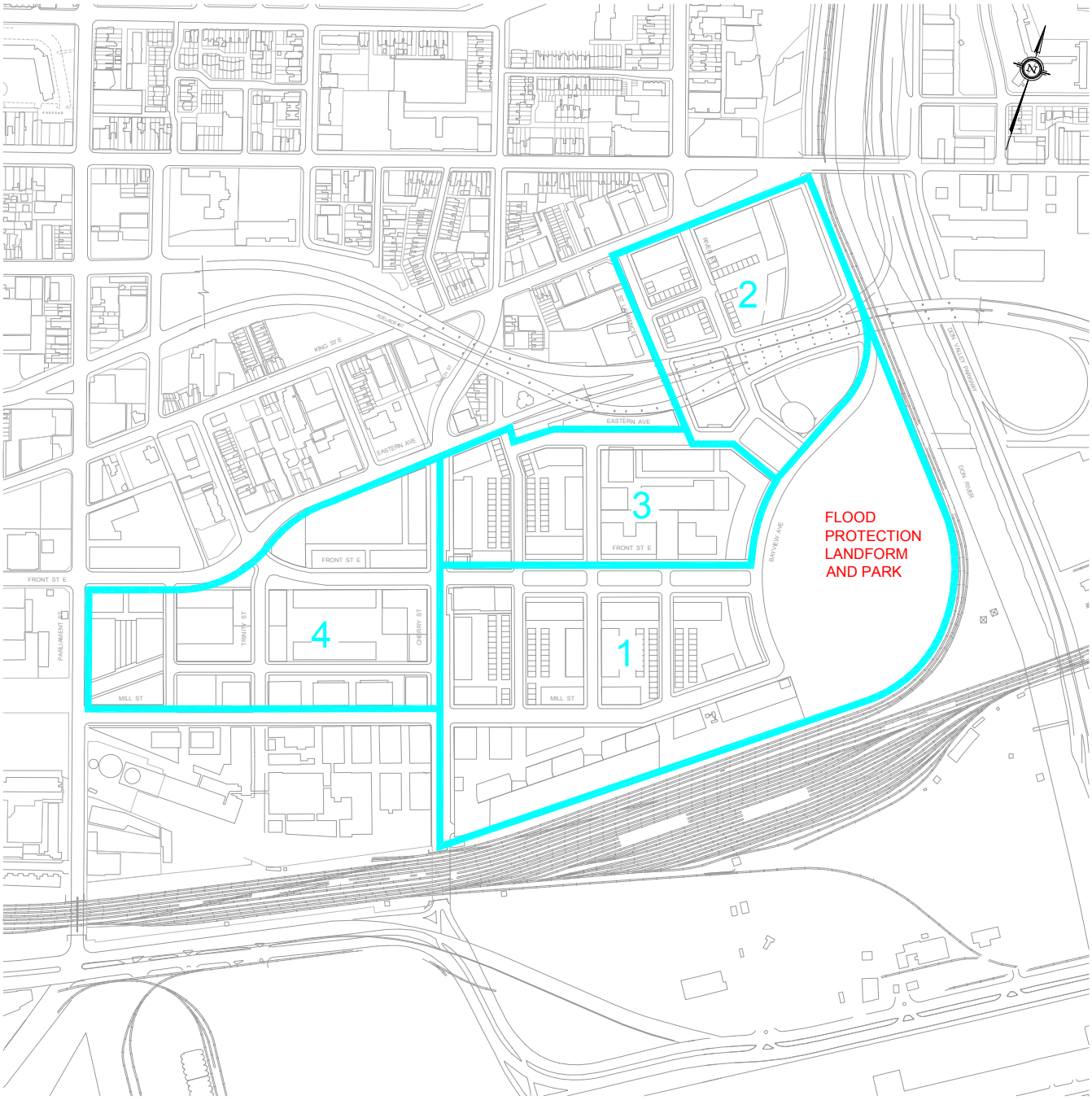


Legend

1 District No.

TORONTO WATERFRONT REVITALIZATION CORPORATION

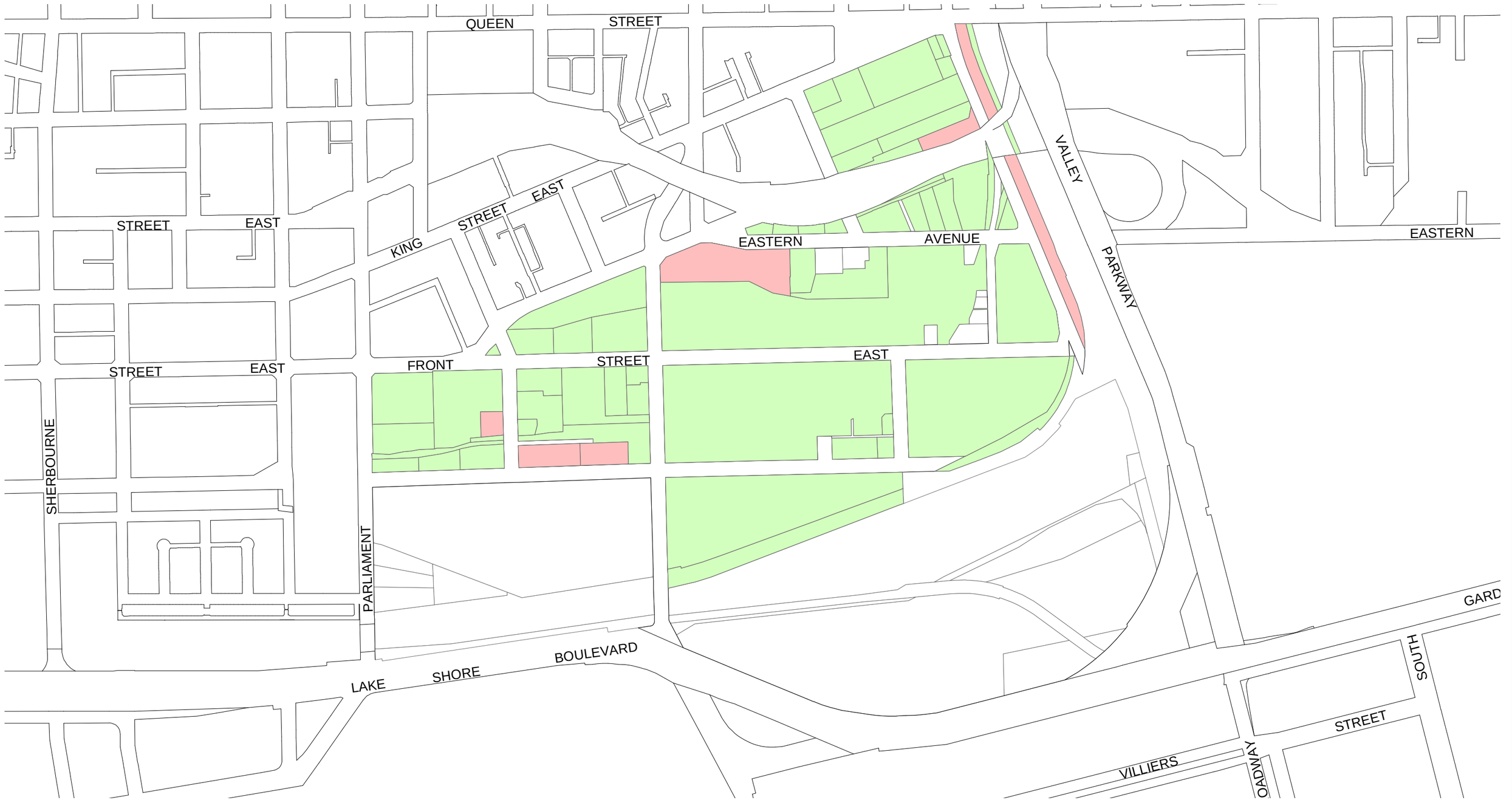
WEST DON LANDS PRECINCT PLAN

95-03002

Districts

JAN 2005
EXHIBIT 3-4

REVISED FEB 2005



LEGEND

- Private
- Public

Figure 4-3
WEST DONLANDS

Scale: 1:5,000

N

TORONTO WATERFRONT JV

MMM Ref#:95-03002-95 Dwg#:P02-057Rev2

Exhibit 4-4: Current Business Activity

LEGEND

Study Area

Existing Businesses

WEST DONLANDS: PRECINCT PLANNING

PREFERRED WATER SUPPLY SYSTEM

EARTH TECH
A TYCO INTERNATIONAL LTD. COMPANY

RECONSTRUCTED AND NEW WATERMAINS IN EXISTING ROAD ALLOWANCE

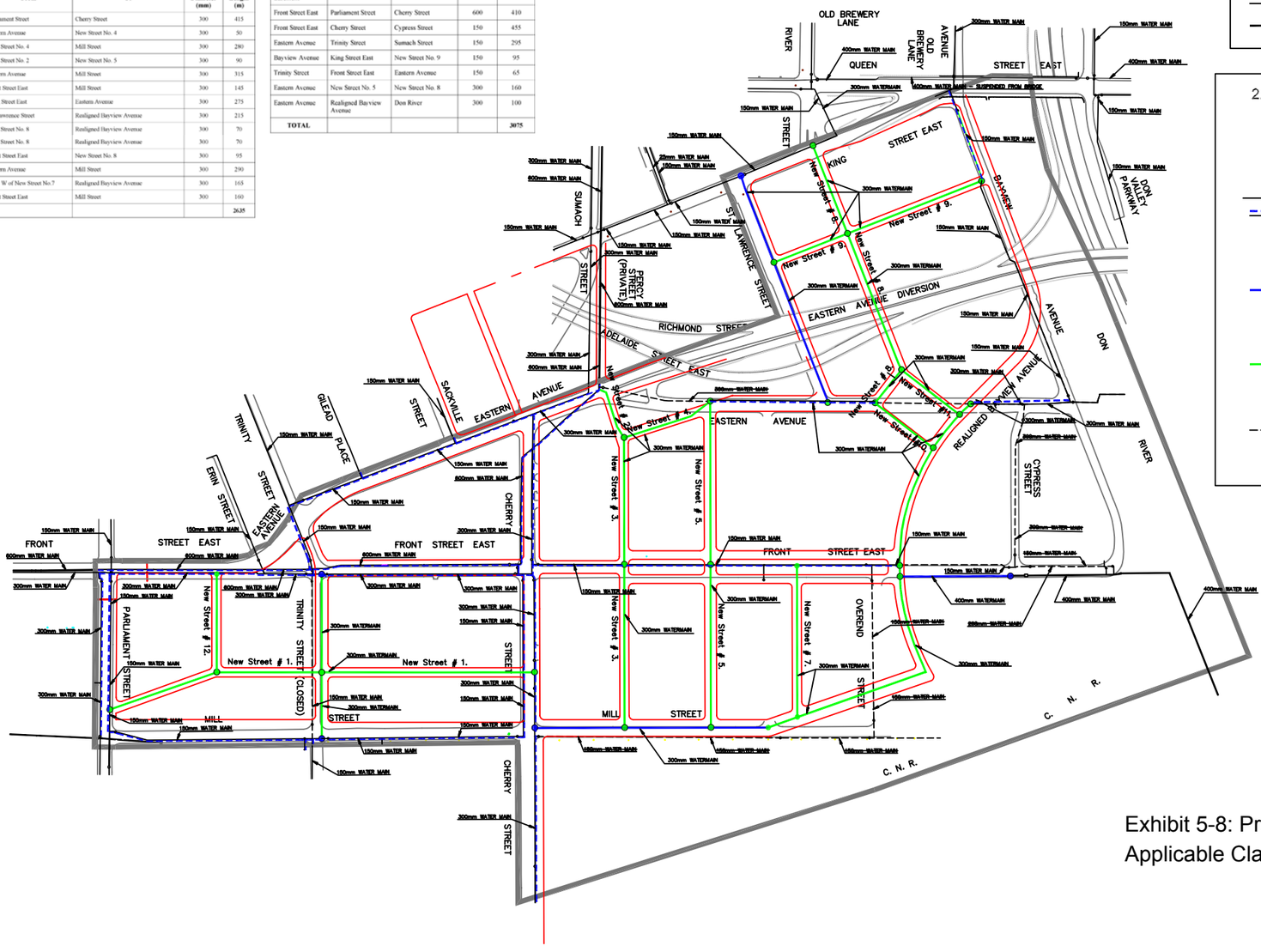
Location	From	To	Diameter (mm)	Length (m)
Mill Street	Cherry Street	25 m W of New Street No. 7	300	220
Front Street	Realigned Bayview Avenue	Cypress Street	400	105
St. Lawrence Street	King Street East	Eastern Avenue	300	235
TOTAL				560

