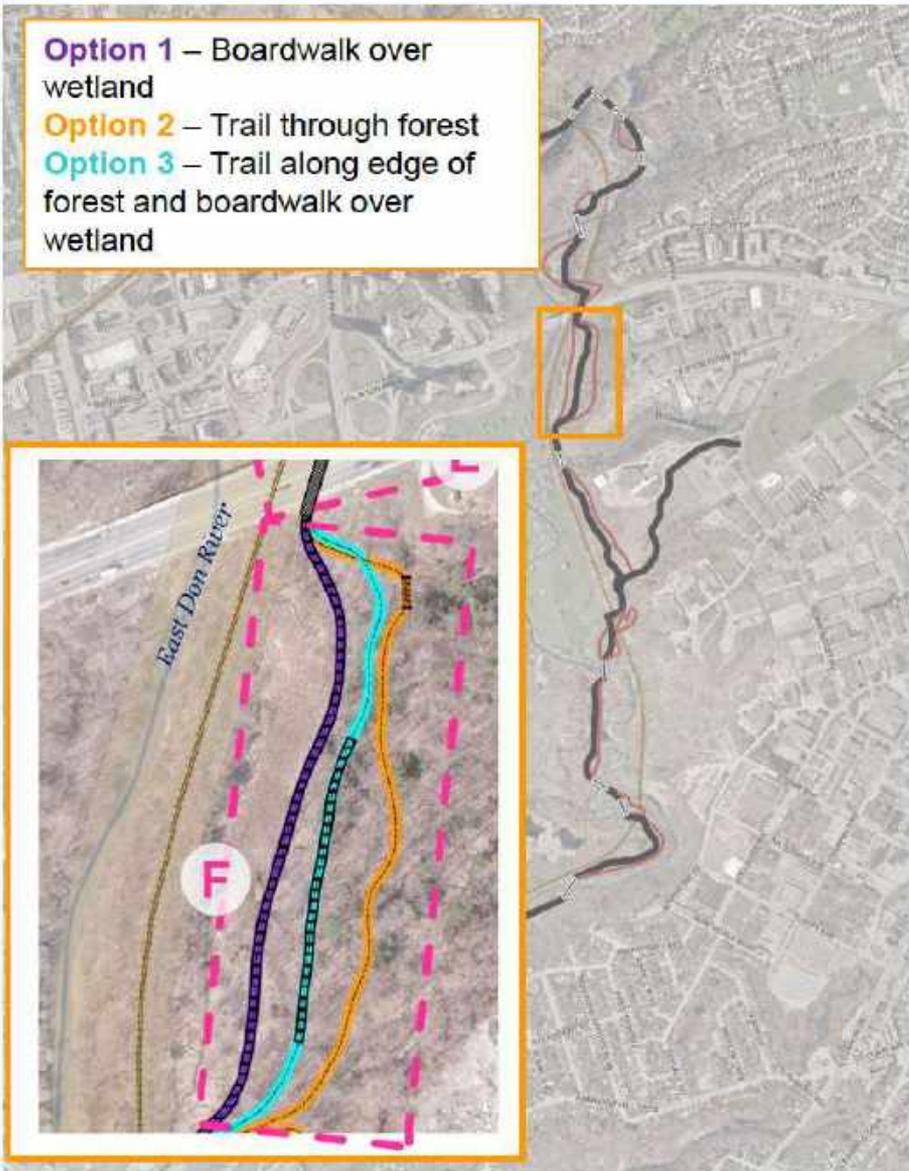
- Preferred design concept based on evaluation and input received from TAC, CLC, Public Event #3, and agencies*
- Majority of preferred design concepts selected same as those presented at CLC#6 and Public Event #3
 - One exception, Segment F preferred option altered following input from public and Urban Forestry

**All rail line crossings still subject to Metrolinx approval. Proposed level crossings to undergo a safety assessment*

Preferred Design Concept

Segment F

- Option 1** – Boardwalk over wetland
- Option 2** – Trail through forest
- Option 3** – Trail along edge of forest and boardwalk over wetland



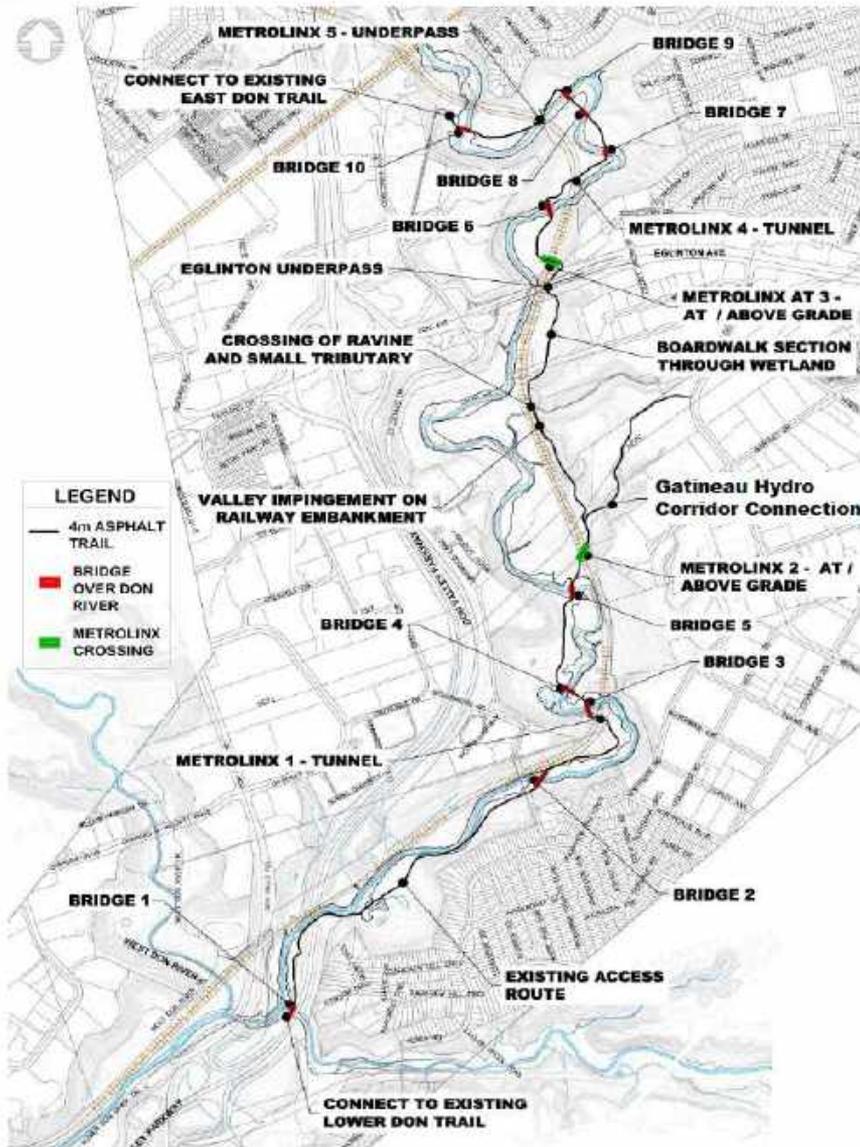
Option 2 evaluated as highest, however based on public and Urban Forestry input final preferred design concept is Option 3. Input received included:

- Select option easier to remediate
- Concerns with intercepting wetland and/or forest area
- Concerns with boardwalk – maintenance and slippery when wet
- Urban Forestry indicated Option 2 not acceptable, substantial impacts anticipated as area undisturbed and lies on a slope

Segment F preliminary preferred design concept: **Option 3***

**Pending approval by City of Toronto Urban Forestry*

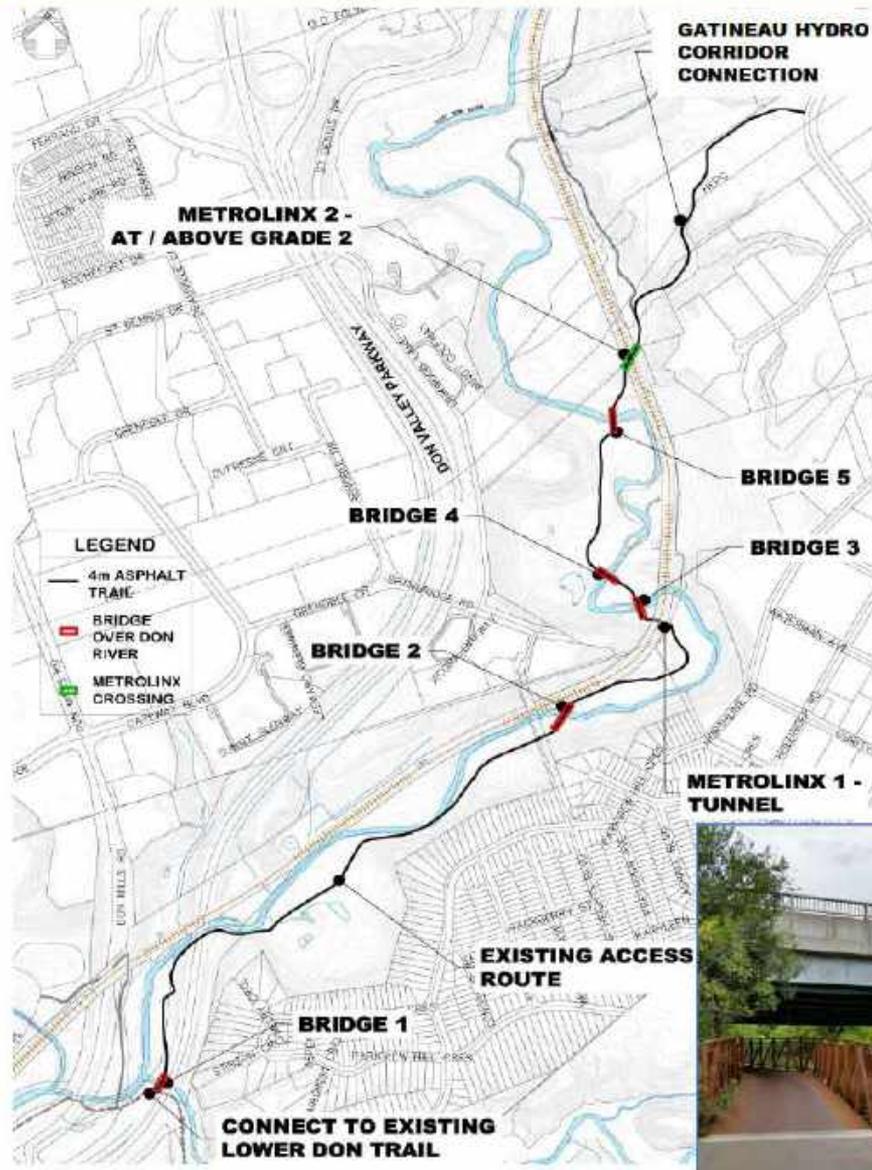
Description Preferred Design Concept



General Route:

- Connects to Lower Don Trail at Don Mills in the south
- Connects to existing East Don Trail in the north
- Spine Trail ~4.8 km long, Gatineau Hydro Corridor connection ~ 650m (connects to Bermondsey)
- 10 bridges over East Don River / Taylor Massey
- 5 crossings of Metrolinx railway

Description Preferred Design Concept

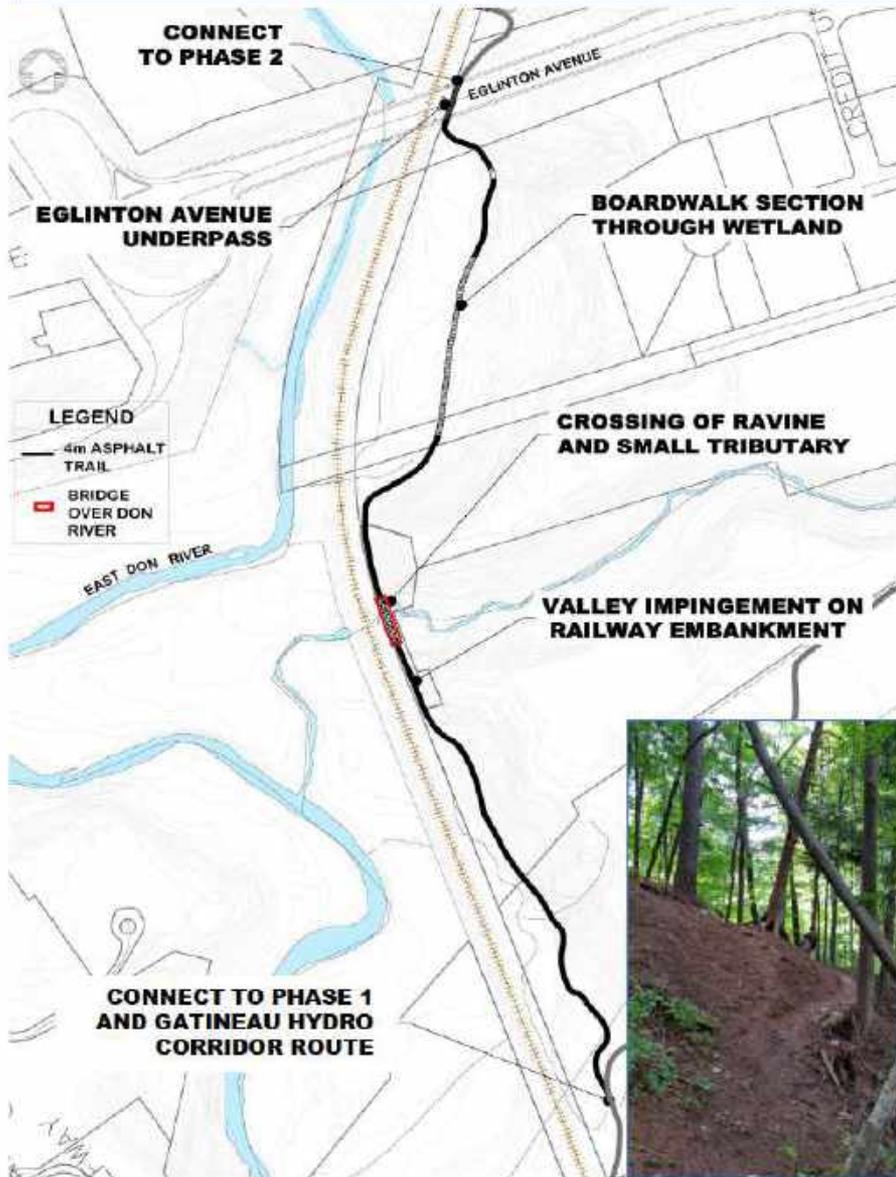


Phase 1 - Lower Don Connection to Hydro Corridor (at Bermondsey)

- Extends along Existing Toronto Water access route
- 5 x bridges over Don River / Taylor Massey Creek
- 2 crossings of Metrolinx railway - 1 x tunnel & 1 x at-grade / bridge crossing
- 3.1 km long



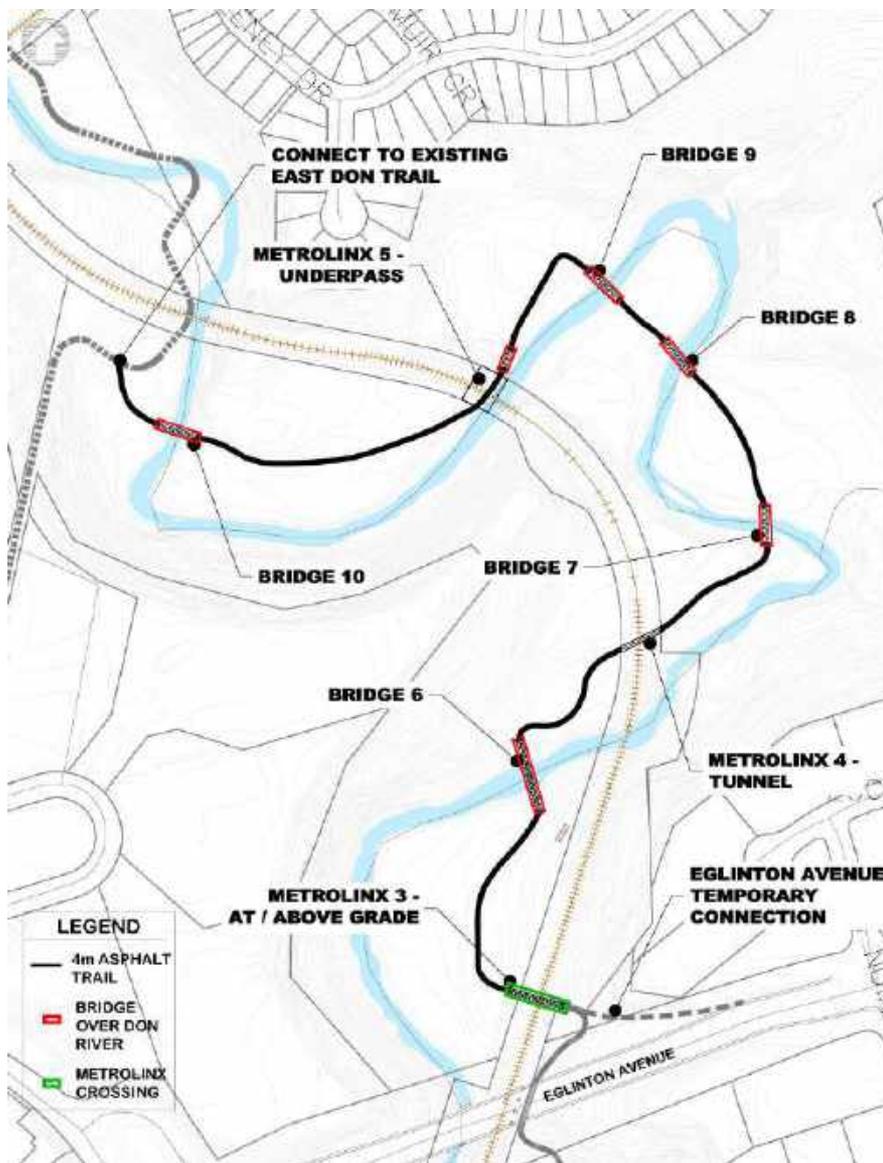
Description Preferred Design Concept



Phase 3– Eglinton Ave to Gatineau Connection

- East of Metrolinx corridor away from Flemington Golf Course
- Extends through wetland and high valued wooded areas
- Significant changes in grade
- 1x bridge over tributary
- No Metrolinx railway crossings
- Partial boardwalk over wetland areas
- 900m length

Description Preferred Design Concept



Phase 2 – Existing East Don Trail Connection to Eglinton Ave

- Extends through the potential Environmentally Significant Area
- 5 x bridges over Don River
- 3 crossings of Metrolinx Railway - 1 x tunnel & 1 x at-grade / bridge crossing & 1x underpass
- 1.4km long

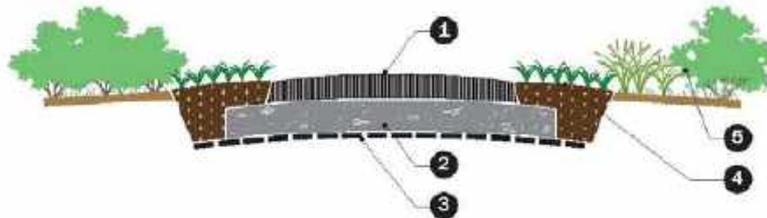
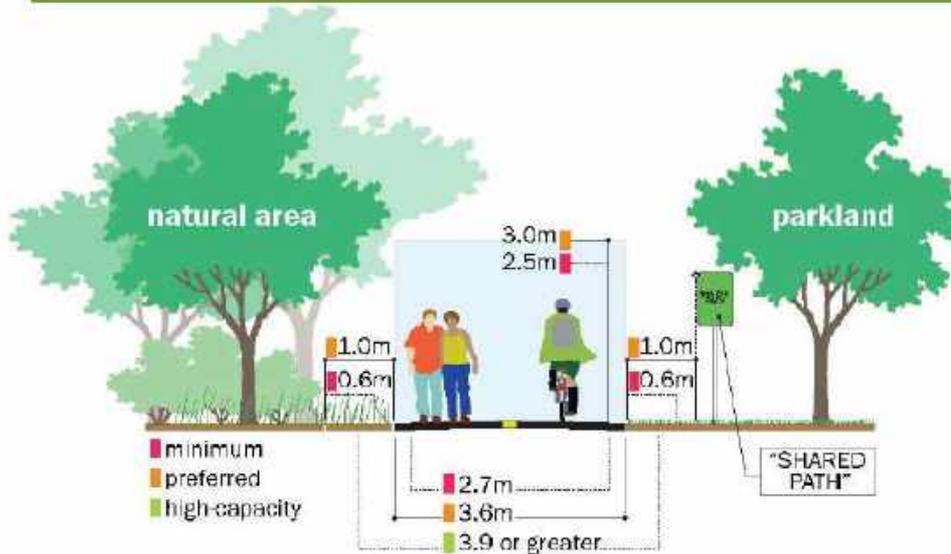


Description Preferred Design Concept

Trail Surface

The trail design will follow, where possible:

- Toronto Multi-Use Path Design Guidelines (draft 2014)
- Accessibility Standards for the Design of Public Spaces (from the Accessibility for Ontarians with Disabilities Act)

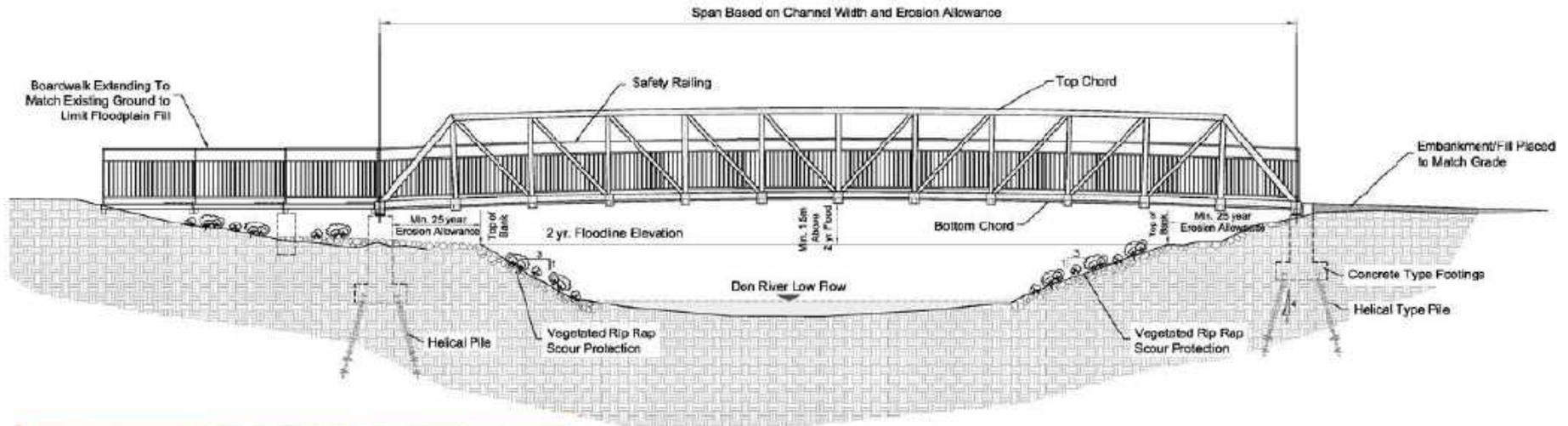


- 1 Asphalt trail surface - consider crowned trail for low-lying level areas with limited overland flows
- 2 Trail base - consider expanded depths, and use free-draining, compactible material such as Granular 'O'
- 3 Geo-textile for improved stability - extend beyond limit of trail base
- 4 Backfill with native soils and restore aggressively - bareroot or container plants and over seeding
- 5 Use existing adjacent plant materials as a guide for designing restoration



Description Preferred Design Concept

Bridges

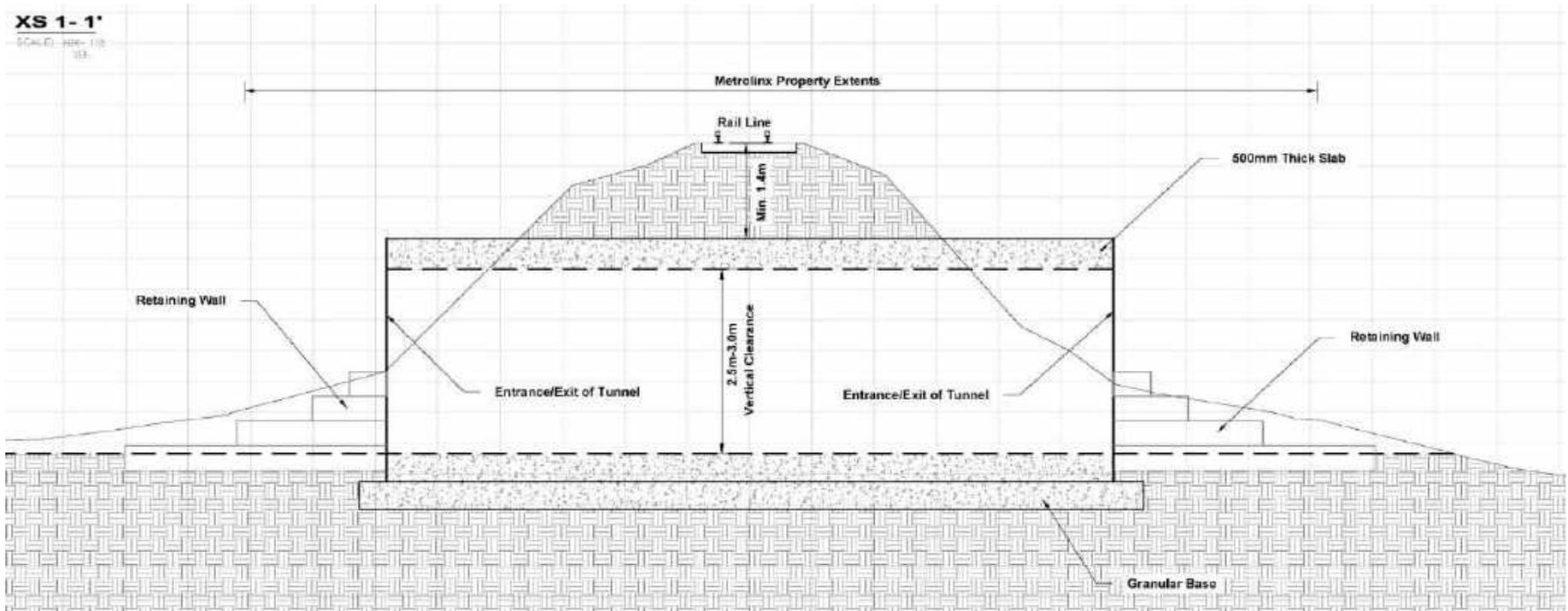


Potential Design:

- Pre-fabricated natural weathering steel with anti-slip
- 3.5 wide clearway

Description Preferred Design Concept

Tunnels



Detailed Design Considerations

The following may be considered during detailed design to reduce or eliminate potential impacts:

Vegetation

- Avoid as many high preservation trees as possible
- Fencing to prevent access to sensitive areas (permanent and temporary)

Existing Informal Use

- Formalize some informal trails or create lookouts in well used areas

Safety and User Conflict

- Fencing off of areas, e.g. adjacent to rail line or golf course (also see User Conflict)
- Consider the following: trail width (3.5-4m), lateral clearance, sightlines, two directional traffic, resting and passing areas, regulatory and warning signage

Accessibility

- Use accessibility guidelines, minimize steep inclines and sharp turns

Detailed Design Considerations

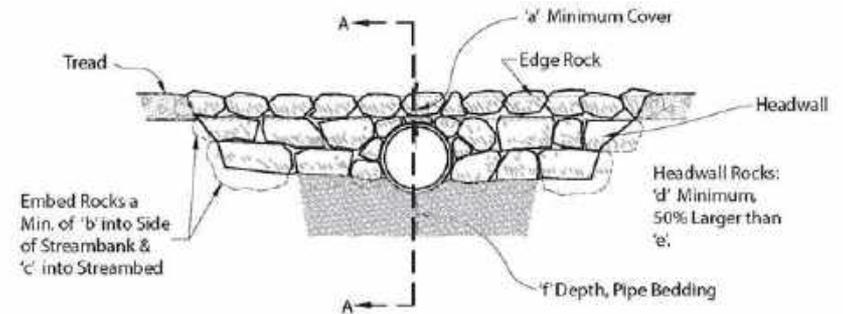
The following may be considered during detailed design to reduce or eliminate potential impacts:

Maintenance

- Design to consider access for on-going City maintenance vehicles

Drainage and Stormwater management

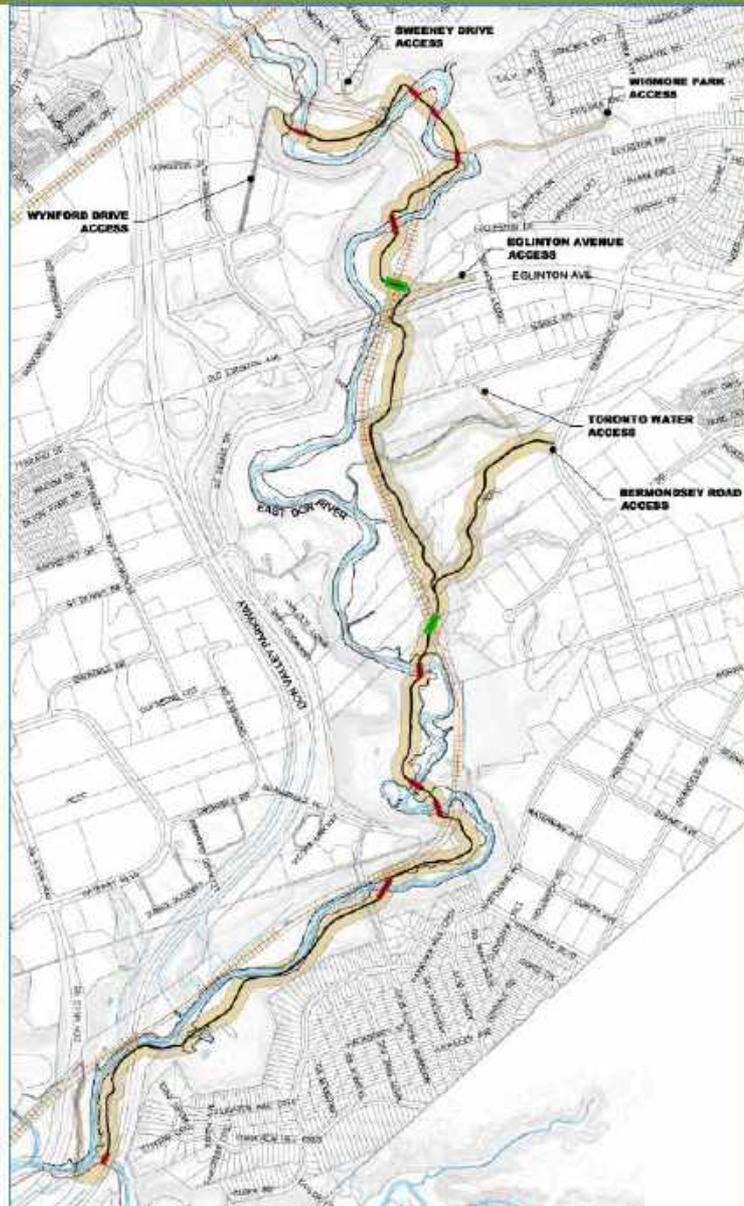
- For overland drainage all stormwater to flow along slope contours, rather than/as opposed to straight down slopes
- In areas of significant amounts of stormwater or seepage, use specialized structures (see example at right) to channel water under trail



Aesthetics and Design Elements

- Capitalizing on industrial and natural heritage of the area, providing a signature to the trail in line with that of the Lower Don Master Plan, Cottonwood Flats design and existing East Don Trail
- Provide moments and features along trail to capitalize on natural beauty and vista and enhance responsible interaction with the natural environment
- Palette of materials
 - Cor-ten (naturally weathering steel) and rock - protects against vandalism, can be sandblasted, low maintenance
 - Wood - where appropriate and maintenance issues are of a lower concern
- The landscape plan will also have regard for sight-lines and implications related to accessibility and public safety

Construction Phasing, Staging & Access



**Phase 1 (Lower Don to Hydro Corridor)
– Planned 2015/2016**

**Phase 2 (Existing East Don to Eglinton)
– Planned 2016/2017**

**Phase 3 (Eglinton to Hydro Corridor)
– Planned 2017+**

Areas of Disturbance

- Preferred access from existing areas of disturbance
- Potential to use Metrolinx railway
- Bridges require clearing for ~10 – 12m wide segments
- Trees of high value will be priority for protection to be protected

Construction Impacts and Mitigations

Potential impacts and mitigation measures as a result of construction have been outlined. These mitigations will form the basis of the Construction and Monitoring Plan. See sample below.

Area of Concern	Potential Effects	Proposed Mitigation
Vegetation	<ul style="list-style-type: none">• Tree removal along trail and construction staging areas• Tree injury as a result of construction	<ul style="list-style-type: none">• All tree injuries and removals subject to City of Toronto Ravine and Natural Feature Protection By-law• Develop and implement a Tree Protection Plan that follows the City's Tree Protection Policy and Specifications for Construction near Trees.• Post-construction site restoration
Existing Natural Area Uses	<ul style="list-style-type: none">• Potential use interruptions as a result of possible informal trail closures	<ul style="list-style-type: none">• Timely notices and appropriate signage• Temporary safety exclusion fencing

Construction Plan

A Construction Plan will be further developed during detailed design, general points include:

- Experienced contractors specializing in work within riparian corridors
- Construction supervision by qualified professionals familiar with design intentions
- Safety first mentality – PPE, WSIB, OH&SA
- Erosion and sediment fencing to delineate areas of disturbance
- Detailed tree removal and preservation plan
 - Restoration plan will outline tree/shrub removal compensation
- Working hours for construction (Mon-Fri. 7am–7pm), where possible. Potential weekend work for railway crossings
- Timely public notification on project construction stages
- Temporary crossings of Don River where required
- Construction monitoring plan based on impacts outlined in the EA



Next Steps

Phase 1:
Nov. 2012 - May 2013

Completed

Introduction and Identify
Problem/opportunity

TAC #1

CLC #1

PIC #1

Existing Conditions
Alternatives To and
Evaluation

TAC #2

CLC #2

Phase 2:
May 2013 - Feb. 2014

Completed

Alternatives Trail Alignments
and Evaluation

TAC
#3&4

CLC
#3&4

PIC #2

Refine Alternative Trail
Alignment

TAC #5

CLC #5

Phase 3:
March- Sept 2014

In progress

Alternative Design Solutions
and Evaluation

TAC #6

CLC #6

PIC #3

Preferred Design,
Mitigation, Impacts

TAC #7

CLC #7

Phase 4:
Sept - Dec 2014

Environmental Study
Report

- Prepare ESR
- File with MOE for 30 day review

Phase 5:
Jan - TBD 2015

Detailed Design

- Pending EA approval
- Continued engagement with TAC, CLC and Public

Environmental Study Report (ESR)

- Includes Phases 1 to 4 of the EA process
- Placed on public record, for a 30 day (calendar day) review period
 - A Notice of Completion is published to announce the review period
- Any concerns must be made within this 30 day review period in writing
- CLC will have an opportunity to review and provide comment on a draft version
 - Tentatively mid to late October, two week review period



Detail Design

- The preferred concept will be refined and finalized into a detailed design.
- The following plans will be developed: construction, monitoring, restoration and operations and maintenance.
- During this Phase the following will also occur:
 - Continued engagement with interested public, aboriginal communities, local politicians, and key stakeholders
 - At least one CLC update meeting
 - Finalize and obtain appropriate permits and approvals from all levels of government and agencies as required

Future Potential Opportunities

(not included in the scope of this EA)

- Community access points
- Partner with Eglinton Connects project for pedestrian/bike connection to LRT
- In the Restoration plan outline additional restoration opportunities in East Don Valley that can be implemented if funding becomes available
- Commemorate history and Charles Sauriol
 - Potentially through various methods promoting the East Don Trail

Closing

A. Summary of comments heard during CLC 6 meeting

B. CLC Involvement Going Forward

- During detailed design at least 1 CLC information session
- Please let Natalie know if you are still interested

C. Next steps in 2014

- Draft Environmental Study Report (ESR) – Circulated for CLC Review and Comment – October 2014
- Final ESR Filed with Ministry of Environment (MOE) for 30 day public review – December 2014

Questions?



**East Don Trail Project
Environmental Assessment**

**Community Liaison Committee Meeting #7
Notes**

Wednesday September 10, 2014
Flemingdon Park Library, 2nd Floor Community Room #2
29 St. Dennis Drive, Toronto
6:30 – 8:30 pm

Meeting Chair: Adele Freeman

Note Taker: Natalie Seniuk

ATTENDANCE	
Name	Affiliation
Jennifer Hyland	City of Toronto
Wendy Strickland	City of Toronto
Vojka Miladinovic	City of Toronto
Violetta Tkaczuk	Toronto and Region Conservation Authority
Lisa Turnbull	Toronto and Region Conservation Authority
Rob Amos	Aquafor Beech Ltd.
[REDACTED]	Bike 25
[REDACTED]	Cycle Toronto
[REDACTED]	Don Watershed Regeneration Council
[REDACTED]	Friends of the Don East
[REDACTED]	Resident
[REDACTED]	Todmorden Mills Wildflower Preserve
[REDACTED]	Toronto Field Naturalists
[REDACTED]	Toronto Ornithological Club
[REDACTED]	Wynford Concorde Residents Group
Regrets:	(Action for Neighbourhood Change/Hub, Victoria Village), [REDACTED] (Don Mills Residents Inc.), [REDACTED] (Flemingdon Health Centre), [REDACTED] (Resident Ward 29), [REDACTED] (Toronto Centre for Active Transportation), [REDACTED] (Victoria Village Community Association), [REDACTED] (Walk Toronto)
OBSERVERS	
[REDACTED]	Student Observer

WELCOME AND OPENING COMMENTS

The Chair, Adele Freeman (AF or The Chair) – Director of Watershed Management Division at Toronto and Region Conservation Authority (TRCA) - welcomed everyone to Community Liaison Committee (CLC) Meeting #7. AF informed CLC Members that Natalie Seniuk - (NS) – Project Manager with TRCA – would be recording meeting notes. New attendees and observers in attendance at the meeting introduced themselves to the group.

The Chair provided an overview of the materials provided as part of CLC Meeting #7, including: PowerPoint Presentation and Agenda for CLC reference during the meeting.

The Chair handed the meeting over to Violetta Tkaczuk (VT) – Project Manager at TRCA- for the presentation.

HOUSEKEEPING AND UPDATES

VT reviewed the agenda for CLC Meeting #7 including the intended purpose of the meeting which was to present the preferred design concept, detailed design consideration, construction considerations and project next steps.

Confirmation of CLC Meeting #6 Notes

VT asked CLC members if there were any changes or corrections required to the Meeting Notes from CLC #6. Participants did not have any comments. CLC #6 Meeting Notes were accepted as presented.

Project Updates

VT provided an update regarding the project process and timelines.

OVERVIEW OF THE PREFERRED DESIGN CONCEPT

VT provided an overview of the preferred design concept and explained that the majority of the design concepts were the same as those presented at CLC Meeting #6, with one exception. VT explained that the design concept for segment F was the most challenging and that based on discussions with the CLC, City of Toronto's Urban Forestry Department, the Technical Advisory Committee (TAC) and the public. Option #3 was selected to move forward (Option #3 is the design concept where the trail ran along the edge of the forest, and included boardwalk over wetland areas).

CLC Question

Is the proposed boardwalk an actual boardwalk? Or will it be concrete like the boardwalk currently in place at Wilket Creek?

Project Team Response

This is a question that will be further evaluated during detailed design. Options for the boardwalk could include weathering steel, similar to what we see currently on Parks pedestrian/cycling bridge decks.

CLC Comment

I have heard a lot of complaints about the metal and wood regarding slipping. The concrete is a great solution and is obviously a viable option for the City in some situations, as it has been installed in the past.

