

Lower Don River West
 Remedial Flood Protection Project

LOWER DON RIVER WEST NEWS

November 2006

Edition Five

Project Background

Toronto and Region Conservation (TRCA) received approval from the Ontario Ministry of Environment (MOE) of a Class Environmental Assessment (Class EA) for the Lower Don River West Remedial Flood Protection (LDRW) Project on October 5, 2005. The goal of the project is to remove the risk due to flooding of 210 hectares of land located west of the Don River near Lake Ontario in the City of Toronto. The LDRW Project is being undertaken by TRCA, on behalf of the Toronto Waterfront Revitalization Corporation (TWRC), an agency that was created by the levels of government to manage and fund the revitalization of the Toronto Waterfront.

The Class EA for the LDRW Project identified two key components that were necessary to remove the risk of flooding west of the Don River:

- Construction of a large berm, known as the flood protection landform (FPL) along the west side of the Don River, extending from Queen Street in the north to an elevated railway embankment in the south (known as the Kingston Subdivision);
- Westward extension of the Kingston Subdivision Bridge over the Don River (known as the Don River Bridge), just north of the Keating Channel.

The construction of the FPL will provide a physical barrier to prevent floodwaters from flowing westward into downtown Toronto from the Don River. The extension of the Don River Bridge will allow those floodwaters (that would have flowed westward into downtown Toronto) to pass underneath the Kingston Subdivision.

The lands upon which the FPL will be located are largely owned by the Ontario Realty Corporation (ORC) and are part of a larger area known as the West Don Lands. The West Don Lands are largely derelict and are bounded by Cherry Street in the west, the Don River in the east, King Street in the north and the Kingston Subdivision in the south. Given their extensive ownership of the West Don Lands, ORC will undertake the

detailed design and construction of the FPL on behalf of TRCA and TWRC. Once constructed, a large municipal park (Don River Park) will be located on top of the completed FPL and will be integrated with revitalized Waterfront communities. TWRC is leading the detailed design of the Don River Park. TRCA has been instrumental in advising both ORC and TWRC to ensure that the FPL and park meet the requirements set out in the Class EA.

In 2004, TRCA was identified as the lead agency to develop the detailed designs and to administer the construction of the Don River Bridge extension. Given TRCA's anticipated close involvement with CN Rail and GO Transit during the design and construction of the Don River Bridge, TRCA was also assigned the responsibility to develop and construct the Bala Pedestrian Underpass. This underpass is located underneath an elevated railway embankment (Bala Subdivision) that runs parallel to the Kingston Subdivision until it veers north along the west side of the Don River. The Bala Subdivision currently prevents public access to the Don River from the future West Don Lands

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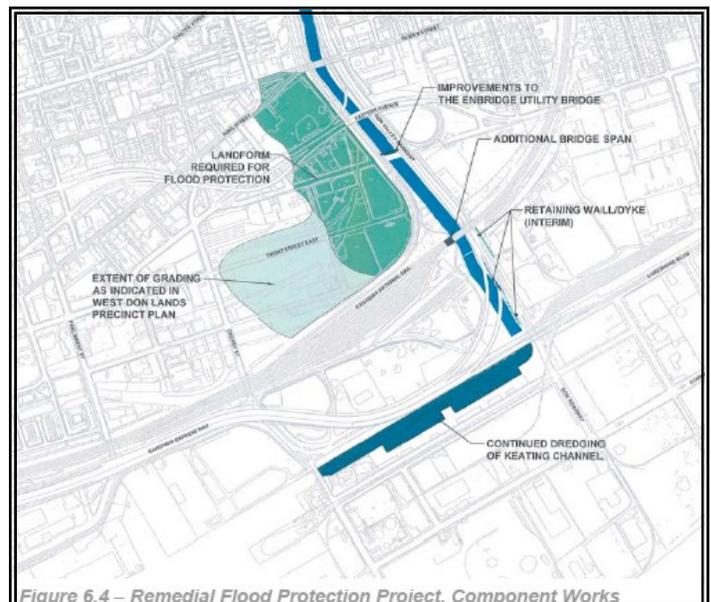


Figure 6.4 – Remedial Flood Protection Project, Component Works

Project Components from LDRW Class EA

Flood Protection Landform

Visually, the FPL will appear as a gently sloping, aesthetically pleasing hill about 3 to 3.5 m high and 125 m wide. It will prevent floodwaters from moving westward from the Don River into downtown Toronto. The key steps involved with constructing this structure involve the removal of all existing structures under the footprint of the FPL, the protection of utilities that cannot be reasonably relocated elsewhere, the compaction of the underlying existing soils, the placement of a clay core (the key component of the FPL), and the placement of topsoil and park features on the top of the FPL.

The first step, the demolition of the existing structures in the West Don Lands, will be complete in December 2006. The protection of existing utilities is anticipated to occur between February and April 2007, with soil compaction and the construction of the FPL to commence shortly thereafter. The FPL is anticipated to be complete by May 2008.

Don River Park

Don River Park will be a 7 hectare new park space built on top of the FPL and will be the cornerstone public space for the new West Don Lands Community. The multidisciplinary Don River Park Design Project team is led by Michael Van Valkenburgh Associates Inc. and includes representatives from The Planning Partnership and Ken Greenberg Consultants. Public forums were held by TWRC on April 18, 2006, July 12, 2006 and September 19, 2006. The first meeting introduced the design team and gathered public input on what the character of the park should be, how the Don River should be a presence in the park, how the park should connect to the City, and the types of activities residents expect to engage in in the park. The second public meeting presented refinements in the concept drawings and guiding principles for the park design. Input was gathered on specific elements of the park design: water, play, recreation, pavilion, trails, dogs, and sustainable design. The third public meeting presented the final park design and explained the project's next steps.