NEW WATERMAINS IN NEW ROAD ALLOWANCE

Location	From	To	Diameter (mm)	Length (m)
New Street No. 1	Parliament Street	Cherry Street	300	415
New Street No. 2	Eastern Avenue	New Street No. 4	300	50
New Street No. 3	New Street No. 4	Mill Street	300	280
New Street No. 4	New Street No. 2	New Street No. 5	300	90
New Street No. 5	Eastern Avenue	Mill Street	300	315
New Street No. 7	Front Street East	Mill Street	300	145
New Street No. 8	King Street East	Eastern Avenue	300	275
New Street No. 9	St. Lawrence Street	Realigned Bayview Avenue	300	215
New Street No. 10	New Street No. 8	Realigned Bayview Avenue	300	70
New Street No. 11	New Street No. 8	Realigned Bayview Avenue	300	70
New Street No. 12	Front Street East	New Street No. 8	300	95
Realigned Bayview Avenue	Eastern Avenue	Mill Street	300	290
Realigned Mill Street	25 m W of New Street No.7	Realigned Bayview Avenue	300	165
Trinity Street (Closed)	Front Street East	Mill Street	300	160
TOTAL				2635

EXISTING WATERMAINS REQUIRING REHABILITATION (Cleaning and Cement Mortar Lining)

Location	From	To	Diameter (mm)	Length (m)
Parliament Street	Mill Street	Front Street East	150	140
Parliament Street	Mill Street	Front Street East	300	150
Mill Street	Parliament Street	Trinity Street	150	200
Mill Street	Trinity Street	Cherry Street	150	185
Cherry Street	Front Street East	Mill Street	150	160
Cherry Street	Eastern Avenue	Railway Underpass	300	460
Cherry Street and Easement	Sumach Street	Front Street East	600	200
Front Street East	Parliament Street	Cherry Street	600	410
Front Street East	Cherry Street	Cypress Street	150	455
Eastern Avenue	Trinity Street	Sumach Street	150	295
Bayview Avenue	King Street East	New Street No. 9	150	95
Trinity Street	Front Street East	Eastern Avenue	150	65
Eastern Avenue	New Street No. 5	New Street No. 8	300	160
Eastern Avenue	Realigned Bayview Avenue	Don River	300	100
TOTAL				3075



1. EXISTING WATER SUPPLY ELEMENTS

LEGEND

- LOCAL WATERMAIN
- TRUNK WATERMAIN

2. PROPOSED WATER SUPPLY ELEMENTS

LEGEND

	MUNICIPAL CLASS EA SCHEDULE	DESCRIPTION OF THE UNDERTAKING
- - - - - - -	A	REHABILITATE EXISTING WATERMAIN (CLEANING AND CEMENT MORTAR LINING)
———	A	RECONSTRUCT AND ENLARGE EXISTING WATERMAIN IN EXSITING ROAD ALLOWANCE
———	B	CONSTRUCT NEW WATERMAIN IN NEW ROAD ALLOWANCE
- - - - - - - -	NOT SUBJECT TO CLASS EA PROCESS	ABANDON EXISTING WATERMAIN

Exhibit 5-8: Proposed Water Supply System and □ Applicable Class EA Schedules

WEST DONLANDS: PRECINCT PLANNING

PREFERRED WASTEWATER COLLECTION SYSTEM

EARTH TECH
A TYCO INTERNATIONAL LTD. COMPANY

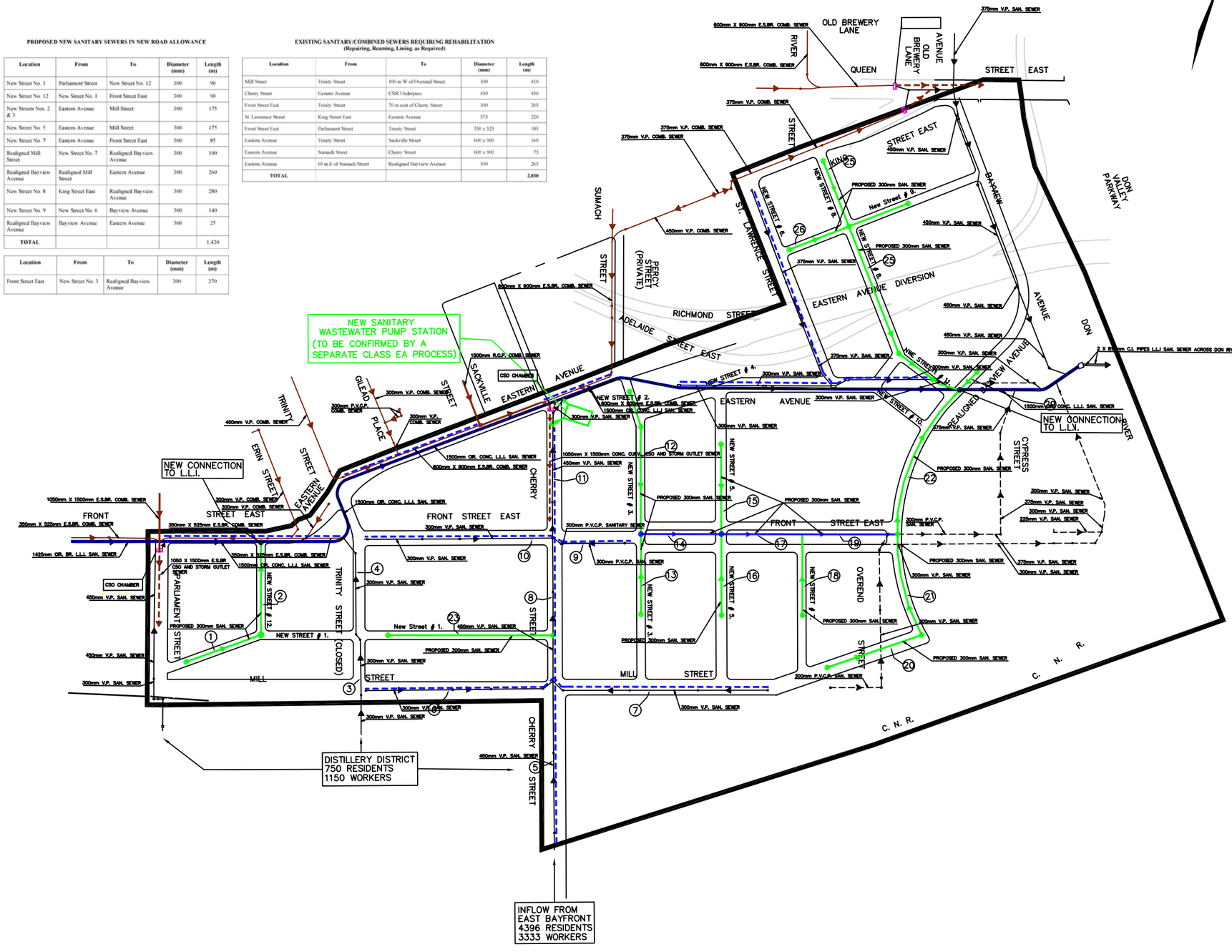
PROPOSED NEW SANITARY SEWERS IN NEW ROAD ALLOWANCE

Location	From	To	Diameter (mm)	Length (m)
New Street No. 1	Parliament Street	New Street No. 12	300	90
New Street No. 12	New Street No. 1	Front Street East	300	90
New Streets Nos. 2 & 3	Eastern Avenue	Mill Street	300	175
New Street No. 5	Eastern Avenue	Mill Street	300	175
New Street No. 7	Eastern Avenue	Front Street East	300	85
Realigned Mill Street	New Street No. 7	Realigned Bayview Avenue	300	100
Realigned Bayview Avenue	Realigned Mill Street	Eastern Avenue	300	260
New Street No. 8	King Street East	Realigned Bayview Avenue	300	280
New Street No. 9	New Street No. 6	Bayview Avenue	300	140
Realigned Bayview Avenue	Bayview Avenue	Eastern Avenue	300	25
TOTAL				1,420

Location	From	To	Diameter (mm)	Length (m)
Front Street East	New Street No. 3	Realigned Bayview Avenue	300	270

EXISTING SANITARY/COMBINED SEWERS REQUIRING REHABILITATION
(Repairing, Reaming, Lining, as Required)

Location	From	To	Diameter (mm)	Length (m)
Mill Street	Trinity Street	100 m W of Overend Street	300	410
Cherry Street	Eastern Avenue	CNR Underpass	450	450
Front Street East	Trinity Street	70 m east of Cherry Street	300	265
St. Lawrence Street	King Street East	Eastern Avenue	375	220
Front Street East	Parliament Street	Trinity Street	350 x 525	185
Eastern Avenue	Trinity Street	Sackville Street	600 x 900	160
Eastern Avenue	Sumach Street	Cherry Street	600 x 900	75
Eastern Avenue	60 m E of Sumach Street	Realigned Bayview Avenue	300	265
TOTAL				2,030



1. EXISTING WASTEWATER COLLECTION SYSTEM ELEMENTS

LEGEND

- LOCAL SANITARY SEWER
- TRUNK SANITARY SEWER
- LOCAL COMBINED SEWER
- TRUNK COMBINED SEWER
- COMBINED OVERFLOW & STORM OUTLET SEWER

2. PROPOSED WASTEWATER COLLECTION SYSTEM ELEMENTS

LEGEND

	MUNICIPAL CLASS EA SCHEDULE	DESCRIPTION OF THE UNDERTAKING
------	A	REHABILITATE EXISTING SANITARY/COMBINED SEWER (REPAIR, REAM, LINE AS REQUIRED)
———	A	CONSTRUCT NEW SANITARY SEWER IN EXISTING ROAD ALLOWANCE
———	B	CONSTRUCT NEW SANITARY SEWER IN NEW ROAD ALLOWANCE
▭	WILL BE SUBJECT TO A SEPARATE CLASS EA PROCESS	CONSTRUCT NEW WASTEWATER PUMPING STATION
- - - - - - -	NOT SUBJECT TO CLASS EA PROCESS	ABANDON EXISTING & SANITARY SEWER

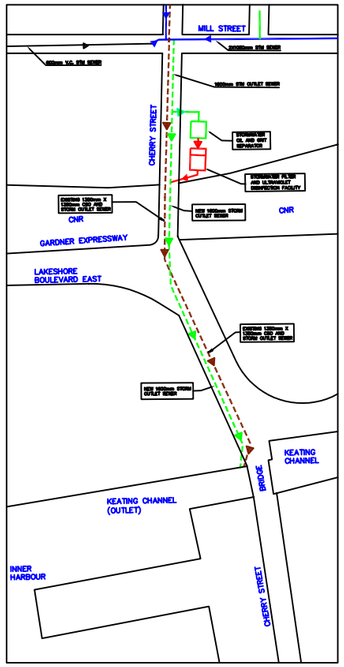
Exhibit 6-8: Proposed Waste Water Collection System and Applicable Class EA Schedules