CLC Comment

I agree with this and second it. Material for the boardwalk is very important in this location, especially in regards to climate (i.e. rain and snow melt). There are examples of metal bridges decks that have been recently installed by the City where, when it rains or snows, the bridge deck freezes over and are very dangerously slippery. I would like to see this avoided.

CLC Comment

I had sent in some photographs of wetland restoration examples that show where the depth of a wetland could be increased. For this project, this would allow us to build the path around the area and avoid the raised boardwalk concept.

Project Team Response

Yes, thank you for sending the photos. The project team did receive them. Within this area we are suggesting that opportunities for restoration should be explored. Option 3 (Segment F) means we are "conforming" to the space because in the EA we are looking at the area at a very high level. This does not preclude us from doing something different in the same space/area that is not a boardwalk option. This is something that will be discussed with other TRCA and City staff during detailed design. The project team has the information and is committed to taking a look at it during the detailed design stage.

VT asked if there were any additional questions/comments regarding moving Segment F - Option 3 forward to detailed design. There were no additional questions or comments.

DESCRIPTION OF THE PREFERRED DESIGN CONCEPT

Description of the Preferred Design Concept

Rob Amos (RA), from Aquafor Beech Ltd., presented a description of the preferred design concept for the project. RA noted that the total length of the trail would be approximately 4.8 kilometres (km), there would be 10 bridges to cross the East Don River, and 5 Metrolinx Railway crossings (including 1 underpass, 2 tunnels, and 2 at grade or above rail crossings with a bridge). The presentation was broken up into three segments based on the proposed order of implementation of the trail.

Phase 1 (south end of the trail) – approximately 3.1 km in length - includes two Metrolinx railway crossings, and five bridges.

- First stretch of the trail connects to the exiting Toronto Water access route via bridge 1, over Taylor Massey Creek. This will continue to bridge 2 (see presentation).
- After crossing bridge 2 the trail enters a low lying floodplain area where there are currently unmaintained footpaths. The trail stays away from the river at this point because it is an actively flooding stretch. As a result, the trail is located closer to the rail line.
- The trail then crosses the rail line using a tunnel that will be facilitated by an existing embankment. The other side of the tunnel will have room for a small landing point before crossing the river at bridge 3
- After crossing bridge 3, the trail extends through another floodplain where the river has a strong natural meander (or bend) and crosses the river at bridge 4.
- Before bridge 5 there is an opportunity for a lookout where the trail could be placed far enough from the edge of the river that erosion and bank stability will not be an issue but will allow for the view.
- After bridge 5 the trail enters the area where Flemingdon Park Golf Club starts. The trail skirts along the base of the golf course and then starts to climb up through the first major elevation change toward a second crossing of the rail line. At the second crossing there are no built-up embankments so opportunity to tunnel is not available. In this section the trail will cross the rail line at grade (pending approval from Metrolinx).
- After crossing the rail line the trail will extend up through the Hydro Corridor and provide a connection to Bermondsey Ave.

Phase 3 (middle section of trail) – approximately 900 metre (m) – includes one bridge

- This section begins at the connection to the Hydro Corridor and continues north along the east side of the rail line. In this section the trail runs right through the valley and is generally straight.
- As the trail system continues north it enters an area dominated by shrubs and then a lower lying area, where it goes along the base of the valley floor. There is a small drainage feature in this section which will be accounted for in the design.
- As the trail continues north, the existing valley wall slope impinges on the rail line, the trail will traverse up the slope staying out of Metrolinx's 30 m buffer to try to minimize the grade as much as possible to meet the accessibility standards.
- At this point the trail is approximately 15 m from the centre of the rail track and up on a slope. It should be noted that the trail will be placed an appropriate distance from the rail line, and as a result there will be some cutting of the existing slope to build the trail, and there will be a retaining wall on one side and fall protection on the other.

- The slope then opens up near a tributary to the East Don River, where a bridge will be used to cross the river.

Phase 2 (north section) – approximately 1.4 km long - includes three Metrolinx railway crossings and five bridges

- This section of the trail starts at the Eglinton Avenue underpass, staying east of the East Don River and the rail line. The existing infrastructure in this location is numerous, including rail line and Eglinton bridge footings, and will act as constraints for trail placement however sufficient room is available. After this, the trail will have a landing point where a natural connection point to Eglinton Avenue exists and could be used for access during construction and for trail users in the future.
- The trail then crosses the rail line for the third time where again, there is no opportunity for tunneling so an at-grade crossing has been proposed (pending approval from Metrolinx).
- The trail continues through a small section of woodland where an opportunity to have a natural lookout exists.
- Over the next 1.4 km there are five (5) bridge crossings, a little bit of elevation change to keep with the topography and go from bridge to tunnel. Tunnels and bridges will be designed with careful attention to site lines, and grade changes for user safety.
- At bridge 7 there is another opportunity to look at a more natural trail system off of the main trail to the natural sand bar. Bridges 8 and 9 go through one of the most natural river settings (river doing what it wants) so bridges will be placed to allow the river to continue to change over time.

CLC Comment

Regarding Phase 1, I have commented on this before, and that comment is that we could have chosen an option that allowed us to go by the Charles Sauriol memorial and I don't know why we have chosen this less aesthetically appealing option.

Project Team Response

The road in this area has already been formalized and lowered which makes crossing the river in this location to pass the memorial more challenging. There is also a bridge structure that is planned to be placed in this area, under another process.

CLC Question

Is there an area between bridges 4 and 5 where there is a small tributary that needs to be bridged?

Project Team Response

Yes, there is an area here that receives storm flows from a culvert and we will have to look at water flows here when we are designing the trail.

CLC Comment

There is an existing tunnel near Gerrard St. that goes below grade, and therefore there is precedent set for this. Where we can cross the rail line at grade, let's cross at grade. Where we cannot, tunneling below grade is preferable to crossing using a bridge, in my opinion.

Project Team Response

We have exhausted options for crossing the rail line at the second and third crossings of the rail line. For the second crossing if we were to tunnel here, by the time we were able to come back up to the existing elevation we would be right at the next bridge crossing for the river, and it would be too tight.

CLC Question

Are there any existing at grade crossings in the area?

Project Team Response

Yes, and this is part of the discussion we are having with Metrolinx. Crossings will need to be placed perpendicularly to the rail line and be flat (no grade change) at either side.

CLC Comment

There may be drainage issues on the east side of the rail road embankment at the 2nd crossing because there is a small existing creek at that point. You will likely need to mitigate drainage issues from that creek.

CLC Comment

Tunnels can be designed well or badly. The lower Don tunnel is bad example of a tunnel and is being redesigned and rebuilt. It is great to note that there are not any planned blind corners in this proposed design.

CLC Question

As part of the EA I know we did not look at access points, but with the trail location now set, have you considered any additional connections? And if so, which ones?

Project Team Response

Part of the last slide in the presentation is future recommendations, which includes access points that are recommended to be looked at in the future. These will also be included into the EA report (ESR). There are a couple of points that will be looked at further, and some that are very difficult and should be considered long term implementation goals. Discussions will continue during detailed design, regarding what is possible. As part of EA the only things that will be confirmed are the key connections.

CLC Comment

This is a limitation of the approach that was taken. The route you have chosen now provides limited access. Because we do not have the Flemington Golf Club we are precluding easy access points.

Project Team Response

The project team recognizes that community access would have increased had Flemington Golf Club been acquired for public use, however this option is not available at this time. The project team will look at other opportunities to increase access for the community during the detailed design phase.

CLC Comment

The trail marked for Gatineau corridor connection, that route already exists as well and will have minimal impact on natural environment. This is good.

CLC Comment

I would like to see pictures of the slope by the rail where you need to cut.

Project Team Response

We will send/post picture examples for CLC so they can see **(ACTION ITEM)**

CLC Question

What length of fencing are you anticipating in the area where the trail is close to the rail line?

Project Team Response

Likely we will require less than 100 m of fencing. However, it is fair to say that you may find Metrolinx putting up their own fencing after the fact as we see this often in other areas.

CLC Question

Why not make the Eglinton construction access a more permanent access?

Project Team Response

This area near Eglinton Avenue is something that we would use as a construction access point and could be left after construction for public use.

CLC Question

Is there any chance that GO/Metrolinx will be putting in a connection to the Eglinton LRT or to the existing GO rail line at this point?

CLC Comment

GO/Metrolinx is undergoing a study however, no stations are planned for south of the 401, that I am aware of.

Project Team Response

Metrolinx have been forthcoming about twinning of tracks but have not mentioned a station to the project team to date. Based on this discussion, we will follow-up with them though. **(ACTION ITEM)**

CLC Comment

In the scenic viewing areas in Phase 2, you could consider a cul-de-sac idea for the lookout that would run in to and back out.

CLC Question

Regarding the connection to Eglinton Avenue, how will the timing of this project line up with the timing of that project and is that connection part of the Eglinton LRT work?

Project Team Response

We will be maintaining communications with GO/Metrolinx on this, at one point cost sharing for access points was discussed. We will be following up with them to see if there is funding available for this connection, and will be taking this information to the Technical Advisory Committee (TAC) as we have members from Eglinton LRT project on this committee.

Detailed Design Considerations

RA showed some of the details from the 2014 City of Toronto Trail Guidelines which are currently draft, and reviewed some of the key components of this that will be applied to the proposed East Don Trail. Features will include minimum buffers of 0.6-1 m from the edge of the trail to prevent bike handles, etc. from hitting the trees.

RA reviewed different types of bridges that could be used for the project including, a truss bridge with natural weathered steel and anti-slip that will have a 3.5 m wide clearway (width).

RA also discussed rail crossings including tunnels including.

CLC Question

Do the City of Toronto Trail Guidelines mention trail markings and lanes?

Project Team Response

Yes, centre lines are identified, as well as calming/slowing mechanisms at trail intersections.

CLC Question

What is normal practice?

Project Team Response

It varies, on the Martin Goodman trail there is a double centre line that gives clear distinction for trail users and they like it. The City has moved away from colouring that resembles a road because people think of it as a throughway. The City is currently trying to test softer colouring. The City has also looked at opportunities where only separating lines are used at intersections and at entry so people know how to orient themselves.

CLC Comment

The Don Mills Trail in Bike25's ward was supposed to have painting and wayfinding. Doesn't seem to be any real reflection of what is good or bad. Personally, I think it is good to have separation.

Project Team Response

Where trails are really busy it is best to have the centre line.

CLC Comment

Where the trail goes through places where it could be flooded, I have found in the past that asphalt trails react poorly to overland water flow. At Wilket Creek whole pieces of asphalt were lifted and pushed. The team should consider using another material in these areas, or construction to a higher quality level.

Project Team Response

Wilket Creek is prone to high velocities, but this area may not have the same issues regarding velocity.

CLC Comment

It does not take much of a grade when using brick/limestone to be washed away by water. The material then extends itself into other areas.

CLC Comment

The Lower Don Trail system is asphalt and has held up really well.

Project Team Response

Operation and maintenance of these is looked at by the City of Toronto and will be reviewed with a fine tooth comb. There is an operation and maintenance representative on the TAC for this project.

CLC Question

Are there any places on this trail where the cyclists will be required to dismount? There are a number of places that have signs that say cyclists must get off and walk.

Project Team Response

Not anticipating any areas like that here. That is why bridges are being designed to the width they are and site lines are good.

CLC Comment

If there is a possibility of flood levels coming up to the bridge or over the bridge, railings should not impede the flow of water.

Project Team Response

Noted. As a general standard the water flows during 2 year flood would set the baseline conditions, and this would then set the minimum elevation of the bridge soffit at approximately 1.5 m above the 2 year flood mark.

CLC Comment

A bridge was recently installed at Taylor Creek, and there is always a discrepancy between the drawings and implementation. There is pooling on the edge and on the vegetated rip rap. These are the sorts of things that when the on the ground stuff is going on someone needs to be supervising. **(ACTION ITEM – TRCA will look into this bridge that went in this year)**

CLC Comment

If the proposed tunnels under the rail line are long and low, will the tunnels be lit? I would like to note that they should be lit even if the trail itself is not.

Project Team Response

There are also other mechanisms we can use, like wing walls, etc. that can look at ways of shortening the tunnel. We would prefer not to light tunnels to reduce the maintenance requirements and vandalism opportunities.

TRCA has used light cones to get daylight in to dark halls. Not sure if there is a way to do this here, but will note this for something to look into. **(ACTION ITEM)**

CLC Comment

The tunnel at Corktown Common is fully lit and great. If the weather is bad people will use tunnels for shelter and if no lighting it may be difficult to see other people coming or hiding.

CLC Comment

If you put in lights please have them turn off at night to avoid light pollution.

Project Team Response

In many of these areas we do not have sources of electricity so this could provide a challenge.

CLC Comment

There is a tunnel at Moccasin Park with no lighting and it is not a problem.

Detailed Design Considerations & Construction

RA reviewed:

- the considerations that have been applied throughout the design concepts and will be applied throughout the detailed design phase of the project;
- the construction phasing, staging and proposed access points; and,
- the potential construction impacts and mitigation measures.

VT noted that the construction impacts and mitigation measures in will be provided to the CLC in the Dropbox folder once finalized (**ACTION ITEM**).

NEXT STEPS

VT went through the Next Steps for the project, which is currently in Phase 3 and wrapping up, next will be Phase 4 which will include preparing the ESR, and this will be followed by detailed design.

CLOSING

Summary of Comments Heard

- Need for good construction supervision
- Trail and bridge surface materials are important
- Consider potential for lighting in tunnels
- Continue to look at Community Access points
- Include where possible, the added opportunities (e.g., Eglinton LRT link, connections to views and vista) that enhance the trail

Questions

VT asked if there were any additional questions before the meeting was closed.

CLC Question

The preferred choice is not the one we have been looking at, which is River Walk. Will that be indicated in the final report?

Project Team Response

As part of the EA, it is currently written in that the River Walk alternative was evaluated as the preferred route. However we do not have landowner permission or the land so the EA was required to move forward with the second preferred alternative, Rail Trail East.

CLC Question

Are the notes we received part of the public record?

Project Team Response

Yes, everything that was submitted by the CLC will become part of the public record for the project.

CLC Comment

The original objectives are not being achieved as a result of rail trail east being selected. I would like to note this.

CLC Comment

Speaking for residents of the Don Mills and Wynford communities, what has come out of this is our preferred route. For our community the golf course is a huge community asset.

CLC Question

How else will you be reaching out to the community between now and the construction? We have seen community members rise up in arms about not being notified.

Project Team Response

The project team is still working this out. The project website and list serv going forward will be maintained for regular communications and updates. The idea of an additional public meeting has been discussed but not confirmed. The consultation plan going forward is still under development.

CLC Comment

In detailed design you should keep in mind future community connection point. If those connections are built into the design now, when it comes time to implement them there will be less need to modify the trail in the future.

CLC Comment

Some of the councilors have been promoting the trail and are trying to keep constituents aware. Please continue to use this channel for getting the word out.

CLC Comment

Is there funding for this when it gets approved?

Project Team Response

Funding for Phase 1 has been secured from the City of Toronto Cycling Infrastructure (Transportation) and Parks, Forestry and Recreation Divisions. The City will still however, be meeting to determine how to gather funding for phases 2 and 3 of trail implementation.

CLC Question

Along the existing East Don Trail (at Milne Hollow) there was talk about renovating Milne House and putting offices on top and washrooms on the bottom to provide necessary supervision of the area, and perhaps winter maintenance of the parking lot. Does the City have any update about this?

Project Team Response

The City's PFR Division is conducting a servicing study for services such as water and electricity. The study will assist the City in determining the cost, and then funding will need to be secured for implementation. This is an asset the City does not want to lose and will try to protect.

CLC Comment

We require safe ways to call out to emergency vehicles, and be able to provide addresses or location markers within the valley system. There needs to be an assurance to the public that they will not end up there without a way to get out.

Project Team Response

The bridges are designed to accommodate an ambulance. The City has implemented address points to assist emergency vehicles, and they are located on the blue signs at park entrances. The City is aware of this issue and is working with emergency services to address it.

VT thanked everyone for their participation in the meeting. The Chair closed the meeting at 8:30 pm.



Re: REMINDER: East Don Trail - CLC Meeting #7 - Wednesday September 10 at Dennis R. Timbrell Resource Centre

to:
Natalie Seniuk
09/19/2014 12:28 AM
Hide Details

From: [REDACTED]
To: Natalie Seniuk <NSeniuk@trca.on.ca>,
History: This message has been replied to and forwarded.

Hello Natalie,

Here are my additional comments for meeting #6.

1. Consider the two photos I sent you as part of this comment. As described by the photos I suggested a restored wetland as part of the trail implementation. In your recommendations for implementation you should include a cost estimate for restoring this wetland to accommodate a perimeter path as opposed to a raised boardwalk. The additional cost can be justified by considering the improved wetland as a tradeoff for the negative impact that the addition of the path will undoubtedly have on the valley ecosystem.
2. The path may bisect potential seasonal movements of wildlife. For example, salamanders may inhabit a forests for all but one month in a year when they need to enter water to lay eggs. In these cases a path may endanger this movement through trampling or habitat fragmentation. I suggest that wildlife tunnels be considered in the areas near wetland with fences nearby to funnel this animal traffic safely underneath the path.
3. One inadvertent effect of placing an asphalt path in the valley is creating a place for reptiles to sun since it is an effective heat absorption place. One thing you can do create alternative sunning areas for reptiles that are near the path but reasonably isolated to limit human intrusion.
4. There is a network of informal paths through the East Don. As part of implementation of the new trail you should consider the closure of some of these paths as a restoration measure.
5. As part of your protocol for construction vehicles you should consider a method to clean the equipment before entering the valley. Vehicles can be a vector for the introduction of seeds that are stuck to the vehicles. If they fall off it could cause an infestation to occur that isn't already present.
6. One proposal made was for a branch path to be added to give access to potential scenic areas off the valley. These should be avoided. Rather they should be designed a cul-de-sac paths to a scenic viewpoint area with possible interpretive signage.

On Mon, Sep 8, 2014 at 6:17 PM, Natalie Seniuk <NSeniuk@trca.on.ca> wrote:

Hello everyone,

This is a friendly reminder that CLC Meeting #7 will be taking place this Wednesday, September 10 from 6:30 pm - 8:30 pm in the 2nd Floor Meeting Room at the Dennis R. Timbrell Resource Centre/Flemingdon Park Library (29 St. Dennis Drive, Toronto).

SITEWALKS

Sitewalk #1 – May 30, 2013 (Phase 1)

Map, Example Photo Release Form

East Don Trail CLC Site Walk

Location 1 - Anewen Drive

We will enter from Anewen Drive and head down to the large erosion scar where we will stop to discuss some of the existing conditions in this area.

- Erosion scar
- Potential ESA
- Possible bridge crossings

Location 2 - Linkwood Lane Park

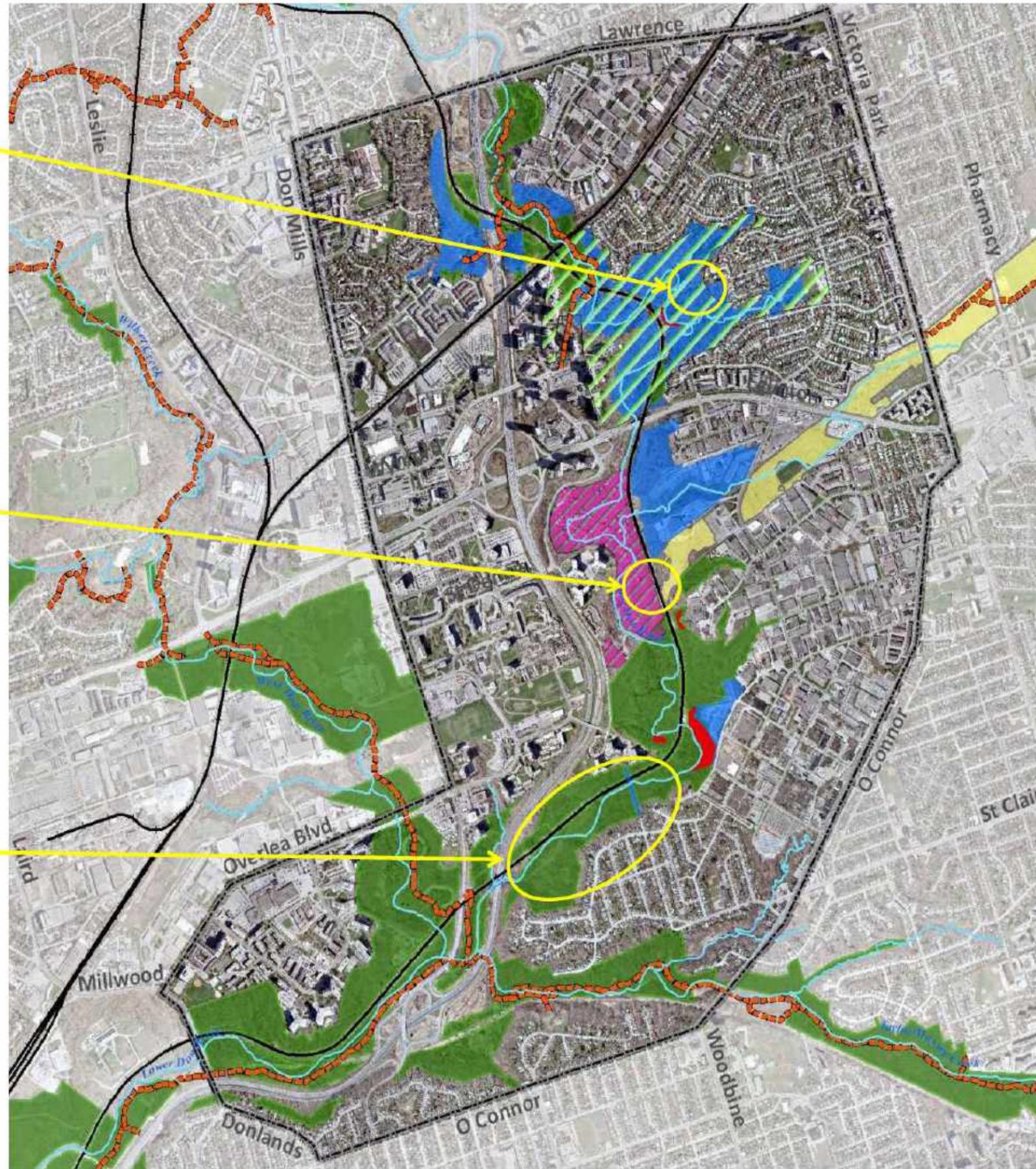
We will park along Linkwood Lane and walk into the park where we have a good view of some of the following existing conditions:

- Hydro Corridor
- Flemington Golfcourse
- Trail Connection

Location 3 (Time permitting) - Don Trail System at South end of study area

Time permitting, we will head down to the south end of the study area and the south connection point.

- Toronto Water Access Route
- Trail Connection



Legend

- Regional Study Area
- Potential Slope Stability Issue
- Watercourses
- Flemington Golf Course
- Existing Trail
- Potential ESA
- Toronto Property
- Property
- Hydro Corridor
- Railway

Participant Digital Image Release

TO: Toronto and Region Conservation Authority

By Signing the back of this form, I understand and acknowledge that my likeness/image, or that of my child, has been digitally recorded ("Digital Image") by or on behalf of Toronto and Region Conservation Authority ("TRCA"), for use by TRCA in promotional and other activities as described below. "Digital Image" includes video recording, photographs and any image technology.

I hereby authorize and give my full consent to TRCA and its assigns, successors, officers, directors, employees, agents, officials, servants, and representatives, to use my name and likeness/image and the Digital Image in all forms and media by TRCA for purposes of publicity, advertising, sale and promotion including but not limited to use in flyers, brochures, web site, digital media, videos, displays and general TRCA promotion throughout the world. I hereby assign all rights in the Digital Image to TRCA and hereby waive all rights in and to the Digital Image including any moral rights I may have in my likeness/image and/or the Digital Image.

I expressly release TRCA and its, assigns, successors, officers, directors, employees, agents, officials, servants, and representatives, from any and all claims and demands arising out of or in connection with any such use of the Digital Image, including, without limitation, any and all claims for invasion of privacy, infringement of my right of publicity, defamation (including libel and slander), or any other cause of action arising out of the production, distribution, broadcast, exhibition or other exploitation of the Digital Image.

I give this release voluntarily, with full understanding of its contents and with the knowledge that the TRCA is relying on the foregoing. If the Digital Image is of a minor for whom I have responsibility as parent/guardian, I hereby acknowledge and confirm that I have authority to execute this release on behalf of the minor.

CORRESPONDENCE

Includes record of all relevant communications received from member of the CLC during the Class EA process.

Correspondence Issued to all CLC Members

March 19, 2013

[REDACTED]
Action for Neighbourhood Change/Hub - Victoria Village
[REDACTED]

Re: Community Liaison Committee for the East Don Trail Project

Dear [REDACTED],

Please be advised that the City of Toronto (the City), Transportation Services and Parks, Forestry, and Recreation departments with assistance by Toronto and Region Conservation Authority (TRCA) have initiated an Environmental Assessment (EA) to facilitate the creation of a trail within the East Don Corridor. The proposed trail will provide a key connection in the multi-use trail network between the north end of Charles Sauriol Conservation Area, the Gatineau Trail and the Lower Don Trail systems within the City of Toronto.

The East Don Trail Project will be subject to the requirements of the *Ontario Environmental Assessment Act* as a project that necessitates an EA. The first step of the East Don Trail EA will be to develop a Terms of Reference (ToR), which will guide how the EA decision-making and consultation process will be undertaken. A "Notice of Study Commencement" formally initiating the project appeared in the East York Mirror on Thursday, January 31, 2013 and in the North York Mirror South on Thursday, February 7, 2013.

As part of EA process, a Community Liaison Committee (CLC) will be formed to aid in the collection of public input through the planning and design phases of this project. The first CLC meeting for this project is planned for:

Thursday, April 11, 2013
6:30 pm – 8:30 pm
Flemingdon Health Centre
10 Gateway Boulevard (Don Mills Rd. & Overlea Blvd.)

A CLC Information Package accompanies this letter. The package provides a brief overview of the project, EA process, and the roles and responsibilities of a CLC member.

If you are interested in participating in the CLC please provide your RSVP by Friday March 22, 2013 by phone (647) 537-4185 or, by email nсениук@trca.on.ca. A CLC Terms of Reference will be sent to all individuals who express an interest by the date noted above.

We look forward to working with you on this project!

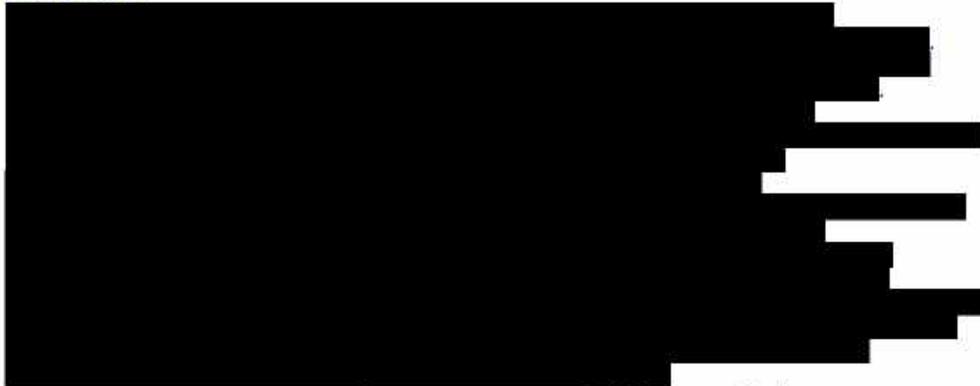
Sincerely,



Natalie Seniuk
Public Consultation Coordinator, East Don Trail Project
Project Management Office
Restoration Services

Enclosures: CLC Information Package

From: [Natalie Seniuk](#)
To: [Natalie Seniuk](#)
Bcc:



Subject: CANCELLATION NOTICE - East Don Trail - CLC Meeting #1 - Reschedule Date Included
Date: 04/11/2013 02:21 PM

Hello everyone,

I regret to inform you that tonight's CLC Meeting has been cancelled due to the weather warning posted by Environment Canada identifying the possibility of a major ice storm for this evening. We would like to extend our regrets for any inconvenience this causes our members. However, the safety of attendees is of highest priority to us.

We would also like to provide everyone with an alternative date today, as we know that schedules are busy and fill up quickly.

The rescheduled CLC Meeting #1 will be taking place on:
Monday April 22, 2013
6:30 pm – 8:30 pm
Flemingdon Health Centre - 2nd floor Community Room
10 Gateway Boulevard (Don Mills Rd. & Overlea Blvd.)

To get a sense of how many people are able to attend the rescheduled meeting, please send me a quick email or phone message. Please remember, you are welcome to send an alternate from your organization (or home if you are a resident member) if you are unable to attend. All that we ask is that you provide their name at least 24 hours prior to the meeting date.

A project website for the CLC also went live today. This website will provide general information and updates regarding the CLC and can be viewed using the following link: www.toronto.ca/eastdontrailclc/

Again, we apologize for any inconvenience and hope that many of you will be able to make the rescheduled date.

If you have any questions or concerns, please do not hesitate to contact me.

Kind regards,
Natalie
(on behalf of the project team)

Natalie Seniuk, MCIP

From: [Natalie Seniuk](#)
To: [Natalie Seniuk](#)
Subject: East Don Trail - CLC - Meeting #2, Site Walk & Sharing of Contact Info
Date: 05/08/2013 01:21 PM

Hello CLC Members,

A number of items that I'd like to follow-up with you about in this email. Some are for your information while others require a response.

- 1. CLC Member Site walk - Wednesday May 29 at 6:00 pm (rain date Thursday May 30)** - Many people expressed an interest in a group walk to some of the key areas related to the project. Based on this interest we have scheduled a site walk on the evening of Wednesday May 29 @ 6:00 pm. **Please let us know if you are available on this date.** Additional information & meeting location/time will be provided in the coming weeks.
- 2. CLC Meeting #2 - Tuesday June 4 at 6:30 pm** - due to the scheduling of a site walk on the original CLC Meeting date, the meeting has been postponed approximately one week. The new date for CLC Meeting #2 is Tuesday June 4. **Please let me know you are available for a meeting on this date.** Meeting location and additional information will be provided in the coming days.
- 3. Sharing of email address with CLC members** - There was some interest in sharing email addresses between CLC members to allow people to communicate with each other between CLC Meetings. **Please let me know if you are ok with your email address being shared with the other committee members (if you have provided me with more than one contact email, please specify which address you would like shared).**
- 4. CLC Meeting #1 Draft Meeting Notes** - The draft meeting notes from CLC Meeting #1 are being finalized this week. I am hoping to have these sent out to everyone next week for review and comment. We will be finalizing and approving the Meeting Notes at CLC Meeting #2 on June 4.
- 5. Member Agreement** - There are still a couple of outstanding member agreements. If you have not had a chance to sign and return your member agreement (last page of the Terms of Reference), please send to me prior to CLC Meeting #2 or bring to the meeting with you.

I look forward to hearing back from all of you in the coming days.

If you have any questions, comments or concerns about the information provided (or other) please do not hesitate to get in touch with me.

Kind regards,
Natalie
(on behalf of the project team)

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

From: [Natalie Seniuk](#)
To: [Natalie Seniuk](#)
Subject: East Don Trail - Public Meeting #2 - Request for Venue Ideas
Date: 08/02/2013 02:17 PM

Hello everyone,

The project team is currently researching venues for East Don Trail Public Meeting #2 which will be held in mid September. Our first Public Meeting was held at Blessed John Catholic School (near Don Mills and Overlea), and we would like to have the second meeting at a different location.

We are soliciting input from the CLC regarding possible locations. The following criteria need to be met for the venue; be located within, or very near to, the Study Area; be accessible by public transit; have parking for cars and bicycles; allow for wheelchair access; house approximately 200 people; and, provide an opportunity to set up seating. .

If you have any suggestions that you think would meet the criteria listed above, please send them to me on or before August 7th.

I hope each of you has a wonderful long weekend.

Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

From: [Natalie Seniuk](#)
To: [Natalie Seniuk](#)
Subject: East Don Trail - CLC Meeting #4 - Materials Available in CLC Folder
Date: 08/14/2013 02:56 PM

Hello everyone,

Thank you to those that were able to attend Monday's CLC Meeting. For those unable to attend, a copy of the materials provided at CLC Meeting #4 have been uploaded to the CLC Dropbox Folder. To access the materials, please use the following link: [REDACTED].

Please note, the project team is requesting feedback from all CLC Members regarding the Evaluation of the Alternative Trail Alignments by Monday August 26, 2013.

If you have any questions while reviewing the materials please do not hesitate to contact me.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

From: [Natalie Seniuk](#)
To: [Natalie Seniuk](#)
Bcc:



Subject: East Don Trail - CLC Invitation to Public Event on September 12, 2013
Date: 08/28/2013 08:50 AM

Good morning CLC Members,

Thank you again to everyone for your participation in the CLC. We received feedback from a number of members after CLC Meeting #4 regarding the Preliminary Evaluation of the Alternative Trail Alignments. We appreciate the time and effort that has gone in to giving us meaningful feedback at each stage of the project to date.

An invitation to the upcoming public event for the East Don Trail Environmental Assessment was circulated yesterday (please see the information below).

As mentioned at our last CLC meeting, we invite each of you to participate in this event. We will have name tags available for CLC Members who wish to be identified as part of the CLC, Let a project team member know when you arrive and we can provide this for you.

We look forward to seeing many of you on September 12th.

Kind regards,
Natalie
(on behalf of the project team)

We are hosting the second of three public meetings for East Don Trail Environmental Assessment Study.

We are asking for your feedback on:

- Key issues and opportunities; and
- Selection of the preferred multi-use trail route in the East Don Corridor.

Join us to view information materials and speak with members of the project team.

An overview of the project will be presented at 6:30 p.m. and again at 7:30 p.m.

Date: **Thursday September 12, 2013**

Open House: **5:30 PM – 8:30 PM**

Presentations: **6:30 PM and 7:30 PM**

Location: **The Estonian House, 958 Broadview Avenue (use south facing entrance)**

Click on the following link to view the Meeting Notice and Project Update:

<http://www.toronto.ca/involved/projects/eastdontrail/pdf/2013-09-12-notice-flyer.pdf>

If you cannot attend, the meeting materials will be posted online at

<http://www.toronto.ca/eastdontrail>

If you have comments, please contact me by email at eastdontrail@toronto.ca with your questions or concerns by September 27.

(Do not reply to this message).

If you no longer wish to receive email notification for this project, please go to

<http://www.toronto.ca/e-updates/unsubscribe.htm> to unsubscribe.

Public Consultation contact:

Maogosha Pyjor
Public Consultation Unit
City of Toronto

Tel: 416-338-2850

TTY: 416-338-0889

Fax: 416-392-2974

Email: eastdontrail@toronto.ca

===== You are receiving this e-mail announcement because you have subscribed to East Don Trail e-mail updates. Do not reply to this e-mail. If you believe that you have received this announcement in error, visit toronto.ca/e-updates to be removed from the subscription list.

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Thank you."

From: [Natalie Seniuk](#)
To: [Natalie Seniuk](#)
Subject: East Don Trail - Public Event #2 - Thank you and Feedback
Date: 09/19/2013 02:15 PM

Hello everyone,

On behalf of the project team I would like to thank you for your presence and participation in the Public Event last Thursday. We had a great turnout and are very pleased with how the evening ran, the discussions that were had, and the questions received during the presentations.

As members of the CLC we are asking for your feedback on the evening and materials presented. In addition, we ask that you remind your communities/organizations at large to take some time to review the materials and send in filled-in comments sheets (or an email with comments).

At the event, I received a couple of questions regarding the upcoming Meeting #5. Below, is some preliminary information about what to expect between now and the end of the year.

- 1. Review of the Baseline Environmental Inventory (BEI)** circulated for review at the end of October - We will be circulating a Draft copy of the BEI to all CLC members for your review and comment at the end of October. This is a rather large document so we are hoping to give you 2-4 weeks to review and submit comments.
- 2. CLC Meeting #4 Notes** - Draft Meeting Notes from CLC Meeting #4 will be circulated in the coming weeks for review and comment.
- 3. CLC Meeting #5** - CLC Meeting #5 will be held near the beginning of December. We will be sending out meeting date options closer to the date.

Again, thank you for your participation and hard work to date.

If you have any questions, comments, or concerns please do not hesitate to get in touch.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

From: [Natalie Seniuk](#)
To: [Natalie Seniuk](#)
Bcc:



Subject: East Don Trail - BEI - Send in questions/comments by November 20
Date: 11/15/2013 10:34 AM

Hello everyone,

In preparation for CLC Meeting #5 on December 5, please **send in any questions/comments regarding the BEI** that you would like answered at the meeting to myself **by Wednesday November 20**.

We will have time to discuss the report at this meeting and there will be an opportunity for any additional questions/comments that arise. However, in order to allow the team to do any additional follow-up required before the meeting we're asking that you send in any questions/comments as soon as you are able to.

Have a great weekend,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

▼ [Natalie Seniuk---11/08/2013 08:54:46 AM---Good morning everyone, Thank you for taking the time to provide your preferences for the upcoming CL](#)

From: Natalie Seniuk/TRCA
To: Natalie Seniuk/TRCA@MTRCA,
Date: 11/08/2013 08:54 AM
Subject: East Don Trail - CLC Meeting #5 Date Confirmed

Good morning everyone,

Thank you for taking the time to provide your preferences for the upcoming CLC Meeting. Based on feedback from members and venue availability **CLC Meeting #5 will be taking place on Thursday December 5, 6:30pm to 8:30pm**. We are planning to hold this meeting at the Flemingdon Health Centre (location of our first CLC meeting) but I will confirm location details when I send out the meeting reminder and agenda at the end of the month.

All copies of the Baseline Environmental Inventory Report have been mailed. Please let me know if you have not received your copy.

Have a great weekend!
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

▼ Natalie Seniuk---10/29/2013 11:58:22 AM---Good morning CLC Members, I hope that all of you have had a great fall and are prepared for the cool

From: Natalie Seniuk/TRCA
To: Natalie Seniuk/TRCA@MTRCA,
Date: 10/29/2013 11:58 AM
Subject: East Don Trail - CLC - Update & Action Items

Good morning CLC Members,

I hope that all of you have had a great fall and are prepared for the cooler weather that comes with the start of November.

Action and review items for your immediate attention:

- 1. Draft Meeting Notes for CLC Meeting #4** are attached for review (they are also available in the Dropbox folder). We will be finalizing these meeting notes at CLC Meeting #5. *Prior to the meeting, review the notes and send your comments back to me.*
- 2. CLC Meeting #5 Date** - use the following Doodle link to show your availability for upcoming CLC Meeting #5 by Monday November 5. <http://doodle.com/qbhacn6hkrczdphw>
- 3. Draft Baseline Environmental Inventory (BEI)** - a printed draft of the BEI will be mailed/couriered to each CLC member

later this week for review and comment. *Provide me with the address you would like the package mailed to as soon as possible.*

4. **PIC#2 Summary Report** will be available on the project website after 5:00 pm today www.toronto.ca/eastdontrail

Additional Information for items listed above:

- **CLC Meetings** - As you may remember, the Terms of Reference originally provided for this CLC identified that a total of four (4) CLC meetings would be held during the EA process. With the project underway, this has evolved and we have already had four (4) CLC meetings and one (1) Sitewalk. The project team anticipates that this will continue to evolve as we move forward in the process. Due to the amount of information, discussions at CLC meetings, and our goal of meaningfully engaging the group the number of meetings has increased. We are now anticipating that there will be seven (7) CLC Meetings held during the EA process.
- **CLC Meeting #5** - We will use this as an interim meeting to discuss a number of items before heading into the next Phase of the Class EA. Agenda items for CLC Meeting #5 will include: BEI Q&A/Discussion, Alternative Alignments update, Fieldwork update, Evaluation Criteria for Preferred Alternative, Housekeeping items, Next steps
- **Draft BEI** - Once the draft BEI has been couriered/mailed an email will be sent out with timelines for providing the project team with questions/answers that you would like addressed at CLC#5. There will be time for additional discussion at the meeting but, if there are specific questions we will ask for these approximately two weeks after the Draft BEI report is sent out (this allows the project team to gather any additional information that may be required to respond)

If you have any questions/comments about the information in this email, please get in touch with me by phone or email.

