REPORT FOR ACTION

DTORONTO

Broadview and Eastern Flood Protection Environmental Assessment

Date: March 9, 2021
To: Infrastructure and Environment Committee
From: Deputy City Manager, Infrastructure and Development Services
Wards: Toronto-Danforth

SUMMARY

This report provides an update on the completion of the Broadview and Eastern Flood Protection Municipal Class Environmental Assessment, with a Preferred Alternative for flood protection that achieves the goals of the project. The Preferred Alternative is a flood protection landform along the east side of the Don Valley Parkway and Don River. This environmental assessment is a joint project of the City of Toronto, the Toronto and Region Conservation Authority and Waterfront Toronto.

This report also describes a phased implementation strategy where flood protection is realized for the bulk of the study area in Phase One while maintaining the existing business at 1-9 Sunlight Park Road. Phase Two could be completed at a later date by the landowner to achieve the full development potential of the property.

The project Study Area, shown in Attachment 1, is 8 hectares (20 acres) of land just east of the Don River, south of Eastern Avenue and north of the Metrolinx Lakeshore East rail embankment. The primary land-owners in the area, as identified in Attachment 2, are the City of Toronto (streets), Metrolinx (rail corridor) and the Talisker Corporation. Talisker owns a number of properties in the study area including 1-9 Sunlight Park Road, which houses a BMW dealership, and 10-20 Sunlight Park Road, where a Mini dealership is located. Additional properties at 341, 353 and 361 Eastern Avenue are held by other private landowners. The study area is regulated by the Toronto and Region Conservation Authority as Flood Plain, meaning that in the case of a Hurricane Hazel-level Regulatory Flood, water would overflow the banks of the Don River and flood the study area. The lands are designated in the former City of Toronto Official Plan (1994) as Lower Don Special Policy Area, which limits intensified development and requires flood proofing.

The Broadview and Eastern Flood Protection Preferred Alternative would be the third and final component of flood protection in this area of Toronto. Previously, the Lower Don River West Remedial Flood Protection project was completed in 2012, protecting the West Don Lands neighbourhoods and parts of the city's downtown. The Port Lands Flood Protection project, currently underway, will eliminate the flood plain for lands to the south and east of the project site.

The 8 hectares (20 acres) of land in the Broadview and Eastern study area were not included in the Port Lands Flood Protection project because the land is primarily under private ownership and there was little development pressure in the area during the project's environmental assessment study process - a ten year process completed in 2015 as the Don Mouth Naturalization and Port Lands Flood Protection Environmental Assessment.

The vision for the future of the study area and adjacent lands has evolved considerably in recent years and flood protection is now a required piece of enabling infrastructure to support a regional employment and transit hub. This new vision has been developed through several initiatives, including the Unilever Precinct Planning Study, resulting in a Secondary Plan, East Harbour Zoning By-law, and related ongoing development approvals processes. Intersecting with these plans are those related to the future integrated SmartTrack and Ontario Line transit hub.

The Preferred Alternative for the Broadview and Eastern Flood Protection Environmental Assessment is one that would support the vision that has emerged for the area. A flood protection landform would extend from Eastern Avenue south along the east side of the Don Valley Parkway and Don River to the Metrolinx Lakeshore East rail embankment (see Attachment 7). The flood protection landform has been designed to minimize the amount of land required, while meeting technical engineering design requirements. The northern portion of the landform would be located on public land, while the southern portion would be located on 1-9 Sunlight Park Road. Implementation of the full flood protection landform through this private land would ultimately require the removal of the existing commercial building on 1-9 Sunlight Park Road.

The environmental assessment report describes different implementation alternatives, including a phasing approach that would significantly reduce near-term land and business interruption costs by preserving the existing business at 1-9 Sunlight Park Road while providing immediate flood protection benefits. Phase One of this strategy is presented in Attachment 8. In this phase, the northern and southern portions of the flood protection landform would be fully constructed, while the land around the building at 1-9 Sunlight Park Road would be re-graded to ensure that flood waters would not flow east of the site's parking lot. This could be implemented in the near-term and would facilitate the removal of the Special Policy Area designation for most of the study area while the existing business remains in place.

In Phase Two of implementation, the middle portion of the flood protection landform would be completed on privately-owned lands, consistent with the environmental assessment's Preferred Alternative. This work could be done by the owners of 1-9 Sunlight Park Road and would include the removal of the existing commercial building. There is currently no timeline for this phase. It could be implemented by the landowner as a component of a potential future development project. The landowner could also choose to leave the lands within the flood plain for the foreseeable future and operate businesses that are consistent with the property's existing development permissions.

The benefits of implementing the recommended environmental assessment Preferred Alternative are outlined below. Almost all of these benefits are realized in Phase One of the phased implementation strategy:

- Enabling future development of the East Harbour site consistent with the Unilever Precinct Secondary Plan, East Harbour Zoning Bylaw and ongoing development approval processes;
- Enabling a variety of potential design solutions for the integrated East Harbour SmartTrack and Ontario Line transit hub;
- Enabling future development on privately-owned lands north of the Metrolinx Lakeshore East rail embankment;
- Enabling the Broadview Extension and associated streetcar route to penetrate the rail embankment and move south into the Unilever Precinct;
- Protection of existing residents and businesses; and
- Through the phased implementation approach, cost-savings through reduced near-term impact on the business operating at 1-9 Sunlight Park Road.

Staff are recommending that Council authorize staff to finalize the Broadview and Eastern Flood Protection Project Municipal Class Environmental Assessment report and place it on the public record for minimum 30 day review period in accordance with Municipal Class Environmental Assessment (2015) requirements for Schedule C projects.

The benefits of implementing the Preferred Alternative flood protection would accrue to multiple stakeholders, and, as such, there is the opportunity for project costs to be shared. Furthermore, detailed design and construction planning will require successful coordination across these projects and organizations. This report recommends that staff initiate cost-sharing negotiations with stakeholders and develop a funding and implementation strategy. Staff would also investigate opportunities to secure funding from the Federal and Provincial governments. Staff anticipate reporting back in fourth quarter of 2021.

City staff are proposing to advance work, beginning in the second quarter of 2021, on a 60% schematic design for the southern portion of the flood protection landform – the portion adjacent to the Metrolinx Lakeshore East rail embankment. The design process will be a joint design process with Metrolinx that includes the integrated East Harbour SmartTrack and Ontario Line transit hub. Accurate information for these pieces of infrastructure will allow them to be designed and delivered as effectively and efficiently as possible. As noted below, the cost of this work is anticipated to be accommodated through existing budgets and, potentially, through funding from the National Disaster Mitigation Program.