WEST DONLANDS: PRECINCT PLANNING

PREFERRED STORMWATER SYSTEM

EARTH TECH
A TYDEN INTERNATIONAL LTD. COMPANY

CHERRY STREET INSERT



PROPOSED NEW STORM SEWERS IN NEW ROAD ALLOWANCE

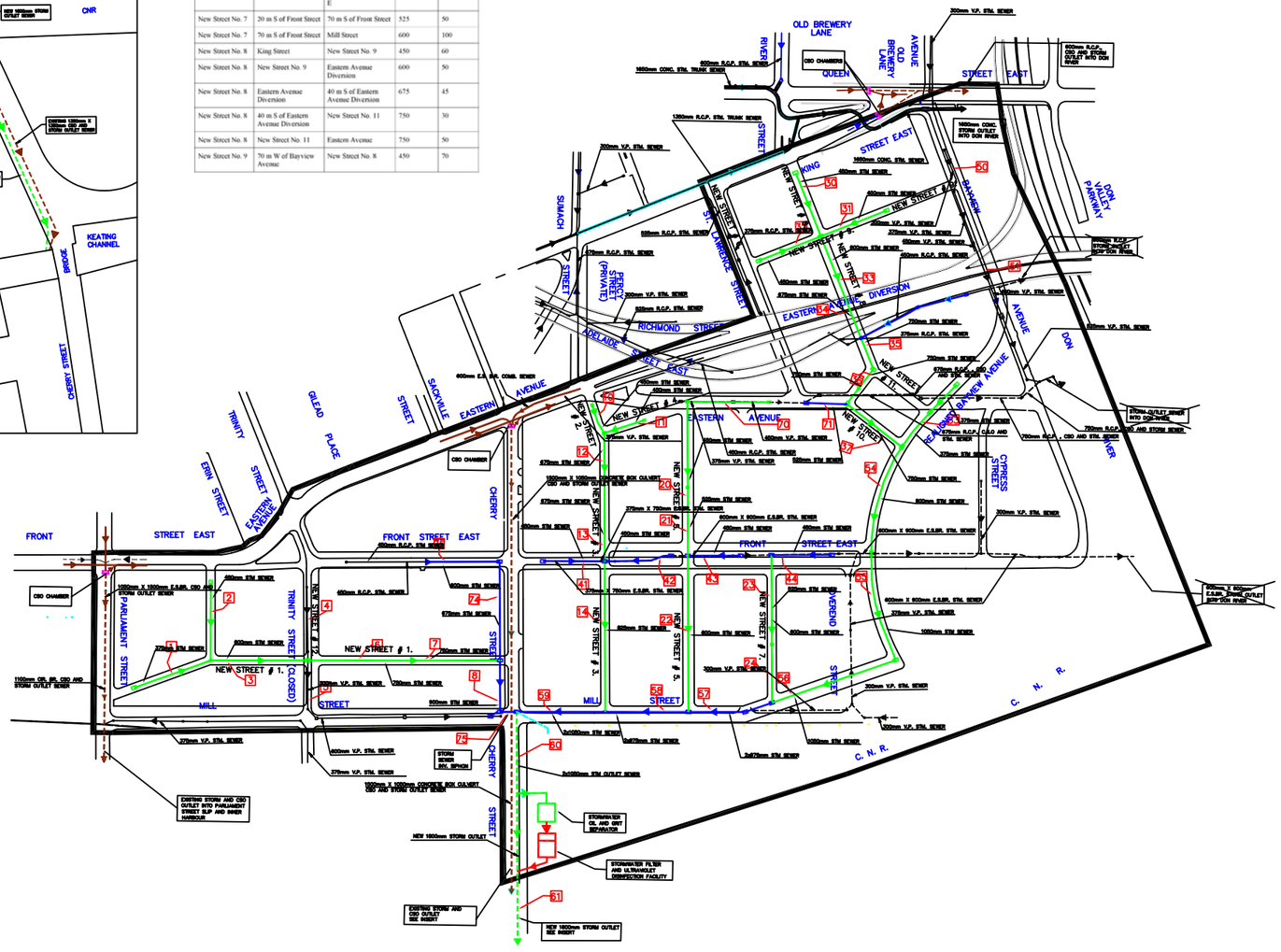
Location	From	To	Diameter (mm)	Length (m)
New Street No. 1	Parliament Street	New Street No. 12	375	80
New Street No. 1	New Street No. 12	Trinity Street	600	100
New Street No. 1	Trinity Street	Cherry Street	750	200
New Street No. 2	Eastern Avenue	New Street No. 11	450	35
New Street No. 3	New Street No. 4	Front Street East	675	150
New Street No. 3	Front Street East	Mill Street	825	150
New Street No. 4	New Street No. 3	New Street No. 5	450	40
New Street No. 5	Eastern Avenue	85 m S of Eastern Avenue	450	85
New Street No. 5	Front Street East	Mill Street	600	150
New Street No. 5	Front Street East	65 m N of Front Street E	525	65
New Street No. 7	20 m S of Front Street	70 m S of Front Street	525	50
New Street No. 7	70 m S of Front Street	Mill Street	600	100
New Street No. 8	King Street	New Street No. 9	450	60
New Street No. 8	New Street No. 9	Eastern Avenue Diversion	600	50
New Street No. 8	Eastern Avenue Diversion	40 m S of Eastern Avenue Diversion	675	45
New Street No. 8	40 m S of Eastern Avenue Diversion	New Street No. 11	750	30
New Street No. 8	New Street No. 11	Eastern Avenue	750	50
New Street No. 9	70 m W of Bayview Avenue	New Street No. 8	450	70

PROPOSED NEW STORM SEWERS IN NEW ROAD ALLOWANCE CONTINUED

New Street No. 9	New Street No. 8	St. Lawrence Street	450	65
New Street No. 10	Eastern Avenue	Realigned Bayview Avenue	750	60
New Street No. 12	Front Street E	New Street No. 1	450	80
Realigned Bayview Avenue	40 m N of New Street No. 11	New Street No. 11	375	40
Realigned Bayview Avenue	New Street No. 11	New Street No. 10	375	40
Realigned Bayview Avenue	New Street No. 10	Front Street East	900	110
Realigned Bayview Avenue	Front Street East	Realigned Mill Street	1050	110
Realigned Mill Street	Realigned Bayview Avenue	20 m W of New Street No. 7	1050	130
TOTAL				**2,145**

RECONSTRUCTED OR NEW STORM SEWERS IN EXISTING ROAD ALLOWANCE

Location	From	To	Diameter (mm)	Length (m)
Cherry Street	Front Street East	New Street No. 1	675	100
Cherry Street East	New Street No. 1	Mill Street	900	30
Front Street East	75 m W of Cherry Street	Cherry Street	600	75
Eastern Avenue	20 m E of St. Lawrence Street	New Street No. 5	450	75
Eastern Avenue	St. Lawrence Street	New Street No. 10	525	40
Eastern Avenue Extension	Bayview Avenue	New Street No. 8	450	100
Mill Street	20 m W of New Street No. 7	New Street No. 5	2x375	90
Mill Street	New Street No. 5	New Street No. 3	2 x 975	80
Mill Street	New Street No. 3	Cherry Street	2 x 1050	300
Cherry Street	Mill Street	55 m S of Mill Street	2 x 1050	55
Cherry Street	55 m S of Mill Street	Inner Harbour (Keating Channel Outlet)	1800	425
TOTAL				1,180



1. EXISTING STORMWATER SYSTEM ELEMENTS

LEGEND

- LOCAL STORM SEWER
- TRUNK STORM SEWER
- LOCAL COMBINED SEWER
- TRUNK COMBINED SEWER
- COMBINED OVERFLOW / STORM OUTLET SEWER

2. PROPOSED STORMWATER SYSTEM ELEMENTS

LEGEND

	MUNICIPAL CLASS EA SCHEDULE	DESCRIPTION OF THE UNDERTAKING
———	A	RECONSTRUCT EXISTING OR CONSTRUCT NEW STORM SEWER IN EXISTING ROAD ALLOWANCE
———	B	CONSTRUCT NEW STORM SEWER IN NEW ROAD ALLOWANCE
- - - -	B	CONSTRUCT NEW STORM OUTLET INTO THE INNER HARBOUR
▯	B	CONSTRUCT OIL AND GRIT SEPARATOR
▭	C	INSTALL FILTER AND ULTRAVIOLET DISINFECTION FACILITY
- - - - - - - -	NOT SUBJECT TO CLASS EA PROCESS	ABANDON STORM SEWERS