Kind regards,

Natalie

[attachment "EDT_CLC4_Notes_FinalDraft.pdf" deleted by Natalie Seniuik/TRCA]

Natalie Seniuik, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,

From: [Natalie Seniuk](#)
To: [Natalie Seniuk](#)
Subject: POSTPONEMENT NOTICE: East Don Trail - CLC Meeting #5
Date: 11/21/2013 12:42 PM

Hello CLC Members,

CLC Meeting #5 will be postponed until the new year. Based on the feedback received from both this committee and the public, we are working on some additional refinements in preparation for the meeting. At this time, there is still some work to be done before we are ready to present the next steps to the committee for feedback. On behalf of the team, I would like to apologize for having to postpone the meeting. We appreciate the time each of you has committed to being members of this committee. We would like to ensure that we are using your valuable time in a productive way.

With this change, I would like to offer the opportunity for you to **continue to send in any questions/comments you have regarding the BEI** report that was couriered at the beginning of the month.

Regarding the date for the postponed meeting, I will send out an update in the next week or two, once timelines for next year have been confirmed internally.

In addition, an e-update about the project will be circulated in the coming weeks. This will be sent to members of the public who have signed-up for the project's email list. A copy will also be circulated to the CLC.

Like always, please feel free to contact me with any questions or comments you have.

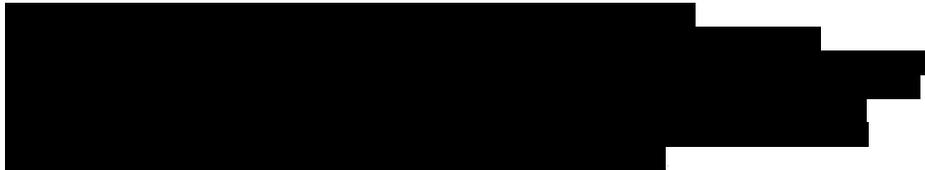
Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

From: [Natalie Seniuk](#)
To: [Natalie Seniuk](#)
Bcc:



Subject: East Don Trail - Regional Flood Extent Maps & Resources
Date: 11/28/2013 11:53 AM

Hello everyone,

I have received some feedback about Figure 17 (p. 51) in the BEI that shows the flood extents within the Study Area. In some of the copies of the BEI that were circulated this figure did not show up. A copy of this map and the regional floodline map have been uploaded to the CLC Dropbox folder. In addition, a couple of books written by Charles Sauriol about the Don, have been added to the resource links file for those interested in the early vision for this area.

The link to the Dropbox folder is:



If you have any trouble with the link or files please let me know.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | (647.537.4185 | 6 416.667.6277
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Thank you."*

East Don Trail - BEI - Comment Table and Responses

Natalie Seniuk to: Natalie Seniuk

01/08/2014 10:47 AM

Bcc:

Good morning CLC Members,

We hope that each of you had a relaxing holiday season and were well rested heading into the new year.

The project team is continuing to work on the BEI report and have now had the chance to review all comments received at the end of November. Please find a table that contains the CLC comments and project team responses attached. A response has been provided for the majority of the comments. However, there are a few that we are still looking into and will provide information about at the next CLC meeting. If you have any questions while reviewing the attached file, let me know. A copy has also been saved to the CLC#5 folder in Dropbox:

That said, CLC Meeting #5 has yet to be rescheduled and likely will take place at the end of February or in early March. The project team is continuing to work on revisions to Phase 2 of the EA process based on the comments received from both the CLC and public regarding information presented at PIC#2. Once a timing window for the next meeting has been determined a Doodle request will go out the group to with options for a meeting date.

In the meantime, please feel free to get in touch with any questions and comments, or information you'd like to share with the group.

Kind regards,
Natalie



EDT_CLC5_BEICommentTable_FINAL.pdf

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
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East Don Trail - CLC Meeting #5 - March 6, 2014 HOLD the Date

Natalie Seniuk to: Natalie Seniuk

02/13/2014 10:21 AM

Bcc:

Hello everyone,

Please hold the date for **CLC Meeting #5**, which will be taking place on **Thursday March 6, 2014 from 6:30 pm to 8:30 pm**. Unfortunately, due to limitations with scheduling we were not able to provide options for this meeting. More information about the location of the CLC Meeting, as well as the meeting agenda and additional materials will be sent out early next week.

If you are unable to attend, please let me know so I have a sense of what the turnout will be.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📠 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
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East Don Trail - CLC Meeting #5 - March 6, 2014 at Flemingdon Health Centre

Natalie Seniuk to: Natalie Seniuk

02/27/2014 05:20 PM

Cc: Violetta Tkaczuk

Bcc: [REDACTED]

Hello everyone,

As noted in my last email **CLC Meeting #5** will be taking place on **Thursday March 6, 2014 from 6:30 pm to 8:30 pm**. The location of the meeting will be the **Flemingdon Health Centre** (Please note the location change for this meeting).

CLC Meeting #5

Thursday March 6, 2014

6:30 pm – 8:30 pm

Flemingdon Health Centre - 2nd floor Community Room
10 Gateway Boulevard (Don Mills Rd. & Overlea Blvd.)

There are a number of materials associated with this meeting. Some of which, if you have time, would benefit from your review prior to the meeting as time to discuss any specific items of interest/concern/question will be provided. The materials include:

1. **CLC Meeting #5 Agenda** - the agenda for next week's meeting is attached and also available in the CLC Dropbox folder (please see link below).
2. **CLC Meeting #4 Draft notes** - We will be finalizing meeting notes from CLC Meetings #4 at the upcoming meeting. Draft notes are available in the CLC Dropbox Folder (please see the link below).
3. **BEI Comment Table** - We will take some time during the meeting to discuss any outstanding items or questions that members have about the comment/response table that was circulated for the BEI. This comment table is available in the CLC Dropbox folder (please see link below)
4. **Action Item and Follow-up Table** - During previous CLC meetings a number of action items were noted. These action and follow-up items were compiled by the project team and responses have been provided to each of them. We will take some time during the meeting to discuss any outstanding items or questions that members have about the responses provided in this table. A copy of this table is available in the CLC Dropbox folder (please see link below).

In addition, all materials provided at the meeting will be made available in the Dropbox folder on Friday March 7. If you are unable to make the meeting please feel free to use the questionnaire provided as an opportunity to inform the team of your comments. You are also welcome to call or email me directly with any feedback.

Dropbox folder link: [REDACTED]

If you have any questions, comments, or concerns please do not hesitate to get in touch with me.

I look forward to seeing all of you next week!

Kind regards,
Natalie
(on behalf of the project team)

From: [Natalie Seniuk](#)

To:

Bcc:



Subject: East Don Trail - CLC Meeting #5 - Materials

Date: 03/07/2014 03:53 PM

Hello everyone,

Thank you again for a great CLC meeting last night! Our project team went away with a lot of excellent feedback.

All of the materials from yesterday's meeting have been uploaded to Dropbox. They include:

- agenda
- presentation
- description of the revised alternative trail alignments
- questionnaire
- "Addendum 1" - a number of members requested that the project team provide the quantitative summaries for each of the refined trail alignments that were evaluated.
- Final notes from CLC Meeting #4

Please send in your completed questionnaires and/or comments regarding the materials from yesterday by Friday March 21, 2014.

Link to Dropbox folder:



We will be working toward setting a date for PIC#3 over the next couple of weeks and will send out a notice to the CLC as soon as details have been confirmed.

I hope each of you has a wonderful weekend,

Natalie
(on behalf of the project team)

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | (647.537.4185 | 6 416.667.6277
| ✉ nсениuk@trca.on.ca | www.trca.on.ca

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East Don Trail - CLC Meeting #6 - Options for Dates

Natalie Seniuk to: Natalie Seniuk

03/18/2014 08:28 AM

Bcc:

Hi everyone,

As discussed at CLC Meeting #5, we are planning ahead for the next meeting which will be taking place in the first half of June. The date(s) and time(s) will depend on CLC Member availability and preference. Due to the amount of material that will need to be covered, the project team would like to offer a couple of options for Meeting #6:

1. a half day meeting on a Saturday
2. two evening meetings

Use the link to the link to the Doodle request below to let me know your availability by Tuesday March 25, 2014.

<http://doodle.com/zb98fkbg2vmsgs56>

In addition:

- Meeting notes from CLC Meeting #5, as well as the project team's responses to some of the action items identified during the meeting, will be circulated in the coming weeks
- This is also a friendly reminder that **questionnaires and comments are due this Friday, March 21**. Materials have all been posted to dropbox:

Please let me know if you have any questions or comments.

Thanks,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
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East Don Trail - CLC Meeting #6 - June 12, 2014 at Flemington Health Centre 

Natalie Seniuk to: Natalie Seniuk

04/15/2014 02:26 PM

Bcc:

Hi everyone,

A date and location have been confirmed for CLC Meeting #6 (see below). This date was preferred by the majority of members that voted using the Doodle tool.

CLC Meeting #6

Thursday June 12, 2014

6:00 pm – 9:00 pm

Flemington Health Centre - 2nd floor Community Room
10 Gateway Boulevard (Don Mills Rd. & Overlea Blvd.)

There was some concern about the time commitment associated with two evenings or one half day. To address this, the project team will be providing some additional materials prior to the meeting for individuals that are interested in having the opportunity to review things in a bit more depth. Also, note the meeting time has been extended to allow for enough time to get through all of the content.

If you have any questions, comments, or concerns please do not hesitate to get in touch with me.

Thank you again for all of the time and effort that has gone into this project to date,

Natalie

(on behalf of the project team)

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

 416.661.6600 ext. 5655 |  647.537.4185 |  416.667.6277 |  nсениuk@trca.on.ca
www.trca.on.ca

Natalie Seniuk

Hi everyone, As discussed at CLC Meeting #5,...

03/18/2014 08:28:24 AM

From: Natalie Seniuk/TRCA
To: Natalie Seniuk/TRCA@MTRCA,
Date: 03/18/2014 08:28 AM
Subject: East Don Trail - CLC Meeting #6 - Options for Dates

Hi everyone,

As discussed at CLC Meeting #5, we are planning ahead for the next meeting which will be taking place in the first half of June. The date(s) and time(s) will depend on CLC Member availability and preference. Due to the amount of material that will need to be covered, the project team would like to offer a couple of options for Meeting #6:

1. a half day meeting on a Saturday
2. two evening meetings

From: [Natalie Seniuk](#)
To: [Natalie Seniuk](#)
Bcc:



Subject: East Don Trail - CLC Meeting #6 Materials and PIC#3 Information
Date: 05/06/2014 09:37 AM
Attachments: [EDT_CLC5_Notes_FinalDraft.pdf](#)
[EDT_CLC6_Agenda.pdf](#)
[EDT_PIC3_Notice.pdf](#)
[EDT_CLC_Resources_Links_Update3.pdf](#)

Good morning,

As noted in my last email CLC Meeting #6 will be taking place on Thursday June 12, 2014 from 6:00 pm to 9:00 pm in the Community Room at the Flemingdon Health Centre. Please find the following materials attached. Some are in preparation for CLC Meeting #6, while others are for your reference and interest. :

1. **CLC Meeting #6 Agenda**
2. **CLC Meeting #5 Draft notes** - We will be finalizing meeting notes from CLC Meetings #5 at the upcoming meeting.
3. **CLC Resources and Links - Update #3** - Ron Kluger has been kind enough to provide some additional links pertaining to the history of the Don as well as a link to a map entitled Walk #2 – East Don from Eglinton to Lawrence: Charles Sauriol Conservation Reserve by John Wilson of Bring Back the Don
4. **Notice of Public Event #3** - this can be shared with your respective organizations. A formal e-notice will be released to project list serv members by end of next week. At that time, I will also circulate it to the CLC.
5. Additional materials will be provided closer to the CLC meeting. These will include an explanation of evaluation criteria chosen to evaluate the design concepts for the preferred alternative.

As always, materials are also available in the CLC Dropbox folder::



We'd like to thank both the Flemingdon Health Centre (Louis Fliss) and Victoria Park Hub (Munjeera Jefford) for allowing us to use their facilities for our upcoming events. Information for Public Event #3 is also provided below:

Public Event #3:

Tuesday, June 24, 2014

5:30 pm to 8:30 pm

Victoria Park Hub, 1527 Victoria Park Avenue

note: the project team will be presenting at this event. The time for the presentation is

CHANGE OF DATE AND LOCATION - East Don Trail CLC Meeting #6

Natalie Seniuk to: Natalie Seniuk

05/20/2014 02:12 PM

Hello everyone,

CLC Meeting #6 has been reschedule due to the provincial elections taking place on June 12. Based on the feedback received from the doodle request the best alternative date was June 10. Unfortunately, Flemingdon Health Centre is not available on the new date so we will be changing locations. **Please see details for new date and location below:**

CLC Meeting #6

Tuesday June 10, 2014

6:00 pm – 9:00 pm

Dennis R. Timbrell Resource Centre/Flemingdon Park Library

2nd Floor, Meeting Room #2

29 St. Dennis Drive, Toronto

A revised agenda is attached, and will be uploaded to the dropbox folder.

Also, the file containing CLC Resources and Links has been updated (Update #4) - thank you to Paula for providing information about "creative" ways that rail lines and trails can co-exist. As always, materials are available in the CLC Dropbox folder::



If you have any questions, comments or concerns please do not hesitate to get in touch.

Thanks,

Natalie

(on behalf of the project team)



EDT_CLC6_Agenda.pdf

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

 416.661.6600 ext. 5655 |  647.537.4185 |  416.667.6277 |  nсениuk@trca.on.ca
| www.trca.on.ca

Natalie Seniuk

Good morning, As noted in my last email CLC M...

05/06/2014 09:37:19 AM

From: Natalie Seniuk/TRCA
To: Natalie Seniuk/TRCA@MTRCA,
Date: 05/06/2014 09:37 AM
Subject: East Don Trail - CLC Meeting #6 Materials and PIC#3 Information

Good morning,

As noted in my last email CLC Meeting #6 will be taking place on Thursday June 12, 2014 from 6:00 pm to 9:00 pm in the Community Room at the Flemingdon Health Centre. Please find the following materials attached. Some are in preparation for CLC Meeting #6, while others are for your reference and interest. :

1. CLC Meeting #6 Agenda

East Don Trail - CLC Meeting #7 - Wednesday September 10 at Dennis R. Timbrell Resource Centre 

Natalie Seniuk to: Natalie Seniuk

08/20/2014 11:57 AM

Hello everyone,

Thank you for filling the Doodle poll. Based on the feedback received, the confirmed date for CLC Meeting #7 is:

Wednesday September 10, 2014

6:30 pm – 8:30 pm

Dennis R. Timbrell Resource Centre/Flemingdon Park Library

2nd Floor Meeting Room

29 St. Dennis Drive, Toronto

In preparation for this meeting, please find the following materials attached:

1. **CLC Meeting #6 - Draft Meeting Notes** - please review prior to meeting. We will be finalizing these notes at the upcoming meeting.
2. **CLC Meeting #5 - Comments and Project Team Responses** - from comments heard at/after CLC Meeting #5
3. **BEI Comment Table - version 2** - updated table showing additional comments received and project team responses

As always, materials are also available in the CLC Dropbox folder::

[REDACTED]

Agenda for CLC Meeting #7 will be circulated closer to the date.

Kind regards,
Natalie



EDT_CLC6_Notes_FinalDraft.pdf



EDT_CLC5_BEICommentTable_v2_FINAL.pdf



EDT_CLC5_Feedback_ResponseTable_FINAL.pdf

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

 416.661.6600 ext. 5655 |  647.537.4185 |  416.667.6277 |  nсениuk@trca.on.ca
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Natalie Seniuk

Hello everyone, The project team is getting read...

08/15/2014 09:53:17 AM

From: Natalie Seniuk/TRCA
To: Natalie Seniuk/TRCA@MTRCA,
Date: 08/15/2014 09:53 AM
Subject: East Don Trail - CLC Meeting #7 - Date Options

Hello everyone,

The project team is getting ready for CLC Meeting #7, which will take place in September. In order to book the time and location for the meeting, please provide your availability for the meeting by Friday August 22, 2014 by filling in the Doodle request (see link below):

<http://doodle.com/k8ph6vi3p82ipigv>

I will send out an email with the confirmed date on, or before, Tuesday August 26.

Hope everyone has had an enjoyable summer.

Natalie

(on behalf of the project team)

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4|

(416.661.6600 ext. 5655 | (647.537.4185 | 6 416.667.6277 | * nсениuk@trca.on.ca | www.trca.on.ca

REMINDER: East Don Trail - CLC Meeting #7 - Wednesday September 10 at Dennis R. Timbrell Resource Centre 

Natalie Seniuk to: Natalie Seniuk

09/08/2014 06:17 PM

Bcc: 

Hello everyone,

This is a friendly reminder that CLC Meeting #7 will be taking place this Wednesday, September 10 from 6:30 pm - 8:30 pm in the 2nd Floor Meeting Room at the Dennis R. Timbrell Resource Centre/Flemingdon Park Library (29 St. Dennis Drive, Toronto).

Please find the agenda for this meeting attached.

Hope to see many of you there.

Kind regards,
Natalie



EDT_CLC7_Agenda.pdf

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

 416.661.6600 ext. 5655 |  647.537.4185 |  416.667.6277 |  nсениuk@trca.on.ca
| www.trca.on.ca

Natalie Seniuk

Hello everyone, Thank you for filling the Doodle...

08/20/2014 11:57:34 AM

From: Natalie Seniuk/TRCA
To: Natalie Seniuk/TRCA@MTRCA,
Date: 08/20/2014 11:57 AM
Subject: East Don Trail - CLC Meeting #7 - Wednesday September 10 at Dennis R. Timbrell Resource Centre

Hello everyone,

Thank you for filling the Doodle poll. Based on the feedback received, the confirmed date for CLC Meeting #7 is:

Wednesday September 10, 2014

6:30 pm – 8:30 pm

Dennis R. Timbrell Resource Centre/Flemingdon Park Library

2nd Floor Meeting Room

29 St. Dennis Drive, Toronto

In preparation for this meeting, please find the following materials attached:

- 1. CLC Meeting #6 - Draft Meeting Notes** - please review prior to meeting. We will be finalizing these notes at the upcoming meeting.
- 2. CLC Meeting #5 - Comments and Project Team Responses** - from comments heard at/after CLC Meeting #5
- 3. BEI Comment Table - version 2** - updated table showing additional comments received and project team responses

As always, materials are also available in the CLC Dropbox folder::

East Don Trail - CLC Meeting #7 - Materials Available in Dropbox

Natalie Seniuk to: Natalie Seniuk

10/01/2014 01:44 PM

Bcc:

Hello everyone,

The materials from CLC Meeting #7 are available in the project Dropbox folder:

The draft meeting notes will be circulated within the next couple of weeks for CLC review and comment.

This upcoming event, though not directly related to our project, is very relevant and timely given the work that is being undertaken. Jennifer Bonnell author of *Reclaiming the Don: An Environmental History of Toronto's Don River Valley* will be launching her book at 7:00 pm on Wednesday October 8, 2014. The event will held at Todmorden Mills (67 Pottery Road). For more information about the book visit:

<http://www.utppublishing.com/Reclaiming-the-Don-An-Environmental-History-of-Toronto-s-Don-River-Valley.html>

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

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East Don Trail - CLC Meeting #7 Draft Meeting Notes & Don Speaker Series Announcement

Natalie Seniuk to: Natalie Seniuk

10/15/2014 08:42 AM

Good morning,

The Draft Notes from CLC Meeting #7 are now available in the Dropbox folder:

Please provide comments and revisions by Friday October 31, 2014. A final version of the Notes will be saved to the Dropbox Folder on Monday November 3.

Also, TRCA is launching an new Speaker Series that may be of interest to you given that the focus will be the Don. More details about events, including information about the presentations and links to the registration page, can be found here: <http://www.discoverthedon.ca/speakerseries>.

If you have any trouble accessing the files or have any questions about the information above, please feel free to get in touch with me.

Have a wonderful week,
Natalie

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

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Join us for the launch of the Discover the Don Speaker Series: Toronto's Trees - Beyond the Ice Storm

Learn about the value of, the threats to, and the action to restore, Toronto's tree canopy!

- When: Thursday, October 23, 2014, 7:00pm
- Where: The Auditorium of the North York Central Library, 5120 Yonge Street
- Cost: Free!

ADVANCED REGISTRATION REQUIRED - [CLICK HERE](#)

Featured Presentations:

The Economic Value of Toronto's Trees

- Karen Clarke-Whistler, Chief Environment Officer, TD

The Biological Threats to Toronto's Trees

- Dr. Dawn Bazely, Professor, Department of Biology, York University

Toronto's Urban Forest: Challenges and Opportunities

From: [Natalie Seniuk](#)

To:

Bcc:

[Redacted]

[Violetta](#)

[Tkaczuk](#); [Jennifer Hyland](#); [Wendy Strickland](#); bmcewen@toronto.ca; ndefrae@toronto.ca

Subject: East Don Trail - Notice of Upcoming Review of Environmental Study Report

Date: 12/02/2014 02:21 PM

Hi everyone,

I hope you have all had a good fall.

The project team is currently finalizing the Final Draft of the full Environmental Study Report (ESR), which includes the revised Baseline Environmental Inventory. We will be providing a digital copy of the ESR to the CLC for review and comment sometime next week via Dropbox. The review period will extend through the Christmas holidays and the project team will be accepting comments until early January. Exact dates will be provided with the circulation email.

Please let me know if you have any questions or comments.

Kind regards,
Natalie
(on behalf of the project team)

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

 416.661.6600 ext. 5655 | (647.537.4185 | 6 416.667.6277 | 
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Thank you."

REMINDER: East Don Trail - Environmental Study Report Ready for CLC Review 

Natalie Seniuk to: Natalie Seniuk

01/07/2015 11:56 AM

Bcc: 

Hello everyone,

I hope everyone had wonderful holiday season and a happy New Year!

Comments regarding the ESR were due back to the project team on Monday. However if you have not had a chance to provide your feedback and would still like to, the project team has agreed to **extend the deadline until the end of day Friday , January 9.**

As always, please feel free to get in touch with any questions.

Kind regards,

Natalie
(on behalf of the project team)

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

 416.661.6600 ext. 5655 |  647.537.4185 |  416.667.6277 |  nseniuk@trca.on.ca
| www.trca.on.ca

Natalie Seniuk

Hello everyone, As mentioned in my email from I...

12/09/2014 03:46:56 PM

From: Natalie Seniuk/TRCA
To: Natalie Seniuk/TRCA@MTRCA,
Date: 12/09/2014 03:46 PM
Subject: East Don Trail - Environmental Study Report Ready for CLC Review

Hello everyone,

As mentioned in my email from last week, the project team would like to provide the CLC an opportunity to review the Final Draft of the Environmental Study Report and provide high level feedback. A copy of the document can be downloaded from the CLC Dropbox folder or by using the following link:



In addition to the main Report, the following Appendices have been uploaded to assist with your review:

- B1: Existing Geomorphic and Geotechnical Conditions
- C1: Stage 1 Archaeological Assessment and C2: Stage 2 Archaeological Assessment – Clearance
- D: Detailed Evaluation of “Alternatives To”
- E: Alternative Trail Alignments (Phase 2) Evaluation Criteria, Indicators, and Measures for Assigning Scores
- F2: Assessment of Potential Impact on Trees: Detailed Tree Inventory and Impact Evaluation Approach
- G: Alternative Design Concepts (Phase 3) Evaluation Criteria, Indicators, and Measures for Assigning Scores; Phase 3 Evaluation Criteria Considered and Removed

Please provide all comments back to me by Monday January 5. This will allow time for the

project team to review and respond to comments, and make necessary changes to the Report before finalizing and filing in the New Year.

If you have any questions or comments while reviewing the Report, please do not hesitate to get in touch. TRCA's office will be closed from December 24 to January 5 but our team will be checking email sporadically throughout the holidays.

Happy Reading and Happy Holidays!

Natalie
(on behalf of the project team)

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
| www.trca.on.ca

Natalie Seniuk

Hi everyone, I hope you have all had a good fall.

12/02/2014 02:21:45 PM

From: Natalie Seniuk/TRCA
To:
Date: 12/02/2014 02:21 PM
Subject: East Don Trail - Notice of Upcoming Review of Environmental Study Report

Hi everyone,

I hope you have all had a good fall.

The project team is currently finalizing the Final Draft of the full Environmental Study Report (ESR), which includes the revised Baseline Environmental Inventory. We will be providing a digital copy of the ESR to the CLC for review and comment sometime next week via Dropbox. The review period will extend through the Christmas holidays and the project team will be accepting comments until early January. Exact dates will be provided with the circulation email.

Please let me know if you have any questions or comments.

Kind regards,
Natalie
(on behalf of the project team)

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

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East Don Trail EA Update

Violetta Savage to: Violetta Savage

07/18/2016 11:08 AM

Cc: jhyland, wstrick, jgulati, laver

Bcc: [REDACTED]

Hello East Don Trail CLC,

I hope everyone is doing well. It has been a long time since we have engaged this group, the East Don Trail Environmental Assessment (EA) Community Liaison Committee, and I would like to take this opportunity to update you on the progress and current status of the EA.

Progress

Since that last update that was issued (Spring 2015) the project team has been working on the following:

- Edits to the Environmental Study Report (ESR) following review and comment by the CLC, Technical Advisory Committee and Key Stakeholders
- Conducting additional studies to support the preferred Alternative Trail Alignment and the next steps of the process (detailed design). Further information on the studies can be found in the update attached, and included:
 - Electromagnetic Field Study (of the Hydro Gatineau Corridor)
 - Heritage Assessment
- Discussions with Key Stakeholders regarding the preferred Alternative Trail Alignment

In addition, the Municipal Class Environmental Assessment (MCEA) process was amended in the fall of 2015, to clarify the EA process for trails not located in road right of ways. This does not change the process for the East Don Trail EA, which is being undertaken as a MCEA Schedule C, rather it confirms and supports the East Don Trail EA undertaking this process.

Current Status

The East Don Trail ESR has not been finalized and filed with the Ministry of Environmental and Climate Change yet due to ongoing discussions with Key Stakeholders concerning the recommended preferred Alternative Trail Alignment. As you may recall, as part of the preferred Alignment two proposed at-grade crossings were recommended to cross the rail line, one north of Eglinton Ave and one at the Hydro Gatineau Corridor (see map in attached update). The rail line owners, Metrolinx have expressed some concerns with these at-grade crossings and as a result the project team is currently exploring our options.

Next Steps

The project team will continue to discuss and explore options with Metrolinx to ensure the most appropriate rail line crossings are included in the ESR as the preferred Alignment. I will keep this group updated on the outcome of these discussions and the status of the East Don Trail EA.

If you have any questions please do not hesitate to contact me.



EDT_Update_July 2016pdf.pdf

Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office

Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

☎ Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 📠 416.667.6277 | ✉ vsavage@trca.on.ca |
www.trca.on.ca

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EAST DON TRAIL EA UPDATE: Summer 2016



BACKGROUND

As you know, the City of Toronto and TRCA are conducting a *Schedule C Municipal Class Environmental Assessment (EA)* to study options for a multi-use trail system within the East Don Corridor. The proposed trail would provide a key connection in the multi-use trail network joining the existing East Don Trail (East of Wynford Heights Crescent), Gatineau Corridor Trail (at approximately Bermondsey Road), and the Lower Don Trail System.

STATUS

In our last update (May 2015) we confirmed the preferred trail route with phasing for detailed design and construction. We also stated that we were preparing the final report for the study which is called an Environmental Study Report (ESR). Finalizing the ESR for public review is taking longer than anticipated. The potential environmental effects of the designs for the preferred trail route are being assessed and any required mitigation measures are being proposed. A few segments of the trail still require utility landowner approval and the project team is currently in discussions with these groups to ensure the preferred alternative is carried forward and that any impacts are mitigated. This information will be available in the ESR.

In the meantime, additional studies have been completed for the EA and include an Electromagnetic Field Study and a Heritage Assessment.

ELECTROMAGNETIC FIELD STUDY

An Electromagnetic Field (EMF) Study was undertaken to determine the relationship of EMFs in the Hydro Corridor and the proposed East Don Trail. A section of the proposed East Don Trail runs through a Hydro Corridor which contains transmission towers and lines that can emit electric and magnetic fields. The Study examined the location of the proposed trail to EMF levels and concluded the exposure to EMF would be small and well below the limits set by the International Commission on Non-Ionizing Radiation. The City of Toronto's Public Health reviewed the study and concluded that the proposed trail appears appropriate for the location and situation, and will likely minimize EMF exposure where possible.

HERITAGE ASSESSMENT

A Heritage Assessment was undertaken to ensure the proposed trail would not impact cultural heritage, specifically built heritage resources, in the East Don Trail Study Area. Built heritage resources are defined as significant buildings, structures, or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community. These resources are identified through designations or listed by municipal, provincial or federal governments. The Assessment concluded that the Study Area does not contain any designated or listed built heritage features.

EAST DON TRAIL EA UPDATE: Summer 2016



One interesting built feature investigated as part of this assessment was the Metrolinx rail line. The Metrolinx rail line construction dates back to over 100 years ago and has been well documented in the writings of Charles Sauriol, a local conservationist and historian. Though the rail line is not designated as cultural heritage resource, the Assessment provided recommendations and potential design opportunities on how to compliment the design of the proposed East Don Trail with the historic rail line, these will be considered during the detailed design phase.

NEXT STEPS

The project team will continue discussions with utility landowners to ensure all their concerns are addressed. The finalized ESR will document the project activities, correspondence and decision-making process. This report will be filed with the Ministry of Environmental and Climate Change for a 30 day public review.

For more information on the East Don Trail EA, please visit: www.toronto.ca/eastdontrail

Or Contact:

Violetta Savage, Project Manager, TRCA
vsavage@trca.on.ca

Maogosha Pyjor, Public Consultation Coordinator, City of Toronto
Tel: 416-338-2850, E-mail: mpyjor@toronto.ca



East Don Trail EA Update - Preferred Design Concept

Violetta Savage to: Violetta Savage

Cc: jhyland, wstrick, "Ruthanne Henry", laver, jgulati

09/07/2016 02:46 PM

Hello East Don Trail CLC

I would like to take this opportunity to update you and seek comments on changes to the East Don Trail EA preferred trail design concept. Comments are requested by **Wednesday, September 21, 2016**.

As mentioned in my last update the previous East Don Trail preferred design concept presented to the CLC included two proposed rail line level crossings, and that the rail line owners, Metrolinx had expressed concerns with these crossings. The project team has been in consultation with Metrolinx and it is their policy direction to not permit any new level crossings of active rail corridors, therefore these level crossings could not be selected as the preferred crossing options in the EA. The final preferred design concept has been amended to include two bridge crossings of the Metrolinx rail line in place of the level crossings. Location of the main trail and additional rail line crossings remains unchanged. Refer to attached document for the final preferred trail design concept.

The locations of the proposed bridge crossings (previously identified as level crossings) are as follows:

- South Rail Line Bridge ("Metrolinx Crossing 2") – south of Flemington Golf Course, within the Hydro Gatineau Corridor
- North Rail Line Bridge ("Metrolinx Crossing 3") – just north of Eglinton Avenue

Additional details regarding the rail line bridge crossings and associated transition areas are attached for your review. Can you please review the attached information and provide any comments or feedback by **Wednesday, September 21, 2016**.

Next Steps

Following the two week review period, any necessary changes or additions will be made to the proposed rail bridge crossings and the Environmental Study Report (ESR) will be updated. The ESR will be filed with the Ministry of Environment and Climate Change for a 30 day public review this fall.

If you have any questions or comments please do not hesitate to contact me.

Kindest Regards



EDT Update _ Preferred Concept_CLC.pdf

Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office

Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

☎ Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 📠 416.667.6277 | ✉ vsavage@trca.on.ca |

EAST DON TRAIL EA

PROJECT UPDATE: Preferred Design Concept

East Don Trail Environmental Assessment

Preferred Design Concept – Metrolinx Crossing 2 and Metrolinx Crossing 3

Rail Line Bridge Crossings

The method of crossing the rail line at Metrolinx Crossings 2 and 3 (refer to Figure 1) selected as preliminary preferred during the East Don Trail EA were two level crossings, however these could not be selected as the final preferred crossing options. At the two crossings there is not enough separation in grade between the rail line and adjacent lands to tunnel under the track. As a result, the trail will be required to cross over the rail line. Metrolinx's policy direction is to not permit any new level crossings of active rail corridors. Therefore the preferred crossing options for both Metrolinx 2 and 3 selected are bridge crossings, the second highest evaluated crossings in the EA.

The preferred option of crossing the Metrolinx rail line at three additional locations identified in the EA remain unchanged. At Metrolinx Crossings 1 and 4 the preferred options are tunnel crossings, while at Metrolinx Crossing 5 the preferred option is an underpass (refer to Figure 1).

Bridge Locations

The location of the bridge crossings are as follows:

- Metrolinx Crossing 2 (South Rail Line Bridge) – south of Flemingdon Golf Course, within the Hydro Gattineau Corridor
- Metrolinx Crossing 3 (North Rail Line Bridge) – just north of Eglinton Avenue

Bridge Crossings

Both bridges will be designed and built to span the Metrolinx right-of-way. The approximate bridge spans of Metrolinx Crossing 2 and 3 are 45 m and 60 m respectively; the specific sizing of these crossings will be completed in the detailed design project phase. Both bridges will aim to meet a minimum of 7.4 m vertical clearance, the distance from the rail line to the bottom of the bridge structure. Bridge width will be determined with the function of a multi-use trail in mind, aiming for a clearway width of at least 3.5 m.

Further design and implementation considerations may include the following:

- Bridge surface material type to consider an anti -slip surface
- Railing height and design to consider safety of trail users and rail line operations
- Bridge abutments and bridge load requirements

EAST DON TRAIL EA

PROJECT UPDATE: Preferred Design Concept

Where feasible, bridge design is to meet all applicable standards, including those defined by Transport Canada (specifically, Section 11 of the Railway Safety Act) as well as those of the rail line owner Metrolinx. Detailed design of both bridges will be done in consultation with Metrolinx.

Bridge Transition Areas

To transition trail users from the trail at ground level to the bridges over the rail line three design approaches will be explored: multi-use trail switchbacks, sloped walkways, and raised ramp structures. The specific dimensions for each of these will be determined during the detailed design project phase, and will consider: grades, number and location of landings/resting areas, handrails, guards, length, width, and turn radius. The design of these transition areas will work to meet the Ontario Accessibility Standards for the Design of Public Spaces Guidelines (2013), and City of Toronto Accessibility Design Guidelines (2004).

Additional Detailed Design Considerations

The following may be considered during detailed design to reduce or eliminate potential impacts:

Vegetation

- Avoid as many high preservation value trees as possible
- Fencing to prevent access to sensitive areas (permanent or temporary)

Safety and User Conflict

- Fencing off of areas adjacent to rail line and/or golf course
- Consider the following: bridge and transitions area width, sightlines, landing areas, guards and railings, grades, hand railings, turn radius, and anti-slip surface material

Accessibility

- Use accessibility guidelines, minimize steep inclines and sharp turns where possible

Construction Impacts and Mitigation

Potential impacts and mitigation measures as a result of construction of the two bridges over the rail line will be fully explored. The identified mitigation measures will then form the basis of the Construction and Monitoring Plan (created during detailed design). A list of areas of concerns for potential impacts is included below. Areas of concern, potential impacts and associated mitigation measures will be fully outlined in the Environmental Study Report.

EAST DON TRAIL EA

PROJECT UPDATE: Preferred Design Concept

Potential Impacts Areas of Concern:

- Vegetation
- Erosion, sediment and water quality
- Fish and aquatic habitat
- Wildlife and wildlife habitat
- Invasive species
- Species of concern
- Special concern species
- Archaeological resources
- Existing business operations
- Existing infrastructure and utilities
- Existing natural area uses
- Adjacent multi-use trails
- Noise and vibration
- Air quality
- Potential to encounter contaminated soils
- Safety
- Property requirements

EAST DON TRAIL EA

PROJECT UPDATE: Preferred Design Concept

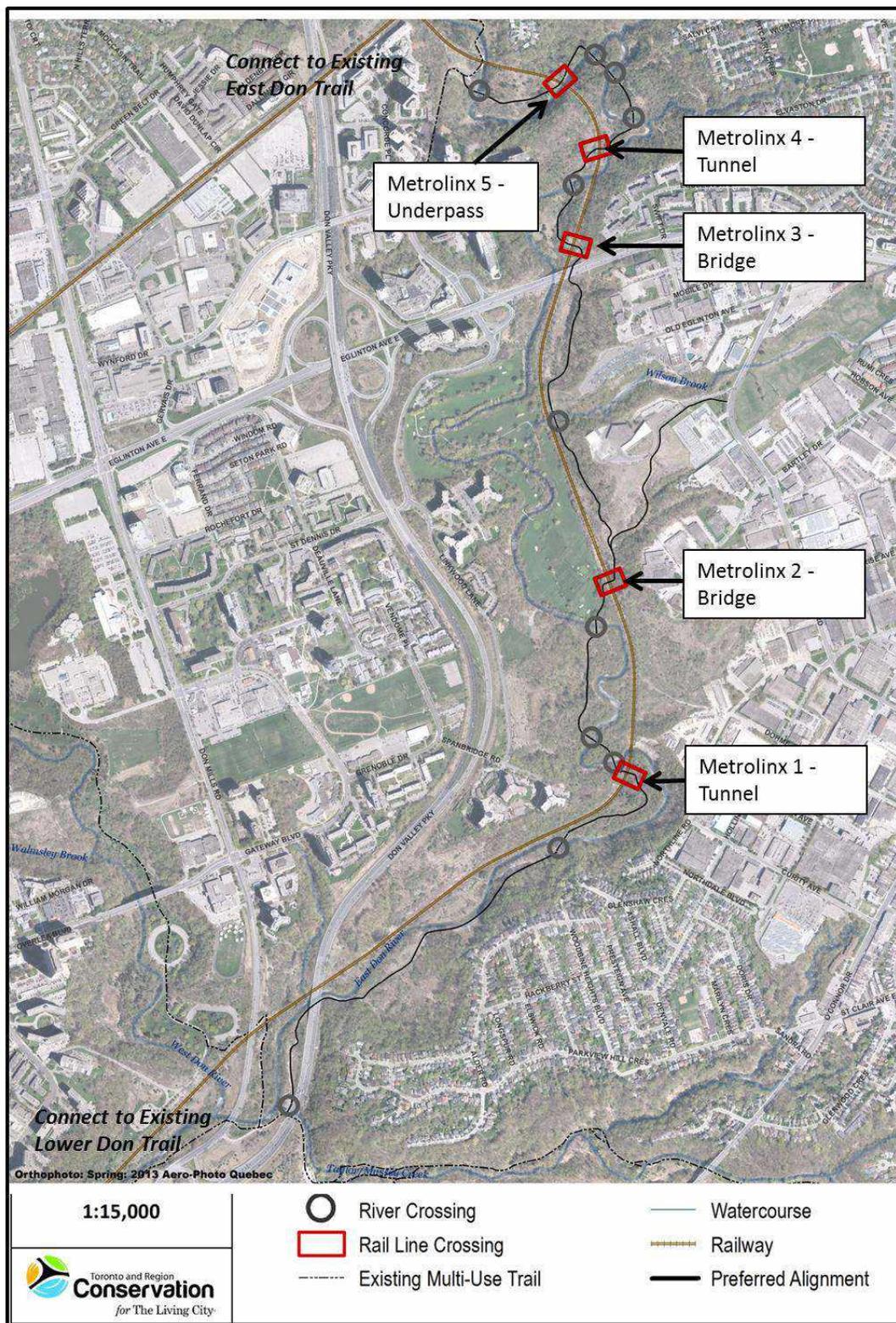


Figure 1: East Don Trail Preferred Design Concept

CORRESPONDENCE WITH CLC

Action for Neighborhood Change/Hub - Victoria Village



Re: East Don Trail EA Update - Preferred Design Concept 
Violetta Savage to: [REDACTED]

09/08/2016 09:44 AM

Hello [REDACTED],

Thank you for your response and support.