RECOMMENDATIONS

The Deputy City Manager, Infrastructure and Development Services recommends that City Council:

- Authorize the Deputy City Manager, Infrastructure and Development Services, to work with the Toronto and Region Conservation Authority and Waterfront Toronto, to finalize the Environmental Study Report and issue a Notice of Study Completion for the Broadview and Eastern Flood Protection Project Municipal Class Environmental Assessment, to be placed on the public record for minimum 30 day review period in accordance with Municipal Class Environmental Assessment (2015) requirements for Schedule C projects; and
- 2. Request that the Deputy City Manager, Infrastructure and Development Services initiate cost-sharing and implementation discussions with stakeholders based on the phased implementation options outlined in the Broadview and Eastern Flood Protection Project Municipal Class Environmental Assessment, and report back to the Infrastructure and Environment Committee in fourth quarter of 2021 with a funding and implementation strategy.

FINANCIAL IMPACT

The City has submitted a proposal to the National Disaster Mitigation Program to support a 60% schematic design for the southern portion of the Flood Protection Landform to integrate with Metrolinx design process for the Ontario Line and the East Harbour SmartTrack and Ontario Line transit hub. The project would require a City of Toronto contribution of \$400,000, to be sourced from existing budgets, towards a total project budget of \$940,000. The work would begin in April 2021. If the funding proposal is not approved, staff will explore options to reduce scope, extend the project schedule and/or access other City funding sources. Staff will report back through the Budget Committee if necessary.

In 2017 Council approved capital project CWR003-27 Eastern Broadview Flood Protection Environmental Assessment within the Waterfront Revitalization Initiative capital budget with \$2.0 M for environment assessment costs. To-date, approximately \$1.4 M has been spent and a further \$480,000 has been committed, including towards Environmental Assessment filing and other costs. The remaining \$120,000 is available for the 60% design work. An additional \$280,000 is also available in capital project CWR003-36 Lower Don Coordination to fund the remaining share of the \$400,000 City of Toronto contribution.

Currently, there is no funding for the further detailed design or construction phases of this project. Total project costs, including detailed design and construction and land acquisition and business interruption costs, for the recommended Phase One scope are estimated at approximately \$151 to 168 M when escalated to year of construction, assuming a construction timeframe of 2022-2026.

Further details on costs related to different implementation options, as well as approaches to secure cost sharing arrangements and additional funding are included in the Comments section of this report. Relevant project costs will be considered in future budget process, as appropriate, along with other funded and unfunded City priorities

The Chief Financial Officer and Treasurer has reviewed this report and agree with the financial implications as identified in the Financial Impact Section.

DECISION HISTORY

At its meeting of July 6-8, 2010, City Council adopted the staff report from the Deputy City Manager, titled "Lower Don Lands Project", dated May 31, 2010. This report sought City Council support for a number of studies and plans completed by Waterfront Toronto and the Toronto and Region Conservation Authority for the lands south of the rail corridor, east of Small Street, West of the Don Roadway and north of the Ship Channel, known as the "Lower Don Lands". City Council adopted the preferred alternative of the Don Mouth Naturalization and Port Lands Flood Protection Environmental Assessment and its submission to the Minister of the Environment for approval.

The Council decision may be viewed here: http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2010.EX45.15

At its meeting on July 8, 2014, City Council adopted the report of June 5, 2014 from the Deputy City Manager, Cluster B, titled "Port Lands Acceleration Initiative Phase 2 – Progress Report". City Council adopted the Port Lands Planning Framework: Land Use Direction to be used as the basis for completing the Port Lands Planning Framework, Port Lands and South of Eastern Transportation and Servicing Class Environmental Assessment Master Plan and Villiers Island Precinct Plan.

The Council decision may be viewed here: <u>http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG34.11</u>

In March 2017, City Council considered a Status Update Report on the Unilever Precinct Planning Study, as well as a Preliminary Report on First Gulf's applications for rezoning and subdivision at 21 Don Valley Parkway and 30 Booth Avenue.

Staff were directed to commence the Eastern and Broadview Flood Protection Municipal Class Environmental Assessment, together with the Toronto and Region Conservation Authority and Waterfront Toronto.

Staff were also directed to create a capital sub-project, the "Eastern and Broadview Flood Protection Municipal Class Environmental Assessment," with 2017 cash flows of \$2.0 million, funded from development charges from Reserve Fund XR2120 (\$1.8 million) and \$0.200 million in approved funding from the Waterfront Revitalization Initiative's 2017-2026 Capital Budget and Plan – CWR003-18 (\$0.130 million) and CWR003-21 (\$0.070 million) – resulting in a \$1.8 million net increase in the Waterfront Revitalization Budget.

The Council decision may be viewed here: <u>http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=s2017.PG18.6</u> In July 2017, City Council adopted the May 16, 2017 staff report from the Deputy City Manager, Cluster B, titled "Port Lands Planning Initiatives – Interim Report".

This report summarized the findings of the Port Lands Planning Framework and the Port Lands and South of Eastern Transportation and Servicing Master Plan, and included a draft Port Lands Official Plan modification. Among other matters, City Council endorsed the recommended preferred street, transit and municipal servicing solutions for the Transportation and Servicing Master Plan; authorized staff to complete the Master Plan based upon recommended preferred solutions, issue a Notice of Completion and put the Transportation and Servicing Master Plan in the Public Record in accordance with Municipal Class Environmental Assessment requirements and requested staff to initiate Phases 3 and 4 of the Municipal Class Environmental Assessment process for the preferred Broadview extension alignment, inclusive of other associated infrastructure projects.

The Transportation and Servicing Master Plan included a grading plan for the Unilever Precinct, including a valley wall condition south of the rail corridor. This valley wall would be comprised of three flood protection landforms/valley wall features tied together by a comprehensive grading plan.

Council's direction may be viewed here: http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2017.PG21.4

On December 5, 2017, City Council adopted the Final Report on Port Lands Planning Framework, and Villiers Island Precinct Plan and associated Official Plan amendments and modifications.

Council's direction may be viewed here: http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2017.PG24.6

In June 2018, City Council approved the Unilever Precinct Planning Study Secondary Plan and Planning Framework. In July 2018, City Council also adopted the East Harbour Zoning By-law Amendments.

The East Harbour development proposal was based on the premise that an acceptable flood protection solution north of the Metrolinx rail embankment is feasible and will be successfully designed, funded and implemented. The Secondary Plan policies and Holding provisions in the East Harbour Zoning By-laws therefore tie the development to the provision of this and other required servicing infrastructure among other matters

Development on the East Harbour lands is also dependent on construction of a Flood Protection Landform south of the rail embankment, in accordance with the final detailed design of the Port Lands Flood Protection project.