Exhibit 7-7: Proposed Stormwater System and Applicalbe Class EA Schedules

PRECINCT PLANNING

WEST DON LANDS - EVALUATION CRITERIA FOR A SCHEDULE C PROJECT WEST DON LANDS

E A R T H T E C H
A tyco INTERNATIONAL LTD. COMPANY

ALTERNATIVE DESIGN SOLUTIONS PREFERRED STORMWATER SYSTEM

	ALTERNATIVE DESIGN	DESIGN ALTERNATIVE A	DESIGN ALTERNATIVE B	DESIGN ALTERNATIVE C	DESIGN ALTERNATIVE D	DESIGN ALTERNATIVE E
CRITERIA	SUB-CRITERIA	NO TREATMENT AND DIRECT DISCHARGE TO CITY STORMWATER SYSTEM	STORMWATER MANAGEMENT POND (QUALITY)	OIL/GRIT SEPARATOR	SETTLING TANK	OIL/GRIT SEPARATORS WITH FILTERS AND DISINFECTION
MUNICIPAL SERVICES (WHERE APPLICABLE)	RELIABILITY OF SERVICES	🟢 NO MECHANICAL EQUIPMENT / CONTROLS REQUIRED.	🟢 FEW IF ANY MECHANICAL EQUIPMENT / CONTROLS REQUIRED.	🟢 FEW EQUIPMENT / CONTROLS ARE REQUIRED.	🔵 STANDARD MECHANICAL AND ELECTRICAL EQUIPMENT AND CONTROLS ARE REQUIRED.	🔵 MORE COMPLEX MECHANICAL AND ELECTRICAL EQUIPMENT AND CONTROLS ARE REQUIRED.
	FLEXIBILITY TO PROVIDE CAPACITY FOR FUTURE GROWTH AND/OR IMPROVED SERVICE LEVEL	NOT APPLICABLE.	🟠 ADDITIONAL LAND TO EXPAND STORMWATER MANAGEMENT POND MAY NOT BE AVAILABLE.	🔵 ADDITIONAL SPACE TO EXPAND SEPARATOR MAY BE AVAILABLE. (LESS SPACE REQUIRED).	🔵 ADDITIONAL SPACE TO EXPAND TANK MAY BE AVAILABLE.	🔵 ADDITIONAL SPACE TO EXPAND FACILITIES MAY BE AVAILABLE.
	LIFE EXPECTANCY	NOT APPLICABLE.	🟢 FEW IF ANY MECHANICAL EQUIPMENT / CONTROLS THAT COULD BREAK DOWN OR WEAR OUT.	🟢 FEW MECHANICAL EQUIPMENT / CONTROLS THAT COULD BREAK DOWN OR WEAR OUT.	🟢 STANDARD MECHANICAL EQUIPMENT / CONTROLS REQUIRED.	🔵 NEUTRAL TO POOR. LIFE EXPECTANCIES OF FILTER AND DISINFECTION FACILITIES ARE POOR.
	MAINTENANCE REQUIREMENTS	🟢 LITTLE OR NO MAINTENANCE REQUIRED.	🟢 FREQUENT REMOVAL OF FLOATING MATTER AND PERIODIC (MANUAL) REMOVAL OF SEDIMENTS REQUIRED.	🔵 REGULAR REMOVAL OF SEDIMENT ACCUMULATION FROM SEPARATOR REQUIRED.	🔵 REGULAR REMOVAL OF SEDIMENT ACCUMULATION AND REGULAR MAINTENANCE OF STANDARD MECHANICAL / ELECTRICAL EQUIPMENT AND CONTROLS REQUIRED.	🔵 NEUTRAL TO POOR. DISINFECTION FACILITIES AND FILTERS ARE MAINTENANCE INTENSIVE. REGULAR REMOVAL OF SEDIMENT ACCUMULATION FROM SEPARATOR REQUIRED.
NATURAL ENVIRONMENT	TERRESTRIAL HABITAT	🔵 NOT LOCATED NEAR TERRESTRIAL HABITAT OF ANY SIGNIFICANCE.	🔵 NOT LOCATED NEAR TERRESTRIAL HABITAT OF ANY SIGNIFICANCE.	🔵 NOT LOCATED NEAR TERRESTRIAL HABITAT OF ANY SIGNIFICANCE.	🔵 NOT LOCATED NEAR TERRESTRIAL HABITAT OF ANY SIGNIFICANCE.	🔵 NOT NEAR TERRESTRIAL HABITAT OF ANY SIGNIFICANCE.
	AQUATIC HABITAT	🟠 NO AQUATIC HABITAT OF ANY SIGNIFICANCE, HOWEVER DISCHARGING UNTREATED STORMWATER ULTIMATELY TO THE INNER HARBOR MAY IMPAIR AQUATIC HABITAT CONDITIONS.	🟢 NOT LOCATED NEAR AQUATIC HABITATS OF ANY SIGNIFICANCE. HOWEVER TREATING STORMWATER THAT ULTIMATELY REACHES THE INNER HARBOR MAY IMPROVE AQUATIC HABITAT CONDITIONS.	🟢 NOT LOCATED NEAR AQUATIC HABITATS OF ANY SIGNIFICANCE. HOWEVER TREATING STORMWATER THAT ULTIMATELY REACHES THE INNER HARBOR MAY IMPROVE AQUATIC HABITAT CONDITIONS.	🟢 NOT LOCATED NEAR AQUATIC HABITATS OF ANY SIGNIFICANCE. HOWEVER TREATING STORMWATER THAT ULTIMATELY REACHES THE INNER HARBOR MAY IMPROVE AQUATIC HABITAT CONDITIONS.	🟢 NOT LOCATED NEAR AQUATIC HABITATS OF ANY SIGNIFICANCE. HOWEVER TREATING STORMWATER THAT ULTIMATELY REACHES THE INNER HARBOR MAY IMPROVE AQUATIC HABITAT CONDITIONS.
	WATER QUALITY / QUANTITY	🟠 PROVIDES NO IMPROVEMENT TO STORMWATER QUALITY.	🟢 IMPROVES THE QUALITY OF STORMWATER DISCHARGE, WITH LIKELY THE SECOND BEST OVERALL RESULTS.	🟢 IMPROVES THE QUALITY OF STORMWATER DISCHARGE, WITH LIKELY THE FOURTH BEST OVERALL RESULTS.	🟢 IMPROVES THE QUALITY OF STORMWATER DISCHARGE, WITH LIKELY THE THIRD BEST OVERALL RESULTS.	🟢 IMPROVES THE QUALITY OF STORMWATER DISCHARGE, WITH LIKELY THE BEST OVERALL RESULT.
	AIR QUALITY	🔵 NO IMPACT TO AIR QUALITY.	🔵 NO IMPACT TO AIR QUALITY.	🔵 NO IMPACT TO AIR QUALITY.	🔵 NO IMPACT TO AIR QUALITY.	🔵 NO IMPACT TO AIR QUALITY.
	SOIL AND GROUNDWATER	🔵 THERE IS A POTENTIAL TO ENCOUNTER SOIL AND/OR GROUNDWATER CONTAMINATION. SOIL AND GROUNDWATER MANAGEMENT PLANS WILL BE REQUIRED FOR ALL ALTERNATIVES.	🔵 THERE IS A POTENTIAL TO ENCOUNTER SOIL AND/OR GROUNDWATER CONTAMINATION. SOIL AND GROUNDWATER MANAGEMENT PLANS WILL BE REQUIRED FOR ALL ALTERNATIVES.	🔵 THERE IS A POTENTIAL TO ENCOUNTER SOIL AND/OR GROUNDWATER CONTAMINATION. SOIL AND GROUNDWATER MANAGEMENT PLANS WILL BE REQUIRED FOR ALL ALTERNATIVES.	🔵 THERE IS A POTENTIAL TO ENCOUNTER SOIL AND/OR GROUNDWATER CONTAMINATION. SOIL AND GROUNDWATER MANAGEMENT PLANS WILL BE REQUIRED FOR ALL ALTERNATIVES.	🔵 THERE IS A POTENTIAL TO ENCOUNTER SOIL AND/OR GROUNDWATER CONTAMINATION. SOIL AND GROUNDWATER MANAGEMENT PLANS WILL BE REQUIRED FOR ALL ALTERNATIVES.
SOCIAL AND ECONOMIC	CULTURAL HERITAGE RESOURCES	🔵 NO CULTURAL HERITAGE RESOURCES ARE AFFECTED	🔵 NO CULTURAL HERITAGE RESOURCES ARE AFFECTED.	🔵 NO CULTURAL HERITAGE RESOURCES ARE AFFECTED.	🔵 NO CULTURAL HERITAGE RESOURCES ARE AFFECTED.	🔵 NO CULTURAL HERITAGE RESOURCES ARE AFFECTED.
	IMPACTS TO BUSINESSES	🔵 NO BUSINESSES WILL BE IMPACTED.	🔵 NO BUSINESSES WILL BE IMPACTED.	🔵 NO BUSINESSES WILL BE IMPACTED.	🔵 NO BUSINESSES WILL BE IMPACTED.	🔵 NO BUSINESSES WILL BE IMPACTED.
	IMPACTS TO PRIVATE PROPERTY	🔵 ALL STORMWATER FACILITIES WILL BE LOCATED ON PUBLICLY OWNED LANDS.	🔵 ALL STORMWATER FACILITIES WILL BE LOCATED ON PUBLICLY OWNED LANDS.	🔵 ALL STORMWATER FACILITIES WILL BE LOCATED ON PUBLICLY OWNED LANDS.	🔵 ALL STORMWATER FACILITIES WILL BE LOCATED ON PUBLICLY OWNED LANDS.	🔵 ALL STORMWATER FACILITIES WILL BE LOCATED ON PUBLICLY OWNED LANDS.
	NOISE AND VIBRATION	🔵 NO NOISE OR VIBRATION IMPACTS ARE EXPECTED.	🔵 NO NOISE OR VIBRATION IMPACTS ARE EXPECTED.	🔵 NO NOISE OR VIBRATION IMPACTS ARE EXPECTED.	🔵 NO NOISE OR VIBRATION IMPACTS ARE EXPECTED.	🔵 NO NOISE OR VIBRATION IMPACTS ARE EXPECTED.
	EMPLOYMENT	🔵 NO IMPACTS TO EMPLOYMENT.	🔵 NO IMPACTS TO EMPLOYMENT.	🔵 NO IMPACTS TO EMPLOYMENT.	🔵 NO IMPACTS TO EMPLOYMENT.	🔵 NO IMPACTS TO EMPLOYMENT.
	RECREATION	🔵 NO IMPACTS TO RECREATION.	🟢 NO IMPACTS TO RECREATION IN THE WEST DON LANDS, AND LIMITED RECREATIONAL VALUE ASSOCIATED WITH ANY OPEN STORMWATER MANAGEMENT PONDS. IMPROVED WATER QUALITY IN THE INNER HARBOUR IS BENEFICIAL TO RECREATION.	🟢 NO IMPACTS TO RECREATION IN THE WEST DON LANDS. IMPROVED WATER QUALITY IN THE INNER HARBOUR IS BENEFICIAL TO RECREATION.	🟢 NO IMPACTS TO RECREATION IN THE WEST DON LANDS. IMPROVED WATER QUALITY IN THE INNER HARBOUR IS BENEFICIAL TO RECREATION.	🟢 NO IMPACTS TO RECREATION IN THE WEST DON LANDS. IMPROVED WATER QUALITY IN THE INNER HARBOUR IS BENEFICIAL TO RECREATION. THIS OPTION HAS THE HIGHEST OVERALL PERFORMANCE.
OPPORTUNITY FOR REVITALIZATION	ABILITY TO SUPPORT THE DEVELOPMENT OBJECTIVES OF THE PRECINCT PLAN	🟠 NO PHYSICAL IMPACT TO REDEVELOPMENT PLAN BUT WOULD NOT MEET MUNICIPAL AND PROVINCIAL OBJECTIVES FOR STORMWATER QUALITY.	🟠 STORMWATER PONDS ARE LAND-INTENSIVE AND WOULD BE LESS SUPPORTIVE OF THE CONTEMPLATED LAND USES. STORMWATER PONDS MAY NOT BE COMPATIBLE WITH CERTAIN ADJACENT LAND USES.	🔵 NO PHYSICAL IMPACT TO REDEVELOPMENT PLAN SINCE FACILITIES ARE NOT LAND INTENSIVE AND COULD BE LOCATED WITHIN ROAD ALLOWANCES, UNDER (PUBLIC) OPEN SPACES OR BUILDINGS DEPENDING ON SITE LOCATIONS AND MUNICIPAL REQUIREMENTS.	🟠 THE SETTLING TANK NEEDS TO BE LOCATED OUTSIDE THE ROAD ALLOWANCE AND IS MORE LAND INTENSIVE THAN THE OIL / GRIT SEPARATOR. HOWEVER THERE MAY BE OPPORTUNITIES TO LOCATE THE SETTLING TANK UNDER A (PUBLIC) PARKING LOT OR PARKING STRUCTURES.	🔵 NO PHYSICAL IMPACT TO REDEVELOPMENT PLAN SINCE FACILITIES ARE NOT LAND INTENSIVE AND COULD BE LOCATED WITHIN ROAD ALLOWANCES, UNDER (PUBLIC) OPEN SPACES OR BUILDINGS DEPENDING ON SITE LOCATIONS AND MUNICIPAL REQUIREMENTS.
	ABILITY TO SUPPORT THE URBAN DESIGN OBJECTIVES OF THE PRECINCT PLAN	🔵 NO IMPACT TO URBAN DESIGN.	🟠 PONDS ARE LAND INTENSIVE AND MAY NOT BE COMPATIBLE WITH ADJACENT BUILT FORM.	🔵 NO IMPACT TO URBAN DESIGN.	🔵 NO IMPACT TO URBAN DESIGN.	🔵 NO IMPACT TO URBAN DESIGN.
	ABILITY TO SUPPORT WATERFRONT WIDE REVITALIZATION	🟠 WOULD NOT MEET MUNICIPAL AND PROVINCIAL OBJECTIVES FOR STORMWATER QUALITY.	🟢 SUPPORTS THE IMPROVEMENTS TO WATER QUALITY.	🟢 SUPPORTS THE IMPROVEMENTS TO WATER QUALITY.	🟢 SUPPORTS THE IMPROVEMENTS TO WATER QUALITY.	🟢 SUPPORTS THE IMPROVEMENTS TO WATER QUALITY.
COST EFFECTIVENESS	CAPITAL COST OF IMPROVEMENTS	🟢 NO CAPITAL COST.	🔵 MODERATE CAPITAL COST.	🔵 LOW CAPITAL COST.	🟠 HIGHEST CAPITAL COST.	🟠 HIGH CAPITAL COST.
	MAINTENANCE COSTS	🔵 MINIMAL MAINTENANCE COST.	🔵 MODERATE MAINTENANCE COST.	🔵 MODERATE MAINTENANCE COST.	🔵 MODERATE MAINTENANCE COST.	🟠 HIGH MAINTENANCE COST.
TECHNICAL CONSIDERATIONS	LEVEL OF STORMWATER TREATMENT	🟠 NO TREATMENT PROVIDED.	🟢 REMOVAL OF FLOATING MATTERS AND REDUCTION OF SUSPENDED SOLIDS PROVIDED.	🔵 REMOVAL OF FLOATING MATTER AND REDUCTION OF SUSPENDED SOLIDS PROVIDED.	🟢 REMOVAL OF FLOATING MATTER AND REDUCTION OF SUSPENDED SOLIDS PROVIDED.	🟢 REMOVAL OF FLOATING MATTER AND REDUCTIONS OF SUSPENDED SOLIDS AS WELL AS BACTERIA AND VIRUSES PROVIDED. THIS OPTION HAS THE HIGHEST OVERALL PERFORMANCE.
	POTENTIAL TO MEET OBJECTIVES OF THE CITY OF TORONTO WET WEATHER FLOW MANAGEMENT MASTER PLAN	🟠 NO TREATMENT PROVIDED.	🟠 NO DISINFECTION PROVIDED.	🟠 NO DISINFECTION PROVIDED.	🟠 NO DISINFECTION PROVIDED.	🟢 DISINFECTION PROVIDES REDUCTION IN CONCENTRATION OF BACTERIA AND VIRUSES.

RECOMMENDATIONS		NOT RECOMMENDED	NOT RECOMMENDED	NOT RECOMMENDED	NOT RECOMMENDED	RECOMMENDED

LEGEND:

🟢 GOOD 🔵 NEUTRAL 🟠 POOR

Note: This table has been changed since PIC#2 due to stakeholder and agency comments

