

FURTHER TO AUTHORITY MEETING #5/07
To be held Friday, June 22, 2007

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Item 7.4

TO: Chair and Members of the Authority
Meeting #5/07, June 22, 2007

FROM: Adele Freeman, Director, Watershed Management

RE: **DON MOUTH NATURALIZATION AND PORT LANDS FLOOD PROTECTION PROJECT ENVIRONMENTAL ASSESSMENT**
Incorporating Winning Design Elements from Toronto Waterfront Revitalization Corporation's International Design Competition for the Lower Don Lands Into the Environmental Assessment for the Don Mouth Naturalization and Port Lands Flood Protection Project.

KEY ISSUE

Authorization to pursue and execute a new Eligible Recipient Agreement with Toronto Waterfront Revitalization Corporation for the Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment that will include new funding to address the expanded study area and scope of work resulting from the TWRC's International Design Competition for the Lower Don Lands.

RECOMMENDATION

THAT Toronto Waterfront Revitalization Corporation (TWRC) be congratulated for the excellent outcome of the International Design Competition for the Lower Don Lands which truly repositions the Mouth of the Don as a prominent feature within the City of Toronto;

THAT the design team led by Michael Van Valkenburgh Associates, Inc. (MVVA) be congratulated on winning TWRC's International Design Competition for the Lower Don Lands;

THAT appreciation be extended to the consultant team led by Gartner Lee Limited for their demonstrated flexibility to work through significant changes in scope of work and their willingness to consider innovative approaches to incorporate design excellence into the Environmental Assessment (EA) process;

THAT staff be directed to proceed with revisions to the workplan and projected costs for the Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment (DMNP Project EA) in order to incorporate the results of TWRC's International Design Competition for the Lower Don Lands into the DMNP Project EA, including authorization to work with TWRC's winning design team led by MVVA;

THAT following authorization by TWRC, the contract for the consultant team led by Gartner Lee Limited be revised to reflect the amended workplan, schedule and budget for the DMNP Project EA;

THAT appropriate TRCA officials be authorized and directed to take all necessary action to implement the foregoing, including the signing and execution of documents;

AND FURTHER THAT staff report back when a preferred alternative for the DMNP Project EA has been determined through the EA process.

BACKGROUND

As indicated in the background section of the report approved by Resolution #A232/06 of Authority Meeting #8/06, held on October 27, 2006, the Terms of Reference (ToR) for the EA for the Don Mouth Naturalization and Port Lands Flood Protection Project received approval from Ontario's Minister of the Environment on August 19, 2006. The DMNP Project will transform the existing mouth of the Don River into a sustainable and functional naturalized river mouth, while removing the risk of flooding to 230 hectares of land east and south of the river.

Since receiving ministerial approval in August of 2006, staff, and the consultant team led by Gartner Lee Limited (GLL), have been proceeding with the development, refinement and evaluation of alternative methods as part of the EA process.

As part of the development of alternative methods, Toronto and Region Conservation Authority (TRCA) coordinated a public land and water-based tour of the study area on Sunday October 14, 2006. Representatives of TWRC participated in the event and were able to see first hand the complexities of integrating the various projects within the Lower Don Lands (i.e. DMNP Project, eastern East Bayfront Precinct, Gardiner Expressway, Lakeshore Boulevard and Cherry Street intersection, Commissioners Park, etc.).

TWRC, recognizing the complexity of this area, elected to undertake an International Design Competition for the Lower Don Lands, which was held between January and April, 2007. The objective of this competition was to provide fresh ideas for integrating the various potentially competing project objectives under a unifying vision for the area, whereby a naturalized mouth of the Don would provide a key focus for the future communities within the East Bayfront and Port Lands areas.

By January 29, 2007, 29 expressions of interest were received from 115 firms in response to the initial Request for Qualifications. Five jury members, including TRCA's Director, Planning and Development, reviewed the expressions of interest and selected 5 teams to develop design submissions for the competition. Within days, one of the five invited teams withdrew from further participation in the competition.

In all, the competition brought four internationally-renowned multi-disciplinary design teams to Toronto to prepare schemes that integrate the development of a significant public realm associated with a new river mouth with concepts for sustainably-developed mixed-use neighbourhoods and restored natural areas. The four short-listed design teams included:

- Weiss/Manfredi Architects (New York) with dTAH (Toronto);
- Stoss Landscape Urbanism (Boston) with Brown and Storey Architects (Toronto) and ZAS Architects (Toronto);
- Atelier Girot (Zurich) with REK Productions (Toronto) and Baird Sampson Architects; and
- Michael Van Valkenburgh Associates (MVVA) (New York) with Ken Greenberg (Toronto) and Phillips Farevaag Smallenberg (Vancouver) and Behnich Architects (Los Angeles).