The Council decisions may be viewed here: <u>http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2018.PG30.5</u>

http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2018.MM44.121

In February 2021, City Council adopted staff recommendations related to Advancing the SmartTrack Stations Program. The Technical Update that was appended to the report noted that the East Harbour SmartTrack station will be integrated with the Ontario Line station in a "transit hub" with shared station amenities. The report also notes that the East Harbour SmartTrack Station is being delivered as a Transit Oriented Development / Transit Oriented Communities development that will encompass the East Harbour lands and will be further addressed through a supplemental separate agreement. Any other Stations being delivered as a Transit Oriented Development / Transit Oriented as a Transit Oriented Development.

Recommendations adopted include authorization to the Deputy City Manager, Infrastructure and Development Services or designate to identify and approve the inclusion of enhancements to City infrastructure in or near work being done for the Program, as well as any investigative, planning and design studies considered necessary for City infrastructure and services in the vicinity of the Program ("Additional Infrastructure") which Metrolinx's contractor will be asked to construct as part of SmartTrack Stations Program procurements, subject to certain conditions.

The Council decision may be viewed here: http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2021.EX20.2

COMMENTS

The Broadview and Eastern Area

The Broadview and Eastern project study area has three parts, shown in Attachment 1:

- On-site Study Area: The on-site Study Area is the area within which a flood protection alternative would be constructed. It is generally bounded by the Don River in the west, the north side of Eastern Avenue in the north and the Metrolinx rail embankment in the south and west;
- Environmental Assessment Focus Area: A large amount of existing and future infrastructure, including municipal servicing and utilities, can be found, or is planned, within this broader Focus Area that extends to the areas immediately beyond the Don River, Eastern Avenue and the Metrolinx embankment; and
- Broader Environmental Assessment Study Area: To support the Environmental Assessment work, a broader study area was also identified for an environmental effects assessment. This includes the west side of the lower Don River and the existing flood protection landform in the West Don Lands.

The majority of land in the on-site study area is privately-owned by the Talisker Corporation; this land is leased to two car dealerships. A BMW dealership is at 1-9 Sunlight Park Road and a Mini Dealership is at 10 - 20 Sunlight Park Road. Additional commercial properties at 341, 353 and 361 Eastern Avenue are held by other private landowners. The active Lakeshore East rail embankment is owned by the Province (under Metrolinx). The remaining lands in the on-site area are owned by the City and are used primarily for transportation services, including a circular expressway on-ramp from Eastern Avenue to the Don Valley Parkway (northbound) (referred to as the Eastern Avenue ramp). Attachment 2 identifies the ownership of land in the on-site study area.

The study area includes significant underground utility infrastructure, primarily in the Sunlight Park Road corridor and parallel to the Don Valley Parkway. The infrastructure includes water, gas and electrical infrastructure, as well as abandoned oil lines that require decommissioning. To construct the flood protection landform, all abandoned utilities within the footprint would need to be removed to protect the integrity of the flood protection landform; active utilities would be relocated or reconstructed and reinforced.

Policy Context

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient use and management of land and infrastructure;
- Ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- Ensuring opportunities for job creation;
- Ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- Protecting people, property and community resources by directing development away from natural or human-made hazards.

The Provincial policy-led planning system recognizes and addresses the complex interrelationships among environmental, economic and social factors in land use planning. The Provincial Policy Statement supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The Provincial Policy Statement restricts the development and alteration of existing sites within areas prone to flooding. Section 3.1.2 states:

"development and site alteration shall not be permitted within: c) areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard;"

Section 3.1.4 of the Provincial Policy Statement makes an exception to development restrictions where Special Policy Areas have been approved such as those applied to historic communities (e.g. downtown centres) that developed prior to the establishment of flood plain policies. Section 3.1.4 states:

"Despite policy 3.1.2, development and site alteration may be permitted in certain areas associated with the flooding hazard along river, stream and small inland lake systems: (a) in those exceptional situations where a Special Policy Area has been approved. The designation of a Special Policy Area, and any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications;"

The Broadview and Eastern Flood Protection Environmental Assessment study area is partially located within the Lower Don Special Policy Area. Attachment 3 is a map of the Special Policy Area.

Official Plan

The Study Area is primarily identified as *Employment Areas* on Map 2, Urban Structure, and is designated *Core Employment Areas* and *General Employment Areas* on Map 18, Land Use Plan of the Official Plan. Attachment 4 shows the Land Use designations in the Study Area.

It is the City's goal to conserve *Employment Areas*, now and in the longer term, to expand existing businesses and incubate and welcome new businesses that will employ future generations of Torontonians.

The Official Plan's land use designation for the privately-owned land in the Study Area is *General Employment Areas*, while the city-owned land is designated as *Core Employment Areas*. *Employment Areas* are places of business and economic activities vital to Toronto's economy and future economic prospects. *General Employment Areas* are generally located on the periphery of *Employment Areas* on major roads where retail, service and restaurant uses can serve workers in the *Employment Area* and would also benefit from visibility and transit access to draw the broader public. Automobile dealerships are permitted as a retail and service use in a *General Employment Area*.

The Study Area is partially located within the Lower Don River flood plain and the Special Policy Area identified on Map 10 of the Official Plan. Official Plan policies and mapping relating to Special Policy Areas have not yet been approved by the Local Planning Appeal Tribunal; therefore, the policies of the 1994 (former) City of Toronto Official Plan remain in full force and effect with respect to the Special Policy Areas. Section 2.68 of the Official Plan for the former City of Toronto states that development may be permitted in the Lower Don Special Policy Area on condition that the development is flood protected to at least the 1:350 year level, in which case no building or structure will be subject to a risk of flooding in excess of 25 percent over an assumed life of 100 years.

Protocol Regarding the Lower Don Special Policy Area

A Protocol Regarding the Lower Don Special Policy Area was signed by the City of Toronto and the Province in April 2018. The Protocol provides a framework for land use approvals in the Lower Don.

The framework applies solely to matters within the Lower Don Special Policy Area. Its purpose is to set out steps to coordinate and sequence approvals for new and intensified development in the Lower Don Special Policy Area, concurrent with the construction of flood protection works. The Protocol also sets out mechanisms for how to manage flood risk for proposed developments prior to the completion of flood protection works.

Central Waterfront Secondary Plan

Adopted as an amendment to the former City of Toronto Official Plan (1994) in 2003, the Central Waterfront Secondary Plan (Secondary Plan 31) provides policy direction to revitalize the Central Waterfront area. Covering the Port Lands, the West Don Lands, East Bayfront, Central Waterfront, Fort York, and Exhibition Place, the Central Waterfront Secondary Plan establishes the policy framework built on four principles:

- A. Removing barriers/making connections;
- B. Building a network of spectacular waterfront parks and public spaces;
- C. Promoting a clean and green environment; and
- D. Creating dynamic and diverse new communities.