Yes these crossings will provide trail users an opportunity to cross the rail line safely in the future. Informally crossing the rail line is a major safety concerns for both valley land users and the rail line.

Kindest Regards;

Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office
Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

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www.trca.on.ca

[REDACTED] Violetta Our family lives in Victoria Village and w... 09/07/2016 07:20:10 PM

From: [REDACTED]
To: Violetta Savage <VSavage@TRCA.on.ca>,
Date: 09/07/2016 07:20 PM
Subject: Re: East Don Trail EA Update - Preferred Design Concept

Violetta

Our family lives in Victoria Village and we have used the trail from Anewen park under Eglinton and south along Bermondsey more than half a dozen time this year. Your plan looks fantastic and addresses the rail crossing I see so many people forced to make when we are down there.

Thanks for your efforts!

[REDACTED]

On 9/7/2016 2:46 PM, Violetta Savage wrote:

Hello East Don Trail CLC

I would like to take this opportunity to update you and seek comments on changes to the East Don Trail EA preferred trail design concept. Comments are requested by **Wednesday, September 21, 2016.**

As mentioned in my last update the previous East Don Trail preferred design concept presented to the CLC included two proposed rail line level crossings, and that the rail line owners, Metrolinx had expressed concerns with these crossings. The project team has been in consultation with Metrolinx and it is their policy direction to not permit any new level crossings of active rail corridors, therefore these level crossings could not be selected as the preferred crossing options

in the EA. The final preferred design concept has been amended to include two bridge crossings of the Metrolinx rail line in place of the level crossings. Location of the main trail and additional rail line crossings remains unchanged. Refer to attached document for the final preferred trail design concept.

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Additional details regarding the rail line bridge crossings and associated transition areas are attached for your review. Can you please review the attached information and provide any comments or feedback by **Wednesday, September 21, 2016**.

Next Steps

Following the two week review period, any necessary changes or additions will be made to the proposed rail bridge crossings and the Environmental Study Report (ESR) will be updated. The ESR will be filed with the Ministry of Environment and Climate Change for a 30 day public review this fall.

If you have any questions or comments please do not hesitate to contact me.

Kindest Regards

Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office
Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

☎ Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 📠 416.667.6277 | ✉ vsavage@trca.on.ca

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Thank you.”

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[Not spam](#)



Re: East Don Trail EA Update
[REDACTED] to: Violetta Savage
Please respond to [REDACTED]

07/18/2016 04:01 PM

Thank you for the update Violetta. I trust that it will work out.

[REDACTED] :)

On Monday, July 18, 2016 8:08 AM, Violetta Savage <VSavage@TRCA.on.ca> wrote:

Hello East Don Trail CLC,

I hope everyone is doing well. It has been a long time since we have engaged this group, the East Don Trail Environmental Assessment (EA) Community Liaison Committee, and I would like to take this opportunity to update you on the progress and current status of the EA.

Progress

Since that last update that was issued (Spring 2015) the project team has been working on the following:

- Edits to the Environmental Study Report (ESR) following review and comment by the CLC, Technical Advisory Committee and Key Stakeholders
- Conducting additional studies to support the preferred Alternative Trail Alignment and the next steps of the process (detailed design). Further information on the studies can be found in the update attached, and included:
 - Electromagnetic Field Study (of the Hydro Gatineau Corridor)
 - Heritage Assessment
- Discussions with Key Stakeholders regarding the preferred Alternative Trail Alignment

In addition, the Municipal Class Environmental Assessment (MCEA) process was amended in the fall of 2015, to clarify the EA process for trails not located in road right of ways. This does not change the process for the East Don Trail EA, which is being undertaken as a MCEA Schedule C, rather it confirms and supports the East Don Trail EA undertaking this process.

Current Status

The East Don Trail ESR has not been finalized and filed with the Ministry of Environmental and Climate Change yet due to ongoing discussions with Key Stakeholders concerning the recommended preferred Alternative Trail Alignment. As you may recall, as part of the preferred Alignment two proposed at-grade crossings were recommended to cross the rail line, one north of Eglinton Ave and one at the Hydro Gatineau Corridor (see map in attached update). The rail line owners, Metrolinx have expressed some concerns with these at-grade crossings and as a result the project team is currently exploring our options.

Next Steps

The project team will continue to discuss and explore options with Metrolinx to ensure the most appropriate rail line crossings are included in the ESR as the preferred Alignment. I will keep this group updated on the outcome of these discussions and the status of the East Don Trail EA.

If you have any questions please do not hesitate to contact me.

Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office

Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

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Thank you."

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[Forget previous vote](#)

Bike 25



The Charles Sauriol Cairn and plaque

[REDACTED]

to:

Natalie Seniuk

08/07/2014 03:59 PM

Hide Details

From:

[REDACTED]

To: Natalie Seniuk <NSeniuk@trca.on.ca>,

History: This message has been forwarded.

Natalie – I am once again re-reading Sauriol’s last book, “Green Footsteps”. The cover has his picture on the cairn with the plaque that honours him and the Forks of the Don . Page 170 has a picture of the dedication ceremony at the site where the plaque is located. In the final words of the book he mentions how the dedication and location are the most memorable things in his long life. He is especially fond of the East Don and is delighted that it will be a preserve. The whole project you are doing is honoring his vision. The cairn is not simply a rock and a plaque but a marker of the dedication ceremony at the Forks of the Don and its location is critical. I heard people say at the last meeting that it’s just a rock and can be moved. That comes from ignorance. I think we have the opportunity to do this properly – having the trail start at the cairn and cross the East Don there is an appropriate memorial and a place for information in context, not just a parking lot as it is now. The plan to end the trail on the other side of the East Don disconnects Sauriol from the reserve and takes the cairn out of its context. Moving it would be even worse. It might take some explaining, but advocating for a contextual entry point and proper memorial to the reserve’s namesake is of great importance. I keep going to places that Sauriol saved from development and I only find out later that these were his doing.

[REDACTED]

RE: CHANGE OF DATE AND LOCATION - East Don Trail CLC Meeting #6 📎

Natalie Seniuk to: [REDACTED]
Cc: Natalie Ognibene

06/05/2014 10:05 AM

Hi [REDACTED],

Thank you for agreeing to help with this. Your help will be invaluable, and I think that June 12 should be fine.

I hope you enjoy the rest of your trip and have a safe commute back to Ontario!

Natalie

Natalie Seniuk, MCIP | Project Manager, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
| www.trca.on.ca

[REDACTED] Natalie - I would be glad to do so. I will be back f... 06/05/2014 09:57:46 AM

From: [REDACTED]
To: Natalie Seniuk <Nсениuk@trca.on.ca>,
Date: 06/05/2014 09:57 AM
Subject: RE: CHANGE OF DATE AND LOCATION - East Don Trail CLC Meeting #6

Natalie – I would be glad to do so. I will be back from BC on June 12. Is that soon enough or do you want me to be available sooner?

[REDACTED]

il CLC Meeting #6

Hi [REDACTED],

Thank you for the feedback.

When you return, would you be willing to have a quick call with Natalie Ognibene, our intern, who is preparing the historical context information for the public event on June 24? She would like to speak with you about some of the more specific uses that have taken place in the Don Valley historically. We have had a lot of success in finding general information, but are having trouble pinpointing uses/activities geographically within the area.

Please let me know if you have time and would be amenable to a call with her.

Also, I will be circulating the information from CLC Meeting #6 next week. So please let me know if you have any additional feedback.

thanks,
Natalie

Natalie Seniuk, MCIP | Project Manager, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |
☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
| www.trca.on.ca

From: [REDACTED]
To: Natalie Seniuk <Nсениuk@trca.on.ca>,
Date: 05/21/2014 01:43 PM
Subject: RE: CHANGE OF DATE AND LOCATION - East Don Trail CLC Meeting #6

Hi Natalie – I've been doing my study of Charles Sauriol's writings and in Trails of the Don he mentions at the end how glad he is to learn that the East Don will be preserved. I would have proposed the following had I been able to attend the next meeting. Sauriol had a cottage along the East Don in our Area 3 on the east side, probably where the DVP is now. The place where the plaque is located lines up with where I think Sauriol had placed a cable bridge over the East Don. Since one of the routes for Area 3 involves a river crossing near there, I would urge considering making a memorial bridge and information site. The trail would go on what is now a parking area that ends at the approach to the railway overpass at Don Mills Road. The trail could start at the plaque and cross the river on a cable bridge (like the one in Serena Gundy Park) that would be a connection in spirit to Sauriol's bridge) and serve as a dramatic trail head.



From: Natalie Seniuk [<mailto:Nсениuk@trca.on.ca>]
Sent: Tuesday, May 20, 2014 2:13 PM
To: Natalie Seniuk
Subject: CHANGE OF DATE AND LOCATION - East Don Trail CLC Meeting #6

Hello everyone,

CLC Meeting #6 has been reschedule due to the provincial elections taking place on June 12. Based on the feedback received from the doodle request the best alternative date was June 10. Unfortunately, Flemingdon Health Centre is not available on the new date so we will be changing locations. **Please see details for new date and location below:**

CLC Meeting #6
Tuesday June 10, 2014
6:00 pm – 9:00 pm
Dennis R. Timbrell Resource Centre/Flemingdon Park Library
2nd Floor, Meeting Room #2
29 St. Dennis Drive, Toronto

A revised agenda is attached, and will be uploaded to the dropbox folder.

Also, the file containing CLC Resources and Links has been updated (Update #4) - thank you to Paula for providing information about "creative" ways that rail lines and trails can co-exist. As always, materials are available in the CLC Dropbox folder:: [REDACTED]

If you have any questions, comments or concerns please do not hesitate to get in touch.

Thanks,
Natalie



one more thing

[REDACTED]

to:

Natalie Seniuk

03/23/2014 01:18 PM

Hide Details

From:

[REDACTED]

To: Natalie Seniuk <NSeniuk@trca.on.ca>,

Natalie – There is also a nice little map linked from Bonnell’s blog. The map is by John Wilson of Bring back the Don.

<https://maps.google.ca/maps/ms?msa=0&msid=208731294088564732285.00049646118b72d62ba12&t=h&z=15&dg=feature>

It’s interesting to see how it relates to your group’s plans.

[REDACTED]



RE: East Don Trail - CLC Meeting #6 - Options for Dates

to:

Natalie Seniuk

03/23/2014 01:14 PM

Hide Details

From:

To: Natalie Seniuk <NSeniuk@trca.on.ca>,

Natalie – Thanks for the update. The historic thing could involve Jennifer Bonnell

(<http://walkingthedon.wordpress.com/>) who has a thesis on the topic

(<http://mcmaster.academia.edu/JenniferBonnell>) and has written a book:

[Reclaiming the Don: An Environmental History of Toronto's Don River Valley](#)more

by Jennifer Bonnell

“This book explores the history of Toronto’s Don River Valley and the relationship between the river, the valley, and the city from the establishment of the town of York in the 1790s to the construction of the Don Valley Parkway in the... [more](#)

This book explores the history of Toronto’s Don River Valley and the relationship between the river, the valley, and the city from the establishment of the town of York in the 1790s to the construction of the Don Valley Parkway in the early 1960s. From its position on the margins of the city, I argue, the Don performed vital functions for the urban economy as a provider of raw materials, a sink for wastes, and a place of refuge for people pushed to the edges of society. It also claimed an important place in the history of ideas about the city and its future. Over the course of the river’s relationship with the city, a series of improvement schemes harnessed the river and its valley as a transformative force in building a prosperous future metropolis. The relative success of these plans, and the effects they had upon valley ecologies, upon individual lives, and upon the life of the city, are explored in this book in order to better understand the history of relationships between urban residents and the natural environments upon which they depend.

Publisher: University of Toronto Press (forthcoming).”

My favorite book for information is “Trails of the Don” by Charles Sauriol. Page 152 has a nice description of walking down the east Don and through the sugar bush where the golf course is now. There are lots of other things throughout the book and some nice photos. It would be good to correlate the trail with his descriptions and interests since the area now bears his name. It would make the whole thing have a context.

From: Natalie Seniuk [<mailto:NSeniuk@trca.on.ca>]

Sent: Sunday, March 23, 2014 11:55 AM

To:

Subject: RE: East Don Trail - CLC Meeting #6 - Options for Dates

Good morning ,

Thank you for your email. Unfortunately, the latest we'll be able to have the CLC meeting is June 14 given the timelines. We'd like to meet with the CLC before the Public Information Centre #3 (PIC#3) which will be taking place during the last week in June. I hope that the date that is chosen will work for you. If not, we can always set-up a time to discuss the materials over the phone once you have returned.

Regarding the trail names. We have taken suggestions from the CLC meeting to heart and have worked on the naming of the trail alignments. The new names will be represented in all of the materials going forward.

1. Shared Use - the project team has discussed this and will be changing the name. We should have an update out to the CLC in the coming weeks regarding revisions.
2. Rail Trail East - the name of this alignment will also be changing in response to CLC feedback. I think you

will be pleased with the choice when you see it.

3. River Walk - this name will likely not be changing. We would like to keep the naming of this alignment consistent with what was previously presented. A change in the name of the alignment now may cause some confusion when brought back to the general public

One other item I am working on is the historic piece for the next public event. I have started to gather ideas from various sources. Please know, we are looking into this and will have something together. If you have any specific ideas feel free to share them with us.

I hope you have a wonderful weekend and if you have any additions comments or questions. Please let me know.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

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From: [REDACTED]
To: Natalie Seniuk <Nсениuk@trca.on.ca>,
Date: 03/18/2014 09:05 AM
Subject: RE: East Don Trail - CLC Meeting #6 - Options for Dates

Natalie - I will be at a Conference in Vancouver in early June so the later in June the better. I don't care whether it's two meetings or one. For some reason I was thinking about the trail names in Area 2. I think "River Walk" implies that it's not for cyclists. River View is more general while "Maple Bush" would historically correct. The route called "Shared Use" is not clear – it's direct, so "Beeline" or "Shortline" could work. I had already suggested that the east of the tracks route along the side of the hill can be "Hillside".

■

From: [REDACTED]
Reply To: [REDACTED]
To: ['Natalie Seniuk'](#)
Subject: RE: report
Date: 11/11/2013 01:13 PM

Natalie – Thanks. I bought my own copy of Sauriol's Trails of the Don and will note the areas relevant to the project (which I hope will be called the Charles Sauriol Pathway).

From: Natalie Seniuk [mailto:NSeniuk@trca.on.ca]
Sent: Monday, November 11, 2013 9:47 AM
To: [REDACTED]
Subject: Re: report

Good morning [REDACTED],

Thank you for reviewing the Report. I will make a note of your comments. We will look into the additional information provided by Sauriol. If you have any questions you would like answered at the CLC meeting regarding the report, please send them along.

I've attached the two figures that I think you are referring to. Please let me know. If these are not the correct figures, could you provide me with the page numbers and I will send updated figures for you.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

| 647.537.4185 | 416.667.6277 | nсениuk@trca.on.ca | www.trca.on.ca

From: [REDACTED]
To: NSeniuk@trca.on.ca
Date: 11/06/2013 11:16 AM
Subject: report

Natalie – I received the report. It is an excellent job. There is one figure late in the report that is entirely black and no information is on it. It is a bit hard to read the diagrams in general but what I can understand makes it interesting. One thing I note is that parts of Ward 25 (Jaye Councillor), are listed as being in Ward 26. It would be good to include her and her ward in the list. Also, there a number of historically significant details in the Sauriol book, Trails of the Don, that would clarify some of the issue raised about prior uses. In particular, as I have noted,

the golf course in on land that was a maple forest and a sugar bush, which would have had more stable stream banks.



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From: [Natalie Seniuk](#)
To: [REDACTED]
Subject: RE: East Don Trail - CLC - Update & Action Items
Date: 10/31/2013 11:09 AM

Good morning [REDACTED]

Thank you for the information. I have not personally read this book however, we have tracked down a copy in our office so I will give it a read in the coming weeks as we have received some feedback from people with different opinions about Charles Sauriol's intentions for the valley.

I have the following address for you, can I send the Report there?

[REDACTED]

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

(647.537.4185 | 647.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

▼ [REDACTED] " ---10/29/2013 04:20:58 PM---Natalie - Thanks for the notes. I wonder if you've ever read Charles Sauriol's last book, Trails on

From: [REDACTED]
To: "Natalie Seniuk" <NSeniuk@trca.on.ca>,
Date: 10/29/2013 04:20 PM
Subject: RE: East Don Trail - CLC - Update & Action Items

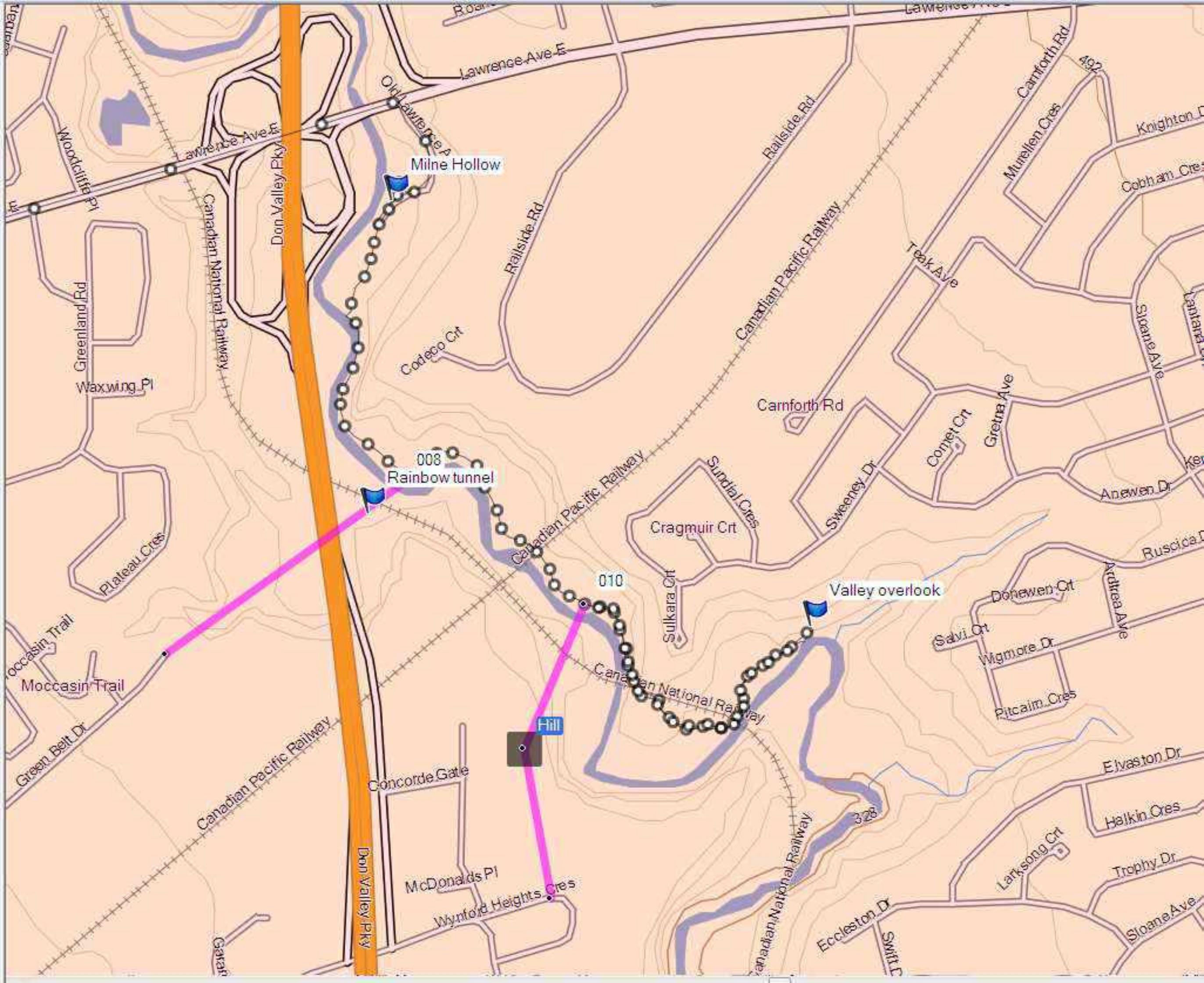
Natalie – Thanks for the notes. I wonder if you've ever read Charles Sauriol's last book, Trails on the Don? It's available from the library and I read it recently. Sauriol envisions a future trail in the East Don ravine and has lots of descriptions of what had been there before. He felt it continued to have some very lovely places, as we have seen. He also mentions that the site of the golf course was a maple sugar bush. It is a terrific read for those who want to restore the valley. Of course, he fought the building of the DVP and was upset by the eastern extension of Eglinton Avenue. He did great things for the preservation of nature in Ontario and locally. I would hope that the trail will bear his name.

[REDACTED]

From: [REDACTED]
To: [Natalie Seniuk](#)
Subject: East Don GPS Map
Date: 05/16/2013 10:31 PM
Attachments: [East Don Map.jpg](#)
[East Don.gdb](#)

Natalie - The GPS track shows the walk to "Valley Overlook". It branches from the paved path where the trail to Wynford crosses the river. It requires one crossing of the CNR at grade. I will attach the map and also GPS routing if you can use it.

[REDACTED]



Milne Hollow

008
Rainbow tunnel

010

Hill

Valley overlook

328

From: [REDACTED]
Reply To: [REDACTED]
To: [Natalie Seniuk](mailto:Natalie.Seniuk@trca.on.ca)
Subject: RE: East Don Trail - CLC - Meeting #2, Site Walk & Sharing of Contact Info
Date: 05/16/2013 01:53 PM

Thanks – I read some more of Sauriol every night and have visions of how it used to be....

From: Natalie Seniuk [mailto:NSeniuk@trca.on.ca]
Sent: Thursday, May 16, 2013 1:29 PM
To: [REDACTED]
Subject: RE: East Don Trail - CLC - Meeting #2, Site Walk & Sharing of Contact Info

Hi [REDACTED],

Thank you for your insight. Violetta and I are planning on doing a mock walk through tomorrow to confirm the locations that we will be able to access and see. We will take your input into consideration when we plan the route.

I will also make a note of your comments and concerns related to cycling, off-leash dogs and pedestrians. These will go on record as official feedback to the process.

Please watch for an email from me tomorrow regarding the confirmed sitewalk & meetings dates as well as locations.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4|

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From: [REDACTED]
To: ""Natalie Seniuk"" <NSeniuk@trca.on.ca>,
Date: 05/08/2013 01:49 PM
Subject: RE: East Don Trail - CLC - Meeting #2, Site Walk & Sharing of Contact Info

Natalie – I have been doing some research on my own at the site. I started from the south end of the trail from Milne Hollow and used my gps to guide me on the pathways that go south toward Eglinton. There was one crossing of the rail line required but there are excellent sight lines. It led to what I found to be an incredibly beautiful area where there is a sharp bend in the river. I had explored that area and the Wigmore Ravine over the years. The area further south goes under the Eglinton Avenue bridge (the site of a farm orchard mentioned in Charles Sauriol's "Remembering the Don") but it is less attractive. South from Eglinton the valley is also not as

attractive with considerable intrusions and erosion. I would really like others to see the area that is so nice. It can be reached in an interesting way from the parking lot at the base of Moccasin Trail Park or alternatively from the parking lot at Milne Hollow. Both can be accessed from nearby TTC stops. My current plans for May 29 and June 4 are open and I would be glad to participate. The Sauriol book has lots of information on the history of the area we are dealing with.

One other point – at the meeting there was some discussion about walking/cycling in this project. The plan that this comes from is for the Bikeway system. It is important in that proposal that there be safe off-road routes for bicycles as transportation. Recreational uses are obviously going to take a hold as well, but the idea that cyclist-commuters are the target of the project should not be forgotten. We have considerable problems with off-leash dogs and 3-abreast pedestrians that challenge cyclists and we need to consider both sides.



RE: REMINDER: East Don Trail - Environmental Study Report Ready for CLC Review 

Natalie Seniuk to: [REDACTED]
Cc: Violetta Tkaczuk

01/29/2015 11:45 AM

Good morning [REDACTED],

Thank you again for reviewing the ESR. The project team set out to put together a comprehensive report that would provide readers with an understanding of what the study area is all about. It has been learned a lot over the last couple of years we have been working on it!

We have reviewed all of the feedback received for the ESR and would like to update you on some of the comments that you provided us with. The project team believes that the ESR has addressed your comments as they relate to the scope of the EA as this needs to be the focus of the report:

Regarding a section on Future Directions – this is addressed in the as next steps for the East Don Trail project and is outlined in Sections 8.10 Construction Phasing, Section 11 Commitments to future works, and Section 12 Recommendations for future works.

Regarding a section on Remaining Problems- in terms of obstacles to the implementation of the Trail, these are outlined throughout section 8.0 Description of Preferred Alternative, for example rail line crossings, drainage and existing infrastructure. They are also addressed in a bit more detail under Environmental Impacts and Mitigation

Unfortunately as the scope of the EA focuses only on the implementation of a spine trail within the East Don Trail Corridor, the ESR will only outline future direction and obstacles from that perspective. Out of scope items have been captured through public comments and in Section 12 Recommendations for future works.

I hope that we have been able to address your comments sufficiently. Violetta has also been copied on this email as she will transition into being the point of contact during the detailed design phase of this project.

If you have any additional comments/questions please do not hesitate to get in touch with either of us.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
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[REDACTED] Natalie - Thanks for the reminder. I found the wh... 01/07/2015 04:38:05 PM

From: [REDACTED]
To: Natalie Seniuk <Nсениuk@trca.on.ca>,
Date: 01/07/2015 04:38 PM
Subject: RE: REMINDER: East Don Trail - Environmental Study Report Ready for CLC Review

Natalie – Thanks for the reminder. I found the whole thing overwhelming and superbly detailed. There

are some grammar glitches but that's not my job. I would perhaps add a section on future directions and any remaining problems. Happy New Year. The Councilor for my ward is now chair of Public Works, so I can pester her to get this approved.



From: Natalie Seniuk [mailto:NSeniuk@trca.on.ca]
Sent: Wednesday, January 07, 2015 11:57 AM
To: Natalie Seniuk
Subject: REMINDER: East Don Trail - Environmental Study Report Ready for CLC Review

Hello everyone,

I hope everyone had wonderful holiday season and a happy New Year!

Comments regarding the ESR were due back to the project team on Monday. However if you have not had a chance to provide your feedback and would still like to, the project team has agreed to **extend the deadline until the end of day Friday, January 9.**

As always, please feel free to get in touch with any questions.

Kind regards,

Natalie
(on behalf of the project team)

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |
☎ 416.661.6600 ext. 5655 | 📍 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
| www.trca.on.ca

From: Natalie Seniuk/TRCA
To: Natalie Seniuk/TRCA@MTRCA,
Date: 12/09/2014 03:46 PM
Subject: East Don Trail - Environmental Study Report Ready for CLC Review

Hello everyone,

As mentioned in my email from last week, the project team would like to provide the CLC an opportunity to review the Final Draft of the Environmental Study Report and provide high level feedback. A copy of the document can be downloaded from the CLC Dropbox folder or by using the following link:



In addition to the main Report, the following Appendices have been uploaded to assist with your review:

- B1: Existing Geomorphic and Geotechnical Conditions
- C1: Stage 1 Archaeological Assessment and C2: Stage 2 Archaeological Assessment – Clearance
- D: Detailed Evaluation of “Alternatives To”

- E: Alternative Trail Alignments (Phase 2) Evaluation Criteria, Indicators, and Measures for Assigning Scores
- F2: Assessment of Potential Impact on Trees: Detailed Tree Inventory and Impact Evaluation Approach
- G: Alternative Design Concepts (Phase 3) Evaluation Criteria, Indicators, and Measures for Assigning Scores; Phase 3 Evaluation Criteria Considered and Removed

Please provide all comments back to me by Monday January 5. This will allow time for the project team to review and respond to comments, and make necessary changes to the Report before finalizing and filing in the New Year.

If you have any questions or comments while reviewing the Report, please do not hesitate to get in touch. TRCA's office will be closed from December 24 to January 5 but our team will be checking email sporadically throughout the holidays.

Happy Reading and Happy Holidays!

Natalie
(on behalf of the project team)

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |
☎ 416.661.6600 ext. 5655 | 📍 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
| www.trca.on.ca

From: Natalie Seniuk/TRCA
To:
Date: 12/02/2014 02:21 PM
Subject: East Don Trail - Notice of Upcoming Review of Environmental Study Report

Hi everyone,

I hope you have all had a good fall.

The project team is currently finalizing the Final Draft of the full Environmental Study Report (ESR), which includes the revised Baseline Environmental Inventory. We will be providing a digital copy of the ESR to the CLC for review and comment sometime next week via Dropbox. The review period will extend through the Christmas holidays and the project team will be accepting comments until early January. Exact dates will be provided with the circulation email.

Please let me know if you have any questions or comments.

Kind regards,
Natalie
(on behalf of the project team)

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |
☎ 416.661.6600 ext. 5655 | 📍 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
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RE: East Don Trail EA Update - Preferred Design Concept

to: Violetta Savage

09/21/2016 12:49 PM

Violetta – Thanks for the response. The bridges and tunnels could be assets or hindrances. In any case, they will raise the costs. I can only hope that the trail gets built as soon as possible.

From: Violetta Savage [mailto:VSavage@TRCA.on.ca]

Sent: September 21, 2016 11:56 AM

To: [REDACTED]

Subject: RE: East Don Trail EA Update - Preferred Design Concept

Hello [REDACTED],

Sorry for the delay in responded, I've been in and out of the office the past couple of weeks.

Yes the East Don ravine does contain many points of interest, as part of the detailed design phase the project team will be developing a signage plan that will include wayfinding, warning and informational signage. Ensuring that the signs are developed considering what is present in the existing East Don Trail and the Lower Don, Taylor Massey and West Don Trails.

I have not been in the Pottery Road and Bayview area lately, but I will have to plan a visit soon, thanks for the information.

In regards to the trail route you suggest in Area 1, staying east of the East Don River (and east of the rail line following the underpass correct?), this route was explored early on during the East Don Trail study, however was not included in the EA as it does contain some steep sections and brings users out of the valley lands closer to the residence. I spoke to the project team again about this route and though the East Don Trail preferred trail alignment does include a number of bridges and rail line crossings, the route east of the river would require a large amount of infrastructure work as well to navigate some of the changes in topography. For example to provide adequate room and ensure safety of the trail, cutting in and hardening of slopes, which are stable and established, to create retaining walls may be necessary. Or in some areas switchbacks or a sloped trail may be required to transverse steeper areas, creating a larger trail footprint. In addition, the longer length of the trail would require a larger amount of tree removals.

As you are aware, one of the goals of the East Don Trail project is to formalize a single multi-use trail that is accessible by a variety of individuals to enjoy nature in the valley system. The preferred alignment selected in Area 1 follows the route of some of the many informal trails in the area; the route also allows users to be closer to the East Don river in a safe manner while leading users away from more environmentally sensitive areas. If a trail were formalized further away from the river and further out of the valley system, many of these informal trails would continue to persist continuing to led users to potentially unsafe situations (erosion and active rail line).

I can appreciate your concern with accessibility regarding rail line bridges. As you know the detailed design will aim to follow the Accessibility for Ontarians with Disabilities Act and the City of Toronto Accessibility Design Guidelines, aiming to keep approach grades at a minimum of 5%, where possible. During the detailed design the project team will also be looking to minimize steep inclines and sharp turns, provide resting areas where necessary, and provide an anti-slip material for the surface of the bridges.

We appreciate your comments and will consider accessibility of the rail line bridges during detailed design. In addition, during the detailed design phase please be aware that consultation will continue with the CLC.

Please do not hesitate to contact me if you have any further questions or comments.

Kindest Regards;

Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office

Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

☎Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 📠416.667.6277 | ✉ vsavage@trca.on.ca |

www.trca.on.ca

From: [REDACTED]
To: Violetta Savage <VSavage@TRCA.on.ca>,
Date: 09/13/2016 09:47 AM
Subject: RE: East Don Trail EA Update - Preferred Design Concept

Violetta – Thanks for thinking of me. I did see it. I hope many others do too. There are many points of interest in the East Don ravine that are mentioned and it would be nice if they could be designated. It would be wonderful to have historic tours in the valleys – with a contrast between the DVP and the historic areas. The Milne House could be a small museum.

Did you notice that there is a new trail bridge south of Pottery Road near Bayview whose approach crosses the same rail line – on a level crossing.

I went back to the Anewen Greenbelt Saturday and looked at the terrain and existing paths. A somewhat longer route that stays on the east side of the river is easily doable from the current trail at least to Eglinton – with one rail crossing and making use of space under a bridge. The thought of building tunnels and accessible bridges in that valley seems to be a challenge. The bad example is the bridge over the CP tracks between Moore Park and Rosedale. It is high and steep and ugly.

[REDACTED]

From: Violetta Savage [<mailto:VSavage@TRCA.on.ca>]
Sent: September 13, 2016 9:24 AM
To: [REDACTED]
Subject: RE: East Don Trail EA Update - Preferred Design Concept

Hello [REDACTED],

I forgot to mention in my email below that there was a recent Star article done regarding

the Don Valley and Charles Sauriol, if you have not seen it yet I thought you might be interested in it. I have attached the link below:

<https://www.thestar.com/news/insight/2016/09/04/when-the-don-valley-was-cottage-country.htm>
1

Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office

Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

☎ Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 📠 416.667.6277 | ✉ vsavage@trca.on.ca |

www.trca.on.ca

From: Violetta Savage/TRCA
To: [REDACTED]
Date: 09/13/2016 09:12 AM
Subject: RE: East Don Trail EA Update - Preferred Design Concept

Hello [REDACTED],

Thank you for taking the time to review the revisions to the East Don Trail preferred design concept and for your comments.

I will be discussing your comments and concerns with the project team will respond later this week.

Thank you;

Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office

Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

☎ Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 📠 416.667.6277 | ✉ vsavage@trca.on.ca |

www.trca.on.ca

From: [REDACTED]
To: Violetta Savage <VSavage@TRCA.on.ca>,
Date: 09/07/2016 03:09 PM
Subject: RE: East Don Trail EA Update - Preferred Design Concept

Violetta - I looked at the revised proposal. Crossing the railroad on bridges would change everything since they require high clearance for double deck trains and eventual electrical overhead lines – approaches are large a problem as well as the effects of the bridge itself and the location along the railway. Crossing the CN line on the existing Don Trail at Don Mills Road is the worst part of the trail – too steep, narrow, and slippery. In light of the large number of crossings, I would urge the design team to reconsider the route once again, with eliminating rail crossings as much as possible being a new and central objective. In my personal scouting, I am able to get far down the route with only one crossing of the tracks at a place that could be a tunnel. Instead of all the rail crossings there could be hillside viaducts as needed, for example. The bridges would mean considerable destruction of the valley habitat, maintenance problems, additional level changes, and too much focus on the railway. With the false assumption that level crossings would be possible, we went ahead with the present design. I think it would be good to reconsider that decision.



From: Violetta Savage [<mailto:VSavage@TRCA.on.ca>]

Sent: September 7, 2016 2:46 PM

To: Violetta Savage <VSavage@TRCA.on.ca>

Cc: jhyland@toronto.ca; wstrick@toronto.ca; Ruthanne Henry <rhenry@toronto.ca>; laver@toronto.ca; jgulati@toronto.ca

Subject: East Don Trail EA Update - Preferred Design Concept

Hello East Don Trail CLC

I would like to take this opportunity to update you and seek comments on changes to the East Don Trail EA preferred trail design concept. Comments are requested by **Wednesday, September 21, 2016**.

As mentioned in my last update the previous East Don Trail preferred design concept presented to the CLC included two proposed rail line level crossings, and that the rail line owners, Metrolinx had expressed concerns with these crossings. The project team has been in consultation with Metrolinx and it is their policy direction to not permit any new level crossings of active rail corridors, therefore these level crossings could not be selected as the preferred crossing options in the EA. The final preferred design concept has been amended to include two bridge crossings of the Metrolinx rail line in place of the level crossings. Location of the main trail and additional rail line crossings remains unchanged. Refer to attached document for the final preferred trail design concept.

The locations of the proposed bridge crossings (previously identified as level crossings) are as follows:

- South Rail Line Bridge (“Metrolinx Crossing 2”) – south of Flemingdon Golf Course, within the Hydro Gatineau Corridor
- North Rail Line Bridge (“Metrolinx Crossing 3”) – just north of Eglinton Avenue

Additional details regarding the rail line bridge crossings and associated transition areas are attached for your review. Can you please review the attached information and provide any comments or feedback by **Wednesday, September 21, 2016**.

Next Steps

Following the two week review period, any necessary changes or additions will be made to the proposed

rail bridge crossings and the Environmental Study Report (ESR) will be updated. The ESR will be filed with the Ministry of Environment and Climate Change for a 30 day public review this fall.

If you have any questions or comments please do not hesitate to contact me.

Kindest Regards

Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office

Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

☎Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 📠416.667.6277 | ✉ vsavage@trca.on.ca |

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Thank you."

Cycle Toronto

Re: St. Dennis Drive - Conversion of Traffic Lanes to On-Street Parking and Bicycle Lanes

Natalie Seniuk to: [REDACTED]

05/14/2014 12:58 PM

Hi [REDACTED],

Regarding access points and recommendations for PWIC. While the making connections to other trails and facilities is a priority for the EDT, access points will not be defined as part of the EA process. Only general access points will be recommended for the City to look into further as part of the recommendations that come out of the EA process.

I hope this helps,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
| www.trca.on.ca

Natalie Seniuk [REDACTED], Thank you for the email. Since this is o... 05/09/2014 03:23:27 PM

From: Natalie Seniuk/TRCA
To: [REDACTED]
Date: 05/09/2014 03:23 PM
Subject: Re: St. Dennis Drive - Conversion of Traffic Lanes to On-Street Parking and Bicycle Lanes

Hi [REDACTED],

Thank you for the email. Since this is out of scope for the East Don Trail Project I have forwarded your request to Jennifer Hyland at the City and have asked that she respond to you directly.

Thanks,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
| www.trca.on.ca

[REDACTED] Hello Again Natalie, I'm seeking your advice for... 05/07/2014 04:57:24 PM

From: [REDACTED]
To: Natalie Seniuk <NSeniuk@trca.on.ca>
Cc: [REDACTED]
Date: 05/07/2014 04:57 PM
Subject: St. Dennis Drive - Conversion of Traffic Lanes to On-Street Parking and Bicycle Lanes

Hello Again Natalie,

I'm seeking your advice for what will be coming to the Public Works and Infrastructure Committee on Wednesday, May 14th.

I strongly believe that it would be most fitting for the implementation of bike lanes in the heart of Flemingdon Park and the above committee will be discussing the recommendation from the General Manager of Transportation Services for City Council to approve. Especially with the East Don Trail Environmental Assessment soon to be concluding a report I was hoping some preliminary finding may help encourage the above committee to conclude the same and send a strong endorsement for bike lanes on St. Dennis Drive.

Here is the link to the agenda:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PW31.4>

What say you Natalie? I've c.c'd [REDACTED], also of Cycle Toronto, for his assessment.

Thank you for your consideration.

[REDACTED]
Cycle 26/Cycle Toronto

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From: [REDACTED]
To: Natalie Seniuk <NSeniuk@trca.on.ca>,
Cc: Violetta Tkaczuk <VTkaczuk@trca.on.ca>
Date: 11/21/2013 05:13 PM
Subject: Re: Comments on Baseline Environmental Inventory
Sent by: [REDACTED]

Thanks Natalie!

Please pass along my thanks to the entire team for the great work they are doing on this project. It's looking great so far!

On Thu, Nov 21, 2013 at 10:27 AM, Natalie Seniuk <NSeniuk@trca.on.ca> wrote:

Hi [REDACTED],

Thank you for reviewing the BEI and providing your comments and feedback. We will discuss a number of these at CLC Meeting #5 as the entire group will benefit from hearing about a number of the items you've presented below.