Proposed Don River Park — from Public Forum Meeting #3, September 19, 2006 (TWRC)

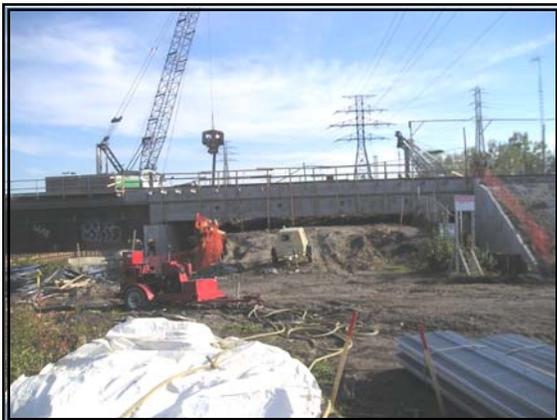


Installing Girders of New Don River Bridge

Don River Bridge Extension

The Don River Bridge extension is an essential first element of the flood protection identified in the LDRW Project Class EA. On April 11, 2006, TRCA announced the award of the contract to build the Don River Bridge Extension (and Bala Pedestrian Underpass) to Underground Services (1983) Limited. As of October 2006, the bridge sections supporting the two northern tracks have been completed. The bridge supporting the remaining three tracks to the south is anticipated to be completed by July 2007. The section of river channel to be created under the new Don River Bridge will be designed to improve fish habitat within this section of the Don River.

To facilitate the construction of the Don River Bridge work, the Don Watershed Trail has been closed between Queen Street and Lakeshore Blvd. since April 2006 and will remain closed until July 2007. Sections of the trail will be fully upgraded with a new, widened section under the rail bridge and the new Bala Pedestrian Underpass connecting to the future West Don Lands community. Once reopened, the occurrence of flooding along the trail (particularly under the Don River Bridge) will be greatly reduced, allowing for increased use and enjoyment of the trail.



Northern Span of New Don River Bridge



Looking West Across New Bridge Span

Bala Pedestrian Underpass

The Bala Pedestrian Underpass will link the new West Don Lands community to the existing trail system along the Don River and the Waterfront. Construction of the underpass has commenced on the west side of the Bala Subdivision railway embankment. The western half of the underpass is anticipated to be completed by the end of November 2006. Construction will be halted for the winter season and is anticipated to recommence in early spring 2007. The underpass should be completed by the end of June 2007. The new underpass will not be open to the public until construction of the FPL and the Don River Park has been completed in 2008.

Landscaping of the area between the Bala Pedestrian Underpass and the new Don River Bridge, known as the Don River Landing, will consist of native vegetation, informal seating and a new look-out along the Don River, immediately upstream from the Don River Bridge. Landscaping plans have been developed in concert with the Don River Park designs to match the character of the area on both sides of the Bala Subdivision. Landscaping and maintenance will continue throughout the summer and early fall of 2007.



Excavation for Bala Pedestrian Underpass

Don Mouth Naturalization and Port Lands Flood Protection Project

The Don Mouth Naturalization and Port Lands Flood Protection Project (DMNP) will transform the existing mouth of the Don River into a healthier, sustainable, more naturalized river outlet to the lake, while at the same time, removing the risk of flooding to 230 hectares of urban land to the east and south of the river. Planning for this work moved a significant step forward when TRCA received approval for the Environmental Assessment Terms of Reference (ToR) for the DMNP Project from the Ontario Ministry of Environment on August 18, 2006. Please see Volume 3 of the DMNP Project newsletter for more information:

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

Join us at DMNP Public Forum #3, Tuesday December 5, 2006, 6:00—9:30 pm, at Metro Hall (55 John St.), Room 308/309.



Study Area for the Don Mouth Naturalization and Port Lands Flood Protection EA

Contact Us:

Lower Don River West Remedial Flood Protection Project
Web site: http://www.trca.on.ca/water_protection/lower_don_ea

or

<http://www.towaterfront.ca>

Next Steps

- December 2006** Completion West Side of Bala Pedestrian Underpass
- January 2007** Contract tendered for protecting existing infrastructure in West Don Lands, pre-construction works for FPL
- February 2007** High voltage underground cables relocated west of new railway abutment of Don River Bridge
- April 2007** Construction of Don River Bridge completed
Infrastructure protection works completed in WDL. Start-up construction of FPL
- July 2007** Channel excavation and aquatic habitat works complete under the new span of the Don River Bridge.
Bala Pedestrian Underpass completed
- Fall 2007** Landscaping between Bala Pedestrian Underpass and Don River Bridge completed
- Spring 2008** Complete Construction on FPL
- Fall 2008** Don River Park completed
Bala Pedestrian Underpass officially opened

Project Background *(Continued from page 1)*

community. The proposed underpass does not have any bearing on the ongoing flood protection works. It will provide a direct trail connection between the future Don River Park and the Don Watershed Trail.

In May 2005, a consultant team led by Totten Sims Hubicki (TSH) was retained by TRCA to lead the detailed design and construction administration of the Don River Bridge extension and the Bala Pedestrian Underpass.

Two other new construction works identified in the Class EA for the LDRW Project (the East Bank Mitigation Works and the Enbridge Gas utility bridge modifications) are not scheduled to proceed at the time that this newsletter was released.

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