



May 2006 Edition



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Building Deconstruction & Construction of Flood Protection Landform



Hoarding of the construction site is complete and ORC is conducting detailed monitoring of site operations to minimize adverse impacts to the community. Several of the buildings targeted for de-construction, including the 23,500 square foot office building and warehouse at 100 Mill Street, have been brought down. Foundation investigation is complete throughout the site of the flood protection landform and work is underway to remove building foundations near Mill Street and Overend.

The detailed design of the flood protection landform continues and will be finalized once final road configurations are known. The flood protection landform consultant is continuing to work with the Don River Park design team to ensure the projects are coordinated and cost efficiencies are implemented.

The West Don Lands Construction Liaison Committee

TWRC, in partnership with ORC, has set up a West Don Lands Construction Liaison Committee. This committee was established based on a recommendation from the neighboring residents and consists of three community members. The Committee meets to discuss matters of interest at the construction site once per month. The first meeting with the demolition contractor and consultant was on May 8.

Risk Assessment & Risk Management (RA/RM) Plan

As part of a City of Toronto planning meeting in April, ORC's consultants updated the community on the RA/RM plan, which will be submitted to the Ministry of Environment for approval at the end of May for a 16- to 22-week technical review. An approved RA/RM plan would provide greater certainty and permit the timely redevelopment of the West Don Lands area as announced by the three levels of government at the March 27, 2006 kick-off event.

Foodshare Relocation

TWRC, the City of Toronto and ORC are continuing to work with Foodshare to relocate its facility from 200 Eastern Avenue to a Toronto District School Board building at 90 Croatia Avenue.

CN Kingston Bridge Extension and Bala Pedestrian Underpass

TRCA, in partnership with CN Rail, has awarded the construction of the bridge construction and Bala pedestrian underpass to Underground Service (1983) Ltd. Construction start-up is now underway and includes the installation of security fencing across the Don Watershed Trail at Martin Goodman Trail and at the Queen Street flyover. This trail was officially closed to the public in April and will remain closed into spring 2007. Please visit TRCA's website for alternative routes to bypass this trail closure at: <http://www.trca.on.ca>.

This bridge expansion will provide additional hydraulic capacity under the railway to offset the anticipated increase in flooding depth that would result from the construction of the landform. Basically, should a heavy rainfall event occur, floodwaters will be forced into the river, instead of spreading laterally into the downtown core of Toronto. The underpass will be constructed underneath the railway that travels north along the west bank of the Don River in order to provide a pedestrian trail connection to the future West Don Lands Community and the existing Don Watershed Trail. Construction of these two project components are the critical first steps in realizing the Toronto Waterfront Revitalization Corporation's vision for a renewed waterfront. We will continue you to provide updates as key milestones are reached throughout the construction of these projects.



Don River Park



On April 18, TWRC held the first Don River Park public forum at the Novotel Hotel. This meeting was designed to introduce the Don River Park project and receive community input on programming and design characteristics. Michael Van Valkenburgh, Principal of Michael Van Valkenburgh Associates, Inc. presented highlights of some of the key considerations for designing the park and its programming. He addressed four central questions in his presentation including:

- What should the character of Don River Park be?
- How can the Don River be a presence in Don River Park?
- How should the Park connect to the city and the river to ensure it is a viable urban park?
- What is the programmatic capacity of the site?

Immediately following the presentation, meeting participants provided the design team with their feedback. Participants emphasized that the park should provide interesting views and create a sense of balance with the City. The community thought that the park should provide opportunities for both passive and active recreation and that safety and good lighting should also be consider. The next public meeting will be July 12th, meeting

details will follow shortly. At this meeting, the design team will present a refined design concept based on the discussions from the first meeting.

Waterfront Transit EA

TWRC in partnership with the Toronto Transit Commission (TTC), held its first Waterfront Transit EA public forum on April 5th. This EA has been initiated to identify the required transit infrastructure to support development in West Don Lands, East Bayfront and the Port Lands. Transit in these precincts will be interconnected, supporting a system that will link the downtown core, the subway system and the GO commuter rail system. There will be a combined Terms of Reference (ToR) for all three



precincts, followed by individual EA's. The Terms of Reference set out the framework that will guide the preparation of the EA. The ToR essentially asks two important questions - 1) What should be studied by the EA? and 2) How should the public be consulted during the EA? The meeting on April 5th was the first of two public meetings to assist in the development of the Terms of Reference. The next public meeting will be on June 6th from 7-9p.m. at the Novotel Hotel (45 The Esplanade).