Regarding the regional flood map, I will upload a map to the Dropbox

folder by end of day tomorrow for the group.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office
|
Toronto and Region Conservation Authority | 5 Shoreham Drive,
Downsview, ON, M3N 1S4 |

([647.537.4185](tel:647.537.4185) | 6 [416.667.6277](tel:416.667.6277) | ✉ nсениuk@trca.on.ca | www.trca.on.ca

From: [REDACTED]
To: Natalie Seniuk <NSeniuk@trca.on.ca>, Violetta Tkaczuk <VTkaczuk@trca.on.ca>,
Date: 11/17/2013 11:20 AM
Subject: Comments on Baseline Environmental Inventory
Sent by: [REDACTED].

Hi Natalie and Violetta,

I've worked through most of the BEI documents. Here are my comments and questions.

P. 51: The map of 2, 5 and Regional flooding events did not show up (it is all black). Could you share a higher-resolution map of floodplains with the CLC? This is something we have discussed extensively but we have not yet seen the actual floodplain extents.

P. 95: How are the breeding birds estimated? I ask because there are no sightings of Wood Thrushes or Eastern Meadowlarks in the study area over the past 5 years in

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Thank you."*

From: [REDACTED]
Sent By: [REDACTED]
To: [Natalie Senruk](#)
Subject: Re: East Don Trail - CLC - Meeting #2, Site Walk & Sharing of Contact Info
Date: 05/09/2013 11:06 PM

Hi Natalie,

I am not available at all on Wednesday May 29th.

I can attend the CLC meeting on the 4th. Note that the Eglinton Connects team working on the EA for the Eglinton-Crosstown LRT is holding a public meeting on the same date. They typically hold 3 identical meetings at different locations.

You may share my Cycle Toronto email address with the group

[REDACTED]

I have reviewed the Opportunity Statement and Project Objectives and they look great. I have two suggestions:

- Add a point under Transportation for multi-modal transportation - including access to transit (including the planned Eglinton-Crosstown LRT)
- Add a point (probably under Connections) for Accessibility - accomodating a variety of trail users of different abilities.

Regards,

[REDACTED]

Cycle Toronto
cycleto.ca



Re: East Don Trail - Update and Shoreline Cleanup? 📎

Violetta Tkaczuk to: [REDACTED]
Cc: [REDACTED] Arlen Leeming

08/20/2015 02:57 PM

Hello [REDACTED]

I just want to let you know that I have forwarded your email onto our Don & Highland Watershed Project Manager, Arlen Leeming (cc'd on this email). Arlen works for our Watershed Strategies department and is a great contact for events happening in the Don Watershed.

Kind regards;

Violetta Tkaczuk | Project Manager I, Project Management Office
Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

📞 Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 📠 416.667.6277 | ✉️ vtkaczuk@trca.on.ca | www.trca.on.ca

Violetta Tkaczuk

Hello [REDACTED] It's nice to hear from you and thank y...

08/12/2015 09:33:54 AM

From: Violetta Tkaczuk/TRCA
To: [REDACTED]
Cc: [REDACTED], Natalie Seniuk <NSeniuk@trca.on.ca>
Date: 08/12/2015 09:33 AM
Subject: Re: East Don Trail - Update and Shoreline Cleanup?

Hello [REDACTED]

It's nice to hear from you and thank you for your comments on our consultation process. We are glad that you feel the final product does reflect the valuable input from the stakeholders.

In terms of maintaining community participation, we completely agree that we do want to continue this into the detailed design process. As part of the detailed design work plan we will be meeting with the Community Liaison Committee, the Parks Forestry and Recreation Community Disability Steering Committee, and will be hosting a public meeting. These items have not been scheduled yet but will likely occur next year. Your suggestions below for a East Don shoreline cleanup is an interesting one, and we both know some areas could use a bit of extra TLC. Unfortunately this is not something this project can spear head but I will talk to other TRCA departments that do organize these types of events. If such an event were to happen, the East Don project could be present and we could definitely advertise it to our CLC group. I will start the internal discussions and update you on any progress.

As for funding, yes the City of Toronto does have money allocated for this project. The next stage in the project is the detailed design phase, followed by implementation. It is still the goal of the project team to begin construction in 2016 (likely late 2016), pending approval of the Environmental Assessment.

I hope you are doing well, let me know if you have any other questions.

Kind regards;

Violetta Tkaczuk | Project Manager I, Project Management Office
Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6
☎ Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 📠 416.667.6277 | ✉ vt kaczuk@trca.on.ca | www.trca.on.ca

Hi Violetta and Natalie, I wanted to thank you bot...

08/08/2015 02:31:19 PM

From: [REDACTED]
To: Natalie Seniuk <NSeniuk@trca.on.ca>, Violetta Tkaczuk <VTkaczuk@trca.on.ca>,
Date: 08/08/2015 02:31 PM
Subject: East Don Trail - Update and Shoreline Cleanup?
Sent by: [REDACTED]

Hi Violetta and Natalie,

I wanted to thank you both for your great work on the East Don Trail project over the last few years. It has been a model example of community stakeholder consultation and I feel the final product reflects the care and thought you put into it.

I have a suggestion and a question.

First, as you know, maintaining community support in the long lay-off between project approval and implementation is important to ensure there is no blowback when the construction begins. This kind of sudden community opposition has happened on a number of trail projects, most spectacularly with the Chorley Park trail connection.

As a way to maintain community support, what do you think about doing a Great Canadian Shoreline Cleanup on the East Don? It is easy to set up - you can create a new event on their website, then we can ask councillors to advertise it on their newsletters. This is also a great opportunity to update people on the project status too and let them know it is still a thing.

Second, are there any updates on the funding situation for the project? Does it look like even part of the trail can be built within the next few years?

[REDACTED]

On Wednesday, April 22, 2015, Natalie Seniuk <NSeniuk@trca.on.ca> wrote:

Hello Everyone,

I would like to take this opportunity to provide you all with a brief update on the progress of the East Don Trail Environmental Assessment (EA).

Filing of EA

As you may recall the project team distributed the draft Environmental Study Report (ESR) to the CLC (among other Key Stakeholders) for review on December 9, 2014. Since then the project team has been working on:

- □□□□ revising the ESR based on comments received and undertaking final edits
- □□□□ finalizing the appendix and specifically compiling the public consultation record for the EA process
- □□□□ consulting with the Ministry of Environment and Climate Change (MOECC)

concerning the proposed amendments to the EA process.

Amendments to the Municipal Class EA process are currently being reviewed by the Ministry of Environment and Climate Change (MOECC). It is the project team's understanding that amendments will be approved in late Spring to early Summer of this year. At that time the East Don Trail ESR will be filed with MOECC and be made available to the public for a 30 calendar day review. A Notice of Completion and link to the document will be sent to the CLC at that time.

Following the 30 day review, and subject to the appropriate resolution of any objections received from the public and/or Review Agencies, the requirements of the EA will be deemed satisfied and the project team will begin detailed design of the trail.

Contact Going Forward

As we will be transitioning into the next phases of the process in the coming months, Violetta will become your main point of contact for the East Don Trail Project. She can be reached at:

vtkaczuk@trca.on.ca

647.537.4158

If you have any questions about the information provided, please do not hesitate to get in touch. I hope that everyone had a wonderful winter.

Kind regards,
Natalie

Natalie Seniuk, PMP | Project Manager I, Project Management Office|647.537.4185|

nсениuk@trca.on.ca

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

www.trca.on.ca

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Thank you."

Don Mills Residents Inc.



RE: REMINDER: East Don Trail - CLC Meeting #7 - Wednesday September 10 at Dennis R. Timbrell Resource Centre

to:

Natalie Seniuk

09/08/2014 10:10 PM

Hide Details

From:

To: Natalie Seniuk <nсениuk@trca.on.ca>,

Thanks Natalie,

As indicated in your survey I will be unable to make it tomorrow evening as I already had two meetings booked. Please accept my apologies and I look forward to the decisions and moving forward.

To: NSeniuk@trca.on.ca

Subject: REMINDER: East Don Trail - CLC Meeting #7 - Wednesday September 10 at Dennis R. Timbrell Resource Centre

From: NSeniuk@trca.on.ca

Date: Mon, 8 Sep 2014 18:17:37 -0400

Hello everyone,

This is a friendly reminder that CLC Meeting #7 will be taking place this Wednesday, September 10 from 6:30 pm - 8:30 pm in the 2nd Floor Meeting Room at the Dennis R. Timbrell Resource Centre/Flemingdon Park Library (29 St. Dennis Drive, Toronto).

Please find the agenda for this meeting attached.

Hope to see many of you there.

Kind regards,

Natalie

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

Don Watershed Regeneration Council

From: [Natalie Seniuk](#)
To: [REDACTED]
Subject: Re: Trail Grades and AODA
Date: 10/22/2013 08:37 AM

Good morning [REDACTED],

I wanted to follow-up on the AODA standards. Please see our project statement regarding AODA below. This will be added to the Frequently Asked Questions for the project.

The East Don Trail will comply with the requirements set out by the Accessibility for Ontarians with Disabilities Act (AODA). However, AODA allows for exceptions to be made where meeting requirements is not possible due to:

- existing site constraints (for example, existing hydro, rail and gas infrastructure); and
- negative effects on water, fish, wildlife, plants, invertebrates, species at risk, ecological integrity, or natural/cultural heritage values

The City of Toronto's Parks Forestry & Recreation Advocate for People with Disabilities, has been invited to sit on the Technical Advisory Committee (TAC) for the East Don Trail Class EA Study. As a member of the TAC, this individual will provide input into the design process for the proposed multi-use trail to ensure that accessibility standards are met wherever possible.

For more information on AODA and related legislation, please visit:
http://www.mcass.gov.on.ca/en/mcass/programs/accessibility/info_sheets/public_spaces/trails_beach.aspx

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

▼ [Natalie Seniuk---09/29/2013 08:41:35 AM---Good morning \[REDACTED\]. I wanted to let you know that our project team is aware of the AODA standards and](#)

From: Natalie Seniuk/TRCA
To: [REDACTED]
Date: 09/29/2013 08:41 AM
Subject: Re: Trail Grades and AODA

Good morning [REDACTED],

I wanted to let you know that our project team is aware of the AODA standards and are seeking direction on how these will apply to the East Don Trail project. It is our intention to apply these standards where possible now but how specifically that will be implemented is still to be determined. We have received a number of questions that relate to this now that the public event has closed so we will be addressing this concern, likely in an update of the Frequently Asked Questions for the project.

thanks again for the information and I will let you know how we are planning to address AODA soon.

Hope you enjoyed the nice weather this weekend.

[REDACTED]

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

(647.537.4185 | 647.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

▼ [REDACTED] ---08/16/2013 10:36:17 AM---Natalie: In follow up to our meeting last week, it occurred to me that the the construction of the E

From: [REDACTED]
To: Natalie Seniuk <Nсениuk@trca.on.ca>,
Date: 08/16/2013 10:36 AM
Subject: Trail Grades and AODA

Natalie:

In follow up to our meeting last week, it occurred to me that the the construction of the East Don Trail may be subject to the new Built Environment Standards under the Accessibility for Ontarians with Disabilities Act. These standards, which apply to newly built or redeveloped recreational trails include maximum grades from an accessibility point of view. I am not sure if this has been considered, but given the challenges related to steep grades on some of the trail alignments, it should be looked into.

The standards can be found at

http://www.mcsc.gov.on.ca/en/mcsc/programs/accessibility/built_environment/index.aspx

Sent from my iPad

[REDACTED]

Friends of the Don East

From: [Natalie Seniuk](#)
To: [REDACTED]
Cc: [Violetta Tkaczuk](#)
Subject: Re: East Don Trail - CLC Meeting #7 - Wednesday September 10 at Dennis R. Timbrell Resoure Centre
Date: 09/08/2014 03:35 PM
Attachments: [1.JPG](#)
[2.JPG](#)

Hi [REDACTED],

Thank you for the email. I have copied Violetta on this email so she is aware of the information you're providing and your request. I'm not sure that we will be able to include the images in the presentation tomorrow but, I will leave it to Vi to decide. Likely, this is something that can be discussed at tomorrow's meeting though, with references to the images you provided.

See you tomorrow.

Thanks,
Natalie

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | (647.537.4185 | 6416.667.6277 | ✉
nсениuk@trca.on.ca | www.trca.on.ca

▼ [REDACTED] ---09/08/2014 03:01:40 PM---[Hello Natalie, At our last meeting we discussed possible trail routes around a marsh south](#)

From: [REDACTED]
To: Natalie Seniuk <NSeniuk@trca.on.ca>,
Date: 09/08/2014 03:01 PM
Subject: Re: East Don Trail - CLC Meeting #7 - Wednesday September 10 at Dennis R. Timbrell Resoure Centre

Hello Natalie,

At our last meeting we discussed possible trail routes around a marsh south of Eglinton. It is mostly a cattail fen which is of limited ecological value. It could be restored to something of much higher ecological and aesthetic value as was done at a similar wetland site that was restored a few years ago. I have attached two photos of the site. They are from a new wetland in Taylor Creek Park near Victoria Park Avenue. Prior to restoration, it was similar to the East Don site, ie. a cattail choked marsh. 1.jpg is from the winter before restoration

and 2.jpg is the spring after the initial excavation was complete. The two spruce trees in the centre of each photo show roughly the same ground.

I thought that they could be used in the presentation on Wednesday and presented as a possible concept for the East Don site. In the second photo you can see a new constructed path that skirts the wetland. I envision something similar could be created in the East Don.

Let me know if you have any questions.



On Wed, Aug 20, 2014 at 11:57 AM, Natalie Seniuk <NSeniuk@trca.on.ca> wrote:

Hello everyone,

Thank you for filling the Doodle poll. Based on the feedback received, the confirmed date for CLC Meeting #7 is:

Wednesday September 10, 2014

6:30 pm – 8:30 pm

Dennis R. Timbrell Resource Centre/Flemingdon Park Library

2nd Floor Meeting Room

29 St. Dennis Drive, Toronto

In preparation for this meeting, please find the following materials attached:

1. **CLC Meeting #6 - Draft Meeting Notes** - please review prior to meeting. We will be finalizing these notes at the upcoming meeting.
2. **CLC Meeting #5 - Comments and Project Team Responses** - from comments heard at/after CLC Meeting #5
3. **BEI Comment Table - version 2** - updated table showing additional comments received and project team responses

As always, materials are also available in the CLC Dropbox folder::



Agenda for CLC Meeting #7 will be circulated closer to the date.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

From: [Natalie Seniuk](#)
To: [REDACTED]
Subject: Re: Go Two-way All Day Service
Date: 12/11/2013 08:51 AM

Thank you [REDACTED].

Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | (647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

▼ [REDACTED] ---12/03/2013 10:56:33 AM--I was alerted to this possibility by [REDACTED], a dedicated transit watcher. It is his opinion tha

From: [REDACTED]
To: Natalie Seniuk <NSeniuk@trca.on.ca>,
Date: 12/03/2013 10:56 AM
Subject: Re: Go Two-way All Day Service

I was alerted to this possibility by Steve Munro, a dedicated transit watcher. It is his opinion that the Don-Richmond Hill double tracking project may increase in priority through discussions about relieving transit pressure on the Yonge-University-Spadina line. If you need further clarification I suggest you contact him. You can reach him through his website, <http://stevemunro.ca/>

[REDACTED]

On Tue, Dec 3, 2013 at 10:06 AM, Natalie Seniuk <NSeniuk@trca.on.ca> wrote:

Hi [REDACTED],

Thank you for sending along this information. I've forwarded it to the rest of the team. We are aware of the plans for expansion but I didn't know it was formally called the "Big Move". I will take a look at the links you've provided.

You are right in terms of impacts to the project. It is definitely something that needs be considered especially with the rail crossing options. It is also a good thing to reference in the BEI Report.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ [416.661.6600 ext. 5655](tel:416.661.6600) | ([647.537.4185](tel:647.537.4185) | 6 [416.667.6277](tel:416.667.6277) | ✉ nсениuk@trca.on.ca | www.trca.on.ca

From: [REDACTED]
To: Natalie Seniuk <NSeniuk@trca.on.ca>,
Date: 12/01/2013 12:59 PM
Subject: Go Two-way All Day Service

Hello Natalie,

I came across a long term plan by GO to provide two way service on a number of their single track commuter lines including the one that runs through the Don Valley and ends in Richmond Hill. This would necessitate doubling the track through the valley. These plans are unfunded but are part of the so-called "Big Move" which is forecasting transit

expansion needs through to 2031.

Here are some mentions of the plans:

http://www.bigmove.ca/wp-content/uploads/2013/01/NxWave_GO2WAD.pdf

http://www.metrolinx.com/en/docs/pdf/board_agenda/20130627/20130627_BoardMtg_Next_Wave_Projects_Update_EN.pdf
(pp. 6, 15)

I just thought you should be aware of this as it might impact trail alignments for our EA.

Regards,



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Thank you."

From: [Natalie Seniuk](#)
To: [REDACTED]
Cc: VTkaczuk@TRCA.on.ca
Subject: Re: Pan Am Path
Date: 07/10/2013 01:11 PM

Hi [REDACTED],

Thank you for your email. I am just back from vacation today. The project team is aware of the initiatives of the Pan Am Path, a few of our team members are also involved in the Pan Am Path (mainly Garth Armour from Parks, Forestry and Recreation).

A key component for the East Don Trail EA is providing this critical link between the Don Trail system and the Gatineau Corridor Trail. The study area for the EA will include a portion of the Gatineau Trail, up to Bermondsey Rd. The trail connection from Bermondsey Rd to Victoria Park is being addressed as part of a separate process the City is undergoing. However the main common goal from both these initiatives is to connect the Don Trail system to the entire Gatineau, providing a connection right to the Rouge!

The East Don Trail connection to Gatineau has been identified as part of the Pan Am Path route, with the understanding that it is currently being considered as part of an EA. To my understanding the Pan Am Path proposal does not have any specifics related to detailed routing for this area, and that it will still fall under this EA. Unfortunately we will probably not be able to make the Pan Am deadline (i.e. ready for 2015), however we are excited about the longer term benefits of this larger connection.

Thank you for sending along the links, and we will ensure that this project is kept in consideration as we continue to work on the East Don Trail EA.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

▼ [REDACTED] ---06/26/2013 06:59:58 AM---Hi folks, I am writing to you as a member of the East Don Trail EA. I want to

From: [REDACTED]
To: [REDACTED]
Cc: NSeniuk@trca.on.ca, VTkaczuk@TRCA.on.ca
Date: 06/26/2013 06:59 AM
Subject: Pan Am Path

Hi folks,

I am writing to you as a member of the East Don Trail EA. I want to bring to your attention a new initiative called the Pan Am Path. This proposal would create a new path as a Pan Am Games legacy project. The proposed path would run through Toronto and partly follow the existing Lower Don Trail from Lakeshore Blvd. East to the forks of the Don. It would then follow an as yet unbuilt trail up through the East Don and connect with the Gatineau Hydro Corridor Trail at Eglinton Avenue East and Victoria Park Avenue.

The unbuilt portion largely follows the same route that we are studying as part of the EA. The section from the CN tracks to Victoria Park would follow the hydro corridor but is not part of our main study area. This new initiative could be of significant importance to our own EA. Firstly, it would provide a valuable connecting linkage to the Don Valley Trail system. Secondly, it could provide us with a valuable alternative path routing if negotiations with the Flemingdon Park Golf Course fail to bear fruit.

In my opinion, the scope of the EA should be expanded to include the connection to the Gatineau trail. This would involve further study to investigate the feasibility of constructing the trail along the hydro corridor east to Victoria Park Avenue.

Here are some links for further information:

<http://torontoist.com/2013/06/the-pan-am-path-proposal-unveiled-for-an-80-kilometre-multi-use-trail/>

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EX33.13>

Regards,



Friends of the Don East

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Thank you."

From: [REDACTED]
To: [Natalie Seniuk](#)
Subject: East Don comments about current conditions
Date: 06/04/2013 01:32 PM

Hello Natalie,

I enjoyed the tour last week and I regret that I am unable to attend tonight's meeting. However, I have some comments about the current conditions that will be discussed tonight. These comments are directed towards the geomorphologist Rob (I didn't catch his last name).

The lower Don River where it flows through the City of Toronto is a highly modified river system. In many places the river has been rerouted, straightened, or bank protected to prevent it from damaging man-made works such as roads, railways, trails and property. The area in the East Don that is subject to the EA is one of the few places where bank protections have been limited. The river in this section is generally free to develop its channel unencumbered.

As you know, whenever banks are protected, the energy flowing through the river system is transferred to a new place. While it may make sense to perform bank protection on an ongoing basis in one specific place or another, cumulatively these projects add up to an impact on the overall system.

Currently the Lower Don is suffering from a death through a thousand cuts. As each project protects one more section of bank, the river has no choice but to react in another place in the system and it is this legacy of the past 60 years of modifications that we are experiencing today.

When bridges are designed for this new trail some additional bank reinforcement will be necessary for the new construction. Once in place it may be necessary in the future to make further reinforcements near these new bridges as future storms modify the channel nearby.

With this in mind, I suggest that the placement of any new bridge be designed in such a way that it crosses the river as far away from current cut bank areas as possible, thus minimizing the need for any future bank protection measures. Also, the trail should be placed as far away from natural banks as is feasible or at least run closely to sections of the riverbank that have already experienced previous protection measures.

Thanks,

[REDACTED]

From: [REDACTED]
To: [Natalie Seniuk](#)
Subject: Re: East Don Trail - CLC Meeting #1 - Draft Meeting Notes for your review
Date: 05/13/2013 11:21 AM

Hello Natalie,

I received the meeting notes and I reviewed them. Even though I was not at the meeting I have a couple of comments. On the issue of dog walking: while the bylaws state that dogs are not allowed off leash, everyone knows that those laws are not enforced and that the odds of a bylaw enforcement officer making it into the Don Valley are next to nil, I suggest that we modify the trail design to take this bit of human behaviour into account. In areas where there is sensitive habitat, eg. close to wetlands or quality forest, the trail should be lined with post and paddle fencing that is lined with close meshed wire. This will help prevent dogs from running off the trail and disturbing the areas that we want to protect. We can also add tunnels underneath the path in these fenced areas to allow for animals to traverse the path where it intersects their habitat.

Look forward to discussing these issues further on the 29th.

Regards,
[REDACTED]

On Fri, May 10, 2013 at 2:15 PM, Natalie Seniuk <NSeniuk@trca.on.ca> wrote:
Hello CLC Members,

Please find the DRAFT Notes for CLC Meeting #1 attached for your review. We will be finalizing the Notes during CLC Meeting #2, and they will become public record, so please take some time prior to this meeting to review them.

I have heard from most members about their availability for both May 29 and June 4. If you have not had a chance to reply, please do your best to get back to me by early next week so that we can confirm dates, times, and locations with the group.

If you have any questions or concerns do not hesitate to contact me.

Have a great weekend!
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

([647.537.4185](tel:647.537.4185) | 6 [416.667.6277](tel:416.667.6277) | ✉ nсениuk@trca.on.ca | www.trca.on.ca

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RE: East Don Trail - Environmental Study Report - Comments 

Natalie Seniuk to: [REDACTED]
Cc: Violetta Tkaczuk

01/29/2015 11:24 AM

Good morning [REDACTED],

We have reviewed all of the feedback received for the ESR and would like to update you on some of the comments that you provided us with.

Regarding typos and grammatical errors, we are having a third party review the entire document prior to completion so this should catch any of these outstanding items. Thank you for bringing them to our attention.

Regarding Section 8.2 - a plan has not be finalized for how/where the centre line will applied to the trail. The project team will be discussing options for trail markings during detailed design and the option to have the line for the entire trail versus at key point is something that is currently being assessed.

Regarding Section 8.8 - at this point, no winter maintenance will be provided for this trail as is the case with similar multi-use trails within the City of Toronto. Drainage will be addressed during detailed design, but ice melt specifically should not be issue as the City is not planning to have the trail maintained for winter use. The team has also included a note to discuss the option to crown the trail during detailed design.

Thank you again for taking the time to review the document and provide comments. I have copied Violetta on this email as she will transition into being the point of contact during the detailed design phase of this project.

If you have any additional comments/questions please do not hesitate to get in touch with either of us.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
| www.trca.on.ca

Natalie Seniuk

Good morning [REDACTED], Thank you for your comme...

01/06/2015 08:34:43 AM

From: Natalie Seniuk/TRCA
To: [REDACTED]
Cc: [REDACTED]
Date: 01/06/2015 08:34 AM
Subject: RE: East Don Trail - Environmental Study Report - Comments

Good morning [REDACTED],

Thank you for your comments. We will be reviewing all comments over the next couple of weeks and I will be in touch if we have any follow-up questions.

Hope you are having a wonderful start to the New Year.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

- Assigning Scores
- F2: Assessment of Potential Impact on Trees: Detailed Tree Inventory and Impact Evaluation Approach
- G: Alternative Design Concepts (Phase 3) Evaluation Criteria, Indicators, and Measures for Assigning Scores; Phase 3 Evaluation Criteria Considered and Removed

Please provide all comments back to me by Monday January 5. This will allow time for the project team to review and respond to comments, and make necessary changes to the Report before finalizing and filing in the New Year.

If you have any questions or comments while reviewing the Report, please do not hesitate to get in touch. TRCA's office will be closed from December 24 to January 5 but our team will be checking email sporadically throughout the holidays.

Happy Reading and Happy Holidays!

Natalie

(on behalf of the project team)

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nseniuk@trca.on.ca
| www.trca.on.ca

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Thank you."

Flemingdon Health Centre



RE: East Don Trail - CLC Meeting #7 - Wednesday September 10 at Dennis R. Timbrell Resoure Centre

[Redacted]

to:
Natalie Seniuk
08/25/2014 03:30 PM
Hide Details

From: [Redacted]
To: Natalie Seniuk <NSeniuk@trca.on.ca>,

Hello Natalie,

I'm not lucky lately in my ability to attend CLC meetings. I will be in the Western USA on a 2 week vacation. I did send an email to the other Flemingdon Park resident, [Redacted], to encourage him to attend the meeting.

As you know I'm keen on having easy access for Flemingdon Park residents to access the East Don Trail. The path suggesting a route east of the golf course and tracks makes it even more unlikely that access for Flemingdon Park residents can be conveniently accommodated.

I hope this issue can be raised again.

Hoping you're having a wonderful Summer,

[Redacted]

CLC member and Flemingdon Park Resident,

[Redacted]

From: Natalie Seniuk [<mailto:NSeniuk@trca.on.ca>]
Sent: August-20-14 11:58 AM
To: Natalie Seniuk
Subject: East Don Trail - CLC Meeting #7 - Wednesday September 10 at Dennis R. Timbrell Resoure Centre

Hello everyone,

Thank you for filling the Doodle poll. Based on the feedback received, the confirmed date for CLC Meeting #7 is:

Wednesday September 10, 2014
6:30 pm – 8:30 pm
Dennis R. Timbrell Resource Centre/Flemingdon Park Library
2nd Floor Meeting Room
29 St. Dennis Drive, Toronto

RE: East Don Trail - CLC Meeting #6 Materials and PIC#3 Information 📎

Natalie Seniuk to [REDACTED]
Bcc: Lisa Turnbull, Violetta Tkaczuk

05/13/2014 10:09 AM

Hi [REDACTED]

I spoke with the City and have reviewed TRCA's policies. Based on your request below, it does not appear that you will be breaking an rules by mentioning your involvement in the Community Liaison Committee for the East Don Trail EA or encouraging members of the community to attend public meetings.

I do have to caution however, that as it relates to being an active member of the CLC during the Election Period, promotion of a candidate's campaign at events/meetings including activities by or on behalf of a candidate as well as, communications and campaign materials (literature, pictures, buttons, clowthing or other paraphernalia) are not permitted.

My apologies for the delayed response. I hope this helps.

Thanks,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

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[REDACTED] Hello Natalie, I've been itching to talk to you. I'v... 05/06/2014 09:49:15 AM

From: [REDACTED]
To: Natalie Seniuk <NSeniuk@trca.on.ca>,
Date: 05/06/2014 09:49 AM
Subject: RE: East Don Trail - CLC Meeting #6 Materials and PIC#3 Information

Hello Natalie,

I've been itching to talk to you. I've been nominated to run in this provincial election as the Green Party of Ontario candidate for Don Valley West. This riding encompasses Flemingdon Park, Thorncliffe Park, Leaside, west of Don Mills and somewhat north of York Mills Road west to Yonge Street. As well, the incumbent is the Premier Kathleen Wynne.

During this campaign I would like to mention that I am on the Community Liaison Committee for the East Don Trail Environmental Assessment. Further to that I would like to stress that I'm keen on achieving the greatest access for the community, especially the folks in Flemingdon and Thorncliffe Parks. I don't wish to express anything further; I don't want to share what goes on at these meetings but I will encourage members of the community to attend the public meetings.

Could you please let me know if I am breaking any rules by the above suggestions.

Regards,

[REDACTED]

From: [REDACTED]
To: [Natalie Seniuk](#)
Subject: RE: East Don Trail - BEI - Send in questions/comments by November 20
Date: 11/21/2013 12:06 AM

Good Evening Natalie,

I'm just getting 'under the wire' to comment on the BEI.

I must mention that in the final paragraph of the report under the heading **2.4.10 Existing Tourism Operations** there is no mention of the Aga Khan Centre.

This Centre will be completed in the Spring of 2014 and its located on the north-west corner of the Don Valley Parkway and Eglinton Avenue East. It will be a major religious and general attraction for the Ismaili community but open to the general public, members of the community, and world tourists. The space will house a mosque, a historically significant museum, and a peace garden. There is a significant influx or migration of those in the Ismaili community moving into the area; buying up expensive small condominiums especially in the Wynford-Concord area and having a significant effect on the cost of housing.

I'm hoping to have you include the Aga Khan Centre so that in future and final drafts this centre gets mentioned and a major group in the community, when they read the report, will feel pride and inclusion.

Generally I really really like the report on how comprehensive and detailed it is for this layperson. Great illustrations.

See you Soon,

[REDACTED]
p.s. oops its past 12:00am

From: Natalie Seniuk [NSeniuk@trca.on.ca]
Sent: November 15, 2013 10:34 AM
To: Natalie Seniuk
Subject: East Don Trail - BEI - Send in questions/comments by November 20

Hello everyone,

In preparation for CLC Meeting #5 on December 5, please **send in any questions/comments regarding the BEI** that you would like answered at the meeting to myself **by Wednesday November 20.**

We will have time to discuss the report at this meeting and there will be an opportunity for any additional questions/comments that arise. However, in order to allow the team to do any additional follow-up required before the meeting we're asking that you send in any questions/comments as soon as you are able to.

Have a great weekend,

Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |
Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |
(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca
Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |
Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

From: [Natalie Seniuk](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: FW: Autumn Visit to the Gateway Greenbelt
Date: 09/26/2013 10:52 AM

Hi [REDACTED],

We will be there tomorrow morning at 9:30 am.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

▼ [REDACTED] ---09/26/2013 10:45:33 AM---Good Morning Natalie, That is great news that we'll be doing this tomorrow.

From: [REDACTED]
To: Natalie Seniuk <NSeniuk@trca.on.ca>,
Cc: [REDACTED]
Date: 09/26/2013 10:45 AM
Subject: RE: FW: Autumn Visit to the Gateway Greenbelt

Good Morning Natalie,

That is great news that we'll be doing this tomorrow.

I completely understand that this is out of the study area and yes I was of the understanding that this information tour is for you to consider for recommendations.

If you can't get the key then it just means for a short distance we will be holding onto the fence and walking slowly to the start of the city path watching out for a few branches. Where we will start is at the entrance to the health centre so yes let's meet at the front entrance of the Flemingdon Health Centre – 10 Gateway Blvd @ 9:30am.

I can't see this tour lasting for more than one hour but I can accommodate more time if you need. Remember to bring hiking boots and gear to protect you from the occasional branch and some sloppy sections. We are basically tracing over a mountain bike path.

See you Tomorrow at 9:30am,

Regards,

[REDACTED]

[REDACTED]
[REDACTED]
Flemingdon Health Centre,
[REDACTED]
[REDACTED]
[REDACTED]

From: Natalie Seniuk [mailto:NSeniuk@trca.on.ca]
Sent: September-26-13 10:33 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: FW: Autumn Visit to the Gateway Greenbelt

Hi [REDACTED],

I think that we should try to go out tomorrow morning as Jen Hyland from the City is not going to be able to make it on the 1st. I'm sorry that you won't be able to make it [REDACTED].

[REDACTED] I am going to try to get a key to access the gate you mentioned in your email. I don't know if we will be successful but I will try.

Before we go out, I just want to remind you that our walk will be for information purposes only as the community access points are out of scope for the Environmental Assessment. However, as you know they do factor into the evaluation criteria, so seeing this area is of interest to

our team. In addition, as you know, there may be an opportunity to make a note of it as a recommendation. I just want to make sure that we will not be misleading you in any way. We appreciate that you are looking out for the best interests of your community.

Should we meet you at the Health Centre?

We are looking forward to the walk tomorrow morning.
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive,
Downsview, ON, M3N 1S4 |
(647.537.4185 | 6 416.667.6277
| ✉ nсениuk@trca.on.ca | www.trca.on.ca

From: [REDACTED]
To: [REDACTED] "NSeniuk@trca.on.ca" <NSeniuk@trca.on.ca>,
Date: 09/25/2013 12:13 PM
Subject: Re: FW: Autumn Visit to the Gateway Greenbelt

Hi [REDACTED] and Natalie,

I am actually doing a cooking demo this friday morning. October 1st around 4:30 is better for my schedule but don't schedule around me. I am looking forward to it but understand that there is power in numbers so whatever works well for the group!

Thanks again for including me.

Best,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, September 25, 2013 11:22 AM
To: Natalie Seniuk <NSeniuk@trca.on.ca>
Cc: [REDACTED]
Subject: RE: FW: Autumn Visit to the Gateway Greenbelt

Hi Natalie,

I really appreciate this. Late October 1st works, i.e. after 4:30pm for me. I chose the mornings so that [REDACTED] would be able to attend and then we can get more Flemington Health Centre (FHC) "buy-in".

The morning of the 27th is the best for us here at FHC but the more City of Toronto and TRCA Staff coming the better for the environmental assessment process I believe.

So Natalie if it looks like the morning of Friday, September 27th works for a whole lot of folks then let's do it. I wish to leave it to your judgement on what's best for the assessment. I hear the weather will be perfect for this Friday. Definitely the early afternoon of October 1st will not work.

Thank you so much,

[REDACTED]

[REDACTED]

[REDACTED]

Flemington Health Centre,

[REDACTED]

[REDACTED]

[REDACTED]

From: Natalie Seniuk [<mailto:NSeniuk@trca.on.ca>]
Sent: September-25-13 10:59 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: FW: Autumn Visit to the Gateway Greenbelt

Hello again [REDACTED],

Will that afternoon of October 1 work for both of you as an alternative date? If not, the morning of September 27 may be our best option.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |
(647.537.4185 | 6 416.667.6277
| ✉ nсениuk@trca.on.ca | www.trca.on.ca

From: [REDACTED]
To: "NSeniuk@trca.on.ca" <NSeniuk@trca.on.ca>,
Cc: [REDACTED]
Date: 09/25/2013 10:18 AM
Subject: FW: Autumn Visit to the Gateway Greenbelt

From: [REDACTED]
Sent: September 18, 2013 2:40 PM
To: 'Natalie Seniuk'
Cc: [REDACTED]
Subject: Autumn Visit to the Gateway Greenbelt

Hello Natalie,

Great public meeting the week before last. It was a wonderful comprehensive review and one can't help coming away with an appreciation of how much effort and resources are being paid by the City of Toronto and the Toronto Regional Conservation Authority.

I'm hoping in this email to secure a time for you and the gang to come for a hike through the Gateway Greenbelt and to also invite back the Community Liaison Committee to the Flemingdon Health Centre for the 5th meeting. Please let me know what date you are thinking of and I'll put forth a reservation.

For the hike I was hoping a Monday morning or a Friday morning is possible. If these days and times are not suitable then let me know what you think will work. We will be starting off at the northern boundary of the ravine (meets up with Gateway Blvd) and perhaps you can get possession of the key that opens the Master lock. We will head down the fair slope and follow the creek flow to the railway tracks, quickly cross the tracks to a path up the hill to the newly completed pedestrian bridge and head north along the obsolete Old Don Mills Road which runs parallel to the existing stretch east of proper Don Mills Road back towards Gateway Blvd and the Flemingdon Health Centre.

My sincere hope is that the Gateway Greenbelt and the path along Don Mills Road will at least get mention in your final Environmental Assessment Report. My primary interests lie in the accessibility for Flemingdon Park residents to the future East Don Trail extension through these parts.

For the hike may I suggest a good pair of hiking boots and perhaps a light weight pole; raingear if there might be a chance of precipitation. We've recently hired a new community health worker, [REDACTED], and I'm cc'ing her this email for her to join us. One of her responsibilities relates to the environment in the community.

I propose the mornings, starting at **9:30** of Friday, September 27th; Friday, October 4th; or Monday, October 7th.

Cheers and Enjoy the Sunshine,

[REDACTED]

Flemingdon Park Resident

From: [Violetta Savage](#)
To: [REDACTED]
Subject: RE: Erosion Control EA - May be of Interest
Date: 05/18/2016 03:33 PM

Hello [REDACTED]

It is great to hear from you, I hope you are doing well.

The Environmental Study Report (final document outlining the EA process and results) for the East Don Trail EA has been drafted but has not been filed with the Ministry of Environmental and Climate Change as of yet, due to some ongoing discussions with some of our Key Stakeholders (utility companies). Prior to the report being filed with the Ministry I will inform the CLC and other stakeholders, at which point it will be available for a 30 day public review. Following the public review and anticipated approval of the report is when we can design and build the trail.

I will keep the CLC updated on this process as it moves forward. In addition, I am working on pulling together an update for the group as it has been some time since we have communicated.

Please let me know if you have any additional questions at this time.

Kindest Regards;

Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office
Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

☎ Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 6416.667.6277

|✉ vsavage@trca.on.ca | www.trca.on.ca

▼ [REDACTED] ---05/13/2016 05:13:51 PM---Good Afternoon Violetta, I think the last correspondence from you was back in October 2015. I'm cur

From: [REDACTED]
To: Violetta Tkaczuk <VTkaczuk@TRCA.on.ca>,
Date: 05/13/2016 05:13 PM
Subject: RE: Erosion Control EA - May be of Interest

Good Afternoon Violetta,

I think the last correspondence from you was back in October 2015. I'm curious on how the Environmental Assessment is going.

Is there a resource where I can find out what is happening to our well-studied East Don Trail? Has there been a submission to City Management and where do we stand for getting some shovels in the ground?

Thank you,

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Violetta Tkaczuk [mailto:VTkaczuk@TRCA.on.ca]

Sent: October-29-15 10:45 AM

Cc: Courtney Rennie <CRennie@trca.on.ca>; Ilona Lehtokoski <Ilehtokoski@trca.on.ca>

Subject: Erosion Control EA - May be of Interest

Hello East Don Trail EA CLC Members

I hope that you are all doing well. I just wanted to bring to your attention that a Conservation Ontario *Class Environmental Assessment for Remedial Flood and Erosion Control Project* has been initiated for the erosion at 30 Northline Road.

You may recall from the East Don Trail existing conditions, this is the large erosion scare behind the City of Toronto maintenance yard (at the top) and by one of the existing Metrolinx bridges (at the bottom) in between Area 2 and 3.

A colleague of mine is coordinating this EA, Courtney Rennie (contact information below), and I thought that some of you may be interested in this project. I have attached the Notice of Intent below, please feel free to share this with others who may be interested. If you want to receive further information or have questions related to this project please contact Courtney.

As for the East Don Trail EA I will be issuing an update to the group in the next few weeks. If you have questions before then please feel free to contact me.

Courtney Rennie
Project Coordinator, Engineering Projects
Toronto and Region Conservation Authority
1 Eastville Avenue, Toronto, Ontario
M1M 2N5
416-392-9690
crennie@trca.on.ca

Kindest Regards;

Violetta Tkaczuk | Project Manager I, Project Management Office
Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue,
Vaughan, ON, L4K 5R6

☎ Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 6416.667.6277

|✉ vtkaczuk@trca.on.ca | www.trca.on.ca

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Toronto Field Naturalists

Re: East Don Trail Historical Context of Study Area 

Natalie Seniuk to: [REDACTED]
Cc: Natalie Ognibene

06/09/2014 12:43 PM

Hi [REDACTED]

Thank you for getting back to me so quickly and for the suggestion. We are going to talk to [REDACTED] when we returns from vacation. If there are still gaps in our information we will be sure to follow-up more with your group so thank you for the offer.