Flood protection has been one of the major tools for principle C: *Promoting a Clean and Green Environment*, with "Big Moves" that include *Protecting The West Don Lands From Flooding*, and *Renaturalizing The Mouth Of The Don River*.

The Broadview and Eastern Study Area is adjacent to, but outside, the borders of the Central Waterfront Secondary Plan area. Broadview and Eastern flood protection does, however, help to enable other projects within the Secondary Plan area. For example, the flood protection Preferred Alternative would remove the need for valley wall features at Eastern Avenue and Broadview Avenue that would otherwise be required to complete Port Lands Flood Protection. This is discussed in more detail below.

Flood Protection in the Lower Don Area

Discussions related to restoring the Don River have been an integral part of the planning framework of the Don River watershed and Toronto's waterfront for over 30 years, as well as a key focus of Toronto and Region Conservation Authority, the City, Waterfront Toronto and the Province.

A flood protection solution in the Broadview and Eastern area would be the third and final component the flood protection in this area of Toronto.

The first major flood protection project was the Lower Don River West Remedial Flood Protection Project. The Environmental Assessment was approved in 2005 and the project was completed between 2006 and 2012. The most prominent feature is the large 8 hectare (20 acre) flood protection landform which provides the foundation for Corktown Common park in the West Don Lands neighbourhood. The Lower Don River West Remedial Flood Protection Project removed the flood risk to 210 hectares (519 acres) of Toronto's downtown east end and a portion of Toronto's financial district.

The second major project is the Port Lands Flood Protection Project, currently underway. It will provide a comprehensive flood protection solution for more than 290 hectares (715 acres) of land to the south and east of the Don River, and related infrastructure (streets, transit and municipal servicing) that must be undertaken concurrently with the flood protection works for technical and logistical reasons. Construction commenced in 2017 and is scheduled to be completed in 2024. The 8 hectares (20 acres) of land in the Broadview and Eastern study area were not included in the Port Lands Flood Protection project because the land is primarily under private ownership and there was little development pressure in the Broadview and Eastern area during the project's environmental assessment study process.

Port Lands Flood Protection amalgamates the 2015 Don Mouth Naturalization and Port Lands Flood Protection Environmental Assessment and the Lower Don Lands Master Plan Class Environmental Assessment (2014). It is complemented by the Port Lands and South of Eastern Transportation and Servicing Master Plan which satisfied Phase 1 and Phase 2 requirements of the Municipal Class Environmental Assessment and was endorsed by Council in 2017.

The "Do Nothing" Alternative

All provincial environmental assessments require the consideration of a Do Nothing alternative. In the Broadview and Eastern Flood Protection Environmental Assessment, the Do Nothing alternative assumes existing conditions in addition to the full implementation of Port Lands Flood Protection and the Port Lands Transportation and Servicing Master Plan.

In this Do Nothing scenario, the Port Lands Flood Protection project would lower water levels in the 8 hectare Broadview and Eastern on-site study area, but the area would remain in the flood plain. In the case of a Regulatory Flood, waters would pool in Broadview and Eastern area and be prevented from infiltrating into surrounding neighbourhoods to the south and east.

This infiltration would be prevented in large part by the barrier of the existing rail embankment. Two gaps in the embankment are also addressed. One is the existing underpass at Eastern Avenue, the second is the planned new underpass that would be punched through at Broadview Avenue to facilitate the southward extension of that street. To contain the water flowing through these two underpasses, the Transportation and Servicing Master Plan proposed the creation of a valley wall condition south of the rail corridor. This valley wall would be comprised of three landforms/valley wall features tied together by a comprehensive grading plan. One of the valley wall features would be a crescent shaped landform at the outside of the embankment at Broadview Avenue; the second crescent shaped landform would be at Eastern Avenue; a third, linear landform would be constructed along the east side of the Don Roadway between the Metrolinx embankment and Lake Shore Boulevard. In the case of a regulatory flood, water would pool north of the two landforms built at the Eastern and Broadview underpasses, respectively. This was the approach to the area when the Transportation and Servicing Master Plan was endorsed by Council in 2017. While effective at containing flood waters, the crescent shaped valley wall features at Broadview Avenue and Eastern Avenue would consume a significant amount of land, and in the case of Eastern Avenue, would likely require land acquisition and utility replacement.

Attachment 6 shows the regulatory flood impact of the Do Nothing option, including the valley wall features outside the Eastern Avenue and Broadview Avenue underpasses and pooling that would occur in these areas.

Supporting the Future of Broadview and Eastern

The vision for the future of the study area and adjacent lands has evolved considerably in recent years. This has occurred through several initiatives, including the Unilever Precinct Planning Study, Secondary Plan and East Harbour Zoning By-law processes, the ongoing Broadview Extension Environmental Assessment and the Metrolinx design processes for the Ontario Line and GO Transit expansion. The vision articulated in these plans is for a regional employment hub, focussed on a commercial development at East Harbour of 926,000 square meters (10 million square feet), as well as a regional transit hub including Ontario Line and GO services and the streetcar running on the Broadview Avenue extension. Broadview would extend south, through the rail embankment, into East Harbour, and ultimately, beyond Lake Shore Boulevard East into the Port Lands.

When it was endorsed in 2017, the Port Lands and South of Eastern Transportation and Servicing Master Plan Environmental Assessment described the possibility of a new flood protection solution north of the Metrolinx rail embankment. Further study, however, was out of the scope of the project. In light of the evolving vision for the study area, the Broadview and Eastern Flood Protection Environmental Assessment Project was established to address this additional remaining flood-prone area.

Municipal Class Environmental Assessment Process

This study followed the Municipal Class Environmental Assessment (2015) process for a Schedule C project. The Notice of Commencement was posted on September 20, 2018. The Problem and Opportunity Statement was as follows:

This project will seek a solution to address the residual flood risk, including risk to human life and property damage, to the 8 hectare area north of the Metrolinx railway embankment following the implementation of the Don Mouth Naturalization Plan and Transportation and Servicing Master Plan Environmental Assessment works. It will also seek a more efficient approach for providing flood protection through the Broadview Extension and Eastern Avenue underpasses.

Any acceptable flood protection solution will not significantly increase flood risk elsewhere and, to the extent possible, will consider, integrate and/or mitigate the effects of a flood protection solution on landownership and land use conditions, as well as the myriad of existing and future infrastructure in the area.