Each team was required to incorporate the following design elements into their schemes:

1. Naturalize the Mouth of the Don River.
2. Create a Continuous Riverfront Park System.
3. Provide for Harmonious New Development.
4. Extend Queens Quay Eastward and Enhance the Road Network.
5. Prioritize Public Transit.
6. Develop a Gateway into the Port Lands.
7. Humanize Existing Infrastructure.
8. Enhance the Martin Goodman Trail.
9. Expand Opportunities for Interaction with the Water.
10. Promote Sustainable Development.

The process had the active engagement of three review groups:

- TRCA-GLL's DMNP Project EA team combined with TWRC's Joint Venture Project Management Team led by Marshall Macklin Monaghan (MMM);
- staff from the City of Toronto; and
- a Stakeholder Advisory Committee consisting of highly engaged local community and business leaders.

The three review groups provided feedback to the four design teams at a mid-term review period in mid-March. The three review groups also provided a final evaluation of the four designs in early April which were forwarded to the Competition Jury for review in their selection of the winning design team. The jury consisted of architects Bruce Kuwabara, who chaired the jury, Renee Daoust and Charles Waldheim, photographer Edward Bortynsky and Morden Yolles, a structural engineer.

The final design submissions were presented at an open public forum attended by over five hundred people, and the models were on display at BCE Place. At the commencement of the process, TWRC invited the general public to submit two pages of ideas and drawings that were all provided to the design teams in a briefing binder. After the designs were submitted, public comment forms were made available with the models, and the input from these general public submissions was provided to the Competition Jury. An overview copy of each design submission has been included as an attachment below.

On Tuesday May 8, 2007, the design submitted by MVVA and Ken Greenberg, entitled Port Lands Estuary, was identified by TWRC as the winning design of the competition. Key elements of the winning design as it relates to the DMNP Project EA include:

- the retention of most of the Keating Channel;
- a new river channel that flows south and then west into the Inner Harbour with an approximate location halfway between the Ship Channel and Keating Channel;
- a flood spillway into the Ship Channel;
- the integration of park space and natural areas along the river corridor;
- the retention and incorporation of the Gardiner Expressway into their design;
- a project build-out, and soil remediation and management plan; and
- a vision for the establishment of transportation infrastructure connecting Toronto with the Port Lands.

As part of the technical review by TRCA-GLL's DMNP Project EA and MMM team and the jury's report, a number of elements in the winning design will be reviewed, evaluated and modified to ensure that the winning design elements are consistent with the goal and objectives of the DMNP Project EA. TWRC, the City of Toronto Waterfront Secretariat and the MVVA design team have already been advised of this and are generally supportive of this assessment.

Since May 9, 2007, TRCA staff and the Gartner Lee Limited consultant team have been working to best integrate the new river alignment and study area (as depicted in the MVVA design) into the DMNP Project EA. As part of this process, an Executive Management Team consisting of TWRC, City of Toronto staff, TRCA staff and MVVA project managers will be established to help streamline the direction and management of the various projects that will be coming out of this design competition process. TRCA will be publishing a newsletter and meeting directly with a number of stakeholders to advise of the next steps in the process.

TRCA-GLL staff and TWRC are currently working closely together to revise the DMNP Project EA workplan, schedule, budget and eligible recipient agreement to provide the necessary funds to be representative of the greatly expanded study area and scope of work resulting from the outcome of TWRC's International Design Competition.

DETAILS OF WORK TO BE DONE

The DMNP Project EA team will work with TWRC, MVVA, city departments and all stakeholders to expedite the integration of MVVA's winning design elements into the DMNP Project EA. TRCA will work closely with TWRC to develop a new work plan, budget, schedule and Eligible Recipient Agreement to address the greatly expanded study area and scope of work for the DMNP Project EA. TRCA will report back to the Authority once the EA process has identified a preferred alternative for the DMNP Project EA.