Regarding the newsletter, the public event should have been in the May issue as I did provide the information for it in April. If it wasn't that's not a problem, I just wanted you to know that I did follow-up, as you had requested at our last meeting. Please let me know if you would like any additional info in prep for the public meeting on June 24.

I look forward to seeing you tomorrow at the meeting.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Manager, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
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[REDACTED] Sorry, I'm quite ignorant of historic uses of the D... 06/06/2014 03:16:41 PM

From: [REDACTED]
To: NSeniuk@trca.on.ca,
Date: 06/06/2014 03:16 PM
Subject: East Don Trail Historical Context of Study Area

Sorry, I'm quite ignorant of historic uses of the Don valley. When we moved to the area in 1972, it was already essentially in its present state, although the Polyresins plant and the Howard Smith paper mill still existed on Beechwood Drive, and you could see fires in the kilns at the brickworks going up the Bayview extension. Authorities on history of the valleys in the Toronto Field Naturalists (TFN) are [REDACTED] and [REDACTED]. [REDACTED]. Natalie Ognibene might send a message to the TFN office and ask them to forward it to them and to others who are knowledgeable.

TFN does not publish its newsletter in the summer; the current issue is for May 2014 and contains notices of events through August. The deadline for it was early April, before details of the public event were announced.

However, I have told our President and Vice-President about the public event and they are able to make it known to active people and on the web site.

Your good work in preparing for our meeting on June 10 is much appreciated by all.

[REDACTED], Toronto Field Naturalists

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Re: Questionnaire answers EDT-CLC5 📎

Natalie Seniuk to: [REDACTED]

03/23/2014 12:44 PM

Hello [REDACTED],

Thank you for your feedback from CLC Meeting #5 and dates for CLC Meeting #6. We have also noted the additional edit for the BEI this correction will be made in the report.

I hope you have a wonderful weekend.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

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[REDACTED] The attachment EDT_CLC5_[REDACTED].docx co... 03/19/2014 10:05:08 AM

From: [REDACTED]
To: nсениuk@trca.on.ca,
Date: 03/19/2014 10:05 AM
Subject: Questionnaire answers EDT-CLC5

The attachment EDT_CLC5_Q[REDACTED].docx contains my responses to the questionnaire in the handout from CLC meeting 5 for the East Don Trail Environmental Assessment.

Looking at the draft Baseline Environmental Inventory again, I noticed on page 33 (top) a citation of Komar (1987) and on page 53 (top) a citation of Fischenich (2001) but neither appears in the list of references starting page 129. Also there is no page 66; the page on the back of 65 is numbered 67.

I have responded to the poll for the date of the next CLC meeting or meetings. It's good that this is being planned with lots of lead time. Best wishes, [REDACTED] (Toronto Field Naturalists). [attachment "EDT_CLC5_[REDACTED].docx" deleted by Natalie Seniuk/TRCA]

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Re: Toronto Field Naturalists - Newsletter 📎

Natalie Seniuk to: [REDACTED]

03/20/2014 10:24 AM

Good morning [REDACTED],

Thank you for the additional information. I will be in touch with [REDACTED] directly. We are planning to have something ready for March 28. I will also circulate the final information to all CLC members once it is ready.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📠 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
| www.trca.on.ca

[REDACTED] The next 3 issues of the Toronto Field Naturalist... 03/11/2014 09:03:47 AM

From: [REDACTED]
To: Nсениuk@trca.on.ca,
Date: 03/11/2014 09:03 AM
Subject: Toronto Field Naturalists - Newsletter

The next 3 issues of the Toronto Field Naturalists (TFN) Newsletter are for April, May, and September 2014. The deadline for the April issue was February 28. My guess is that the deadline for the May issue is around March 28, so something sent now should be on time. The Newsletter chair is [REDACTED].

It would be best to send information directly to the TFN: office@torontofieldnaturalists.org
Please include "Newsletter" in the subject line when sending by email. There could be a sentence or two about the purpose of the Public Information Conference, and either the date, time and place, or else a website address where those details will appear. You could mention that as TFN representative on the CLC I asked you to do this. Thank you for your good work to keep us well informed about progress on the East Don Trail. [REDACTED]

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Re: Attending March 6 📄

Natalie Seniuk to: [REDACTED]

02/19/2014 11:57 AM

Good morning,

I am glad to hear that you are able to attend the meeting on March 6th, and thank you for your response and the follow-up regarding the BEI edits:

1. crossings of the east don river - you were correct. we forgot to note the pedestrian crossing (#4) in the report. this change has now been made.
2. Rail crossings - this change has also now been made in the report where notes (Page. 32)

I am out of the office tomorrow and Friday but will circulate the revised BEI comment table and agenda/location for the meeting on March 6th next week.

I hope you have a wonderful weekend.
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4|

☎ 416.661.6600 ext. 5655 | 📠 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
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[REDACTED] Thank you for the advance notice of the CLC me... 02/13/2014 10:27:11 PM

From: [REDACTED]
To: NSeniuk@trca.on.ca,
Date: 02/13/2014 10:27 PM
Subject: Attending March 6

Thank you for the advance notice of the CLC meeting for the Environmental Assessment of the East Don Trail. I have marked Thursday March 6, 6:30 pm in my calendar. It was also good to get your e-mail of January 8 with the comments on the BEI. I still assert that there are 14 crossings of the East Don in the area (response 28), shown on the attached map csaur14.jpg.

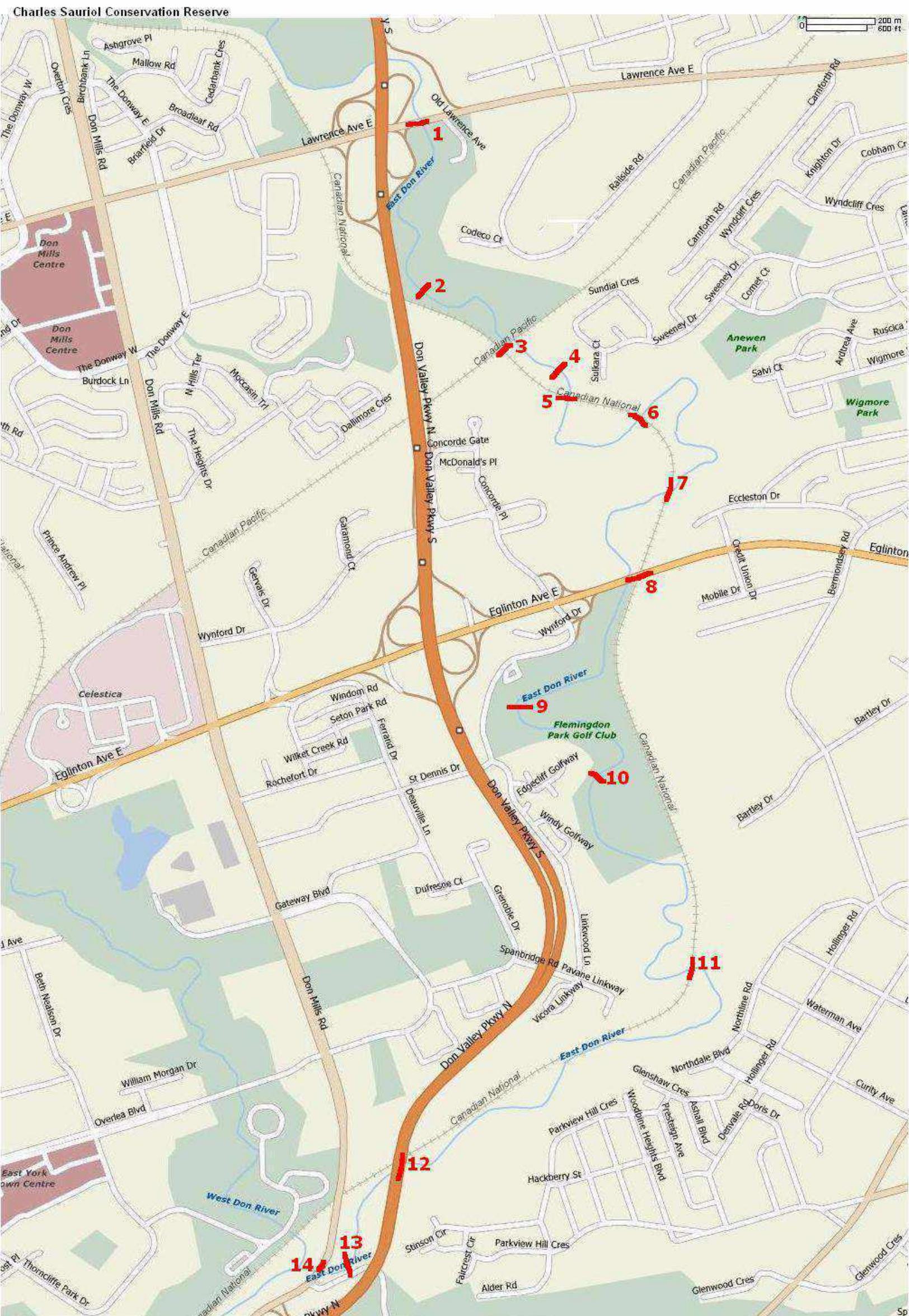
1. Lawrence Avenue East
2. East Don Trail branch to Moccasin Trail
3. Canadian Pacific Railway
4. East Don Trail toward Wynford Heights Crescent
- 5, 6, 7. Metrolinx/GO
8. Eglinton Avenue East
- 9, 10. Flemingdon Park Golf Club
11. Metrolinx/GO
12. Don Valley Parkway
13. West Don Trail (Old Don Mills Road)
14. Don Mills Road

Then page 32 line 21 (response 16) of the BEI refers to CP and Metrolinx/GO crossing in reach 3. Indeed crossings 3 and 5 are CP and Metrolinx/GO but they are in reach 2. The 2 rail crossings in reach 3 are 6 & 7, both Metrolinx/GO.

I'm looking forward to this meeting and wish you well as you complete preparations.

[REDACTED], PEng, Toronto Field Naturalists[attachment "csaur14.jpg" deleted by Natalie Seniuk/TRCA]

"PLEASE CONSIDER THE ENVIRONMENT WHEN DECIDING TO PRINT THIS MESSAGE"



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From: [REDACTED]
To: NSeniuk@trca.on.ca
Cc: [REDACTED]
Subject: Comments on East Don Trail BEI
Date: 11/18/2013 03:20 PM
Attachments: [BEI](#) [REDACTED]

Here are comments on the draft Baseline Environmental Inventory for the East Don Trail, in the attachment BEI [REDACTED].docx. As I mentioned, regretfully I shall not attend the CLG meeting on December 5 because it conflicts with a performance opportunity [REDACTED] are taking part in. I hope you have a fruitful meeting. [REDACTED] Toronto Field Naturalists

Comments on

Draft *East Don Trail Environmental Assessment*, Toronto and Region Conservation Authority
Draft Baseline Environmental Inventory, prepared for: Community Liaison Committee,
November 2013.

By [REDACTED] (Toronto Field Naturalists).

Page 15, Figure 3, 35 mm from left & 60 mm up from bottom: replace “Seaton” by “Seton”.

Page 32, line 21: replace “(CP and Metrolinx/GO)” by “(two Metrolinx/GO)”.

Page 38, Figure 12 W: replace “Eglinton bridge crossing. Rail and channel parallel underneath”
by “East Slope along City Northline property”.

Page 51, Figure 17, and Page 55, Figure 18: not reproduced properly, mostly black.

Page 54, line 12: replace “do no show” by “do not show”.

Page 56, Figure 19, 5: replace “East” by “West”.

Page 74. Figures 27 and 28 are reproduced too small for the writing to be readable.

Page 77, line 21: replace “of from other” by “or from other”.

Page 77, §2.1.13 Noise. I think the Don Valley Parkway is the biggest source of noise, followed
by the industrial activity west of Bermondsey Road, in particular from the transfer station.

Barking dogs at the Petopia kennels, 265 Bartley Drive, have been quite noisy, but they are
moving away in November 2013. The heavy freight trains crossing the high CP bridge are much
noisier than the infrequent, mostly passenger, trains on the Metrolinx/GO track.

Page 80, lines 18 to 23: The numbers in parentheses after the names of the potential ESAs, (5),
(8),...(88) are not explained.

Page 84, Table 20. The 5th and 6th rows are identical “Dry-Fresh Exotic Deciduous Forest |
L+”.

Page 97, line 17: delete paragraph break.

Pages 103-105, Table 27. The present consensus is that the genus *Aster* should be broken up; the
new scientific names of the asters in Table 27 are tabulated below.

Common Name	Old Scientific Name	New Scientific Name	L Rank
arrow-leaved aster	<i>Aster urophyllus</i>	<i>Symphiotrichum urophyllum</i>	L3
flat-topped aster	<i>Aster umbellatus</i> var. <i>umbellatus</i>	<i>Doellingeria umbellata</i> var. <i>umbellata</i>	L3
big-leaved aster	<i>Aster macrophyllus</i>	<i>Eurybia macrophylla</i>	L4
sky-blue aster	<i>Aster oolentangiensis</i>	<i>Symphiotrichum oolentangiense</i>	L4

Page 115, line 3: delete paragraph break.

Page 119, line 2: replace “12” by “14”.

Page 119, Table 33: Constructed crossings within the Regional Study Area

Crossing location	Crossing type	Width	Length	Comments
Lawrence Avenue East	Bridge	60 m (with 2 piers)	24.8 m	
Pedestrian Bridge #1a	Bridge	No information available	No information available	About 20 m × 3 m
CP Railway	Bridge	90 m	4.8 m	It's 2 interleaved bridges for 2 tracks across the whole valley at the level of the high

				<i>ground, about 250 m × 13 m altogether, with many piers</i>
<i>Pedestrian Bridge</i>	<i>Bridge</i>			<i>About 20 m × 3 m</i>
Metrolinx Railway 1	Bridge	95 m (with 1 pier)	4.8 m	
Metrolinx Railway 2	Bridge	64 m	4.8 m	<i>With 2 piers</i>
Metrolinx Railway 3	Bridge	No information available	No information available	<i>About 80 m × 4.8 m, with 2 piers</i>
Eglinton Avenue East	Bridge	120 m (with 3 piers)	32.8 m	
<i>Flemingdon service road</i>	<i>Bridge</i>			<i>About 20 m × 5 m</i>
Flemingdon Pedestrian Bridge	Bridge	No information available	No information available	<i>About 25 m × 3 m</i>
Metrolinx Railway 4	Bridge	22 m	3.8 m	
Don Valley Parkway	Bridge	120 m (with 2 piers)	38 m	
West Don River Trail Bridge	Bridge	28 m	9.8 m	
Don Mills Road	Bridge	28 m	21.1 m	

“Width” and “Length” are the dimensions across and along the width and length of the river, respectively, or the long and wide dimensions of the bridge, respectively.

Page 121, lines 21 and 26: replace “access route” by “access route, B,”.

Page 121, line 27: replace “one route” by “one route, C,”.

Page 121, line 27: replace “one north” by “one, A, north”.

Page 122, Figure 42. Add “**A, B, C** show the entries to access routes (page 121)”.

Page 122, Figure 42. Upper left label pointing to the site south of **A**: Replace: “Bermondsey Yard” by “Bermondsey Transfer Station” (it’s at 188 Bermondsey Road).

Page 122, Figure 42. Upper right label pointing to the site north of **A**: Replace: “Bermondsey Transfer Station” by “Bermondsey Yard” (it’s at 25 Old Eglinton Avenue).

Page 130, line 27: Replace “*Classifgication*” by “*Classification*”.

From: [Natalie Seniuk](#)
To: [REDACTED]
Subject: Re: Regrets December 5, BEI & encampments
Date: 11/21/2013 08:56 AM

Good morning,

Thank you for the feedback regarding the meeting organized by Councillor Davis. I'm glad to hear that the meeting went well. Also, thank you for the information regarding the encampments. I have circulated your email to the project team, as this is something that the City will be required to look into further regarding next steps. They are also aware of your offer to participate in a community clean-up when appropriate. If I hear anything further, I will let you know.

Our project team is aware of a number of encampments that exist within the Study Area, and we will ensure that the information that you've provided gets added to our notes.

Kind regards,
Natalie.

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

▼ [REDACTED] ---11/11/2013 05:12:36 PM---Thank you for the announcement of the next meeting of the CLC for the Environmental Assessment on th

From: [REDACTED]
To: NSeniuk@trca.on.ca,
Date: 11/11/2013 05:12 PM
Subject: Regrets December 5, BEI & encampments

Thank you for the announcement of the next meeting of the CLC for the Environmental Assessment on the East Don Trail. Regretfully, the date December 5 now conflicts with an important family event which may not have been planned when you asked about availability. So I'm sorry not to be able to attend.

The printed draft of the Baseline Environmental Inventory (BEI) was delivered to me recently, and I have been reading it. Soon I hope to send you a few comments.

Last Monday, November 4, my wife [REDACTED] and I went to the meeting "What's happening in the ravines" organized by Councillor Janet Davis. Several people on the CLC were there. Staff from the city and TRCA worked hard not only to prepare most informative presentations, but to be ready to answer our demanding questions too. After the meeting, I mentioned a concern to Councillor Davis about encampments in the ravines, and she suggested I should send her e-mail about it, which I did. Now I should like to share my concern with you also. There are three encampments that were in place in the summer and were still there in the first week of November 2013.

They produce much litter and are an inappropriate use of park or conservation land. I hope that proper housing can be provided for the people who take shelter in these encampments. Locations of the three encampments A, B and C are shown on the attached map encamp.jpg.

A is 300 m north of the east end of the north side of the Eglinton Avenue East bridge over the East Don. An informal path leads downhill northwards from that end of the bridge to the railway and continues on the other side of the railway ending at the encampment. A picture of encampment A taken on November 7, 2013 is in the attachment encampA.jpg.

B is 50 m west of the northwest corner of the intersection of O'Connor Drive and Curity Avenue, behind the Home Depot store. An informal path leads downhill westwards from that corner to it. A picture of encampment B taken on November 5, 2013 is in the attachment encampB.jpg.

C is 150 m west of the path down from Barrington Avenue into Taylor Massey Creek. An informal path leads to it westward starting 50 m south of the main trail through Taylor Creek Park. 100 m along the way there is an unsightly dump of litter at the base of a large red oak. This area of the park is much appreciated by naturalists because of the variety of plant life. A picture of encampment C taken on November 5, 2013 is in the attachment encampC.jpg.

If the occupants of the encampments can be housed better so that the encampments can be removed, maybe volunteers from community organizations could help clean up litter. I should be willing to assist in this.

I'll be in touch again about the BEI, and I shall be interested in the documentation for the December 5 meeting that I can't attend.
Best

[REDACTED], Toronto Field Naturalists [attachment "encampA.jpg" deleted by Natalie Seniuk/TRCA] [attachment "encampB.jpg" deleted by Natalie Seniuk/TRCA] [attachment "encampC.jpg" deleted by Natalie Seniuk/TRCA]



Re: Environmental assessment 30 Northline Road 📎

Violetta Tkaczuk to: [REDACTED]

Cc: crennie, jhyland, "Ruthanne Henry", wstrick

11/04/2015 09:35 AM

Good Morning [REDACTED]

I am glade to see that you are interested in the Northline project, I thought that the East Don Trail CLC would be interested due to the vast knowledge our CLC members have of the area.

Your suggestion for the trail is an interesting one, however my first thoughts are that your route selection would be a challenging one.

This route would need to navigate large slopes by the erosion scar and by the Hydro Corridor, this would impact accessibility and have a negative impact on the natural environment as we would either need to cut into banks and than harden them or would need to create switch backs (much larger trail footprint). In addition, the trail would need to navigate down a big slope by the Hydro Corridor, and Urban Forestry has already commented on this (as part of switch backs associated with a potential bridge over the rail line crossing option), their stance was this would not be accepted as the slope is well forested and stable.

In addition, I would be concerned about public safety and leading people to the large drop off and having them in closer contact with the Parks work yard (on Northline). Lastly I would also be concerned with placing added pressure on the erosion that would be recently stabilized.

These are just my initial thoughts on the route you mention in your email below. If you would like to further discuss this please send me an email or give me a call.

I hope that you are doing well.

Kindest regards;

Violetta Tkaczuk | Project Manager I, Project Management Office
Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

☎ Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 📠 416.667.6277 | ✉ vtaczuk@trca.on.ca | www.trca.on.ca

[REDACTED] Violetta Tkaczuk informed me, as a member of t... 11/02/2015 09:22:41 PM

From: [REDACTED]
To: crennie@trca.on.ca, vtaczuk@trca.on.ca,
Date: 11/02/2015 09:22 PM
Subject: Environmental assessment 30 Northline Road

Violetta Tkaczuk informed me, as a member of the CLC for the East Don Trail EA, about the environmental assessment for remedial work behind 30 Northline Road. I should like to receive further information about this project as it becomes available. From time to time I visit this location; there used to be a narrow path along the south fence on the high ground, but in the spring of 2015 it collapsed. People have made a precarious path a little south of the old one half way down the eroding bank. The greenhouse is farther east, and the hill south of it has trees and appears

more stable. If there will be a project to stabilize this erosion scar on the east side of the East Don, maybe it will be possible to locate the East Don Trail in the project area, keeping it east of the railway and thus avoiding two railway crossings. There is a beautiful vista from the top of the bank and I hope that this feature of the environment can be preserved. Thank you for the information.



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Todmorden Mills Wildflower Preserve

Re: EDT BEI Comments from [REDACTED] 
Natalie Seniuk to: [REDACTED]

03/03/2014 08:45 AM

Good morning [REDACTED].

Sorry to hear that you weren't well. I hope that you are fully recovered now!

Thank you for reviewing the report and providing feedback. We will go through your comments and respond accordingly however, I don't know if we will be able to do that before Thursday's meeting. If there are specific comments you've made that you think would benefit from discussion at the meeting, please let us know when Vi asks about it at the beginning. We can follow-up in a written format about the minor and grammatical errors later.

See you on Thursday!
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

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| www.trca.on.ca

[REDACTED] Hi Natalie, I will be there on March 6. I had most... 02/28/2014 10:39:00 AM

From: [REDACTED]
To: Natalie Seniuk <Nсениuk@trca.on.ca>
Date: 02/28/2014 10:39 AM
Subject: EDT BEI Comments from [REDACTED]

Hi Natalie,

I will be there on March 6. I had most of this ready to send and then I got the flu for 3 weeks over Christmas and New Years. I am still catching up on family and other matters. I am so sorry it is late. I am sure most of the comments for errors etc. in my numbered section are caught, but the lettered comments at the top are the main ones I would flag for importance, especially about the Dekay snake identification.

Happy New Year,

[REDACTED]

--

Todmorden Mills Wildflower Preserve

[REDACTED]
[REDACTED] attachment "EDT Environmental Assessment COMMENTS by [REDACTED].doc"
deleted by Natalie Seniuk/TRCA]

"PLEASE CONSIDER THE ENVIRONMENT WHEN DECIDING TO PRINT THIS MESSAGE"

COMMENTS for Baseline Inventory East Don Trail
by [REDACTED], Todmorden Mills Wildflower Preserve

A. page 96 Please make sure the Eastern brown snake, (AKA little brown snake, or Dekay's snake), is identified properly in Latin: *Storeria dekayi*.

B. How will hibernacula be identified and avoided during the detailed planning for the location of the path?

C. Planning in advance for the type of path surface and its colour and heat retention characteristics should be investigated because snakes are attracted to the heat from darker asphalt surfaces and many are killed on the existing bike paths in the valleys.

D. How will the known effect of the spread of exotic seeds on bike tires and shoes and boots be addressed? Can the path itself be designed to mitigate this?

E. A recommendation of the 2012 Don River and Central Waterfront Environmental Assessment was to include an offline storage tank to provide temporary storage of combined sewer discharge during peak sanitary flows. This is located within the southern portion of the East Don Trail EA Regional Study Area. This storage tank should be located away from the forests in this southern portion of the East Don, with attention especially to surviving heritage trees in the vicinity. There are many possible locations to select that already have infrastructure of some kind such as a wide road, under which a storage tank could be located.

1. page 32 bullet 4 "embedded coarse riffle material..."

2. page 36 bullet 7 "oversteepened.."

3. page 43 bullet 3 "...downstream of Flemington Golf Course, ..."

Last bullet "...low-flow wetted width..." Is wetted correct?

4. page 47 Numbers are not aligned on the blue rectangles. Other yellow letters are partly obscured in a layer

5. page 50 What an important point: ...where the channel is well connected...hydraulic conditions within the channel are lessened through access to the floodplain...etc.!

6. page 53 Table 13 It would be nice for lay people to see a valuation column to know what is better, what is worse for shear stress and permissible velocity columns. Perhaps this could be explained in lay terms...

7. page 60 site 8 bullet 2 delete the second "the"

8. page 62-63 Because of erosion scars of varying sizes, most of the trail alternatives are proposed to be within the valley along the opposing floodplain bank. This is the "slip-off slope" side of the river where the river's water runs slower and which is the calmer side of the flow of the water. For this reason it is more stable and is the less disturbed and therefore may have better habitat and flora. For example, there is a large area of indigenous white snakeroot in the floodplain slip-off slope area west of the railway tracks on the north side of the river below Northline. This location will be highly

disturbed when the trail is added here. I think there should be a record of the areas like this and what flora and fauna they contain. Efforts should be made to protect these areas during construction, and the path constructed in such a way to minimize encroachment at edges. Whenever possible the path should be located away from “best” areas on the “slip-off slope” opposing floodplain banks.

9. page 65 The small circles and triangles are too small to read.

10. page 74 Please make these maps larger so they can be read. What is the source of these maps?

11. page 80 How will this area be protected? Will the trail be routed away from this location?

12. page 83 Vegetation Communities Map: The colours need to show better, for example, L2 and L3 areas cannot be read. Larger map needed.

There is no information in the Flemington Golf Course and vicinity to show the Levels. Is this because it is private and we can't get the information? What about the riparian zone along the river?

13. page 91 The information in 2.2.5 Wildlife Habitat and 2.2.6 Habitat Linkages and Corridors reveals that this is much more than a pedestrian/bike trail assessment. The opportunity should be seized to create a plan to improve the “poor” status of the linkages and connections and restore a better trajectory for the natural areas as the project goes ahead.

14. page 96 Eastern brown snake is not identified correctly in Latin. The correct Latin name is *Storeria dekayi*.

15. page 97 incomplete sentence at the end of the second paragraph

16. page 107 Any reports of *Myrmica rubra* (European fire ant) in the study area? Some residents along Taylor Massey Creek have them.

17. page 107 Should a representative for aboriginal people be on this Environmental Assessment Committee?

18. page 108 What, if any ownership or rights has the TRCA or other agency on the land at the Flemington Golf Club?

19. page 114 Figure 40 Parts of this map don't make sense to me. Todmorden Village is a historic name that used to apply to the area around Broadview Avenue and Pottery Road in the early 1900's. Is this label correct? Please carefully check all labels for this map, some areas seem labeled incorrectly. Check with Ulana Baluk at the Todmorden Museum to confirm.

20. page 116 incomplete sentence at the bottom

21. page 123 Who will manage the multitude of dirt trails that have appeared? Many are dangerous and should be closed. Having a multitude of dirt trails that are

unmanaged creates erosion, and compromises the ability of native flora and fauna to survive as the habitat is ruined. The “natural” experience for human visitors is diminished.

From: [REDACTED]
To: [Natalie Seniuk](#)
Subject: Re: East Don Trail - CLC - Draft Notes from Meeting #2 for review - reply
Date: 07/15/2013 03:54 PM

Hi Natalie,

I have reviewed the Meeting 2 notes and have no changes.

Unfortunately although I have been working on the Questionnaire and have a submission, it was not ready for the deadline. I consulted with a number of people in my group and some others to get their input about various points but it was at scattered times. When it is done I will give it to you for adding to the file.

I would like to ask that three documents be made available to the CLC:

1. The Natural Environment Trails Strategy June 2013
http://www.toronto.ca/parks/pdf/trails/trail_strategy.pdf
2. The City of Toronto Natural Heritage Study Final Report December 2001
http://www.toronto.ca/planning/environment/pdf/natural_heritage/natural_text1.pdf
3. The Terrestrial Natural Heritage System Strategy 2007 <http://trca.on.ca/the-living-city/land/terrestrial-natural-heritage/>

All of them are available online and I have provided the links.

Thank you,

[REDACTED]

Todmorden Mills Wildflower Preserve

[REDACTED]

Toronto Ornithological Club

From: [Natalie Seniuk](#)
To: [REDACTED]
Subject: Re: East Don Trail - BEI - Send in questions/comments by November 20
Date: 11/21/2013 10:45 AM

Hi [REDACTED],

Thank you for submitting your request. and yes, we can absolutely discuss this at the next meeting.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON,
M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

▼ [REDACTED] ---11/19/2013 10:06:21 AM---Hi Natalie - I would just like some clarification on Section 2.2.7 Fauna Species. Table 23 lists Ea

From: [REDACTED]
To: Natalie Seniuk <NSeniuk@trca.on.ca>,
Date: 11/19/2013 10:06 AM
Subject: Re: East Don Trail - BEI - Send in questions/comments by November 20

Hi Natalie - I would just like some clarification on Section 2.2.7 Fauna Species. Table 23 lists Eastern Meadowlark as L4, however COSEWIC lists it as a Species at Risk in Ontario which means it is threatened and requires protection of a minimum of 10 meters near the nest, and a permit to do construction that may damage or destroy within that protected area of the nest site. Hiking or walking would be okay but fragmentation of habitat or use of pesticides use should be restricted in that area. The designation of L4 would indicate that the species is less at risk than has actually been determined. Can we discuss this at our next meeting? I plan on attending the meeting on December 5th so, will see you there. All the best, [REDACTED]

Victoria Village Community Association



Re: CHANGE OF DATE AND LOCATION - East Don Trail CLC Meeting #6

to:

Natalie Seniuk

06/13/2014 03:15 PM

Cc:

Violetta Tkaczuk

Hide Details

From: [REDACTED] >

To: Natalie Seniuk <NSeniuk@trca.on.ca>,

Cc: Violetta Tkaczuk <VTkaczuk@TRCA.on.ca>

Perfect! Will see you all there.

Thanks,

[REDACTED]

Sent from my iPhone

On Jun 13, 2014, at 1:51 PM, Natalie Seniuk <NSeniuk@trca.on.ca> wrote:

Hi [REDACTED]

Thank you for the email. This is a busy time of year!

Are you able to attend the public event on June 24, 2014? If so, we will be presenting the same information that was presented at the CLC during that meeting. I will also be uploading all of the CLC content to the Dropbox folder by early next week and will send out a link to everyone in the group.

Can I suggest that we wait until after you have a chance to see the materials from CLC and Public Event, and book a time to chat if there are specific things you'd like to review? Please let me know if you are amenable to this approach.

In case you don't have the information for the public event, here it is:

Public Event #3:

Tuesday, June 24, 2014

5:30 pm to 8:30 pm

Victoria Park Hub, 1527 Victoria Park Avenue

Presentation: 6:30 pm

Please feel free to invite anyone you think would be interested in attending! The entire project team will be there so we can answer questions.

Kind regards,

Natalie

Natalie Seniuk, MCIP | Project Manager, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca

www.trca.on.ca

From: [REDACTED]
To: Natalie Seniuk <NSeniuk@trca.on.ca>,
Cc: Violetta Tkaczuk <VTkaczuk@TRCA.on.ca>
Date: 06/13/2014 11:41 AM
Subject: Re: CHANGE OF DATE AND LOCATION - East Don Trail CLC Meeting #6

Hi Natalie,

I apologize for not attending as I was away for the first couple days of the week on business.

Perhaps we can set something up in the near future along with Violetta to go over the items from the meeting.

Thanks,
[REDACTED]

Sent from my iPhone

On May 20, 2014, at 2:12 PM, Natalie Seniuk <NSeniuk@trca.on.ca> wrote:

Hello everyone,

CLC Meeting #6 has been reschedule due to the provincial elections taking place on June 12. Based on the feedback received from the doodle request the best alternative date was June 10. Unfortunately, Flemingdon Health Centre is not available on the new date so we will be changing locations. **Please see details for new date and location below:**

CLC Meeting #6

Tuesday June 10, 2014

6:00 pm – 9:00 pm

Dennis R. Timbrell Resource Centre/Flemingdon Park Library

2nd Floor, Meeting Room #2

29 St. Dennis Drive, Toronto

A revised agenda is attached, and will be uploaded to the dropbox folder.

Also, the file containing CLC Resources and Links has been updated (Update #4) - thank you to Paula for providing information about "creative" ways that rail lines and trails can co-exist. As always, materials are available in the CLC Dropbox folder::

<https://www.dropbox.com/sh/sfemjd52wk16ocg/WNQUMPQE1g>

If you have any questions, comments or concerns please do not hesitate to get in touch.

Thanks,

Natalie
(on behalf of the project team)

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

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☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
| www.trca.on.ca

From: Natalie Seniuk/TRCA
To: Natalie Seniuk/TRCA@MTRCA,
Date: 05/06/2014 09:37 AM
Subject: East Don Trail - CLC Meeting #6 Materials and PIC#3 Information

Good morning,

As noted in my last email CLC Meeting #6 will be taking place on Thursday June 12, 2014 from 6:00 pm to 9:00 pm in the Community Room at the Flemingdon Health Centre. Please find the following materials attached. Some are in preparation for CLC Meeting #6, while others are for your reference and interest. :

1. **CLC Meeting #6 Agenda**
2. **CLC Meeting #5 Draft notes** - We will be finalizing meeting notes from CLC Meetings #5 at the upcoming meeting.
3. **CLC Resources and Links - Update #3** - Ron Kluger has been kind enough to provide some additional links pertaining to the history of the Don as well as a link to a map entitled Walk #2 – East Don from Eglinton to Lawrence: Charles Sauriol Conservation Reserve by John Wilson of Bring Back the Don
4. **Notice of Public Event #3** - this can be shared with your respective organizations. A formal e-notice will be released to project list serv members by end of next week. At that time, I will also circulate it to the CLC.
5. Additional materials will be provided closer to the CLC meeting. These will include an explanation of evaluation criteria chosen to evaluate the design concepts for the preferred alternative.

As always, materials are also available in the CLC Dropbox folder::

<https://www.dropbox.com/sh/sfemjd52wk16ocg/WNQUMPQE1g>

We'd like to thank both the Flemingdon Health Centre (Louis Fliss) and Victoria Park Hub (Munjeera Jefford) for allowing us to use their facilities for our upcoming events. Information for Public Event #3 is also provided below:

Public Event #3:

Tuesday, June 24, 2014

5:30 pm to 8:30 pm

Victoria Park Hub, 1527 Victoria Park Avenue

note: the project team will be presenting at this event. The time for the presentation is currently scheduled for 6:30 pm but this will be confirmed in the coming week.

If you have any questions, comments or concerns please do not hesitate to get in touch.

Thanks,
Natalie
(on behalf of the project team)

[attachment "EDT_CLC5_Notes_FinalDraft.pdf" deleted by Natalie Seniuk/TRCA] [attachment "EDT_CLC6_Agenda.pdf" deleted by Natalie Seniuk/TRCA] [attachment "EDT_PIC3_Notice.pdf" deleted by Natalie Seniuk/TRCA] [attachment "EDT_CLC_Resources_Links_Update3.pdf" deleted by Natalie Seniuk/TRCA]

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
www.trca.on.ca

From: Natalie Seniuk/TRCA
To: Natalie Seniuk/TRCA@MTRCA,
Date: 04/15/2014 02:26 PM
Subject: East Don Trail - CLC Meeting #6 - June 12, 2014 at Flemingdon Health Centre

Hi everyone,

A date and location have been confirmed for CLC Meeting #6 (see below). This date was preferred by the majority of members that voted using the Doodle tool.

CLC Meeting #6

Thursday June 12, 2014
6:00 pm – 9:00 pm
Flemingdon Health Centre - 2nd floor Community Room
10 Gateway Boulevard (Don Mills Rd. & Overlea Blvd.)

There was some concern about the time commitment associated with two evenings or one half day. To address this, the project team will be providing some additional materials prior to the meeting for individuals that are interested in having the opportunity to review things in a bit more depth. Also, note the meeting time has been extended to allow for enough time to get through all of the content.

If you have and questions, comments, or concerns please do not hesitate to get in touch with me.

Thank you again for all of the time and effort that has gone into this project to date,

Natalie

(on behalf of the project team)

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
| www.trca.on.ca

From: Natalie Seniuk/TRCA
To: Natalie Seniuk/TRCA@MTRCA,
Date: 03/18/2014 08:28 AM
Subject: East Don Trail - CLC Meeting #6 - Options for Dates

Hi everyone,

As discussed at CLC Meeting #5, we are planning ahead for the next meeting which will be taking place in the first half of June. The date(s) and time(s) will depend on CLC Member availability and preference. Due to the amount of material that will need to be covered, the project team would like to offer a couple of options for Meeting #6:

1. a half day meeting on a Saturday
2. two evening meetings

Use the link to the link to the Doodle request below to let me know your availability by Tuesday March 25, 2014.

<http://doodle.com/zb98fkg2vmsgs56>

In addition:

- Meeting notes from CLC Meeting #5, as well as the project team's responses to some of the action items identified during the meeting, will be circulated in the coming weeks
- This is also a friendly reminder that **questionnaires and comments are due this Friday, March 21**. Materials have all been posted to dropbox:
<https://www.dropbox.com/sh/mwnzoitarcx0b9j/64piRWmFvQ>

Please let me know if you have any questions or comments.

Thanks,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

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Thank you."

****PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING, STORING OR FORWARDING THIS MESSAGE***

Toronto and Region Conservation Authority Confidentiality Notice:

The information contained in this communication including any attachments may be confidential, is intended only for use of the recipient(s) named above, and may be legally privileged. If the reader of the message is not the intended recipient, you are hereby notified that any dissemination, distribution, disclosure or copying of this communication is strictly prohibited. If you have received this communication in error, please resend this communication to the sender and delete it permanently from your computer system.

Thank you."

<EDT_CLC6_Agenda.pdf>

****PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING, STORING OR FORWARDING THIS MESSAGE***

Toronto and Region Conservation Authority Confidentiality Notice:

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Thank you."

RE: East Don Trail - CLC Meeting #5 - 📎

Natalie Seniuk to [REDACTED]

03/06/2014 08:33 AM

Cc: [REDACTED] Violetta Tkaczuk

Hi [REDACTED]

Thank you for the call on Tuesday afternoon. It was good to go through the revisions as they apply to Area 1. As mentioned on the call, once you have had a chance to discuss the information with your the Community Association our project team would be happy to set-up another conference call to go over any questions or comments you have. We will also invite our technical consultant to that call if required.

Sorry you aren't able to make it tonight.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
| www.trca.on.ca

[REDACTED] Hi Natalie, 03/04/2014 09:46:46 AM

From: [REDACTED]
To: Natalie Seniuk <nсениuk@trca.on.ca>,
Cc: [REDACTED], [REDACTED], Violetta Tkaczuk <vtkaczuk@trca.on.ca>
Date: 03/04/2014 09:46 AM
Subject: RE: East Don Trail - CLC Meeting #5 -

Hi Natalie,

I am fine with having a call at 3:00pm. Do you have a conference call number I can dial into? If not, you can call me at [REDACTED]

Thanks,

[REDACTED]

To: NSeniuk@trca.on.ca
CC: [REDACTED]; [REDACTED]; [REDACTED]
vtkaczuk@trca.on.ca
Subject: RE: East Don Trail - CLC Meeting #5 -
From: NSeniuk@trca.on.ca
Date: Tue, 4 Mar 2014 09:30:54 -0500

Hi [REDACTED]

In prep for a call, we have uploaded a copy of the materials for Thursday's meeting to Dropbox:
[REDACTED]

The link above should have the following materials:

1. agenda
2. presentation
3. description of refined alternative trail alignments
4. bei comment table (for your reference, probably won't discuss on our call unless you have specific questions)
5. follow-up items (also for your reference, probably won't discuss on our call unless you have specific questions)

If you have any trouble accessing or downloading the information, please let me know.