By providing a solution to flooding north of the railway embankment, the Project will:

- a) Address flood risk up to and including the Regulatory Flood Event to the 8 hectare area of land north of the railway corridor tracks east of the Don River;
- b) Not increase flood risk elsewhere; and
- c) Integrate with, to the extent possible, current and future infrastructure and development initiatives for the area.

Consultation

The project included a comprehensive multi-dimensional consultation program from 2018 to 2020 comprising:

- Newspaper notices for Notice of Commencement and Public Meetings;
- Project website social media postings;
- Public Information Centre meetings;
- Community Liaison Committee meetings;
- Landowner and stakeholder meetings;
- Indigenous communities consultation; and
- Technical Advisory Committee meetings.

Details of these consultations and the input received is in Attachment 5.

Flood Protection Alternative Solutions – Long List

The study initially looked at a long list of flood protection alternatives. Four alternative options were considered, with some alternatives having sub-options. The alternatives included:

1. Do Nothing:

As noted above, the Do Nothing alternative assumed existing conditions, but also the implementation of previously approved plans, most notably the Port Lands Flood Protection project and the Port Lands and South of Eastern Transportation and Servicing Master Plan. 2. Improved Water Conveyance Alternatives:

A number of alternatives were explored as to whether changes to the river could accommodate the impacts of a Regulatory Flood event. Alternatives explored included: Channel Widening, Dredging, Other Flow Diversion and Storage.

3. Flood Protection Landform Alternatives:

A flood protection landform is generally defined as a non-structural measure made of earth that provides flood protection by permanently changing the topography of an area to replicate the function of a containing valley system. Landforms are similar to berms, since they are human-made barriers placed adjacent to river corridors to provide passive protection from flooding. Unlike traditional berms, however, landforms are built on a much larger scale with very gentle slopes, and require minimal long-term maintenance to continue functioning. Corktown Common Park, in the West Don Lands, is on a flood protection landform.

The study explored various options for the landform, including those that would maintain the Eastern Avenue ramp and those that would remove the ramp. The designs of the flood protection landform options considered in this environmental assessment were based on the findings and directions in the *Toronto and Region Conservation Authority Flood Protection Land Forming Technical Design Considerations, AECOM, December 2018.*

4. Flood Protection Structure Alternatives:

Flood protection structures include the construction of such engineered structures as a floodwall, a berm and/or the use of reinforced buildings for flood protection in addition to a floodwall. Modern floodwalls require a cantilevered keyed footing to prevent slippage and rotational failure. A cantilevered wall requires sufficient excavation to accommodate the footings. Floodwalls require ongoing maintenance and structural inspection throughout their service life and ultimately replacement.

Provincial regulations note that the purpose of flood protection structures is to protect existing development, but not to free up additional land and allow for new development (*Ontario Ministry of Natural Resources, Technical Guide – River and Stream Systems: Flooding Hazard Limit 2002*). While floodwalls and dykes can physically reduce flood risk to areas behind them, they do not eliminate the risk. Provincial regulations do not consider them to be permanent flood control structures. The land behind floodwalls and dykes is still considered to be at risk of flooding due to the potential failure of these structures and therefore the land continues to require protection to the flood standard. Historically, failures of floodwalls and dykes have included overtopping, seepage and collapse.

Flood protection structure alternatives were included as alternative solutions on the project in order for the process to be comprehensive. Four conceptual designs were considered for the flood protection structure alternatives and are described in the environmental assessment report.

Flood Protection Alternative Solutions - Short List

Following the identification of the long list of alternative solutions a high-level screening was completed to determine whether each of the alternatives met the minimum criteria, as identified in the Environmental Assessment Problem and Opportunity Statement. The screening eliminated the Channel Widening options because they were found to have only negligible improvement to flood water conveyance in the Lower Don River system and would not address the area's flood risk.

Following the screening, a short-list of four alternatives was carried forward for more detailed evaluation. The short-list included two flood protection landform alternatives and two flood structure alternatives. In each case the alternatives looked at one option which maintained the Eastern Avenue ramp and one option which did not.

Alternatives - Preliminary Preferred Alternative

Based on the detailed technical evaluation and the input from the public and stakeholders, the flood protection landform options were identified as preferred.

Key points in favour of the flood protection landform options are that they fully address the flood control problem and eliminate the risk to human life and property damage that currently exists in a Regional Storm. From a policy perspective, this solution provides the greatest opportunity to remove development restrictions in the Special Policy Area.

As discussed above, while floodwalls and dykes can physically reduce flood risk to areas behind them, they do not eliminate the risk. Based on the risks with these structures, the Ministry of Natural Resources and Forestry considers the area behind the floodwall/dyke a *flood fringe area*. As such, development proposals in the flood area behind the floodwall or dyke would still require flood proofing to a revised flood standard established by the Conservation Authority. From a policy perspective, there is no precedent for a flood wall to support the removal of a Special Policy Area.

Within the flood protection landform options, the one which maintains the Eastern Avenue Ramp was preferred. There was, however, concern about the size of the landform footprint, including the fact that building the flood protection landform under this initial design would require the removal of the Mini dealership at 10-20 Sunlight Park Road. An optimization process was therefore undertaken to minimize the footprint of the flood protection landform to reduce impacts on the environment as much as possible. The optimization effort modified the landform footprint to minimize property and transportation impacts, minimize utility impacts, reduce construction complexity, and address potential risks identified in hydraulic modelling. The result was that the property impacts could be reduced while the transportation connection could remain.

Final Preferred Alternative

The Preferred Alternative is a flood protection landform that extends from Eastern Avenue, east of the Don Valley Parkway and Don River, to the Metrolinx Lake Shore East rail embankment. The design can be seen in Attachment 7.

Based on the 10% design developed, the total land area required for the full flood protection landform would cover approximately 2 ha (5 acres):

- 1.4 hectares (3.5 acres) of 1-9 Sunlight Park Road, south of Sunlight Park Road;
- 0.5 hectares (1.2 acres) of the area encompassed by the Eastern Avenue on-ramp to the Don Valley Parkway. This would require the reconstruction of the ramp to integrate with the proposed landform slope elevations; and
- 0.2 hectares (0.5 acres) of the eastern end of Sunlight Park Road. The portion of Sunlight Park Road that would be needed for the flood protection landform would not be replaced. For the purposes of conceptual design and impact assessment, it was assumed that upon construction completion, Sunlight Park Road would dead-end at the toe of the dry-side of the flood protection landform.

The Preferred Alternative flood protection landform would permanently eliminate the risk of riverine flooding in the study area. In essence, the dimensions of this constructed landform would functionally extend the natural confining valley system, acting as an integrated component of the natural valley system along the Don River.