FINANCIAL DETAILS

The current authorized budget for the DMNP Project EA remains \$3 million (which includes \$1.2 million that was used for the Class EA for the Lower Don River West Remedial Flood Protection Project that was approved in 2004). The existing Eligible Recipient Agreement and authorized budget will undergo revisions based on the new study area and scope of work for the EA. Costs for the DMNP Project EA will continue to be tracked through the 191 accounts.

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Date: June 5, 2007
Attachments: 4

DON MOUTH PARK TORONTO



Don Mouth Park & Downtown

INTRODUCTION

Towards a sustainable water-based landscape for living

The Don Mouth Park is a landmark project in the city of Toronto, Ontario, Canada. It is a multi-phased development that will transform the waterfront area into a vibrant, sustainable community. The project is a key component of the City of Toronto's Waterfront Revitalization Strategy, which aims to create a world-class waterfront destination that is accessible to all.

The Don Mouth Park is a landmark project in the city of Toronto, Ontario, Canada. It is a multi-phased development that will transform the waterfront area into a vibrant, sustainable community. The project is a key component of the City of Toronto's Waterfront Revitalization Strategy, which aims to create a world-class waterfront destination that is accessible to all.



Don River-flow L-principle



Key to a continuous waterfront park system



City urban-flow L-principle



Don Mouth Park river-flow meets urban-flow

PROJECT PHASES

PHASE 1 Don Mouth Park Phase 1: Don Mouth Park Phase 1: Don Mouth Park	PHASE 2 Don Mouth Park Phase 2: Don Mouth Park Phase 2: Don Mouth Park	PHASE 3 Don Mouth Park Phase 3: Don Mouth Park Phase 3: Don Mouth Park	PHASE 4 Don Mouth Park Phase 4: Don Mouth Park Phase 4: Don Mouth Park

SURFACE RATIOS

10% LANDSCAPE / PUBLIC SPACE	20% WATER	20% ROADS / BRIDGES	10% BUILDINGS

TEAM

Architect: [Firm Name]
 Landscape Architect: [Firm Name]
 Urban Planner: [Firm Name]
 Environmental Consultant: [Firm Name]
 Civil Engineer: [Firm Name]
 Structural Engineer: [Firm Name]
 Mechanical/Electrical/HVAC Engineer: [Firm Name]
 Cost Estimator: [Firm Name]

RENEW ≠ RESTORE

Toronto's Don River and Lower Don Lands are at a crossroads.

Long the victims of short-sighted and single-minded economic and engineering initiatives, the hardened River and its obliterated estuary marsh have an opportunity to re-establish themselves as primary forces behind Toronto's emerging waterfront. To do so, we must put aside traditional approaches to building cities alongside channelized rivers, and to reject the path of least resistance in redeveloping the Portlands—one which would undoubtedly reflect its flat, homogenous site.

Rather, we imagine actively inhabiting the dynamic mouth of the Don at a renewed and re-established ecological interface between river and lake, and at an expanded cultural interface between Toronto and its Lakefront.

And rather than re-shaping the river strictly according to the needs of the emerging city, we put the Don first, allowing the River to shape the metropolis, giving rise to unique, dynamic, engaging, world-class neighborhoods and open spaces. Socially vital and ecologically rich, the re-imagined Lower Don Lands are a new kind of metropolitan precinct, a cultural expression of a landscape-based urbanism, at the re-established mixing ground of the Don River's nutrient-rich, life-giving waters and the alternately placid and powerful waters of Lake Ontario.