Thanks,

Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |
Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |
☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
| www.trca.on.ca

From: Natalie Seniuk/TRCA
To: [REDACTED]
Cc: [REDACTED], [REDACTED] Violetta Tkaczuk
<vtkaczuk@trca.on.ca>
Date: 03/04/2014 08:46 AM
Subject: RE: East Don Trail - CLC Meeting #5 -

Good morning [REDACTED]

Thank you for your email. We aren't able to get coordinated with our consultant as quickly as you're requesting. May I suggest that Violetta and I have a call with you today at 3 pm to go over what has happened over the last couple of months and to brief you on what we will be talking about at the meeting on Thursday. You can take the info back to your group, and if there are any technical questions we can arrange for another call where our consultant can attend so that we are able to answer any/all questions you have. Does that sound reasonable? If so, please let me know which number you would like us to reach you at and we will give you a call this afternoon.

thanks,

Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |
Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |
☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
| www.trca.on.ca

From: [REDACTED]
To: Natalie Seniuk <nсениuk@trca.on.ca>,
Cc: Violetta Tkaczuk <vtkaczuk@trca.on.ca>, [REDACTED], [REDACTED]
[REDACTED]

Date: 03/03/2014 02:02 PM

Subject: RE: East Don Trail - CLC Meeting #5 -

Hi Natalie,

As I will not be available to attend the next meeting in person I would like to take you up on the offer of having a conference call to go over the results of the feedback. I am available to call in tomorrow between 2:00 and 4:00pm. Alternatively I have anytime on Wednesday open if that works better for everyone.

Thanks,

[REDACTED]

To: [REDACTED]
CC: VTKaczuk@TRCA.on.ca; [REDACTED]; [REDACTED]
Subject: East Don Trail - CLC Meeting #5 -
From: NSeniuk@trca.on.ca
Date: Thu, 27 Feb 2014 16:34:08 -0500

Hi [REDACTED],

I hope all is well.

On February 13 an email was sent out to CLC members regarding the upcoming CLC Meeting #5 that is taking place next Thursday, March 6 at 6:30 pm. I wanted to follow-up with you directly as the representative for Victoria Village Community Associated because this meeting will be of interest to your association.

Over the last couple of months the project team has been reviewing feedback received from the CLC and public regarding the alternative trail alignments. As a result of the feedback, we have revisited Area 1 and Area 2 alignments. The results of this will be presented to the CLC at Meeting #5 and an opportunity for discussion/feedback will be given at the meeting. Given that the Area 1 alignment options were of concern to your association, I wanted to let you know that we would be taking time to look at an additional alignment (including the evaluation of that alignment).

Please let me know if you are able to attend next week. If not, we could set-up a time for a conference call so that we can discuss the materials being presented at the meeting.

Kind regards,

Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |
Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |
☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca
| www.trca.on.ca

From: Natalie Seniuk/TRCA
To: Natalie Seniuk/TRCA@MTRCA,

Date: 02/13/2014 10:21 AM

Subject: East Don Trail - CLC Meeting #5 - March 6, 2014 HOLD the Date

East Don Trail Environmental Assessment

Tuesday October 2, 2013

11:15 am – 12:00 pm

Conference Call

Present:

██████████, CLC Member, Victoria Village Community Association
Violetta Tkaczuk, Toronto and Region Conservation Authority (TRCA)
Natalie Seniuk, Toronto and Region Conservation Authority (TRCA)

Notes:

Violetta Tkaczuk (VT) and Natalie Seniuk (NS) called ██████████ to discuss the additional trail alignment proposed by the Victoria Village Community Association after CLC Meeting #3. The call was requested by Councillor Denzel Minnan-Wong's office in follow-up to a request submitted by ██████████.

To open the conversation, ██████████ explained that he wanted to ensure that the alternative trail alignments proposed did not travel through the Anewen Greenbelt and that was why the proposed alignment was provided by the Community Association for consideration. ██████████ noted that a small sample of the Community Association do not want any access points provided through this area for the proposed multi-use trail.

VT responded by explaining to ██████████ why the proposed community connection point was not moved forward. The following reasons were provided:

1. A steep grade at the proposed access point on Sulkar
2. All community connection points are outside of the scope of the EA process
3. The rail line crossing required to the proposed Connection point would be very difficult

██████████ noted that he was ok with the reasoning behind the decision but wanted to show a possible connection point to ensure that a recommendation could be made. ██████████ also proposed that the Future Community Access point be considered at the southern Toronto Water Access route that travels from the Sloane Public School.

Regarding the proposed trail alignment VT provided a number of reasons why the crossing of the river where proposed is not being carried forward. This was primarily due to the steep grade associated with the location which:

1. would require major cutting into of the river bank and disruption of the exist slope which is currently well vegetated and relatively stable;
2. would limit accessibility for many users and, starting in 2016 the City of Toronto will be required to adhere to the Accessibility for Ontarians with Disabilities Act

(AODA) for this trail project, meaning a large series of switchbacks would be required to meet the grading requirements; and,

3. would be technically difficult and would potentially cost much more than the extra trail length required in the original trail alignments shown.

█ noted that these reasons were understood regarding the proposed placement of the trail alignment south of the tracks however, the extra cost may be necessary to satisfy the Community Association's objections, which are to build a shorter loop and to exploit less of the Area 1 green belt/ravine. █ noted that he would like the trail to be placed as close to the north side of the rail line as possible. █ wanted it to go on record that the members of the Victoria Village Community Association wanted to see the trail alignment placed outside of the Anewen Greenbelt. █ added that he had spoken with a small sample of the Victoria Village community, primarily the executive of the Community Association, regarding the proposal and that they are in agreement regarding keeping of the trail out of the Anewen Greenbelt. Their arguments for this include:

1. The alternative trail alignments proposed by the project team in Area 1 would exploit more of the natural environment than the option put forward by the Community Association
2. The objective of the Community Association is the protection of the Anewen Greenbelt

VT noted that the Environmental Assessment would look at the natural environment, and that the cutting of trees along a slope would have large impacts that will need to be recognized. She also noted that there are a number of informal uses in the area that are currently not permitted and that during their site reconnaissance walks the project team had found barbecues and other evidence of deterioration within the river system that posed not only a safety concern but also risks to the health of the natural environment. By formalizing a trail in this area these informal uses may be managed. VT provided information about the Natural Environment Trail Strategy (NETS) that was completed by the City of Toronto earlier this year. VT noted that she was not aware of the specifics for the Anewen Greenbelt area but the City had identified this area as a priority area. VT noted that NS would provide a link to the NETS for █ and the Community Association to review for further information. (www.toronto.ca/parks/engagement/trails/)

VT stated that no specifics regarding the Future Connections Points had been determined including the recommended surface of the access point, or the exact location. These recommendations would be made further along in the EA process and that █ suggestion of utilizing the southern access route from Sloane Public School and not the Anewen Greenbelt would be considered at that time.

VT also noted that no final decisions about the preferred alignment had been made, and that the project team would be reviewing the information provided by the public after public event #2 prior to moving forward with a preferred alignment.

█ commented on the fact that less deer herds were present in the area this past year, from his observations, and wanted to know if this was as a result of the development of the formalized trail within the Charles Sauriol Conservation Area. VT noted that she would follow-up internally to determine if there are reasons that this may be occurring and that information would be provided back to the CLC regarding this request.

(ACTION)

█ reiterated that the primary objective for the Victoria Village Community Association was the protection of the Anewa Greenbelt and that while he understood the economic reasons behind rejecting the proposal put forward by the Community Association, he objected to the potential exploitation of the Anewen Greenbelt as a result of the proposed trail alignments. █ reiterated that the preference was for the trail to be as close to the rail line as possible, and that the future community access point be from the Sloane School. █ reiterated that their Community Association agrees with the implementation of a multi-use trail in concept however, wanted it to be noted that Forest Trail A was not their preferred trail alignment.

VT provided the next steps in the process which included:

1. Upcoming CLC Meeting #5 to take place at the end of November or early December
2. A preferred trail alignment will be chosen by the project team in the coming weeks based on the evaluation and consideration of public feedback
3. Surveys will be completed through the valley system which will be used to further evaluate the trail alignments
4. CLC will be provided an opportunity to give feedback on the Environmental Study Report in 2014

█ noted that the Community Association had previously requested restoration opportunities within the Anewen Greenbelt be considered as part of this process. VT explained that this was out of scope for the EA process but that restoration opportunities are part of the evaluation for the alternative trail alignments.

From: [Natalie Seniuk](#)
To: [REDACTED]
Cc: [REDACTED]; [REDACTED]; [REDACTED]; VTkaczuk@TRCA.on.ca
Subject: RE: cid_B589F9EC-9457-49B3-AAB6-4FDFDDAE51F0.jpg
Date: 10/23/2013 02:38 PM

Hi [REDACTED],

My apologies for the delay in getting back to you. Thank you for your confirmation of the phone records. We do not have any additional sketches for Area 1 at this time.

The project team is currently reviewing the feedback received at the CLC Meetings and Public Meeting #2 to regarding proposed alternative trail alignments in all three areas. We hope to discuss the trail alignments at the next CLC Meeting (#5), which will be taking place before the winter holidays. I will be sending out a Doodle request before the end of this week with a number of date options.

Please let me know if I have misinterpreted your question or you require any additional information.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON,
M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

▼ [REDACTED] ---10/18/2013 08:45:01 AM---Hi Natalie.

From: [REDACTED]
To: Natalie Seniuk <nсениuk@trca.on.ca>, [REDACTED]
Cc: [REDACTED], "VTkaczuk@TRCA.on.ca" <vtkaczuk@trca.on.ca>
Date: 10/18/2013 08:45 AM
Subject: RE: cid_B589F9EC-9457-49B3-AAB6-4FDFDDAE51F0.jpg

Hi Natalie,

I have had an opportunity to review the minutes and do not have any particular issue with them. I just wanted to know if you guys had any preliminary sketch(s) that may have come out of this discussion for review.

Thanks again.

[REDACTED]

To: [REDACTED]
CC: [REDACTED]
VTkaczuk@TRCA.on.ca
Subject: Re: Fw: cid_B589F9EC-9457-49B3-AAB6-4FDFDDAE51F0.jpg
From: NSeniuk@trca.on.ca
Date: Thu, 17 Oct 2013 09:45:03 -0400

Hi [REDACTED]

I am following-up regarding the phone record from our conversation on October 2. I would like to finalize these notes before the end of October. Please let me now by Friday October 25, 2013 if you have any comments or concerns regarding the notes provided. If I do not hear from you by this date, I will consider that as your consent and will move forward with finalizing the phone record so that I can become part of the public record.

Kind regards,

Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office
|
Toronto and Region Conservation Authority | 5 Shoreham Drive,
Downsview, ON, M3N 1S4 |
(647.537.4185 | 6 416.667.6277
| ✉ nсениuk@trca.on.ca | www.trca.on.ca

From: Natalie Seniuk/TRCA
To: [REDACTED]
Cc: [REDACTED], "VTkaczuk@TRCA.on.ca" <VTkaczuk@TRCA.on.ca>
Date: 10/03/2013 02:28 PM
Subject: Re: Fw: cid_B589F9EC-9457-49B3-AAB6-4FDFDDAE51F0.jpg

Hi [REDACTED]

Please find the phone record from our conversation attached. Let me know if there is anything that was captured in accurately and we can discuss amended the record. A reminder that this phone record will be part of the public record for this project.

Kind regards,

Natalie

[attachment "CLC_VVCA_20131002_Phone_DRAFT.pdf" deleted by
Natalie Seniuk/TRCA]

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office

|

Toronto and Region Conservation Authority | 5 Shoreham Drive,

Downsview, ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277

| ✉ nсениuk@trca.on.ca | www.trca.on.ca

From: [REDACTED]

To: "Natalie Seniuk" <NSeniuk@trca.on.ca>,

Cc: "VTkaczuk@TRCA.on.ca" <VTkaczuk@TRCA.on.ca>, [REDACTED]
[REDACTED]

Date: 10/02/2013 10:39 AM

Subject: Re: Fw: cid_B589F9EC-9457-49B3-AAB6-4FDFDDAE51F0.jpg

Correct

Yes thank you

[REDACTED]
[REDACTED]
[REDACTED]

-----Original Message-----

From: Natalie Seniuk <NSeniuk@trca.on.ca>

Date: Wed, 2 Oct 2013 12:40:38

To: [REDACTED]

Cc: <VTkaczuk@TRCA.on.ca>; [REDACTED]
[REDACTED]

Subject: Re: Fw: cid_B589F9EC-9457-49B3-AAB6-4FDFDDAE51F0.jpg

Good morning [REDACTED]

Thank you for sending the image of the alignment. My understanding from the councillor's office is that we will be discussing an amendment to this alignment. Violetta and I will call you this morning at 11 am to discuss.

Please let me know if that time does not work for you.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |
Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |
(647.537.4185 | 6 416.667.6277 | * nseniuk@trca.on.ca | www.trca.on.ca

From: [REDACTED]
To: "NSeniuk@trca.on.ca " <NSeniuk@trca.on.ca>,
Date: 10/01/2013 10:39 PM
Subject: Fw: cid_B589F9EC-9457-49B3-AAB6-4FDFDDAE51F0.jpg

Let's talk about part of this trial ammend\$ent

Sent from my BlackBerry®

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Date: Wed, 2 Oct 2013 02:39:22
To: [REDACTED]
Subject: cid_B589F9EC-9457-49B3-AAB6-4FDFDDAE51F0.jpg

Sent from my BlackBerry®

[REDACTED]
[REDACTED]

>

[attachment "cid_B589F9EC-9457-49B3-AAB6-4FDFDDAE51F0.jpg" deleted by
Natalie Seniuk/TRCA]

From: Natalie Seniuk
To: [REDACTED]
Bcc: Violetta Tkaczuk
Subject: Re: East Don Trail - CLC Meeting #4 - August 12, 2013 at 6:30 pm at Flemingdon Park Library (Dennis R. Timbrell Resource Centre)
Date: 08/08/2013 08:57 AM

Good morning [REDACTED]

Thank you for following up. We are currently looking into the additional routes suggested by CLC members as there were a number of them to review and ground truth. As part of the meeting on Monday we will go through (at a high level) some of the feedback we received and how we were able to incorporate it.

In addition, we will provide additional to CLC members regarding their proposed alternative trail alignments and comments/questions. However, this will likely not happen until after Monday.

If you have any other questions, please feel free to get in touch.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

▼ [REDACTED] " ---08/08/2013 08:26:22 AM---Hi Natalie Wonder if staff had a chance to consider the VVCA proposed trail route for area 1 And if

From: [REDACTED]
To: "Natalie Seniuk" <Nсениuk@trca.on.ca>,
Date: 08/08/2013 08:26 AM
Subject: Re: East Don Trail - CLC Meeting #4 - August 12, 2013 at 6:30 pm at Flemingdon Park Library (Dennis R. Timbrell Resource Centre)

Hi Natalie

Wonder if staff had a chance to consider the VVCA proposed trail route for area 1 And if so what are the initial thoughts ?

[REDACTED]

From: Natalie Seniuk <Nсениuk@trca.on.ca>

Date: Thu, 8 Aug 2013 08:15:22 -0400

To: Natalie Seniuk <Nсениuk@trca.on.ca>

Subject: East Don Trail - CLC Meeting #4 - August 12, 2013 at 6:30 pm at Flemingdon Park Library (Dennis R. Timbrell Resource Centre)

Good morning everyone,

A location for Monday's CLC Meeting has been confirmed. We will be meeting once again at the Flemingdon Library.

The purpose of Monday's meeting will be to review the alternative trail alignments and provide an opportunity for the CLC to comment on the evaluation of the alternative trail alignments. If you are not able to make Monday's meeting, a Handout to gather feedback will be provided. Please use that as your opportunity to inform the team of your comments regarding the evaluation of the alternative trail alignments. The Handout will be made available on Tuesday August 13.

CLC Meeting #4 - August 12 2013, 6:30-8:30 pm

Flemingdon Park Library (Dennis R. Timbrell Resource Centre)

29 St. Dennis Drive, Toronto, ON

Meeting Room #1, 2nd Floor

The Meeting Room is located on the 2nd Floor of the Resource Centre. There is a stairwell near the pool that can be used to access the 2nd Floor.

[https://maps.google.ca/maps?](https://maps.google.ca/maps?q=dennis%20%20timbrell%20resource%20center&bav=on.2.or.cp.r.qf.&bvm=by.47244034.d.dmg&biw=1680&bih=887&um=1&hl=en&ie=UTF-8&sa=N&tab=i)

[q=dennis%20%20timbrell%20resource%20center&bav=on.2.or.cp.r.qf.&bvm=by.47244034.d.dmg&biw=1680&bih=887&um=1&hl=en&ie=UTF-8&sa=N&tab=i](https://maps.google.ca/maps?q=dennis%20%20timbrell%20resource%20center&bav=on.2.or.cp.r.qf.&bvm=by.47244034.d.dmg&biw=1680&bih=887&um=1&hl=en&ie=UTF-8&sa=N&tab=i)

Parking is available off of St. Dennis Drive along the west side of the building.

Bus route 100 (Flemingdon Park) & 144 (Don Valley Express) stop close to the meeting location.

If you have any questions, please do not hesitate to contact me.

Kind regards,

Natalie

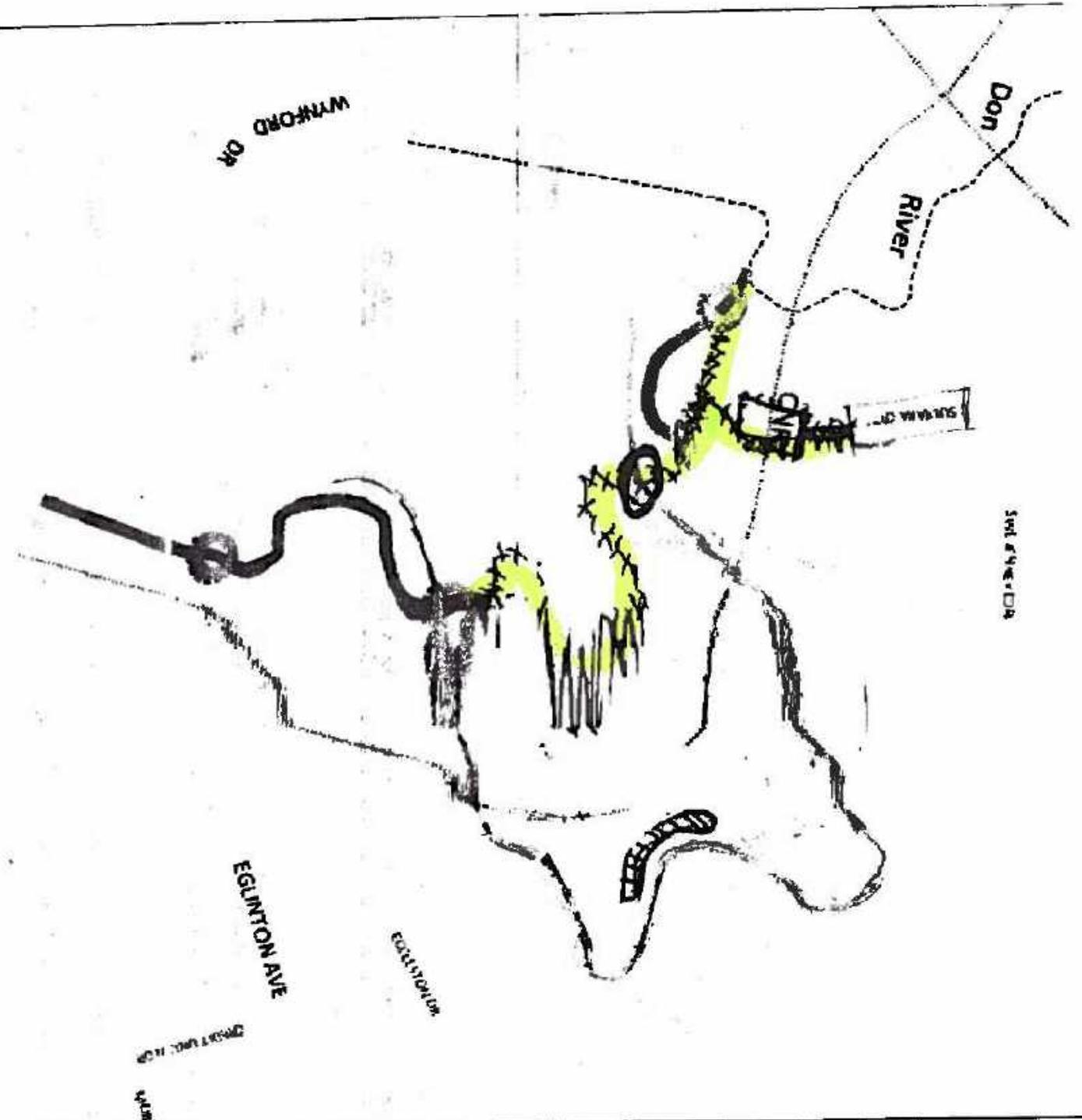
Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

From: Natalie Seniuk/TRCA
To: Natalie Seniuk/TRCA@MTRCA,
Cc: Violetta Tkaczuk/TRCA@MTRCA
Date: 07/30/2013 11:33 AM
Subject: East Don Trail - CLC Meeting #4 Date & CLC Meeting #3 Draft Notes

Scale 1:4000



Area 1

- Do you agree with the trail alignments as presented?
- Are any trail alignments options missing?

Alternative Trail Alignments

- Forest Trail A
- Forest Trail B
- Common to Both
- Existing Trail
- Bridge Crossing
- Potential Slope Stability Issues
- Rail Line Crossing

XXXXXX Forest Trail C

VICIN - DIFFERENTIAL

POST DON RIVER

416-667-6277

From: [REDACTED]
Reply To: [REDACTED]
To: [Natalie Seniuk](#)
Cc: [REDACTED]
Subject: Re: [MAY BE SPAM] East Don Trail - CLC Meeting #1 - Draft Meeting Notes for your review
Date: 05/10/2013 06:11 PM

Hello

Please accept several comments and housekeeping items.

[REDACTED] is not a rep from VVCA

And VVCA is to be in full, which is Victoria Village Community Association. On page 11 of 11 you refer to our written submission as from VVRA (Residents) ... It is VVCA (Community)...

Further our written submission should have been read into the record or attached for the record to show our intentions.

Please amend these minutes to reflect our invited submissions or attach to the minutes.

VVCA - president

From: Natalie Seniuk <NSeniuk@trca.on.ca>

Date: Fri, 10 May 2013 14:15:45 -0400

To: Natalie Seniuk <NSeniuk@trca.on.ca>

Subject: [MAY BE SPAM] East Don Trail - CLC Meeting #1 - Draft Meeting Notes for your review

Hello CLC Members,

Please find the DRAFT Notes for CLC Meeting #1 attached for your review. We will be finalizing the Notes during CLC Meeting #2, and they will become public record, so please take some time prior to this meeting to review them.

I have heard from most members about their availability for both May 29 and June 4. If you have not had a chance to reply, please do your best to get back to me by early next week so that we can confirm dates, times, and locations with the group.

If you have any questions or concerns do not hesitate to contact me.

Have a great weekend!

Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

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From: [Natalie Seniuk](#)
To: [REDACTED]
Cc: [REDACTED]
Bcc: [Natalie Seniuk](#)
Subject: East Don Trail - Request & Materials on July 23, 2013
Date: 07/24/2013 10:03 AM

Good morning [REDACTED],

Thank you for your voicemail yesterday, on behalf of the Victoria Village Community Association, regarding the Community Liaison Committee for the East Don Trail Project.

My understanding from your voicemail is that you had two (2) requests:

1. Request for materials from all CLC meetings dated from April 22, 2013 to July 15, 2013 for your information and review by community executive - This information package will be sent by courier today to 161 Sweeney Drive. You should receive it tomorrow or Friday at the latest.
2. Additional comments/questions that have resulted from a community executive meeting - My understanding is that you will be providing this information through [REDACTED] but would also like to provide the comments to me directly in the meantime. If you could please send those to me via email that would be greatly appreciated. That way they can go on the public record for the project and I can solicit input from our project team where required.

If anything from your voicemail was overlooked, please let me know.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

East Don Trail Class EA - ESR & Phone Message

Natalie Seniuk to: [REDACTED]

12/17/2014 11:38 AM

Hi [REDACTED],

I have received your phone messages regarding the updates to your contact information and your request for a printed copy of the Draft Environmental Study Report.

Your contact information has been updated and a copy of the report is being sent by courier to the address you provided.

Please let me know if you do not receive the report by early next week.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📠 647.537.4185 | 📄 416.667.6277 | ✉ nсениuk@trca.on.ca
| www.trca.on.ca

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Re: East Don Trail EA Update - Preferred Design Concept 

Violetta Savage to: [REDACTED]
Cc: [REDACTED]

09/15/2016 03:04 PM

Hello [REDACTED]

Thank you for your comments.

As you are aware, the alignment proposed by VVCA was evaluated during Phase 2 of the EA process (alternative trail alignments), however did not rank as high as the selected preferred alternative trail alignment.

The alignment proposed by VVCA (called Forest Trail C in the EA) was not selected as the preferred as it would travel through a well forested area with few informal trails creating a larger impact on wildlife habitat (the preferred alignment selected follows a path of informal trails already being used by the public), a large bridge would be required to transverse a steep and stable area which would require major cutting into of the river bank and would limit accessibility (for example by those with limited mobility). In addition, the selected preferred alternative allows for future connections to be made to the Victoria Village community.

The preferred trail alignment has been selected for the East Don Trail, at this time the project team is looking for comments on the two proposed rail line bridges.

If you have any other comments or questions please do not hesitate to contact me .

Kindest Regards;

Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office
Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

☎Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 📠416.667.6277 | ✉vsavage@trca.on.ca |
www.trca.on.ca

[REDACTED] Bridge 10 straight diagonal to bridge 6 should be... 09/13/2016 10:44:44 AM

From: [REDACTED]
To: Violetta Savage <VSavage@TRCA.on.ca>,
Cc: [REDACTED]
Date: 09/13/2016 10:44 AM
Subject: Re: East Don Trail EA Update - Preferred Design Concept

Bridge 10 straight diagonal to bridge 6 should be the path connection, thus eliminating bridge 9,8,7 and metro linx #5.

This would reduce significant cost also reduce future maintenance costs. Further it would greatly reduced negative impact on the significant natural land formations and wild life of this area. The path width is far to wide and intrusive in the questionable area.

The Route that we proposed (VVCA) was not accepted however we feel that our route is still preferred.

[REDACTED]
Sent from my BlackBerry Classic10 smartphone.

From: [Violetta Savage](#)
To: [REDACTED]
Subject: Re: East Don Trail EA Update - Preferred Design Concept
Date: 09/13/2016 10:01 AM
Attachments: [EDT Preferred - AREA2.pdf](#)
[EDT Preferred AREA-3.pdf](#)
[EDT Preferred full route ortho.pdf](#)

Hello [REDACTED]

Please find attached three maps. the maps all show the East Don Trail Preferred design concept however are different views, the maps include:

- the full route, on an ortho background, identifies the Areas we broke the study area into
- Area 3 map, shows the topography and identifies features of the trail, this area is the north (with Anewen park area)
- Area 2 map, shows the topography and identifies features of the trail, this area is the middle of the study area, adjacent to the Golf Course (east of the golf course).

Please let me know if there is anything else you are looking for or have any questions.

Kindest Regards;



Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office
Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

☎ Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 6416.667.6277

✉ vsavage@trca.on.ca | www.trca.on.ca

▼ [REDACTED] ---09/08/2016 02:01:56 PM---Maps that show the route from the North at Anewen and to the South Flemington (I need to confirm h

From: [REDACTED]
To: Violetta Savage <VSavage@TRCA.on.ca>,
Date: 09/08/2016 02:01 PM
Subject: Re: East Don Trail EA Update - Preferred Design Concept

Maps that show the route from the North at Anewen and to the South Flemington

(I need to confirm how far north the trail comes into the Anewen green belt park and details of the location of the trail passing through the Golf course...

[REDACTED]
[REDACTED]
Sent from my BlackBerry Classic10 smartphone.

From: Violetta Savage

Sent: Thursday, September 8, 2016 10:05 AM

To: [REDACTED]

Cc: jgulati@toronto.ca; jhyland@toronto.ca; laver@toronto.ca; Ruthanne Henry; wstrick@toronto.ca

Subject: Re: East Don Trail EA Update - Preferred Design Concept

Hello [REDACTED]

I hope you are doing well.

To ensure I send you the correct map (s) can you clarify what you are looking for? The update sent out yesterday included a map of the preferred trail location, highlighting the rail line crossings on an ortho background.

Kindest Regards;

Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office

Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

☎ Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 6416.667.6277

✉ vsavage@trca.on.ca | www.trca.on.ca

From: [REDACTED]

To: Violetta Savage <VSavage@TRCA.on.ca>, Violetta Savage <VSavage@TRCA.on.ca>,

Cc: jhyland@toronto.ca, wstrick@toronto.ca, Ruthanne Henry <rhenry@toronto.ca>,

laver@toronto.ca, jgulati@toronto.ca

Date: 09/07/2016 05:44 PM

Subject: Re: East Don Trail EA Update - Preferred Design Concept

Please email the Preferred
trail locations map(s) attached to the
EAST DON TRAIL EA PROJECT REPORT

[REDACTED]
[REDACTED]
Sent from my BlackBerry Classic10 smartphone.

From: Violetta Savage

Sent: Wednesday, September 7, 2016 2:49 PM

To: Violetta Savage

Cc: jhyland@toronto.ca; wstrick@toronto.ca; Ruthanne Henry; laver@toronto.ca; jgulati@toronto.ca

Subject: East Don Trail EA Update - Preferred Design Concept

Hello East Don Trail CLC

I would like to take this opportunity to update you and seek comments on changes to the East Don Trail EA preferred trail design concept. Comments are requested by **Wednesday, September 21, 2016**.

As mentioned in my last update the previous East Don Trail preferred design concept presented to the CLC included two proposed rail line level crossings, and that the rail line owners, Metrolinx had expressed concerns with these crossings. The project team has been in consultation with Metrolinx and it is their policy direction to not permit any new level crossings of active rail corridors, therefore these level crossings could not be selected as the preferred crossing options in the EA. The final preferred design concept has been amended to include two bridge crossings of the Metrolinx rail line in place of the level crossings. Location of the main trail and additional rail line crossings remains unchanged. Refer to attached document for the final preferred trail design concept.

The locations of the proposed bridge crossings (previously identified as level crossings) are as follows:

- South Rail Line Bridge (“Metrolinx Crossing 2”) – south of Flemingdon Golf Course, within the Hydro Gatineau Corridor
- North Rail Line Bridge (“Metrolinx Crossing 3”) – just north of Eglinton Avenue

Additional details regarding the rail line bridge crossings and associated transition areas are attached for your review. Can you please review the attached information and provide any comments or feedback by **Wednesday, September 21, 2016**.

Next Steps

Following the two week review period, any necessary changes or additions will be made to the proposed rail bridge crossings and the Environmental Study Report (ESR) will be updated. The ESR will be filed with the Ministry of Environment and Climate Change for a 30 day public review this fall.

If you have any questions or comments please do not hesitate to contact me.

Kindest Regards

Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office

Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

☎ Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 6416.667.6277

✉ vsavage@trca.on.ca | www.trca.on.ca

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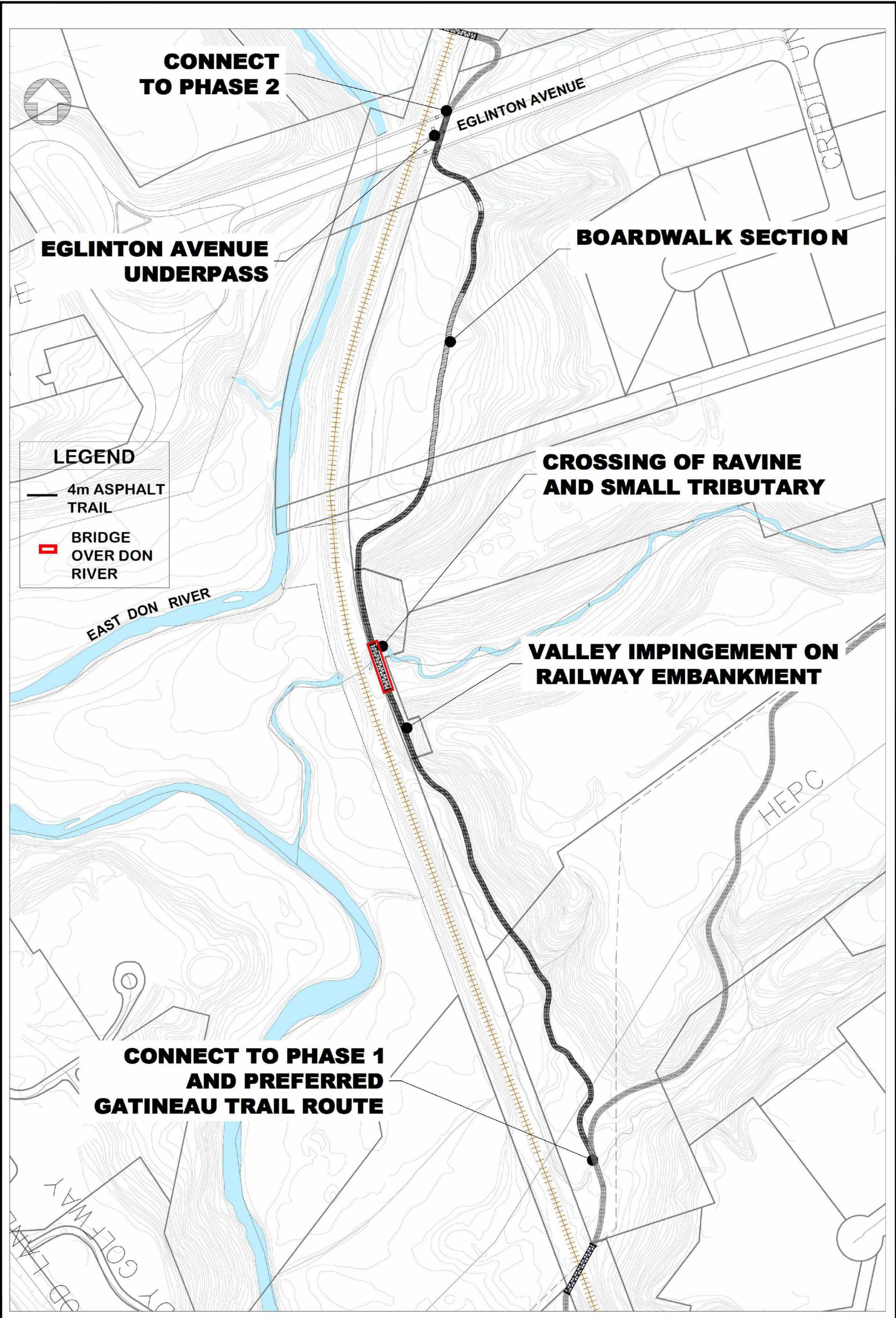
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Thank you."

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CONNECT TO PHASE 2

EGLINTON AVENUE

CREDIT RIVER

EGLINTON AVENUE UNDERPASS

BOARDWALK SECTION

LEGEND

- 4m ASPHALT TRAIL
- ▭ BRIDGE OVER DON RIVER

EAST DON RIVER

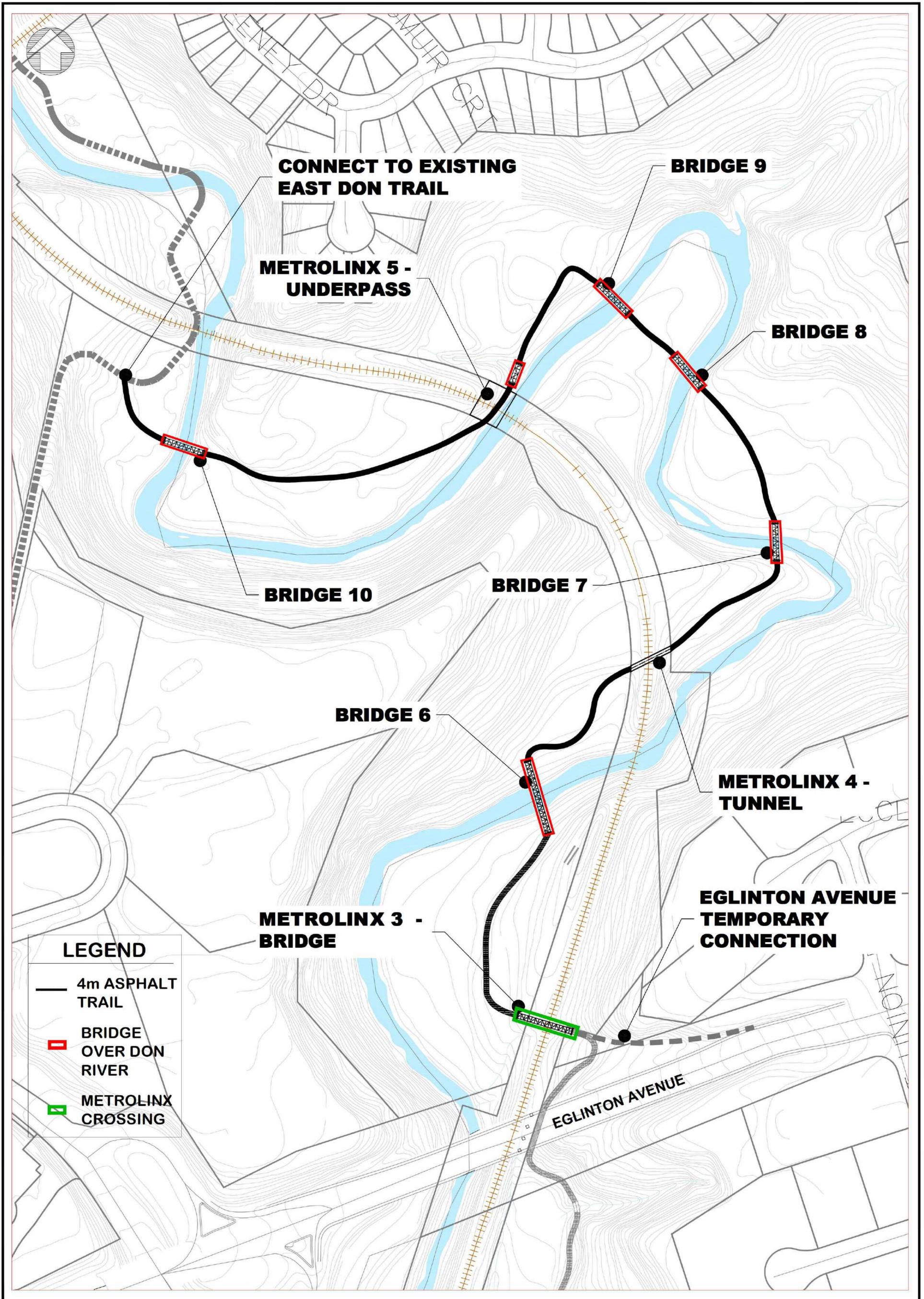
CROSSING OF RAVINE AND SMALL TRIBUTARY

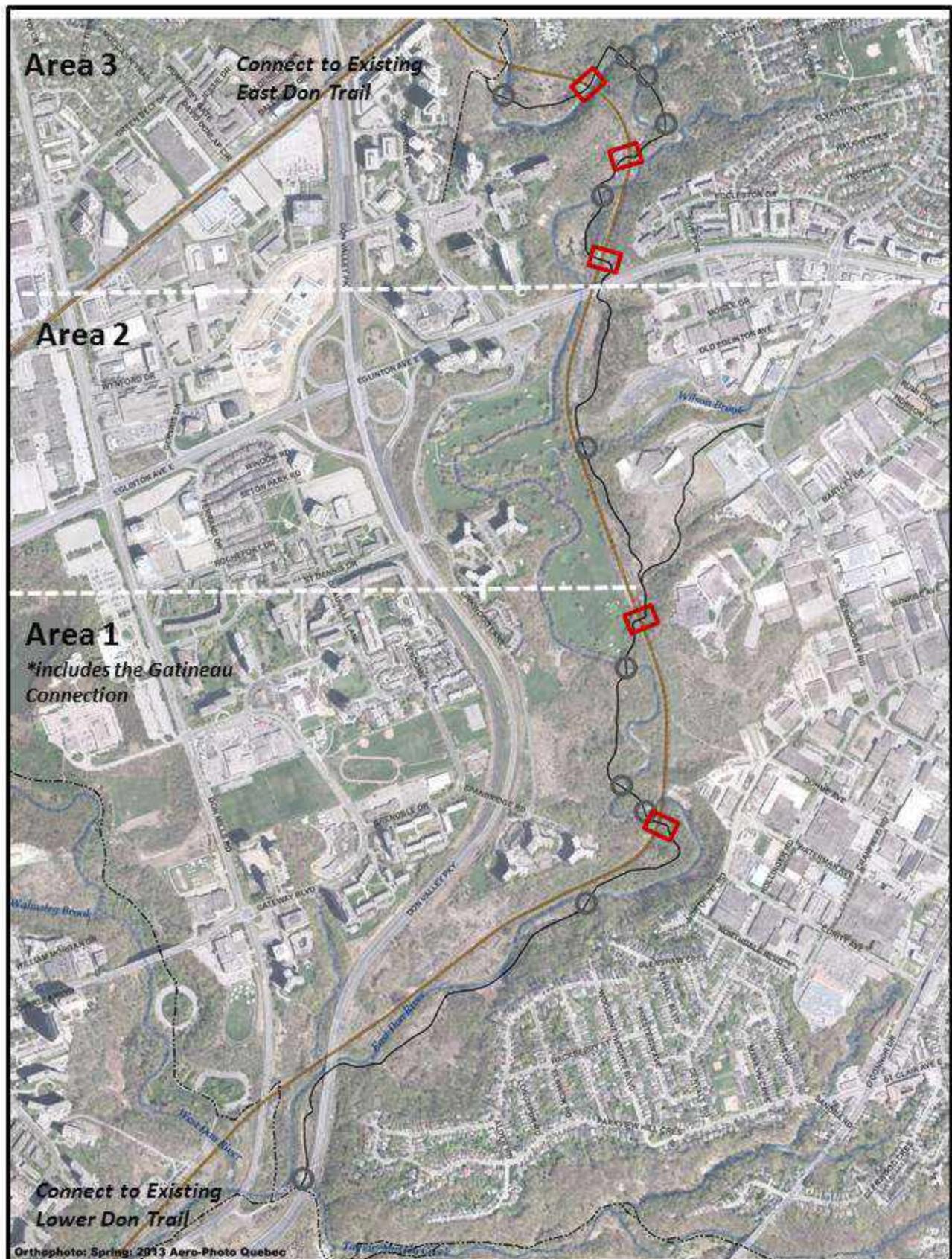
VALLEY IMPINGEMENT ON RAILWAY EMBANKMENT

HEPC

CONNECT TO PHASE 1 AND PREFERRED GATINEAU TRAIL ROUTE

GOLFWAY





Area 3

*Connect to Existing
East Don Trail*

Area 2

Area 1

**includes the Gateau
Connection*

*Connect to Existing
Lower Don Trail*

Orthophoto: Spring, 2013 Aero-Photo Quebec

1:15,000

- River Crossing
- Rail Line Crossing
- Existing Multi-Use Trail
- Watercourse
- Railway
- Preferred Alignment

Wynford Concorde Residents Group.