Phased Implementation Approach

The Preferred Alternative design was initially presented to the public at a Public Information Centre event on May 7, 2019 and was the focus of consultations in the summer and fall of 2019. A key concern was the requirement for the near-term acquisition of 1-9 Sunlight Park Road, and removal of the existing commercial building. This was an issue for both the landowner and the existing business; however, it also raised concerns about the potential for high land acquisition costs, which would include the value of the land and building, and the business loss costs for a profitable business in the middle of a long-term lease.

The project team therefore developed implementation alternatives, including a phasing approach that would provide flood protection benefits in the near term, while preserving the existing business at 1-9 Sunlight Park Road and limiting the need for land acquisition. This implementation approach would have two phases.

Phase One would have three sub-components:

 a) The northern portion of the flood protection landform would be constructed on public land and would tie-in to Eastern Avenue. This would include potential revisions to the Eastern Avenue on-ramp and utility relocations on Sunlight Park Road. Phase 1a would significantly reduce the amount of water that would penetrate the area in a Regulatory Flood event;

- b) The southern portion of the flood protection landform would be constructed on private land and would tie-in to the Metrolinx rail embankment consistent with the ongoing design of the rail corridor and transit hub; and
- c) 1-9 Sunlight Park Road would be re-graded around the existing commercial building, with the grading connected to the north and south flood protection landform sections to ensure that any residual flood waters would stay on-site.

The land impacts of Phase One of implementation would be significantly less than those of constructing the full flood protection landform in the near-term. A drawing of Phase One of the phased implementation approach is shown in Attachment 8.

The completion of Phase One would physically remove areas to the east from the flood plain, including Broadview Avenue, Eastern Avenue, the future East Harbour transit hub, the neighbourhood to the north-east and other privately-owned lands. This would also facilitate the removal of the Special Policy Area designation from these lands through an Official Plan Amendment and ministerial approval.

In Phase Two, the middle portion of the flood protection landform would be constructed and would include the removal of the existing commercial building. There is currently no timeline for this Phase Two. It could be implemented by the owners of 1-9 Sunlight Park Road as a component of a future development project. The landowner could also choose to leave the lands within the flood plain for the foreseeable future and operate businesses that are consistent with the property's existing development permissions.

Cross-Project Integration

There are a number of projects in the study area which would impact the design and implementation of the Preferred Alternative for Broadview and Eastern Flood Protection. Consultation with the teams managing these other projects was a core element of the environmental assessment study process. Ongoing consultation and coordination will be required throughout detailed design and implementation. This will all occur through both project-to-project communications and through broader multi-project project coordination initiatives, such as the City-hosted Lower Don Coordination Working Group which includes representatives from various City divisions, Metrolinx, Waterfront Toronto, Toronto and Region Conservation Authority and TTC.

Projects that require coordination with Broadview and Eastern Flood Protection include:

- Broadview Extension Municipal Class Environmental Assessment;
- Integrated East Harbour SmartTrack and Ontario Line transit hub;
- Ontario Line corridor;
- East Harbour development;
- Port Lands Flood Protection;
- Coxwell Bypass Tunnel; and
- Gardiner Expressway Strategic Rehabilitation Plan.

Ongoing discussions with the Province of Ontario will also continue, including plans for eventual removal of the Special Policy Area designation.

Beginning in April 2021, staff are proposing to advance work towards a 60% schematic design for the southern portion of the Flood Protection Landform to integrate with Metrolinx design process for the Ontario Line corridor and the East Harbour SmartTrack and Ontario Line station.

Costs and Benefits

Costs

A Class D Order of Magnitude Construction Cost Analysis was completed for the Preferred Alternative, assuming start of construction in 2022. The study looked at both the option of implementing Phase One (maintaining the existing commercial building at 1-9 Sunlight Park Road) as well as the cost of implementing the full flood protection landform (removing the commercial building). Construction cost totals include: construction, contingency, engineering, construction management, approvals and permitting, as well as an inflation factor. In addition, a "ballpark value estimate" was secured for potential land acquisition costs. Further, City staff secured an opinion on potential business interruption costs.

In total, Phase One costs are estimated at approximately, \$151 to 168 M when escalated to year of construction, assuming a construction timeframe of 2022-2026. This conceptual 48-month construction duration would allow for an approach with multiple sub-phases to increase opportunities for the existing business to operate during as much of the construction period as possible. This estimate includes land acquisition costs, which are limited to the cost of an easement on 1-9 Sunlight Park Road to secure the re-graded area, and costs for the southern portion of the flood protection landform. The existing commercial building on 1-9 Sunlight Park Road would not be impacted.

In total, the cost to build the full flood protection landform as a single project is estimated at \$259 to 285 M when escalated to year of construction, assuming a construction timeframe of 2022-2024. The construction duration of the full flood protection landform is anticipated to be shorter than that for the Phase One project, because there would be no need to work around an existing business.

Land acquisition costs for the full landform are anticipated to be significantly higher than those for Phase One, which include costs to acquire fee simple ownership of 1-9 Sunlight Park Road, either through a negotiated settlement or through expropriation.

More refined costing analysis will be completed in association with future funding, cost sharing and implementation discussions, as well as more detailed design work.

Benefits

As noted elsewhere in this report, the Broadview and Eastern Flood Protection Preferred Alternative provides benefits to a number of organizations and projects. The key benefits are summarized below. The majority of public benefits are achieved through Phase One of the phased implementation approach. Where additional benefits are achieved through Phase Two these are identified.

1. Transit at East Harbour:

The Preferred Alternative would support a variety of design solutions for the future East Harbour SmartTrack and Ontario Line transit hub, surrounded by a vibrant public realm. This would, in turn, help to support the economic and social vibrancy of the surrounding buildings and neighbourhood.

The Do Nothing approach would still allow a transit station to be built, but it would be in a flood plain. Consistent with the Special Policy Area designation, the station would have to be physically flood proofed and design options would be more limited. The quality of the public realm and access for pedestrians and cyclists would also be more limited. The transit-supportive nature of the adjacent development would also be reduced as buildings would be further away from the station, and overall density would potentially be lower.

2. Broadview Extension Environmental Assessment

Phase One implementation will protect Broadview Avenue and facilitate the designs being developed through the Broadview Extension Environmental Assessment process.

In addition to Broadview itself, the Broadview Extension Environmental Assessment is exploring changes to the Eastern Avenue on-ramp and the roads that connect to it in order to improve the local road network and access to the Don Valley Parkway. There is a potential opportunity to integrate the detailed design and delivery of the flood protection landform with the implementation of the recommendations of the Broadview Extension Environmental Assessment as one project. This could reduce disruption and improve construction efficiency.

