

Lower Don River West
Remedial Flood Protection Project

LOWER DON RIVER WEST NEWS

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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, and is necessary for the development of the West Don Lands and East Bayfront communities. Direction and funding for the LDRW Project is being provided by Waterfront Toronto, the agency created by the three levels of government to oversee and lead the renewal of Toronto's waterfront. The West Don Lands and the East Bayfront communities are the first two waterfront communities undergoing revitalization under the direction of Waterfront Toronto.

The Class EA for the LDRW Project identified five 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 south to an elevated railway embankment (the Kingston Subdivision) to provide a physical barrier to prevent the Don's floodwaters from flowing westward into downtown Toronto;
- Westward extension of CN's Kingston Subdivision Railway Bridge over the Don River (the Don River Bridge), just north of the Keating Channel to allow additional capacity for floodwaters to pass under the railway bridge;
- Enbridge Gas Utility Bridge Modifications to increase flow conveyance immediately upstream of the Kingston Subdivision Bridge;
- East Bank Flood Mitigation Works located immediately south of the Kingston Subdivision would ensure that the level of flooding to the east of the river would not increase as a result of the upstream flood protection works; and
- Continued dredging of the Keating Channel.

In 2004 TRCA was also assigned the responsibility to develop



Completed Don River Bridge from the Air



Completed Don River Bridge from the Ground

and construct the Bala Pedestrian Underpass. The proposed underpass does not have any bearing on the ongoing flood protection works. However, it will provide a direct trail connection between the future Don River Park and the Don Watershed Trail.

Don River Railway Bridge Extension and Bala Pedestrian Underpass

TRCA retained the firm Totten Sims Hubicki (TSH) in spring 2005 to develop detailed designs and administer the construction of both the CN Kingston Subdivision Railway Bridge Extension and the Bala Pedestrian Underpass.

Detailed designs were completed in December 2005. TRCA then contracted Underground Services (1983) Limited to undertake the construction of both the railway bridge extension and Bala Pedestrian Underpass in May 2006. Construction on both the bridge and underpass were completed in September 2007, though the Bala Underpass will not be opened until Don River Park is completed.



Completed Bala Underpass

Flood Protection Landform and Don River Park

Visually, the FPL will have a gentle slope, rising 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 in constructing this structure involve the removal of all existing structures under the footprint of the FPL (completed summer 2007), the protection of utilities that cannot be reasonably relocated elsewhere (to be completed summer 2008), the construction of the FPL (to be completed by the end of 2009), and installation of the Don River Park on the top of the FPL (to be completed in 2010). 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.

West Don Lands—Future Flood Protection Landform



Enbridge Gas Utility Bridge

Enbridge Gas Utility Bridge Modifications

The Enbridge Gas Utility Bridge Modifications were proposed in the LDRW Project Class EA to increase local flow conveyance during large floods by removing concrete panels that currently encase the utility bridge. In essence these works would reduce the dam-like effect that would be created by this enclosed bridge during a large flood.

TRCA is currently working with Enbridge Gas to determine the best solution to mitigate these effects.

East Bank Mitigation Works

The East Bank Flood Mitigation Works identified in the Class EA for the LDRW Project have been deemed unnecessary as detailed hydraulic modeling being conducted as part of the EA for the Don Mouth Naturalization and Port Lands Flood Protection Project (DMNP) suggests that the proposed Mitigation works would be counter to the overall flood protection component of the DMNP EA.

Contact Us:

Lower Don River West Remedial Flood Protection Project

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