From: [Natalie Seniuk](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: East Don Trail - BEI - Send in questions/comments by November 20
Date: 11/21/2013 09:18 AM

Good morning [REDACTED],

Thank you for sending in your question. I just wanted to let you know that I have recorded it as part of the BEI report feedback received from the Wynford Concorde Residents Group. Formally, we will be discussing all of these questions at the next CLC meeting. I would like to answer your question now, however I think that your question warrants more detailed feedback than I can give you at the moment. I am following up with the technical team in hopes that I can provide you with an answer to your question before the meeting, and will get back to you.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

▼ [REDACTED] [---11/15/2013 11:43:04 AM---Natalie, I have a question about access to the East Don Trail. The East Don Trail is planned to be a](#)

From: [REDACTED]
To: "Natalie Seniuk" <NSeniuk@trca.on.ca>,
Date: 11/15/2013 11:43 AM
Subject: Re: East Don Trail - BEI - Send in questions/comments by November 20

Natalie, I have a question about access to the East Don Trail.

The East Don Trail is planned to be a multi-use trail for use by hikers, dog walkers, in-line skaters, etc, as well as bikers. As I look at the proposed trail, I have great difficulty imagining where users will be able to gain access to this trail.

In the north end of the existing trail, access through the parking lot of the Charles Sauriol Conservation Area is compliant with the planned users. People can come and park there cars and walk or ride onto the trail. No problem ! However at the existing Wynford Heights access there is no parking available making this access point really only of any use to local residents. This access point is of no benefit to the elderly, disabled or folks with other health

problems, due to the steepness of the valley wall and the access trail down. As I look at the proposed trail route south of the Wynford access point, it is hard to see where other access points can be placed until one reaches the Taylor Creek Trail parking lot, unless one includes the Flemingdon Golf Club parking lot and access point.

My question then, is where are the other access points planned to be put, to allow for the multi-use of the proposed trail? Bikers I can see being able to use the trail with only a limited number of access points. But how do the other planned users access the trail?

Regards



From: [Natalie Seniuk](#)
To: [REDACTED]
Subject: Re: East Don Trail - CLC - Update & Action Items
Date: 11/11/2013 09:29 AM

Good morning [REDACTED],

Thank you for reviewing the Report and providing your feedback. I will make a note of your comments and we will correct the errors.

If you have any questions you would like answered at the CLC meeting regarding the report, please send them along.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

▼ [REDACTED] ---11/06/2013 02:27:21 PM---Natalie, I have reviewed the draft BEI. I would make the one observation and that is on Page 119 an

From: [REDACTED]
To: "Natalie Seniuk" <NSeniuk@trca.on.ca>,
Date: 11/06/2013 02:27 PM
Subject: Re: East Don Trail - CLC - Update & Action Items

Natalie, I have reviewed the draft BEI. I would make the one observation and that is on Page 119 and specifically on Table 33, it is showing one (1) bridge on Flemingdon Golf Course. This is incorrect there are in fact two(2) bridges crossing the East Don River on Flemingdon Golf Course. They are both of a significant size and of the same type as the bridges that were installed on the existing East Don Trail in 2011. They were both installed after a major flood about 5 years ago.

I also wonder about the labeling of Site 1 on Figure 18, Page 55 and labeled on Page 56. It would see to me that Site should be labeled West Slope at 75/65 Wynford Heights and Site 5 should be labeled 45 Wynford Heights.

Regards

From: [REDACTED]
Reply To: [REDACTED]
To: NSeniuk@trca.on.ca
Cc: [REDACTED]
Subject: Wynford Concorde Meeting on July 8
Date: 06/05/2013 07:28 AM
Attachments: [IMG.jpg](#)
[IMG_0003.pdf](#)
[May 13 Minutes.doc](#)

Hi Natalie:

Thank you for the good news that Garth Armour and Violetta Tkaczuk will be joining us for the Wynford Concorde Residents Group Meeting on July 8 to talk about the Environmental Assessment for the new East Don Trail. You also mentioned at the Community Liaison Committee meeting last night that a formal notification to our Chair [REDACTED] of their attendance will be coming soon.

At our last Wynford Concorde meeting I gave a summary of the Environmental Assessment process to the members. I distributed hard copies to members of two slides from your April CLC meeting presentation dealing the Opportunity Statement and the Environmental Assessment process and discussed them with the group. I am attaching copies of these slides and of the relevant minutes of our last meeting FYI and Garth and Violetta's.

This material may help them decide what kind of discussion they would like to have with us.

The attached minutes mention issues that we have raised with the EA process though you in a submission of April 18. Last night at a second meeting of the community group participating in the environmental assessment, Garth mentioned again, as has John Parker, that the City is *not* considering winter opening of these trails. However, as the minutes discuss this remains one of the issues of concern for our group.

[REDACTED], who is chair of the Wynford Concorde Residents Group, may have additional suggestions about what we hope to cover at the July 8 meeting.

I look forward to seeing Garth and Violetta on July 8.

Best wishes,

[REDACTED]

From: [REDACTED]
Reply To: [REDACTED]
To: NSeniuk@trca.on.ca
Cc: [REDACTED]
Subject: Wynford Concorde Residents Group - May 13 Meeting
Date: 05/09/2013 06:50 AM

Hi Natalie:

The chair of the **Wynford Concorde Residents Group**, [REDACTED] has asked me to request Garth Armour to attend our meeting, this was the original request.

We will meet at 7:30pm on Monday May 13 at 18 Concorde Place. I will assist Garth or staff attending from the front lobby to the meeting room. I expect this item will be first on our agenda and that it will take no more than half an hour. We are a group of only 8-12 and an informal overview and discussion would be preferable to a formal presentation.

I think the group would be interested in a short general overview and discussion of the trail project, what stage the project is at, budget and timelines for the project, the environmental assessment and the role you expect our Group to play in the Community Liaison Committee.

I think we would also welcome a discussion of issues of interest to the Group related to the project if not the assessment: first, winter opening of the trails and of access areas (ramps and parking lots); secondly, how the City and the community can manage the influx of trail users to the Wynford Concorde area resulting from the opening of the new trail and how the City's rules of etiquette can best be promoted by the City and our community; and thirdly what can be done to restore the depleted natural environment and animal habitat in this part of the Don valley.

We are excited at the prospect of this new trail link and I'm sure we will enjoy reviewing the plan and our interests with Garth or the staff who attend. I'm fascinated at the thought of being able to cycle from our neighbourhood to the zoo!

Best wishes,

[REDACTED]

From: [REDACTED]
To: [REDACTED]
Sent: Wednesday, May 8, 2013 8:32:06 PM
Subject: Re: Fw: East Don Trail - Wynford Concorde Liaison Committee - May 13 Meeting - Project Team Representation

Please respond. I am at a conference in San Francisco. We would like Garth and I think it's too late to change the starting time.

[REDACTED] wrote:

Hi [REDACTED]:

Can I leave this to you to respond to. Let me know if you would like me to respond.

Best wishes,

[REDACTED]

----- Forwarded Message -----

From: Natalie Seniuk <NSeniuk@trca.on.ca>

To: [REDACTED]

Cc: "councillor_parker@toronto.ca"@trca.on.ca; [REDACTED]
[REDACTED]

Sent: Wednesday, May 8, 2013 12:49:52 PM

Subject: East Don Trail - Wynford Concorde Liaison Committee - May 13 Meeting - Project Team Representation

Hello [REDACTED],

Hope you are having a good Wednesday.

I understand that the Wynford Concorde Liaison Committee is meeting this coming Monday, May 13, at 7:00 pm and have requested that a representative from the East Don Trail Project team attend. We would be happy to send a representative to Monday's Meeting so please add us to your agenda.

In preparation for Monday's meeting could you please let me know what the Committee is expecting? My initial understanding is that it will be a question and answer format. However, if you are anticipating a presentation please let me know so that we can prepare.

I will be in the office the remainder of this week. Please email me or give me a call when you have an opportunity.

Kind regards,

Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |
Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |
(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

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Thank you."

From: [REDACTED]
To: [Natalie Seniuk](#)
Cc: [REDACTED]
Subject: East Don Trail
Date: 08/19/2013 08:22 AM

Natalie, at last Monday's meeting I spoke to my suggestion that the trail stay east of the railway line below Eglinton Avenue and not cross the Don River north of Eglinton.

Violetta indicated that it was a good suggestion and that they were going to have another look at the Eglinton bridge to see whether it was possible to pursue this option.

However Rob, when discussing costs and technical seemed to dismiss this possibility out of hand, saying that he thought they had looked at it previously and he doubted that it was feasible to go on the east side of the river at the Eglinton crossing. He did not seem very sure of his position at all.

This past weekend I took the time to walk down to the Eglinton bridge to see for myself what space was available. I certainly am not an expert but in my opinion there is great difficulty for the trail on both sides of the river at the bridge, if it is to stay beside the river. However there certainly seems to be space between the rail line and the bridge columns that is relatively flat and could certainly allow for passage of the trail east of the rail line. Obviously if this path was followed it would allow the trail to travel east of the rail line, through attractive forested areas down to the Gatineau trail. This would avoid the golf course and all the associated difficulties of constructing the trail without impacting the golf course, if one was to select the Rail Trail option.

I would like to once again recommend that the crossing at Eglinton Avenue be re-evaluated and the possibility of the trail following a path east of the rail line and the golf course.

Regards

[REDACTED]

From: [Natalie Seniuk](#)
To: [REDACTED]
Cc: [REDACTED]
Bcc: [Natalie Seniuk](#)
Subject: East Don Trail - Policing of Trails
Date: 07/17/2013 09:27 AM

Good morning [REDACTED],

I did some follow-up to your question regarding policing of trails. I have provided the information I received below.

Bylaw Infractions

Reporting of by-law infractions is done by calling 311.

Bylaws are enforced by the City's provincial offences offices in Municipal Licensing and Standards. Please see the link to their webpage
<http://www.toronto.ca/licensing/index.htm>

Examples of things that would be enforced by Municipal Licensing and Standards (instead of the police) include off-leash dogs, littering, dumping, campfires, etc. and are covered by the Municipal Code <http://www.toronto.ca/legdocs/>

Concerns Regarding Public Safety and Crime

Concerns regarding public safety and crime are reporting reported through police. Incident reports can be filed with police through area Division It is best to check with the Division to see if there are any random police on bike checks of the trails.

It appears that you have connected with the appropriate channels regarding public safety and crime. I hope that the by-law infraction information is helpful to you.

Kind regards,
Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview,
ON, M3N 1S4 |

(647.537.4185 | 646.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

▼ [REDACTED] ---07/11/2013 09:10:24 AM---Hi Natalie:

From: [REDACTED]
To: "Nсениuk@trca.on.ca" <Nсениuk@trca.on.ca>,
Cc: [REDACTED]

Hi Natalie:

Welcome back!

I'm attaching FYI an email that is circulating there about rescheduling the Wynford Concorde Residents Group meeting for Garth and Violetta for September 9.

At last Monday's meeting of the Wynford Concorde Residents Group a member showed us a map from the project website that he said shows that the alignment of the new trail will cut through the Flemingdon golf course and prevent its use for golf. I said as far as I know the alignment has not been decided and that the project is in negotiations with the golf course about access and a right of way.

Can you clarify this for me.

Another member asked about current policing policy for the trails in our part of the Don Valley south of Milne Hollow. I have asked for clarification on this from a contact at 33 Division.

Do you have any information on this. Any information I receive I will pass on to you.

Best wishes,

[REDACTED]

----- Forwarded Message -----

From: [REDACTED]
To: [REDACTED]
Sent: Tuesday, July 9, 2013 11:27:52 AM
Subject: Re: Rescheduling Garth and Violetta

Hello [REDACTED]!

Sure! I'll forward the email!

From: [REDACTED]
Reply To: [REDACTED]
To: NSeniuk@trca.on.ca
Cc: [REDACTED]
Subject: Comments on CLC Meeting #1 Draft Notes
Date: 05/27/2013 05:08 PM

Hi Natalie:

These are a few small comments on the draft notes for the East Don Trail EA Community Liaison Committee meeting of April 22. First, I should congratulate you and the team that these notes are a fair and balanced report of the meeting - and not "fair and balanced" as Fox News defines it either.

Page 6: CLC Question: "[REDACTED] asked if a meeting would be held in July and/or August?". "[REDACTED] asked when the next meeting would be taking place". If I remember right it was me that asked these questions. [REDACTED] is more polite than me when it comes to making commitments to attend meetings in July and August.

Page 7: A CLC question mid-page refers to the "PICs". Could you give the full name of each acronym when it is first used in each of the notes of these meetings. I found out later what PIC means but it took a couple of pages before the penny dropped. This applies to reference to the CLC on page 1 paragraph 1 as well. I assume that these notes may be made available to the public. Helping them with acronyms whenever possible is a good thing.

Page 8: A CLC question refers to the "Toronto Water Access Route". Can you tell me what this is, perhaps at the meeting on June 4?

Page 8: Typo, third last paragraph: "Will there be potential for disturbance in *is* areas?".

Lastly, on page 9 there is mention of mapping for access points to the proposed trail. Councillor Parker has mentioned at a Wynford Concorde Residents Group that local access is a major concern related among other things to commuting, and especially for the Flemingdon area. Will future meetings address this issue. Perhaps we can discuss this on June 4. And, as we have discussed, please remember to bring copies of maps for the walking tour for me on June 4.

That's it.

Best wishes,

[REDACTED]

From: [REDACTED]
To: [Natalie Seniuk](#)
Cc: [REDACTED]
Subject: Report
Date: 05/14/2013 09:15 AM

Natalie:

Thanks for your info. on who's who on the project team.

[REDACTED] and I attended a meeting of the Wynford Concorde Residents Group last evening and shared with them an outline of the project and the EA process based on material you provided at the April 22 CLC meeting.

They supported our continued interest in the issues I raised with you about winter opening, etiquette rules and natural restoration in my paper to you of April 18. The Chair pointed out that the topics to be considered in the EA evaluation process (page 7 in our binders) include "operations and maintenance", "social impacts" and "terrestrial and aquatic impacts". We feel our three areas of concern fall within the scope of these three considerations.

Selected comments were:

Winter opening: Members believe that some trails are currently open such as Wilket Creek and trails in the Duncairn area of Don Mills where schoolchildren are regular users; the Bateman Trail is used in all seasons and pressure of traffic ensures that its remains accessible; promises were apparently made by parks staff to at least one of our members that the parking area at Milne Hollow would be kept open this past winter but they were overruled; the planned East Don Trail adds to large investments in trail infrastructure in this area - it is a shame to keep them inaccessible for most of the year; and, as more trails are built under the current program, more need will be identified to keep them open year round.

Etiquette: The influx of trail users to our neighbourhood resulting from the new link will call for better compliance with the City's rules of etiquette. One member complained of a cyclist passing her as she walked in the valley here with no warning by bell or otherwise last summer; she also said that the Group has been promised a handrail on the ramp into the valley at Wynford Heights but nobody (including John Parker who attended our meeting) knew when this might be installed.

Naturalization: Our members support efforts to remediate the natural environment of the valley when the trail is installed. They want to be sure that natural restoration is well understood as a concept before this begins (perhaps you can clarify your understanding of this term in responding) and in particular we do not want the valley "parkified".

I hope you can provide a response as you promised to our paper either at our next meeting or directly.

[REDACTED] and I seem to have left the April 22 meeting with different understandings of the timelines for the project. Now that the CLC consultations will finish by the end to this year I concluded that construction will begin in 2014 and possibly end in 2015. I may even have heard this said at our April 22 meeting. [REDACTED] believes these

timelines were not laid down and that the budgeting for the project may mean its completion over a period of up to four years commencing possibly in 2015. Can you please clarify this for us.

Looking forward to seeing you on June 4. As I mentioned I won't be able to join the walk on May 29.

Best wishes,

[REDACTED]

On 2013-05-10, at 9:13 AM, Natalie Seniuk <NSeniuk@trca.on.ca> wrote:

Good morning [REDACTED],

Project Team Introductions - that is a list of the East Don Trail project team members that were present at CLC Meeting #1

East Don Trail Project Team - is a list of all of the individuals from the City and TRCA that are working on the project at this time.

Does that make sense?

Let me know if you need any additional information in preparation for your meeting on Monday evening.

Natalie

Natalie Seniuk, MCIP | Project Coordinator, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

(647.537.4185 | 6 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

From: [REDACTED]
To: "NSeniuk@trca.on.ca" <NSeniuk@trca.on.ca>,
Date: 05/09/2013 06:48 PM
Subject: Quick Question

Hey Natalie:

In the slide presentation for our CLC meeting on April 18, one slide: "Project Team Introductions", lists participants and the next lists the East Don Trail Project Team. Can you tell me the difference?

Best wishes,

From: [Wendy Strickland](#)
To: [Cheryl Post](#); [Natalie Seniuk](#); [Violetta Tkaczuk](#)
Subject: Fwd: Re: East Don EA Meeting
Date: 03/15/2013 02:49 PM

>>> Wendy Strickland 3/15/2013 2:46 PM >>>

Thank you again for your interest in the East Don Trail Environmental Assessment (EA) project.

I think the best place to start with your group's involvement in the process is the Community Liaison Committee (CLC). The Wynford Concorde Liaison Committee has been identified as a stakeholder group that will be asked to provide a representative for the Community Liaison Committee (CLC) that is being developed for the East Don Trail EA process. The CLC will act as the main forum for input for community organizations and stakeholders. You will be receiving an invitation on the group's behalf next week. A key role of the CLC representative will be to keep the local community and their respective interest group(s) informed about the project by relaying information via their existing community networks, and acting as a key point person/representative of that interest group.

The CLC is intended to aid in the collection of public input throughout the planning and design phases of the project. Two key functions of the CLC will be to identify items of public concern related to the impact and design of the project, and to offer potential advice or solutions to resolve these concerns. To ensure the project team is engaging in meaningful consultation, the CLC will be made up of a variety of representative groups to ensure that a variety of interests and experience avenues are represented at meetings.

The first CLC meeting will be held in early to mid April. The CLC will meet at key stages of the EA process, in which current information will be presented to the group for review, input and discussion. In addition a CLC specific webpage will be set up (will be up and running after the first CLC meeting) to share all CLC information.

If the Wynford Concorde Liaison Committee would like a separate meeting in addition to your involvement on their behalf with the CLC, please contact me to set up a meeting time and location.

Regards,
Wendy

Wendy Strickland
Natural Environment Specialist
Natural Environment and Community Programs
City of Toronto, Parks, Forestry and Recreation
Don Valley Brickworks, Building 12
550 Bayview Ave, Suite 406
Toronto, ON, M4W 3X8
tel: 416-392-7111
fax: 416-338-1069

>>> [REDACTED] 3/13/2013 1:55 PM >>>
Hi Wendy:

Perhaps you may remember me from planting events in Milne Hollow. I am a spin off from the stewardship group there and with some friends from that group I am working on a community perspective about the East Don Trail project and the Environmental Assessment process currently under way.

I also am a member of the Wynford Concorde Residents Group, part of Don Mills Residents Inc. and I am monitoring these activities for them. John Parker also attends meetings of the Wynford Concorde group and is interested in the project and the assessment on behalf of his ward.

We would like meet with you to review interests we have in the project and the assessment and how we might best contribute to the process. One of the friends who would like to come with me attended the February 13 information session at Todmorden and has shared information from this session with me. I have passed a presentation on the City website from this event to the Wynford Concorde Group.

We would be glad to join you next Thursday, March 21 or the following Thursday, March 28 at 1pm if either date and time is convenient for you.

Thank you for all your work on behalf of the project.

Best wishes,





Re: REMINDER: East Don Trail - Environmental Study Report Ready for CLC Review

to:

Natalie Seniuk

01/07/2015 06:10 PM

Hide Details

From:

To: "Natalie Seniuk" <NSeniuk@trca.on.ca>,

Thank you Natalie and a happy New Year to you and the team.

I have no further input.

Thanks



----- Original Message -----

From: [Natalie Seniuk](#)

To: [Natalie Seniuk](#)

Sent: Wednesday, January 07, 2015 11:56 AM

Subject: REMINDER: East Don Trail - Environmental Study Report Ready for CLC Review

Hello everyone,

I hope everyone had wonderful holiday season and a happy New Year!

Comments regarding the ESR were due back to the project team on Monday. However if you have not had a chance to provide your feedback and would still like to, the project team has agreed to **extend the deadline until the end of day Friday, January 9.**

As always, please feel free to get in touch with any questions.

Kind regards,

Natalie

(on behalf of the project team)

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

From: Natalie Seniuk/TRCA

To: Natalie Seniuk/TRCA@MTRCA,

Date: 12/09/2014 03:46 PM

Subject: East Don Trail - Environmental Study Report Ready for CLC Review

Hello everyone,

As mentioned in my email from last week, the project team would like to provide the CLC an opportunity to review the Final Draft of the Environmental Study Report and provide high level feedback. A copy of the document can be downloaded from the CLC Dropbox folder or by using the following link:

In addition to the main Report, the following Appendices have been uploaded to assist with your review:

- B1: Existing Geomorphic and Geotechnical Conditions
- C1: Stage 1 Archaeological Assessment and C2: Stage 2 Archaeological Assessment – Clearance
- D: Detailed Evaluation of “Alternatives To”
- E: Alternative Trail Alignments (Phase 2) Evaluation Criteria, Indicators, and Measures for Assigning Scores
- F2: Assessment of Potential Impact on Trees: Detailed Tree Inventory and Impact Evaluation Approach
- G: Alternative Design Concepts (Phase 3) Evaluation Criteria, Indicators, and Measures for Assigning Scores; Phase 3 Evaluation Criteria Considered and Removed

Please provide all comments back to me by Monday January 5. This will allow time for the project team to review and respond to comments, and make necessary changes to the Report before finalizing and filing in the New Year.

If you have any questions or comments while reviewing the Report, please do not hesitate to get in touch. TRCA's office will be closed from December 24 to January 5 but our team will be checking email sporadically throughout the holidays.

Happy Reading and Happy Holidays!

Natalie
(on behalf of the project team)

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |
☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

From: Natalie Seniuk/TRCA
To:
Date: 12/02/2014 02:21 PM
Subject: East Don Trail - Notice of Upcoming Review of Environmental Study Report

Hi everyone,

I hope you have all had a good fall.

The project team is currently finalizing the Final Draft of the full Environmental Study Report (ESR), which includes the revised Baseline Environmental Inventory. We will be providing a digital copy of the ESR to the CLC for review and comment sometime next week via Dropbox. The review period will extend through the Christmas holidays and the project team will be accepting comments until early January. Exact dates will be provided with the circulation email.

Please let me know if you have any questions or comments.

Kind regards,
Natalie
(on behalf of the project team)

Natalie Seniuk, MCIP | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive, Downsview, ON, M3N 1S4 |

☎ 416.661.6600 ext. 5655 | 📞 647.537.4185 | 📠 416.667.6277 | ✉ nсениuk@trca.on.ca | www.trca.on.ca

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Thank you."

From: [Violetta Savage](#)
To: [REDACTED]
Subject: Re: East Don Trail
Date: 05/11/2016 03:24 PM

Hello [REDACTED]

Yes I am loving this weather!

Unfortunately we are still in discussion and not ready to file the EA, but are working towards that.

Kindest Regards

Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office
Toronto and Region Conservation Authority
Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4
Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6
☎ Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 6416.667.6277
✉ vsavage@trca.on.ca | www.trca.on.ca

▼ [REDACTED] ---05/07/2016 12:53:47 PM---Hi Violetta, Hope you are well and enjoying the spring like weather !

From: [REDACTED]
To: "Violetta Savage" <VSavage@TRCA.on.ca>,
Date: 05/07/2016 12:53 PM
Subject: Re: East Don Trail

Hi Violetta,

Hope you are well and enjoying the spring like weather !

Are the discussions still on-going or can I report to the group that things are or will be shortly moving ahead with construction to start in 2016 ?

Regards

[REDACTED]

----- Original Message -----

From: [Violetta Savage](#)

To: [REDACTED]

Sent: Thursday, March 10, 2016 10:09 AM

Subject: Re: East Don Trail

Hello [REDACTED]

Unfortunately the East Don Trail EA is still in the same position as it was in January. We are still in discussion with a few of our key stakeholders prior to finalizing the EA.

Hope you are doing well.

Regards;

Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office

Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

☎ Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 6416.667.6277

✉ vsavage@trca.on.ca | www.trca.on.ca

From: [REDACTED]

To: "Violetta Savage" <VSavage@TRCA.on.ca>,

Date: 03/08/2016 04:01 PM

Subject: Re: East Don Trail

Hi Violetta,

I wondered whether there had been any further developments that I can report back to our community committee ?

Regards

[REDACTED]

----- Original Message -----

From: [Violetta Savage](#)

To: [REDACTED]

Sent: Friday, January 08, 2016 1:14 PM

Subject: Re: East Don Trail

Hello [REDACTED]

Happy New Year to you as well!

The Municipal Class EA amendments have finally been approved by the Minister of Environment and Climate Change! They have yet to update their current EA guidelines document, however this is still great news for the East Don Trail project as it does mean we have the ministry's support in filing the EA now. That being said the project team is working on updating the EA document to include this new information and ensuring we have meet all the requirements. We are also confirming a few items with the Key Stakeholders (utility companies).

We need to finalize a few items before I can work on the timeline for filing the EA, once I have more information I will be sending an update out to the CLC.

Please let me know if you have any additional questions.

Kindest Regards;

Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office

Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

☎ Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 6416.667.6277

✉ vtkaczuk@trca.on.ca | www.trca.on.ca

From: [REDACTED]
To: "Violetta Tkaczuk" <VTkaczuk@TRCA.on.ca>,
Date: 01/06/2016 10:38 AM
Subject: Re: East Don Trail

Hi Violetta,

A Happy New Year to you.

Once again I am charged with updating the Wynford Concorde Group with the situation as it pertains to the East Don Trail. Am I to assume that the MOECC has still to finalize the amendments that will allow the East Don Trail to proceed ?

The Class Environmental Assessment process has been undergoing a 5-year review and a variety of amendments have been suggested (this is common practice with EA's as the landscape of projects is always changing). As part of this round of amendments the Class EA process is outlining trail projects off the road right-of-way, an area that was previously undefined. Previous trail projects have followed the Class EA process, so it seems this amendment is well over due. We have been advised by the MOECC to wait to file the ESR until the amendments are approved and final. It will not change the process and steps we undertook (as in Phases) as that is standard and the East Don Trail EA followed the Schedule C (the most detailed and involved Schedule of the Class EAs).

Please let me know if you have any further questions.

Violetta Tkaczuk | Project Manager I, Project Management Office
Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue,
Vaughan, ON, L4K 5R6

☎ Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 6416.667.6277

✉ vtkaczuk@trca.on.ca | www.trca.on.ca

From: [REDACTED]
To: "Violetta Tkaczuk" <VTkaczuk@TRCA.on.ca>,
Date: 07/06/2015 04:04 PM
Subject: Re: East Don Trail

Thank you Violetta, your reply was in plenty of time for our meeting.

May I ask what amendments is the Ministry of Environment and Climate Change considering that will likely affect the East Don Trail ?

Regards

[REDACTED]
----- Original Message -----

From: [Violetta Tkaczuk](mailto:Violetta.Tkaczuk@trca.on.ca)

To: [REDACTED]

Sent: Monday, July 06, 2015 3:15 PM

Subject: Re: East Don Trail

Hello [REDACTED]

I hope this email is in time for your meeting, my apologies for not getting back to you sooner I was out of the country for a couple of weeks.

Unfortunately I do not have any major updates, we still have not filed the Environmental Study Report yet and hence have not received approval nor have we completed any detailed designs for the trail. We are still awaiting the amendments from the Ministry of Environment and Climate Change.

We have initiated two additional field studies, including an Electromagnetic Field Study for the trail portion within the Hydro Corridor, and a Heritage Assessment. The findings of these reports will be made available in the final Environmental Study Report.

I will keep the CLC updated on any movement with the filing of the Environmental Study Report and next steps.

Thank you for your continued interest in the project.

Violetta Tkaczuk | Project Manager I, Project Management Office
Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue,
Vaughan, ON, L4K 5R6

☎ Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 6416.667.6277

✉ vtkaczuk@trca.on.ca | www.trca.on.ca

From: [REDACTED]
To: "Violetta Tkaczuk" <VTkaczuk@TRCA.on.ca>,
Date: 07/01/2015 09:03 AM
Subject: Re: East Don Trail

Hi Violetta, we are having a meeting of the Wynford Concord Group next week and I wondered what the status was of the East Don Trail ? Since comments from our recently elected Councillor have clouded the issue somewhat.

Has the ESR been submitted ? Has it been approved ? Have the detailed designs for the trail been completed ?

Sure would appreciate an update.

Thanks



----- Original Message -----

From: [Violetta Tkaczuk](#)

To:

Cc:

Sent: Monday, March 16, 2015 10:34 AM

Subject: Re: East Don Trail

Hello

If I hear anything further along the lines of the Golf Course I will let you know (as per your last email).

As for your two questions below, we have not filed the ESR with the Ministry of Environment (MOE) yet. Currently the Municipal Class Environmental Assessment process is undergoing amendments, the East Don Trail EA project team is in communications with the MOE and we are waiting for the amendments to be finalized prior to filing. Prior to us filing the ESR we will be issuing a Notice of Completion to all project stakeholders (including CLC) which will notify them of our upcoming intention to file and indicating where the ESR can be accessed and reviewed. The public and stakeholders will have a 30 day calendar review period prior to any approvals by the MOE. Therefore detailed design drawings have not been developed yet. Right now the project team is working on putting the finishing touches on the ESR and continuing with some studies/field work within the study area.

The project team will continue to update the CLC on the progress of the project once more is known about the amendments.

Please let me know if you have any other questions.

Thank you;

Violetta Tkaczuk | Project Manager I, Project Management Office |

Toronto and Region Conservation Authority | 5 Shoreham Drive,
Downsview, ON, M3N 1S4|

(647-537-4158|6 416.667.6277 | ✉ vtkaczuk@trca.on.ca

|www.trca.on.ca

From:

To: "Violetta Tkaczuk" <VTkaczuk@TRCA.on.ca>,

Cc:

Date: 03/14/2015 08:20 AM
Subject: Re: East Don Trail

Hi Violetta,

Just two other questions.

Was the final ESR approved by the MOE as per the closing comments in EDT-CLC #7 Final Presentation ?

"Next steps in 2014

- Draft Environmental Study Report (ESR) - Circulated for CLC Review and Comment - October 2014

- Final ESR Filed with Ministry of Environment (MOE) for 30 day public review - December 2014"

And are detailed construction plans being developed ?

Thanks

██████████

----- Original Message -----

From: ██████████@toronto.on.ca>
To: ██████████
Sent: ██████████
Subject: Re: East Don Trail

> Hello ██████████

>

>

> As part of the East Don Trail project we are not pursuing acquisition of the Flemington Golf Course. As you will recall during the Phase 2 of the EA, through the evaluation process the preferred alternative trail alignment was identified as River Walk, however as acquisition of the Golf Course was not possible at that time the Hillside Trail was moved forward to Phase 3 of the EA.

>

>

> During acquisition talks the City of Toronto identified that acquisition of the property would also meet the City's objectives for acquiring park land within the Don Watershed.

>

>

> To the best of my knowledge, and that of the project teams, the City of Toronto is not looking to expropriate the golf course. That being said they may still have an interest in acquiring the golf course in the future through mutual agreeable terms.

>

>

> Please let me know if you have any further questions.

>

>
>
> Violetta Tkaczuk | Project Manager I, Project Management Office
|
> Toronto and Region Conservation Authority | 5 Shoreham Drive,
Downsview,
> ON, M3N 1S4 |
>
> (647-537-4158 | 6 416.667.6277 | * vtkaczuk@trca.on.ca
| www.trca.on.ca

>
>
>
>
> From: [REDACTED]
> To: [REDACTED]
> Cc: [REDACTED]
> Date: 03/13/2015 03:06 PM
> Subject: Re: East Don Trail

>
> Hi [REDACTED]
>
> Thank you for your email. I have copied Violetta on my
response to you as
> she will be able to speak to your request. As the project
moves forward,
> my role will be decreasing but, Violetta will continue to
manage the
> project and can provide any information on behalf of the
project team.

> Have a wonderful weekend.
>
> Natalie
>
> Natalie Seniuk, MCIP | Project Manager I, Project Management
Office |
>
> Toronto and Region Conservation Authority | 5 Shoreham Drive,
Downsview,
> ON, M3N 1S4 |
>
> (647.537.4185 | 6 416.667.6277 | * nseniuk@trca.on.ca
| www.trca.on.ca

>
>
>
>
>
>
>
> From: [REDACTED]
> To: "Natalie Seniuk" <[REDACTED]>
> Date: 03/11/2015 05:51 PM
> Subject: East Don Trail

>
>
> Natalie, it was my understanding that this would have been all
approved by
> now, however I am hearing rumours that there are moves to
expropriate the
> Golf Course and turn it into a 6 hole course with other
facilities for the
> community instead.
> Can you let me know what is happening.

> s
> [REDACTED]
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Thank you."



Re: East Don Trail EA Update
[REDACTED] to: Violetta Savage

09/07/2016 05:57 PM

Thanks Violetta.

I have your CLC update and that will provide all the necessary information for our meeting.

Regards

[REDACTED]

----- Original Message -----

From: [Violetta Savage](#)

To: [REDACTED]

Sent: Wednesday, September 07, 2016 1:31 PM

Subject: Re: East Don Trail EA Update

Hello [REDACTED],

There has been progress with the East Don Trail EA. I will be issuing the CLC an update later today.

Mainly 2 rail line crossing of the East Don Trail preferred design concept had to be amended based on Metrolinx's policy. Also the project team is aiming to file the ESR before the end of this year.

Once you receive the update please let me know if you have any further questions or comments.

Kindest Regards;

Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office

Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

☎Office: 416.661.6600 ext 5755 | Cell: 647.537.4158 | 📠416.667.6277 | ✉vsavage@trca.on.ca |

www.trca.on.ca

From: [REDACTED]
To: "Violetta Savage" <VSavage@TRCA.on.ca>,
Date: 09/07/2016 11:15 AM
Subject: Re: East Don Trail EA Update

Hi Violetta.

It is that time again ! The Wynford Concorde Group is meeting again next Monday and I wondered whether there was any further information / progress concerning the East Don Trail, that I can report to the Group ?

Hope your summer was good.

Regards



----- Original Message -----

From: [Violetta Savage](#)

To: [Violetta Savage](#)

Cc: jhyland@toronto.ca ; wstrick@toronto.ca ; jgulati@toronto.ca ; laver@toronto.ca

Sent: Monday, July 18, 2016 11:08 AM

Subject: East Don Trail EA Update

Hello East Don Trail CLC,

I hope everyone is doing well. It has been a long time since we have engaged this group, the East Don Trail Environmental Assessment (EA) Community Liaison Committee, and I would like to take this opportunity to update you on the progress and current status of the EA.

Progress

Since that last update that was issued (Spring 2015) the project team has been working on the following:

- Edits to the Environmental Study Report (ESR) following review and comment by the CLC, Technical Advisory Committee and Key Stakeholders
- Conducting additional studies to support the preferred Alternative Trail Alignment and the next steps of the process (detailed design). Further information on the studies can be found in the update attached, and included:
 - Electromagnetic Field Study (of the Hydro Gatineau Corridor)
 - Heritage Assessment
- Discussions with Key Stakeholders regarding the preferred Alternative Trail Alignment

In addition, the Municipal Class Environmental Assessment (MCEA) process was amended in the fall of 2015, to clarify the EA process for trails not located in road right of ways. This does not change the process for the East Don Trail EA, which is being undertaken as a MCEA Schedule C, rather it confirms and supports the East Don Trail EA undertaking this process.

Current Status

The East Don Trail ESR has not been finalized and filed with the Ministry of Environmental and Climate Change yet due to ongoing discussions with Key Stakeholders concerning the recommended preferred Alternative Trail Alignment. As you may recall, as part of the preferred Alignment two proposed at-grade crossings were recommended to cross the rail line, one north of Eglinton Ave and one at the Hydro Gatineau Corridor (see map in attached update). The rail line owners, Metrolinx have expressed some concerns with these at-grade crossings and as a result the project team is currently exploring our options.

Next Steps

The project team will continue to discuss and explore options with Metrolinx to ensure the most appropriate rail line crossings are included in the ESR as the preferred Alignment. I will keep this group updated on the outcome of these discussions and the status of the East Don Trail EA.

If you have any questions please do not hesitate to contact me.

Violetta Savage (Tkaczuk) | Project Manager I, Project Management Office

Toronto and Region Conservation Authority

Mailing Address: 5 Shoreham Drive, Downsview, ON, M3N 1S4

Office Location and Courier Address: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

☎ Office: 416.661.6600 ext 5755 | 📞 Cell: 647.537.4158 | 📠 416.667.6277 | ✉ vsavage@trca.on.ca |

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