By contrast, the Do Nothing alternative would complicate the design of Broadview Avenue. For example, southbound road users (transit, vehicles, pedestrians and cyclists) would have to descend under the rail corridor and then immediately rise again in order to climb up and over the crescent shaped valley wall feature identified in the Transportation and Servicing Master Plan.

3. Transit-Oriented Development South of Rail Corridor

Flood protection would facilitate transit-oriented development directly south of the rail corridor - the approved East Harbour development, a commercial development of 926,000 square meters (10 million square feet), where the approved plan presumes implementation of flood protection north of the rail embankment.

Phase One of the Preferred Alternative would allow the East Harbour district's highest concentration of height and density to be located on either side of Broadview Avenue in close proximity to the planned regional transit hub. It could complemented by a generous transit plaza, as described in the Unilever Precinct Plan and East Harbour Zoning By-Law.

This is in contrast to the Do Nothing alternative, in which the large valley wall feature on Broadview Avenue would consume a significant amount of this important and valuable space.

4. Protection of Existing Lands and Businesses at Risk North of Rail Corridor:

Within the Broader Environmental Assessment Study Area, there are 87 buildings that would remain the flood plain under a Do Nothing alternative, including those south of Queen Street and west of the rail embankment. Attachment 6 shows those areas that would remain in the flood plain.

These buildings would be protected through Phase One implementation of the Preferred Alternative. Among the 87 buildings are a mix of businesses, houses and residential apartments. In total, they include an estimated 169 housing units, with 400 residents who would be protected from a Regulatory Flood through this project.

Under a phased implementation approach, Phase One would remove lands east of the re-graded portion of 1-9 Sunlight Park Road from the flood plain, but the existing commercial building itself would remain in the flood plain. The business could continue to operate. Future Phase Two construction of the middle portion of the flood protection landform would remove this final piece from the flood plain.

5. Transit Oriented Development North of Rail Corridor:

Removing lands north of the rail corridor from the flood plain would facilitate the future removal of the Special Policy Area designation and potentially create new opportunities for transit oriented development north of the planned transit hub.

At 1-9 Sunlight Park Road, Phase One would potentially facilitate new development east of the re-graded portion of the site, while lands west of the grading solution, including the existing dealership building, would remain subject to the Special Policy Area. Phase Two could remove the rest of this land from the flood plain when implemented. These lands are primarily designated as Employment Areas in the Official Plan. The timing and scale of potential development would depend on the actions of the private landowners and public approvals processes at that time.

Under the Do Nothing alternative, there would be no change to the current development potential on the lands currently in the flood plain north of the rail embankment. Some development would be possible, subject to the requirements of the Special Policy Area.

6. Port Lands Flood Protection:

The Phase One implementation will protect Eastern Avenue and the Broadview Extension and eliminate the need for the Broadview and Eastern Avenue valley wall features contemplated in the Port Lands Transportation and Servicing Master Plan. This will result in cost savings to the Port Lands Flood Protection project as compared to the Do Nothing option, which would require extensive utility relocation and land costs at Eastern Avenue.

7. Other Infrastructure Implementation:

Some of the utility relocations and oil pipeline removals required for Phase One implementation would also satisfy the requirements of other area projects. There is an opportunity to clean-up and optimize the current and non-operational utilities along Sunlight Avenue and a portion of the Don Valley Parkway.

Funding, Cost Sharing and Implementation

Broadview and Eastern Flood Protection would provide short- and long-term benefits to many different organizations and projects and requires coordinated planning and implementation with multiple stakeholders in terms of funding, detailed design and construction. The completion of flood protection will, for example, be an important milestone that the transit hub and East Harbour development rely upon to bring their own projects to completion.

City staff would build upon the discussions that have been held since 2018, to work with stakeholders who would be impacted by, and would benefit from, this project. Discussions would address cost sharing and lead to a long term funding and implementation strategy, including any City of Toronto financial impact. Staff anticipate reporting back in the fourth quarter of 2021.

These discussions would include City Divisions and the environmental assessment co-proponents (Toronto and Region Conservation Authority and Waterfront Toronto). Staff would engage Metrolinx, the TTC, Cadillac Fairview, Talisker, BMW and Enbridge, as well as other land owners, businesses, residents and indigenous communities as appropriate. Staff would also investigate opportunities to secure funding from the federal and provincial governments. Staff would also work with the Province of Ontario to discuss the steps for eventual removal of the Special Policy Area designation upon completion of flood protection, building upon the work done through the Lower Don Protocol.

City staff are proposing to advance work, beginning in the second quarter of 2021, on a 60% schematic design for the southern portion of the flood protection landform – the portion adjacent to the Metrolinx Lakeshore East rail embankment. The design process will integrate with Metrolinx design process for the Ontario Line corridor and integrated East Harbour SmartTrack and Ontario Line transit hub. Accurate information for both pieces of infrastructure will allow them to be designed and delivered as effectively and efficiently as possible.

Conclusion

The Broadview and Eastern Flood Protection Environmental Assessment is complete. The recommended Preferred Alternative would achieve the goals articulated in the Environmental Assessment Problem and Opportunity Statement. Staff recommend that the Broadview and Eastern Flood Protection Project Municipal Class Environmental Assessment report be placed on the public record for minimum 30 day review period in accordance with the Municipal Class Environmental Assessment (2015) requirements for Schedule C projects.

The project team has developed a phased implementation approach which supports the achievement of key public benefits, while minimizing impacts on private landowners and businesses in Phase One. This approach can form the basis of discussions, in 2021, with the organizations who would benefit from the implementation of the project, in order to develop a detailed funding and implementation strategy.

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ATTACHMENTS

Attachment 1: Study Areas Attachment 2: Land Ownership Attachment 3: Lower Don Special Policy Area Attachment 4: Land Use Attachment 5: Consultation Summary Attachment 6: Do Nothing Alternative Attachment 7: Preferred Alternative Attachment 8: Phased Implementation Approach

Attachment 1: Study Areas



Attachment 2: Land Ownership



Attachment 3: Lower Don Special Policy Area



M **Toronto** Lower Don Special Policy Area

Broadview Eastern Flood Protection EA File # 18 231109 STE 30 TM

Lower Don Special Policy Area

Not to Scale Extracted: 11/17/2020

Attachment 4: Land Use



Attachment 5: Consultation Summary

Public Meetings

The Notice of Commencement was posted on September 20, 2018 and was published in the East York & Beach Newspaper. It was also posted on the project website and shared via social media through the Toronto and Region Conservation Authority and Waterfront Toronto Twitter and Facebook accounts. The project website (trca.ca/befp) provided opportunities for the public to learn about the project, access relevant information about the Environmental Assessment and review project materials.

