

Lower Don River West
 Remedial Flood Protection Project

LOWER DON RIVER WEST NEWS

June 2007

Edition Six

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 Waterfront Toronto (WT), 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 WT. 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. WT is leading the detailed design of the Don River Park. TRCA has been instrumental in advising both ORC and WT 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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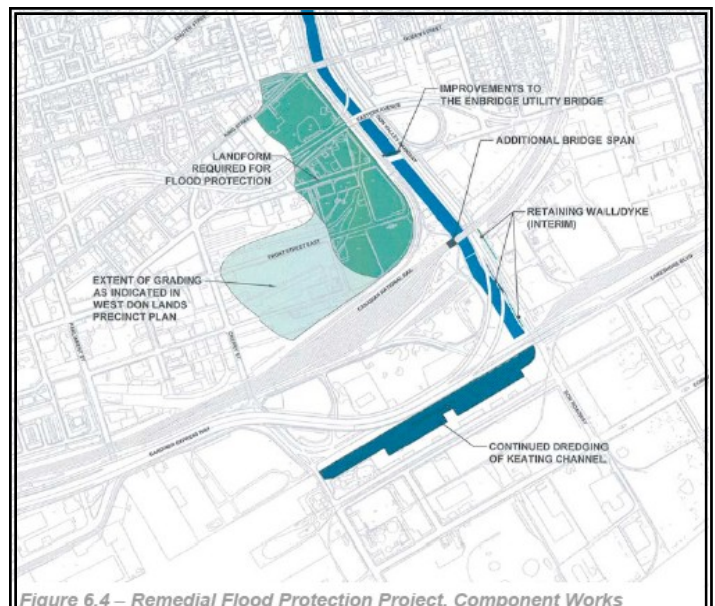


Figure 6.4 – Remedial Flood Protection Project, Component Works

Project Components from LDRW Class EA

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 were completed. The bridge sections supporting the remaining three tracks to the south were completed in April 2007. A new section of river channel will be created under the new Don River Bridge in July 2007 which will improve fish habitat within this section of the Don River. To facilitate the construction of this new river channel section, underground high voltage cables were relocated to the west of the new bridge abutment in February 2007.

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 the end of 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. The final revegetation along the trail will not be complete until Fall 2007.



Northern Span of New Don River Bridge and Bala Underpass



Looking South Under New Don River Bridge



Looking North up the Don River

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 was completed at the beginning of June 2007. The new underpass will not be open to the public until construction of the Flood Protection Landform and the Don River Park have 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 be completed in fall 2007.



Looking West Under Bala Underpass

Next Steps — Don River Bridge and Bala Underpass

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| July 2007 | Channel excavation complete under the new span of the Don River Bridge. |
| July/Aug 2007 | Don Valley Trail Reopened |
| Fall 2007 | Landscaping between Bala Underpass and Don River Bridge completed |
| Fall 2008 | Bala Underpass opened with completion of Don River Park and Flood Protection Landform in West Don Lands |

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.



Winning Vision for Lower Don Lands Design Competition, Developed by Michael Van Valkenburgh Associates (MVVA), May 2007

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.

Since August 2006, TRCA and their consultant team led by Gartner Lee Limited (GLL) have been moving forward with the Environmental Assessment to further develop, refine and evaluate a wide range of alternative solutions for the project.

Concurrently, Waterfront Toronto (WT) has also recently completed an International Design Competition for the Lower Don Lands that was primarily designed to provide a vision for the future Don River, Port Lands and adjacent areas. A team led by Michael Van Valkenburgh Associates (MVVA) was selected as the winning team of the competition.

TRCA and the GLL team have been working with WT, MVVA and the City to integrate MVVA's winning design elements into the DMNP EA process.

http://www.trca.on.ca/don_mouth_naturalization/whats_new



Proposed View of New River Channel, MVVA (May 2007)

Contact Us:

Lower Don River West Remedial Flood Protection Project

http://www.trca.on.ca/lower_don_river_west

or

<http://www.waterfrontontario.ca>

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