wild river ecologies + robust urbanism + resilient vitality

RIVER + CITY + LIFE
Toronto's Lower Don Lands

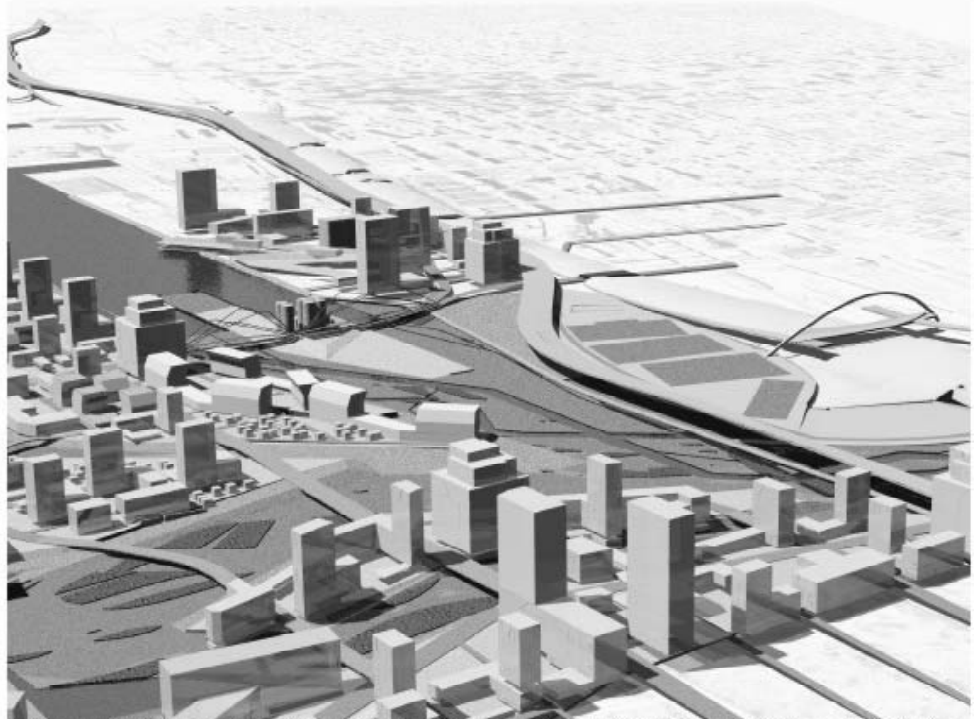


TEAM

stossLANDSCAPEURBANISM
BROWN + STOREY ARCHITECTS
ZAS ARCHITECTS

NINA-MARIE LISTER
BROOKNER STUDIO
KIDD CONSULTING
APPLIED ECOLOGICAL SERVICES
MOFFATT + NICHOL
ARUP
PINE + SWALLOW ASSOCIATES
UTSCH ENGINEERING

01 FIRST THE RIVER



VIEW OF THE RECLAIMED MOUTH OF THE DON RIVER, WITH PRIMARY / SECONDARY CHANNELS IN CENTER, AND FLOODWAY / GREENWAY IN FOREGROUND LEFT. LOOKING NORTHWEST.

RENEW THE DON

The Don River once emptied lazily into Ashbridges Bay, cultivating a rich ecological interface between river and lake. Subsequent channelization and industrialization left the mouth of the Don neutralized, out of synch with ecological flows and out of scale with its watershed. Renewing the Don necessitates reclaiming space for the mouth and re-kindling the delicate dynamics that mark the river-lake interface.

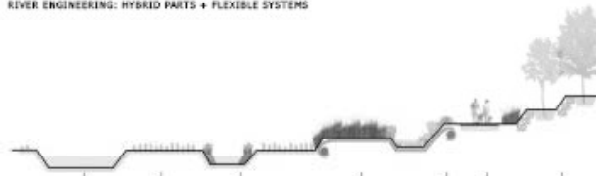
RIVER-LAKE INTERFACE IS RICHEST HABITAT FOR FISH.



AMPLIFY THE INTERFACE

The river-lake interface is the richest breeding ground for fish and other wildlife. Therefore, we choose to re-establish the broad estuarine plate that slopes ever so slightly toward the harbor, thus maximizing the effects of river and lake fluctuation and ecological resilience.

RIVER ENGINEERING: HYBRID PARTS + FLEXIBLE SYSTEMS



RESILIENT PLANT ECOSYSTEMS MOVE SPATIALLY AS HYDROLOGIC CONDITIONS CHANGE.



HYBRIDIZE THE PARTS

Let's not be fooled—the Don remains a highly engineered river within a very constructed environment. However, by hybridizing the physical parts of the river system, and by flexibly deploying them to form a primary channel, broad marshes, a floodway, and armored uplands, we set up a framework that both structures and emancipates.

VIEW OF THE DON RIVER AND ESTUARINE MARSH, LOOKING SOUTHWEST FROM THE MARTIN GOODMAN TRAIL.



RE-IGNITE DYNAMICS

Amplifying and hybridizing yields an extremely dynamic estuarine marsh, tuned to both seasonal river events and long-term lake fluctuations.

HABITAT RAMPS AND TRAILS ALLOW DIRECT ACCESS TO THE WATER, AND WILDLIFE.



RE-ENGAGE THE CITY

In taking back its space, the renewed Don becomes a life force once again, giving rise to a rich ecological habitat and breeding ground for wildlife, and structuring a new type of landscape-urbanism, a green city structured