TORONTO WATERFRONT REVITALIZATION CORPORATION

D95-TWJV-Nov-04

Exhibit 7-9: Stormwater Management Alternatives

PRECINCT PLANNING

WEST DON LANDS - EVALUATION CRITERIA FOR A SCHEDULE C PROJECT WEST DON LANDS

EARTH TECH

A tyco INTERNATIONAL LTD. COMPANY

ALTERNATIVE DESIGN SOLUTIONS PREFERRED STORMWATER SYSTEM

	ALTERNATIVE DESIGN	DESIGN ALTERNATIVE A	DESIGN ALTERNATIVE B	DESIGN ALTERNATIVE C	DESIGN ALTERNATIVE D	DESIGN ALTERNATIVE E
CRITERIA	SUB-CRITERIA	NO TREATMENT AND DIRECT DISCHARGE TO CITY STORMWATER SYSTEM	STORMWATER MANAGEMENT POND (QUALITY)	OIL/GRIT SEPARATOR	SETTLING TANK	OIL/GRIT SEPARATORS WITH FILTERS AND DISINFECTION
MUNICIPAL SERVICES (WHERE APPLICABLE)	RELIABILITY OF SERVICES	🟢 NO MECHANICAL EQUIPMENT / CONTROLS REQUIRED.	🟢 FEW IF ANY MECHANICAL EQUIPMENT / CONTROLS REQUIRED.	🟢 FEW EQUIPMENT / CONTROLS ARE REQUIRED.	🔵 STANDARD MECHANICAL AND ELECTRICAL EQUIPMENT AND CONTROLS ARE REQUIRED.	🔵 MORE COMPLEX MECHANICAL AND ELECTRICAL EQUIPMENT AND CONTROLS ARE REQUIRED.
	FLEXIBILITY TO PROVIDE CAPACITY FOR FUTURE GROWTH AND/OR IMPROVED SERVICE LEVEL	NOT APPLICABLE.	🟠 ADDITIONAL LAND TO EXPAND STORMWATER MANAGEMENT POND MAY NOT BE AVAILABLE.	🔵 ADDITIONAL SPACE TO EXPAND SEPARATOR MAY BE AVAILABLE. (LESS SPACE REQUIRED).	🔵 ADDITIONAL SPACE TO EXPAND TANK MAY BE AVAILABLE.	🔵 ADDITIONAL SPACE TO EXPAND FACILITIES MAY BE AVAILABLE.
	LIFE EXPECTANCY	NOT APPLICABLE.	🟢 FEW IF ANY MECHANICAL EQUIPMENT / CONTROLS THAT COULD BREAK DOWN OR WEAR OUT.	🟢 FEW MECHANICAL EQUIPMENT / CONTROLS THAT COULD BREAK DOWN OR WEAR OUT.	🟢 STANDARD MECHANICAL EQUIPMENT / CONTROLS REQUIRED.	🔵 NEUTRAL TO POOR. LIFE EXPECTANCIES OF FILTER AND DISINFECTION FACILITIES ARE POOR.
	MAINTENANCE REQUIREMENTS	🟢 LITTLE OR NO MAINTENANCE REQUIRED.	🟢 FREQUENT REMOVAL OF FLOATING MATTER AND PERIODIC (MANUAL) REMOVAL OF SEDIMENTS REQUIRED.	🔵 REGULAR REMOVAL OF SEDIMENT ACCUMULATION FROM SEPARATOR REQUIRED.	🔵 REGULAR REMOVAL OF SEDIMENT ACCUMULATION AND REGULAR MAINTENANCE OF STANDARD MECHANICAL / ELECTRICAL EQUIPMENT AND CONTROLS REQUIRED.	🔵 NEUTRAL TO POOR. DISINFECTION FACILITIES AND FILTERS ARE MAINTENANCE INTENSIVE. REGULAR REMOVAL OF SEDIMENT ACCUMULATION FROM SEPARATOR REQUIRED.
NATURAL ENVIRONMENT	TERRESTRIAL HABITAT	🔵 NOT LOCATED NEAR TERRESTRIAL HABITAT OF ANY SIGNIFICANCE.	🔵 NOT LOCATED NEAR TERRESTRIAL HABITAT OF ANY SIGNIFICANCE.	🔵 NOT LOCATED NEAR TERRESTRIAL HABITAT OF ANY SIGNIFICANCE.	🔵 NOT LOCATED NEAR TERRESTRIAL HABITAT OF ANY SIGNIFICANCE.	🔵 NOT NEAR TERRESTRIAL HABITAT OF ANY SIGNIFICANCE.
	AQUATIC HABITAT	🟠 NO AQUATIC HABITAT OF ANY SIGNIFICANCE, HOWEVER DISCHARGING UNTREATED STORMWATER ULTIMATELY TO THE INNER HARBOR MAY IMPAIR AQUATIC HABITAT CONDITIONS.	🟢 NOT LOCATED NEAR AQUATIC HABITATS OF ANY SIGNIFICANCE. HOWEVER TREATING STORMWATER THAT ULTIMATELY REACHES THE INNER HARBOR MAY IMPROVE AQUATIC HABITAT CONDITIONS.	🟢 NOT LOCATED NEAR AQUATIC HABITATS OF ANY SIGNIFICANCE. HOWEVER TREATING STORMWATER THAT ULTIMATELY REACHES THE INNER HARBOR MAY IMPROVE AQUATIC HABITAT CONDITIONS.	🟢 NOT LOCATED NEAR AQUATIC HABITATS OF ANY SIGNIFICANCE. HOWEVER TREATING STORMWATER THAT ULTIMATELY REACHES THE INNER HARBOR MAY IMPROVE AQUATIC HABITAT CONDITIONS.	🟢 NOT LOCATED NEAR AQUATIC HABITATS OF ANY SIGNIFICANCE. HOWEVER TREATING STORMWATER THAT ULTIMATELY REACHES THE INNER HARBOR MAY IMPROVE AQUATIC HABITAT CONDITIONS.
	WATER QUALITY / QUANTITY	🟠 PROVIDES NO IMPROVEMENT TO STORMWATER QUALITY.	🟢 IMPROVES THE QUALITY OF STORMWATER DISCHARGE, WITH LIKELY THE SECOND BEST OVERALL RESULTS.	🟢 IMPROVES THE QUALITY OF STORMWATER DISCHARGE, WITH LIKELY THE FOURTH BEST OVERALL RESULTS.	🟢 IMPROVES THE QUALITY OF STORMWATER DISCHARGE, WITH LIKELY THE THIRD BEST OVERALL RESULTS.	🟢 IMPROVES THE QUALITY OF STORMWATER DISCHARGE, WITH LIKELY THE BEST OVERALL RESULT.
	AIR QUALITY	🔵 NO IMPACT TO AIR QUALITY.	🔵 NO IMPACT TO AIR QUALITY.	🔵 NO IMPACT TO AIR QUALITY.	🔵 NO IMPACT TO AIR QUALITY.	🔵 NO IMPACT TO AIR QUALITY.
	SOIL AND GROUNDWATER	🔵 THERE IS A POTENTIAL TO ENCOUNTER SOIL AND/OR GROUNDWATER CONTAMINATION. SOIL AND GROUNDWATER MANAGEMENT PLANS WILL BE REQUIRED FOR ALL ALTERNATIVES.	🔵 THERE IS A POTENTIAL TO ENCOUNTER SOIL AND/OR GROUNDWATER CONTAMINATION. SOIL AND GROUNDWATER MANAGEMENT PLANS WILL BE REQUIRED FOR ALL ALTERNATIVES.	🔵 THERE IS A POTENTIAL TO ENCOUNTER SOIL AND/OR GROUNDWATER CONTAMINATION. SOIL AND GROUNDWATER MANAGEMENT PLANS WILL BE REQUIRED FOR ALL ALTERNATIVES.	🔵 THERE IS A POTENTIAL TO ENCOUNTER SOIL AND/OR GROUNDWATER CONTAMINATION. SOIL AND GROUNDWATER MANAGEMENT PLANS WILL BE REQUIRED FOR ALL ALTERNATIVES.	🔵 THERE IS A POTENTIAL TO ENCOUNTER SOIL AND/OR GROUNDWATER CONTAMINATION. SOIL AND GROUNDWATER MANAGEMENT PLANS WILL BE REQUIRED FOR ALL ALTERNATIVES.
SOCIAL AND ECONOMIC	CULTURAL HERITAGE RESOURCES	🔵 NO CULTURAL HERITAGE RESOURCES ARE AFFECTED	🔵 NO CULTURAL HERITAGE RESOURCES ARE AFFECTED.	🔵 NO CULTURAL HERITAGE RESOURCES ARE AFFECTED.	🔵 NO CULTURAL HERITAGE RESOURCES ARE AFFECTED.	🔵 NO CULTURAL HERITAGE RESOURCES ARE AFFECTED.
	IMPACTS TO BUSINESSES	🔵 NO BUSINESSES WILL BE IMPACTED.	🔵 NO BUSINESSES WILL BE IMPACTED.	🔵 NO BUSINESSES WILL BE IMPACTED.	🔵 NO BUSINESSES WILL BE IMPACTED.	🔵 NO BUSINESSES WILL BE IMPACTED.
	IMPACTS TO PRIVATE PROPERTY	🔵 ALL STORMWATER FACILITIES WILL BE LOCATED ON PUBLICLY OWNED LANDS.	🔵 ALL STORMWATER FACILITIES WILL BE LOCATED ON PUBLICLY OWNED LANDS.	🔵 ALL STORMWATER FACILITIES WILL BE LOCATED ON PUBLICLY OWNED LANDS.	🔵 ALL STORMWATER FACILITIES WILL BE LOCATED ON PUBLICLY OWNED LANDS.	🔵 ALL STORMWATER FACILITIES WILL BE LOCATED ON PUBLICLY OWNED LANDS.
	NOISE AND VIBRATION	🔵 NO NOISE OR VIBRATION IMPACTS ARE EXPECTED.	🔵 NO NOISE OR VIBRATION IMPACTS ARE EXPECTED.	🔵 NO NOISE OR VIBRATION IMPACTS ARE EXPECTED.	🔵 NO NOISE OR VIBRATION IMPACTS ARE EXPECTED.	🔵 NO NOISE OR VIBRATION IMPACTS ARE EXPECTED.
	EMPLOYMENT	🔵 NO IMPACTS TO EMPLOYMENT.	🔵 NO IMPACTS TO EMPLOYMENT.	🔵 NO IMPACTS TO EMPLOYMENT.	🔵 NO IMPACTS TO EMPLOYMENT.	🔵 NO IMPACTS TO EMPLOYMENT.
	RECREATION	🔵 NO IMPACTS TO RECREATION.	🟢 NO IMPACTS TO RECREATION IN THE WEST DON LANDS, AND LIMITED RECREATIONAL VALUE ASSOCIATED WITH ANY OPEN STORMWATER MANAGEMENT PONDS. IMPROVED WATER QUALITY IN THE INNER HARBOUR IS BENEFICIAL TO RECREATION.	🟢 NO IMPACTS TO RECREATION IN THE WEST DON LANDS. IMPROVED WATER QUALITY IN THE INNER HARBOUR IS BENEFICIAL TO RECREATION.	🟢 NO IMPACTS TO RECREATION IN THE WEST DON LANDS. IMPROVED WATER QUALITY IN THE INNER HARBOUR IS BENEFICIAL TO RECREATION.	🟢 NO IMPACTS TO RECREATION IN THE WEST DON LANDS. IMPROVED WATER QUALITY IN THE INNER HARBOUR IS BENEFICIAL TO RECREATION. THIS OPTION HAS THE HIGHEST OVERALL PERFORMANCE.
OPPORTUNITY FOR REVITALIZATION	ABILITY TO SUPPORT THE DEVELOPMENT OBJECTIVES OF THE PRECINCT PLAN	🟠 NO PHYSICAL IMPACT TO REDEVELOPMENT PLAN BUT WOULD NOT MEET MUNICIPAL AND PROVINCIAL OBJECTIVES FOR STORMWATER QUALITY.	🟠 STORMWATER PONDS ARE LAND-INTENSIVE AND WOULD BE LESS SUPPORTIVE OF THE CONTEMPLATED LAND USES. STORMWATER PONDS MAY NOT BE COMPATIBLE WITH CERTAIN ADJACENT LAND USES.	🔵 NO PHYSICAL IMPACT TO REDEVELOPMENT PLAN SINCE FACILITIES ARE NOT LAND INTENSIVE AND COULD BE LOCATED WITHIN ROAD ALLOWANCES, UNDER (PUBLIC) OPEN SPACES OR BUILDINGS DEPENDING ON SITE LOCATIONS AND MUNICIPAL REQUIREMENTS.	🟠 THE SETTLING TANK NEEDS TO BE LOCATED OUTSIDE THE ROAD ALLOWANCE AND IS MORE LAND INTENSIVE THAN THE OIL / GRIT SEPARATOR. HOWEVER THERE MAY BE OPPORTUNITIES TO LOCATE THE SETTLING TANK UNDER A (PUBLIC) PARKING LOT OR PARKING STRUCTURES.	🔵 NO PHYSICAL IMPACT TO REDEVELOPMENT PLAN SINCE FACILITIES ARE NOT LAND INTENSIVE AND COULD BE LOCATED WITHIN ROAD ALLOWANCES, UNDER (PUBLIC) OPEN SPACES OR BUILDINGS DEPENDING ON SITE LOCATIONS AND MUNICIPAL REQUIREMENTS.
	ABILITY TO SUPPORT THE URBAN DESIGN OBJECTIVES OF THE PRECINCT PLAN	🔵 NO IMPACT TO URBAN DESIGN.	🟠 PONDS ARE LAND INTENSIVE AND MAY NOT BE COMPATIBLE WITH ADJACENT BUILT FORM.	🔵 NO IMPACT TO URBAN DESIGN.	🔵 NO IMPACT TO URBAN DESIGN.	🔵 NO IMPACT TO URBAN DESIGN.
	ABILITY TO SUPPORT WATERFRONT WIDE REVITALIZATION	🟠 WOULD NOT MEET MUNICIPAL AND PROVINCIAL OBJECTIVES FOR STORMWATER QUALITY.	🟢 SUPPORTS THE IMPROVEMENTS TO WATER QUALITY.	🟢 SUPPORTS THE IMPROVEMENTS TO WATER QUALITY.	🟢 SUPPORTS THE IMPROVEMENTS TO WATER QUALITY.	🟢 SUPPORTS THE IMPROVEMENTS TO WATER QUALITY.
COST EFFECTIVENESS	CAPITAL COST OF IMPROVEMENTS	🟢 NO CAPITAL COST.	🔵 MODERATE CAPITAL COST.	🔵 LOW CAPITAL COST.	🟠 HIGHEST CAPITAL COST.	🟠 HIGH CAPITAL COST.
	MAINTENANCE COSTS	🔵 MINIMAL MAINTENANCE COST.	🔵 MODERATE MAINTENANCE COST.	🔵 MODERATE MAINTENANCE COST.	🔵 MODERATE MAINTENANCE COST.	🟠 HIGH MAINTENANCE COST.
TECHNICAL CONSIDERATIONS	LEVEL OF STORMWATER TREATMENT	🟠 NO TREATMENT PROVIDED.	🟢 REMOVAL OF FLOATING MATTERS AND REDUCTION OF SUSPENDED SOLIDS PROVIDED.	🔵 REMOVAL OF FLOATING MATTER AND REDUCTION OF SUSPENDED SOLIDS PROVIDED.	🟢 REMOVAL OF FLOATING MATTER AND REDUCTION OF SUSPENDED SOLIDS PROVIDED.	🟢 REMOVAL OF FLOATING MATTER AND REDUCTIONS OF SUSPENDED SOLIDS AS WELL AS BACTERIA AND VIRUSES PROVIDED. THIS OPTION HAS THE HIGHEST OVERALL PERFORMANCE.
	POTENTIAL TO MEET OBJECTIVES OF THE CITY OF TORONTO WET WEATHER FLOW MANAGEMENT MASTER PLAN	🟠 NO TREATMENT PROVIDED.	🟠 NO DISINFECTION PROVIDED.	🟠 NO DISINFECTION PROVIDED.	🟠 NO DISINFECTION PROVIDED.	🟢 DISINFECTION PROVIDES REDUCTION IN CONCENTRATION OF BACTERIA AND VIRUSES.
RECOMMENDATIONS		NOT RECOMMENDED	NOT RECOMMENDED	NOT RECOMMENDED	NOT RECOMMENDED	RECOMMENDED