The consultation program for this project followed the requirements of the Municipal Class Environmental Assessment process and included consultation with the public, stakeholders, landowners, agencies and appropriate Indigenous communities.

Two Public Information Centres were held during the study process. The first meeting was held December 5, 2018 and the second was May 7, 2019. The public was notified of the two meetings through online and print publications of notices that were circulated approximately two weeks prior to the event. Eleven members of the public attended the first Public Information Centre and twenty members of the public attended the second.

Community residents and business owners showed preference for flood protection landform options that would enable the transformation of the Unilever Precinct and support the development of transit infrastructure in the area. There was concern that floodwalls would not unlock the development potential of the area and that they may be unattractive. There was also interest in understanding what the top of the landform could look like and if it would be accessible to pedestrians and cyclists for improved connections in the area and additional green space. There was concern with removal of the Eastern Avenue ramp to the northbound Don Valley Parkway lanes. Preference from the community was to maintain access to the Parkway. There were overall concerns, regardless of the option, regarding construction impacts in the study area. The community is aware that there are multiple projects planned and is concerned about how construction across the various projects will be coordinated including how traffic will be managed.

Community Liaison Committee

The Community Liaison Committee was made up of members of the local community representing residents, businesses and key stakeholder groups such as transit and cycling advocacy groups. A list of stakeholders was created through input from Toronto and Region Conservation Authority, the City, Waterfront Toronto and the local Councillor's office to identify potential Committee participants. Two Community Liaison Committee meetings were held during the environmental assessment process. The first was held on November 6, 2018 and the second was held on March 19, 2019.

Both Committee meetings were very helpful in refining materials for public consultation.

Landowner and Stakeholder Meetings

Meetings were held in 2019 and 2020 with the key landowners and businesses in the Study Area. The team met with Talisker Corporation which owns the majority of land north of the rail embankment within the on-site study area. The project team also met with BMW Canada. The individual dealer, who owns both the BMW and Mini Dealerships, attended the Public Information Centre and spoke with staff at this event.

In 2018 and much of 2019, the East Harbour development was owned by First Gulf. In September 2019, the lands were sold to Cadillac Fairview. The project team worked with the development teams of both land-owners.

The landowners and stakeholders were most interested in the size of the flood protection solution, the timing of implementation and the staging areas needed for construction. Talisker was interested in ensuring that the footprint of the flood protection solution to be as small as possible in order to avoid impact to the Mini Dealership and to free up land for future redevelopment. Both Talisker and BMW noted that BMW has a long-term lease on the property, with options for future extensions. The companies advocated for an approach that would allow the dealership to be able to continue to be operational for the near future, and to make their own decisions about the timelines for change.

Indigenous Communities Consultation

Under the Environmental Assessment Act, the Toronto and Region Conservation Authority has delegated authority from the Province of Ontario to satisfy the Crown's constitutional duty to consult Aboriginal peoples whose existing or asserted treaty rights may be adversely affected by a project.

The Province provided the Toronto and Region Conservation Authority with a list of the communities potentially affected, and a formal Notice of Commencement package was sent on September 21, 2018. Further notifications of Public Information Committee meetings were sent as the project proceeded and Notice of Completion will be submitted to these communities as the appropriate time. Follow up emails were conducted if a response to the Notice of Commencement was not received in order to ensure each community received the notification and to answer any questions that could help evaluate interest in the project. The identified communities were:

- Beausoleil First Nation
- Chippewas of Georgina Island First Nation
- Chippewas of Rama-Mnjikaning First Nation
- Conseil de la Nation Huronne-Wendat
- Coordinator of the Williams Treaties First Nations
- Curve Lake First Nation
- Hiawatha First Nation
- Mississaugas of Alderville First Nation
- Mississaugas of the Credit First Nation
- Mississaugas of Scugog Island First Nation

The most common area of interest/concern indicated by Indigenous communities was regarding the potential for archaeological resources to be impacted as a result of this project. The Toronto and Region Conservation Authority will provide any information about archaeological assessments when it is available to the communities that have expressed interest.

In addition to the Crown's obligations under the duty to consult, the City of Toronto sought input from Toronto's urban indigenous residents. The project team, in consultation with the City's Indigenous Affairs Office, identified a list of organizations to contact. These organization were sent information about the project and a public notice about the second general Public Information Centre event. The project team also offered to meet with members of the organization or the community members that they work with. No meetings were requested. Organizations contacted were:

- Canadian Council for Aboriginal Business
- Miziwe Biik
- Toronto Council Fire
- Native Women's Resource Centre of Toronto
- Anishnawbe Health Toronto
- Native Child and Family Services of Toronto
- Aboriginal Legal Services of Toronto
- 2-Spirited People of the First Nations

Technical Advisory Committee

A Technical Advisory Committee was in place in 2018 and 2019. It gave key staff/departments from the Toronto and Region Conservation Authority, the City, Waterfront Toronto, TTC and Metrolinx the opportunity to provide technical advice, discuss the integration of parallel projects and discuss regulatory requirements for other permits and approvals, as well as providing a forum for broader agency consultation. Discussions with provincial agencies other than Metrolinx were held through individual meetings rather than through the Advisory Committee. Metrolinx was included as part of the Committee given the regionally significant transit infrastructure being planned in the study area. During the project, Committee membership was expanded to include Enbridge Gas, Bell, and First Gulf. At the time of the Committee meeting, First Gulf was the East Harbour landowner and had an agreement with Talisker to represent their interests in these discussions. The agreement between Talisker and First Gulf later ended and the project team met with Talisker directly.

Metrolinx and TTC were most interested in seeing a flood protection solution that would allow their respective transit projects and development plans to be developed without the need for individual flood proofing. As such, there was preference for the Flood Protection Landform options. Enbridge, Toronto Water and Toronto Hydro were interested in how the utilities would be relocated/reinforced for each of the flood protection options. Consultation with the stakeholders regarding construction approaches confirmed that all of the options were manageable and could be accommodated through detailed design.

Attachment #6: Do Nothing Alternative

Implementation of Port Lands Flood Protection and Port Lands and South of Eastern Transportation and Servicing Master Plan -Regulatory Flood Impact





Attachment 7: Preferred Alternative Optimized Flood Protection Landform – 10% Design

Note: Integration with rail embankment and transit hub to be updated as transit designs progress.



Attachment 8: Phased Implementation Approach – Phase One, 30% Design

Note: Integration with rail embankment and transit hub to be updated as transit designs progress.

Broadview and Eastern Flood Protection Environmental Assessment