LEGEND:

🟢 GOOD 🔵 NEUTRAL 🟠 POOR

Note: This table has been changed since PIC#2 due to stakeholder and agency comments

TORONTO WATERFRONT REVITALIZATION CORPORATION

D95-TWJV-Nov-04

Exhibit 7-9: Stormwater Management Alternatives

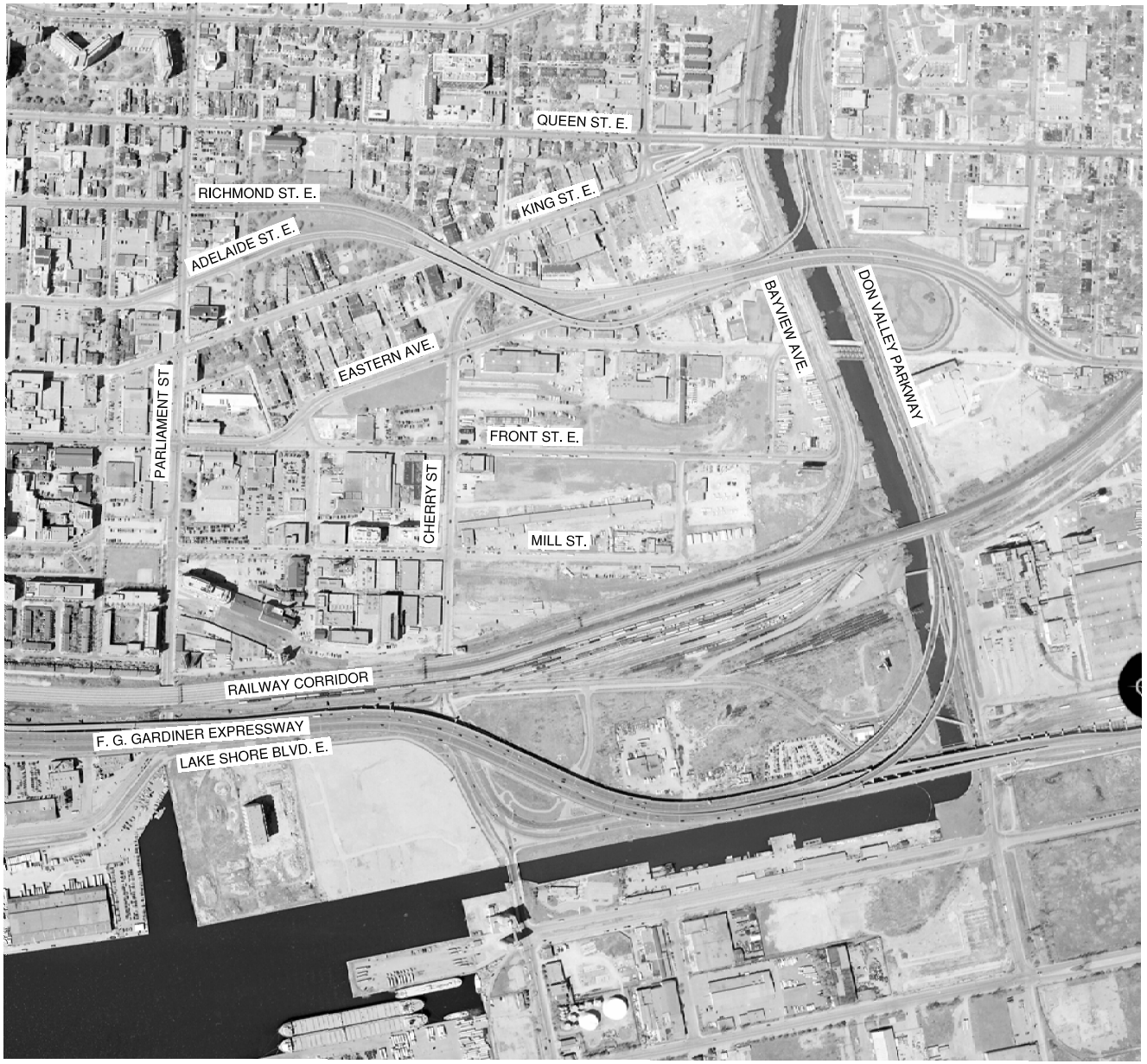


Exhibit 8-1: Existing Road Network

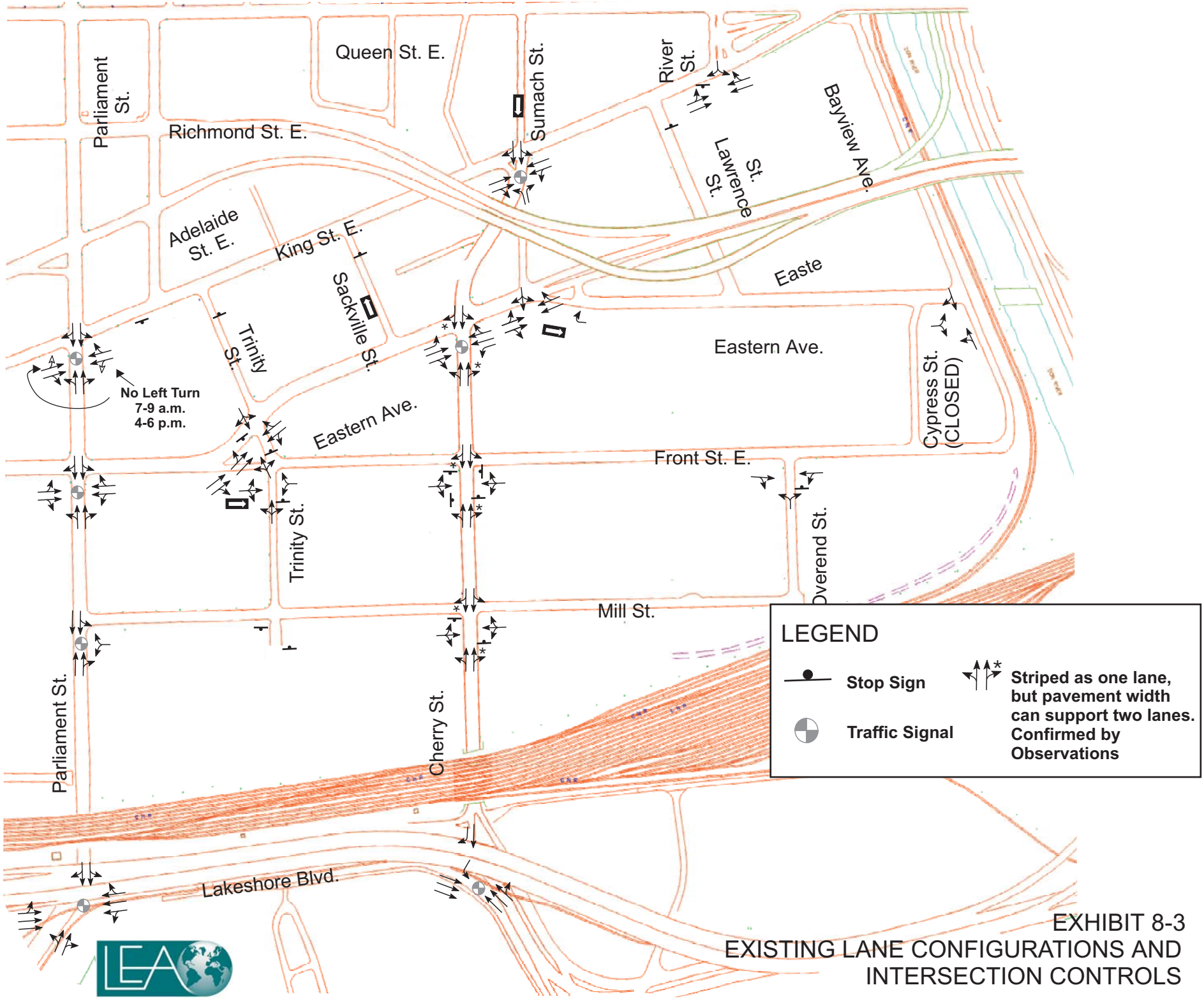


EXHIBIT 8-3
EXISTING LANE CONFIGURATIONS AND INTERSECTION CONTROLS

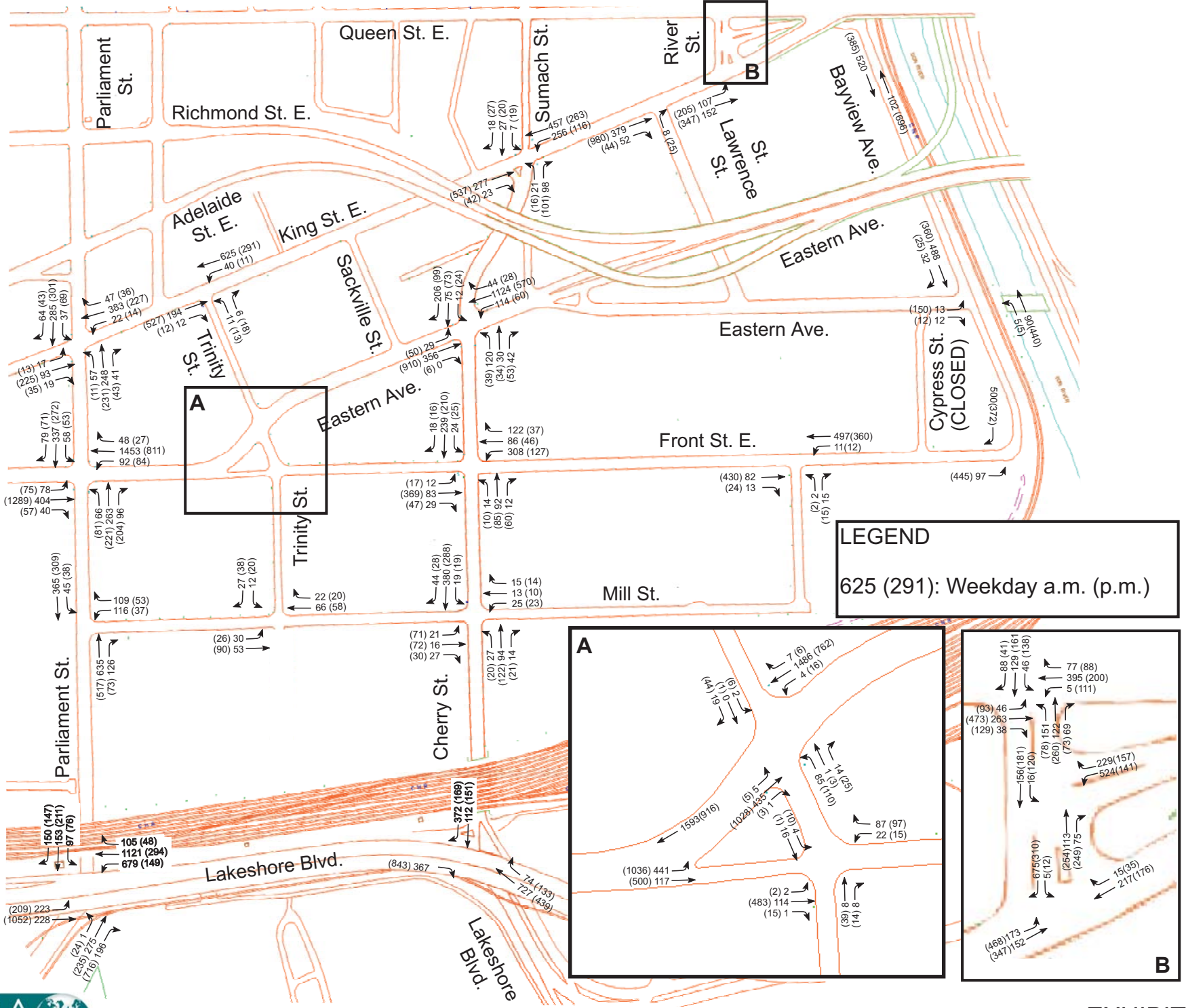


EXHIBIT 8-4
EXISTING TRAFFIC VOLUMES

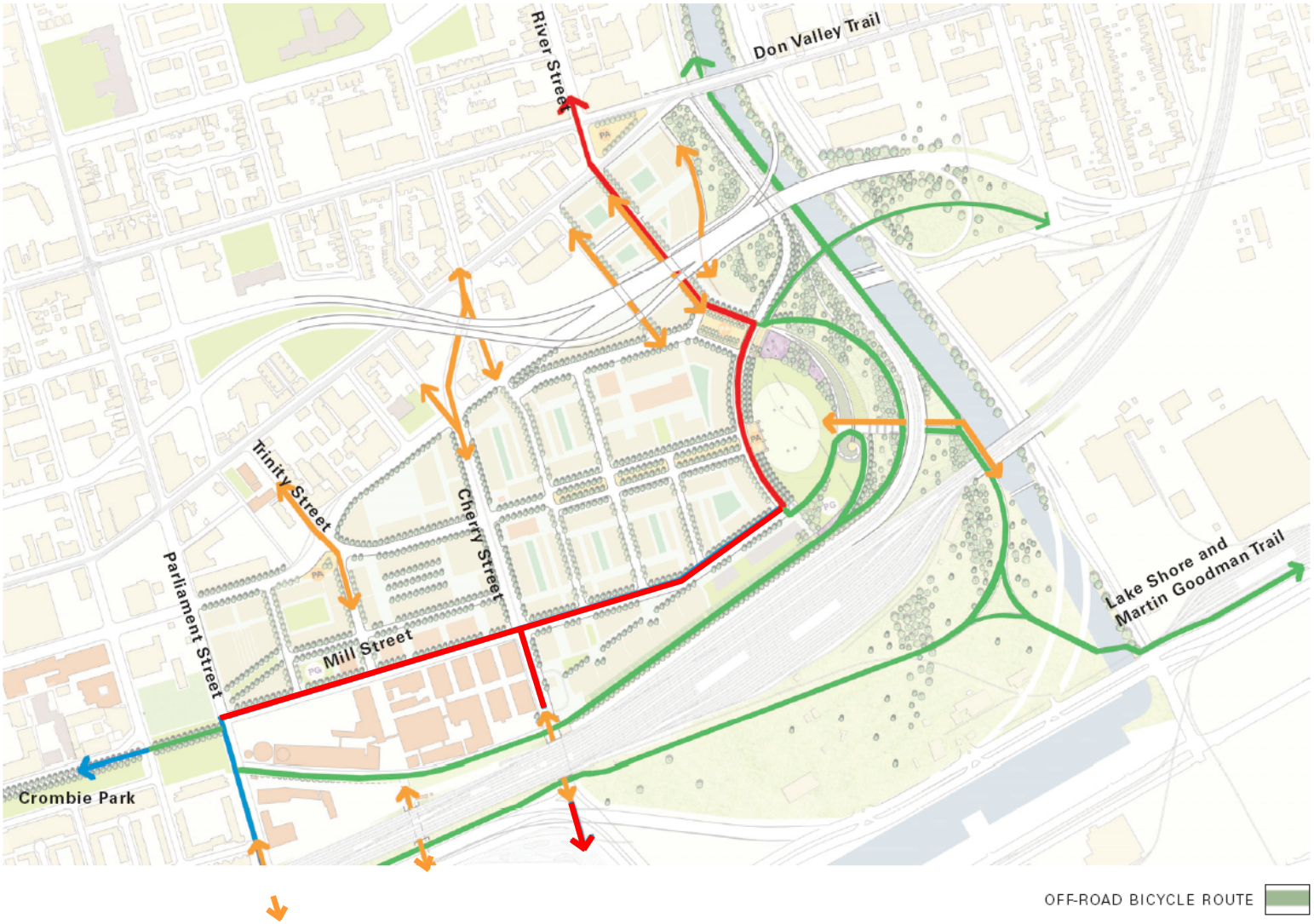


Exhibit 8-8: Proposed Bicycle and Pedestrian Facilities

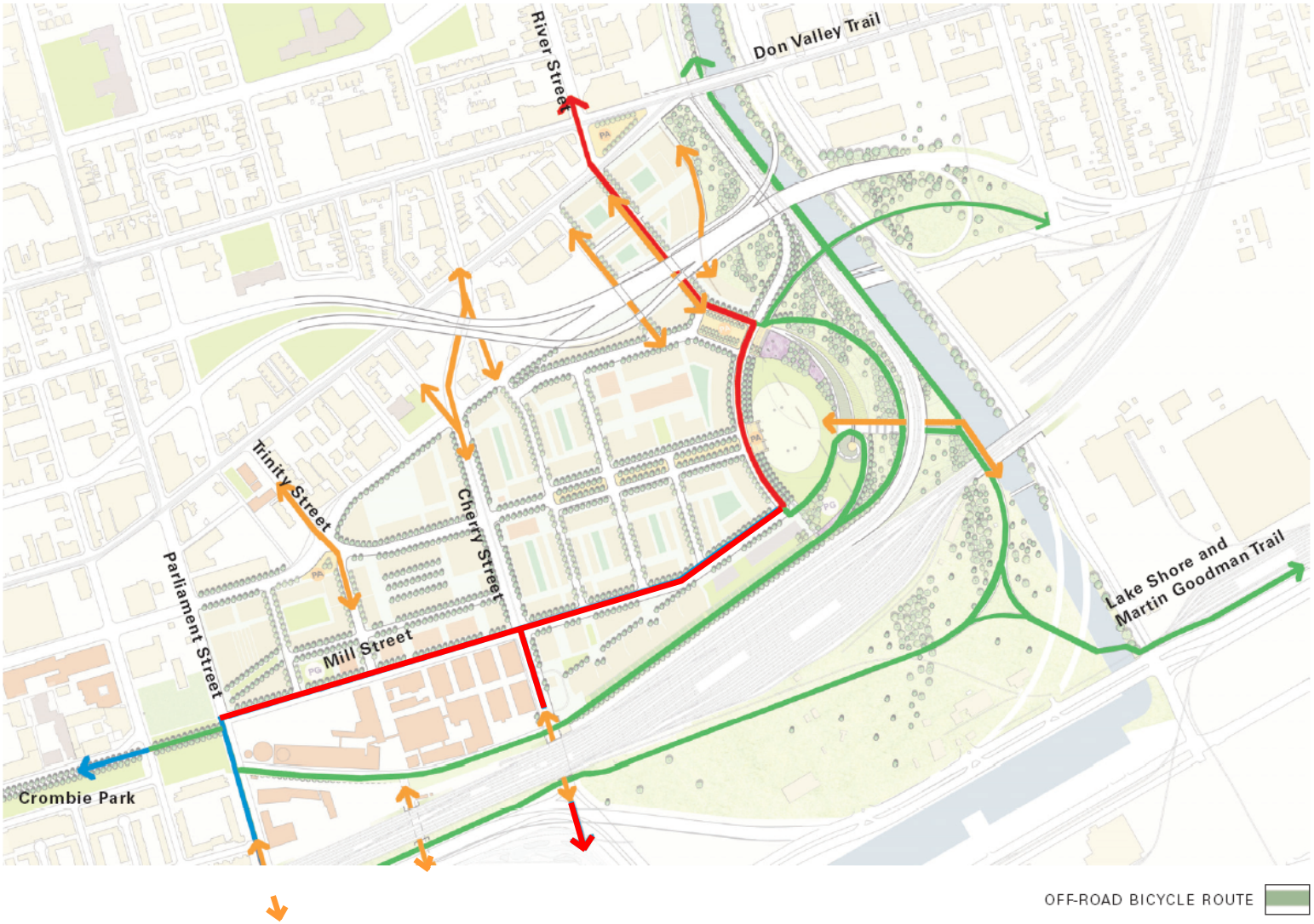


Exhibit 8-8: Proposed Bicycle and Pedestrian Facilities

		ALTERNATIVE SOLUTIONS - TRANSPORTATION									
	IMPROVEMENT STRATEGY	Do Nothing	New Roads		Road Widening		Road Realignments	Transit			Bicycle/ Pedestrians
CRITERIA		A Retain existing transportation infrastructure	B Provide new roads within the West Don Lands Precinct	C Provide new roads outside the West Don Lands Precinct	D Widen existing roads within the West Don Lands Precinct	E Widen existing roads outside the West Don Lands Precinct	F Realign existing roads and intersections within the West Don Lands Precinct	G Improve existing bus service to/from the West Don Lands Precinct	H Construct new and/or extend existing streetcars in own right-of-way within the West Don Lands Precinct	I Construct new and/or extend existing streetcars in own right-of-way outside the West Don Lands Precinct	J Construct new and/or extend and improve existing bicycle and pedestrian facilities to/from within the West Don Lands Precinct
TRANSPORTATION SERVICE	ROAD SAFETY	●	●	●	●	●	●	●	●	●	●
	ABILITY TO SATISFY TRAVEL DEMAND	●	●	●	●	●	●	●	●	●	●
	ACCESS	●	●	X	●	X	●	●	●	●	●
	ABILITY TO ACCOMMODATE/ENCOURAGE TRANSIT	●	●	●	●	X	●	●	●	●	●
	SERVICE TO BICYCLISTS	●	●	●	●	●	●	●	●	●	●
	SERVICE TO PEDESTRIANS	●	●	X	●	X	●	●	●	●	●
	PROMOTION OF GOODS MOVEMENT	●	●	●	●	●	●	●	●	●	●
	SUPPORT POLICE AND EMERGENCY SERVICE OPERATIONS	●	●	●	●	●	●	●	●	●	●
NATURAL ENVIRONMENT	TERRESTRIAL HABITAT	●	●	●	●	●	●	●	●	●	●
	VEGETATION	●	●	●	●	●	●	●	●	●	●
	AVAILABILITY OF LAND	●	●	●	●	●	●	●	●	●	●
	EXISTING BODIES OF WATER	●	●	●	●	●	●	●	●	●	●
	AIR QUALITY	●	●	●	●	●	●	●	●	●	●
SOCIAL AND ECONOMIC	EMPLOYMENT	●	●	●	●	●	●	●	●	●	●
	CULTURAL AND HERITAGE RESOURCES	●	●	●	●	●	●	●	●	●	●
	NOISE AND VIBRATION	●	●	●	●	●	●	●	●	●	●
OPPORTUNITY FOR REVITALIZATION	ABILITY TO SUPPORT THE DEVELOPMENT OBJECTIVES OF THE PRECINCT PLAN	X	●	X	●	X	●	●	●	●	●
	ABILITY TO MEET THE URBAN DESIGN OBJECTIVES OF THE PRECINCT PLAN	X	●	X	●	X	●	●	●	●	●
	ABILITY TO SUPPORT WATERFRONT WIDE REVITALIZATION	X	●	●	●	●	●	●	●	●	●
COST EFFECTIVENESS		●	●	●	●	●	●	●	●	●	●
COMPOSITE RATING		X	●	X	●	X	●	●	●	●	●
PRELIMINARY RECOMMENDED ALTERNATIVE SOLUTIONS		-	✓	-	✓	-	✓	✓	✓	✓	✓

***Note:** Roads and transit improvements outside the Precinct will be considered by other studies

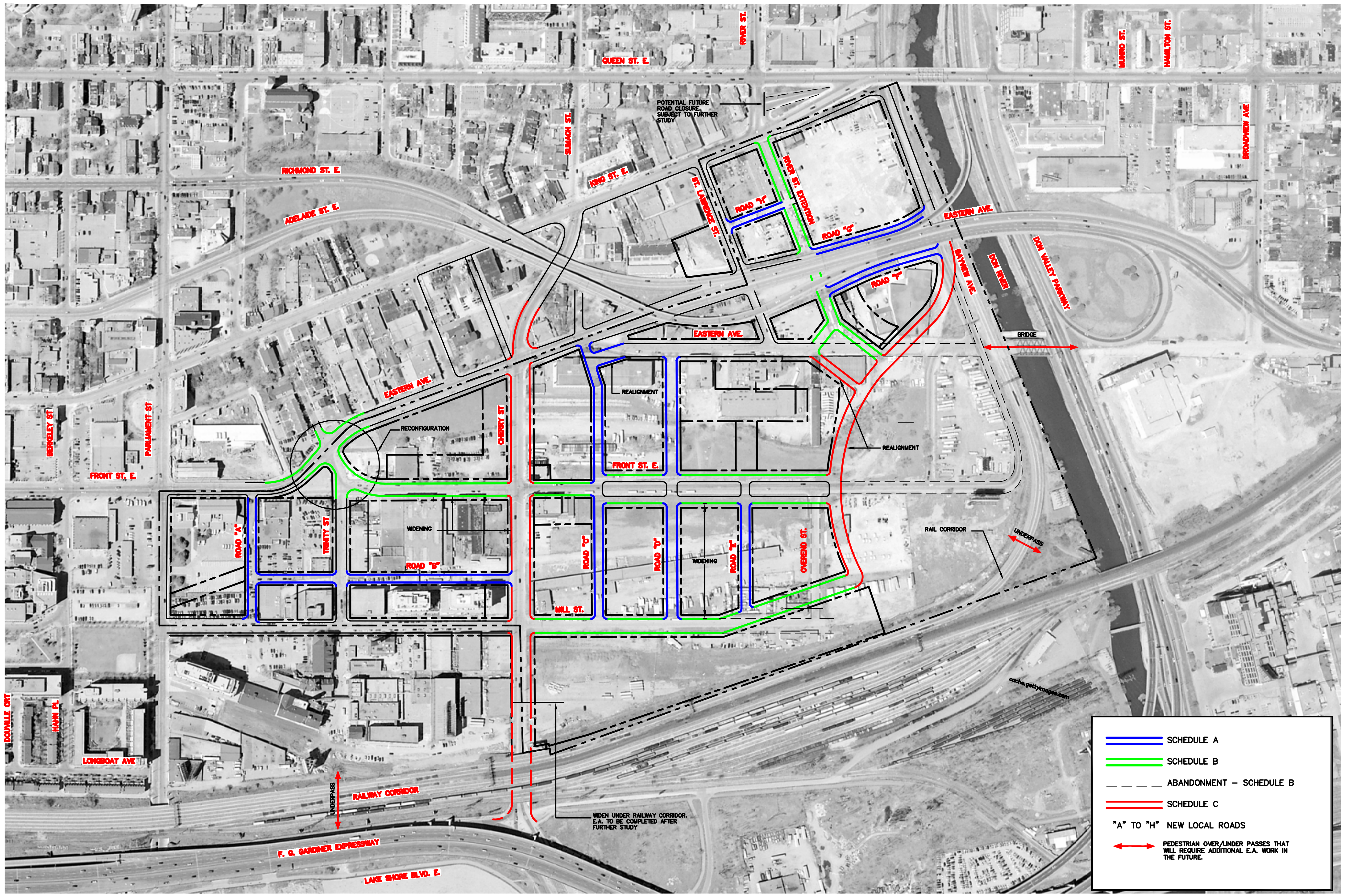
LEGEND:
● GOOD ● POOR
● NEUTRAL X REJECTED

ALTERNATIVE SOLUTIONS TAKEN FORWARD FOR PUBLIC AND AGENCY CONSULTATION

Note: This exhibit has been altered from what was shown at the PIC to reflect stakeholder and agency input.

Exhibit 8-10: Proposed Transportation Alternative Solutions

WEST DON LANDS - ROAD PLANS



Note: This exhibit has been altered from what was shown at the PIC to reflect stakeholder and agency input.

Exhibit 8-11: Proposed Road Improvement Alternatives and Applicable Class EA Schedules

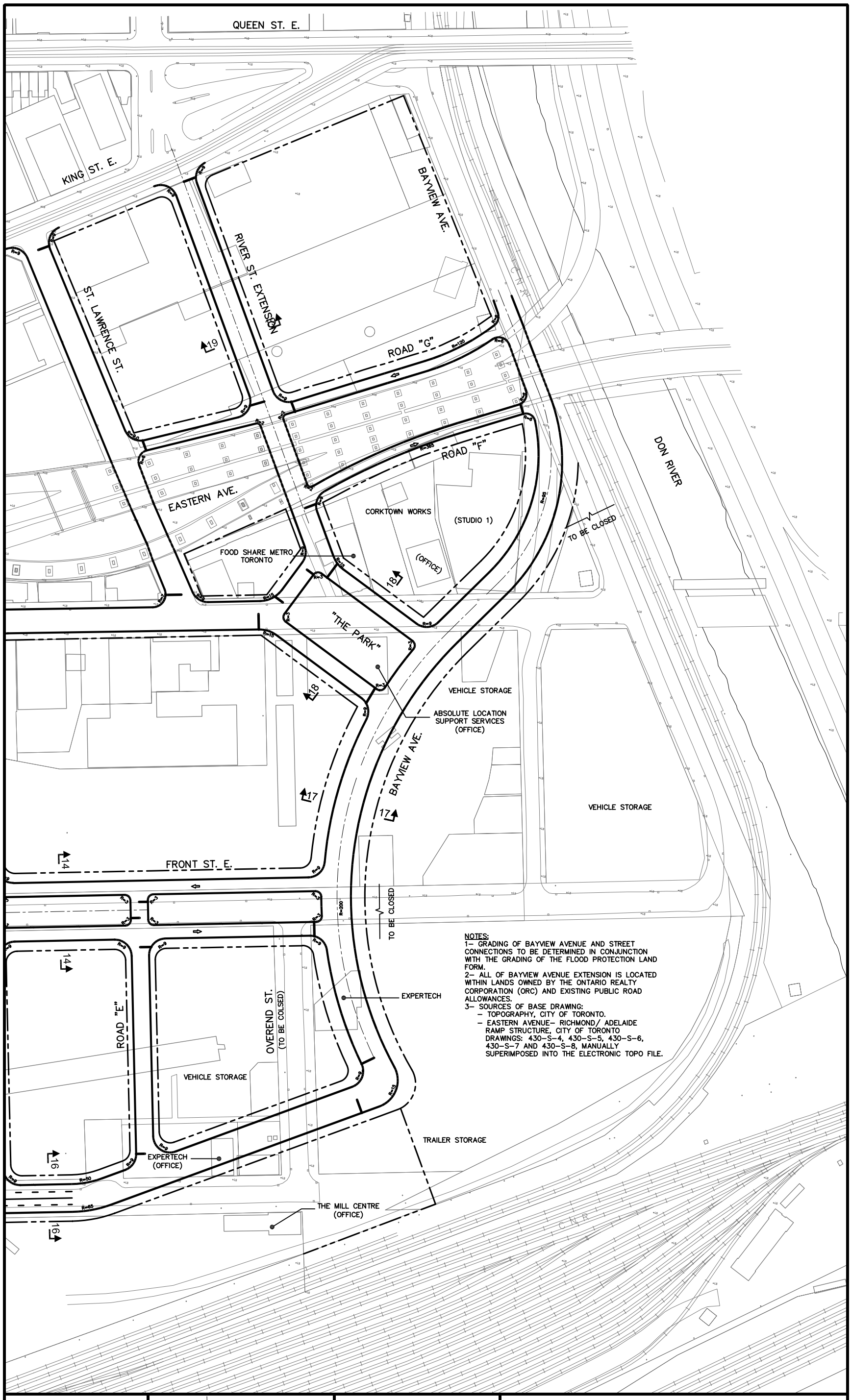


Exhibit 8-12:

EA MASTER PLAN, WEST DON LANDS

BAYVIEW AVENUE EXTENSION
PREFERRED ALTERNATIVE

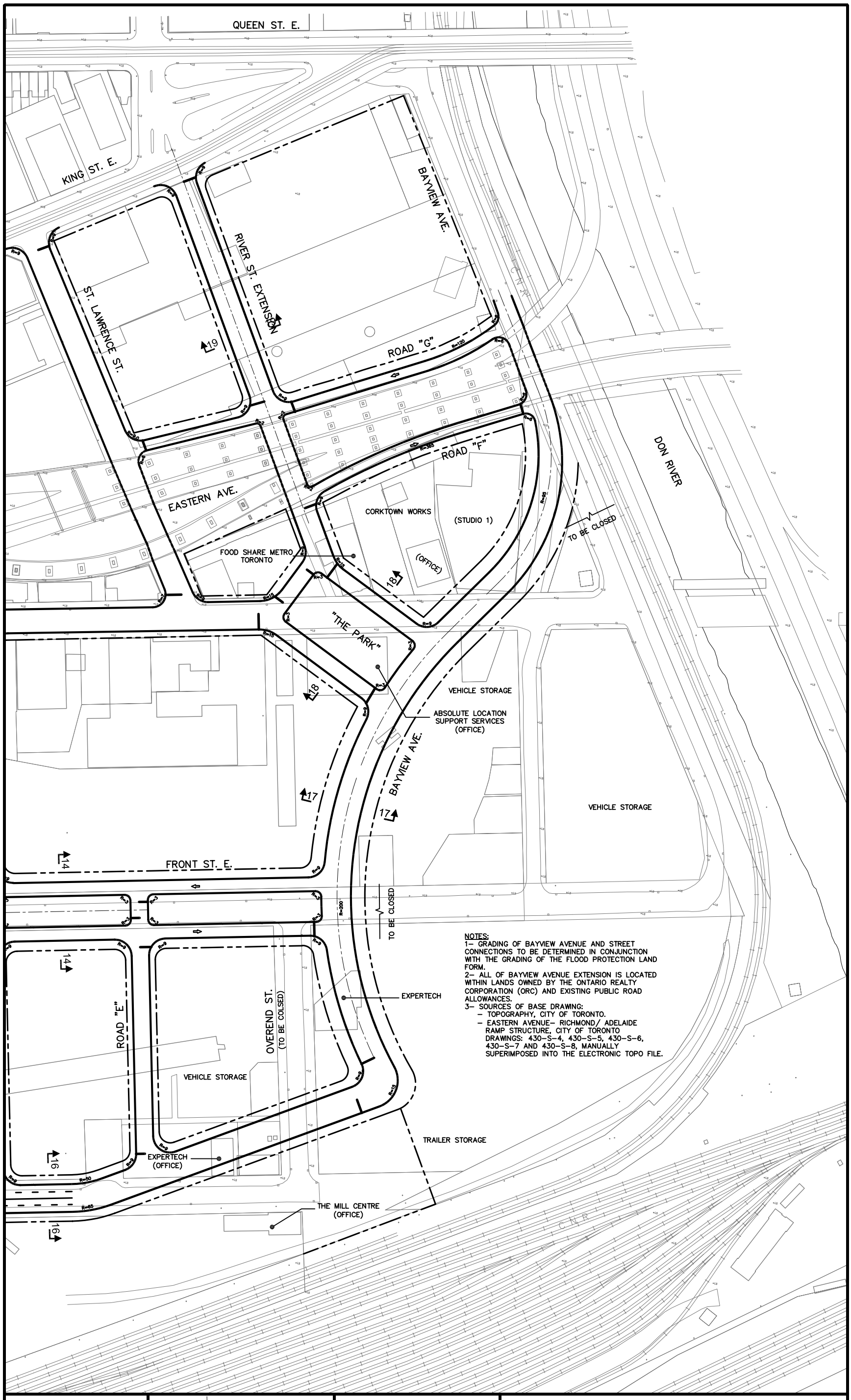
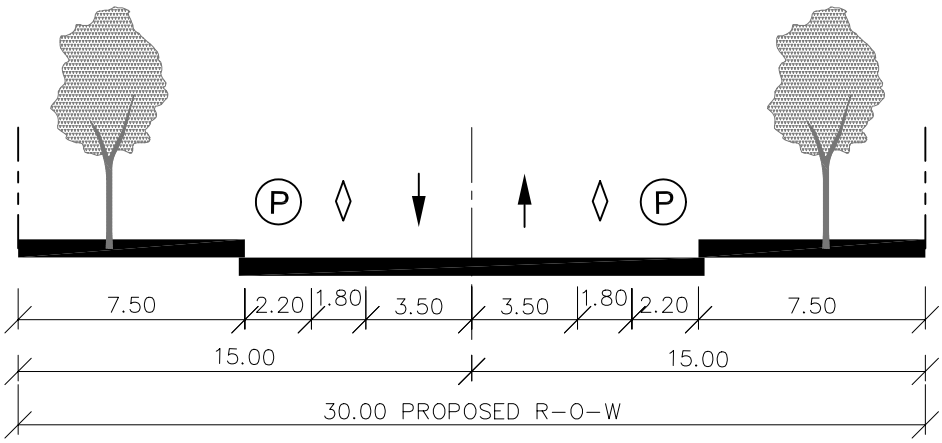


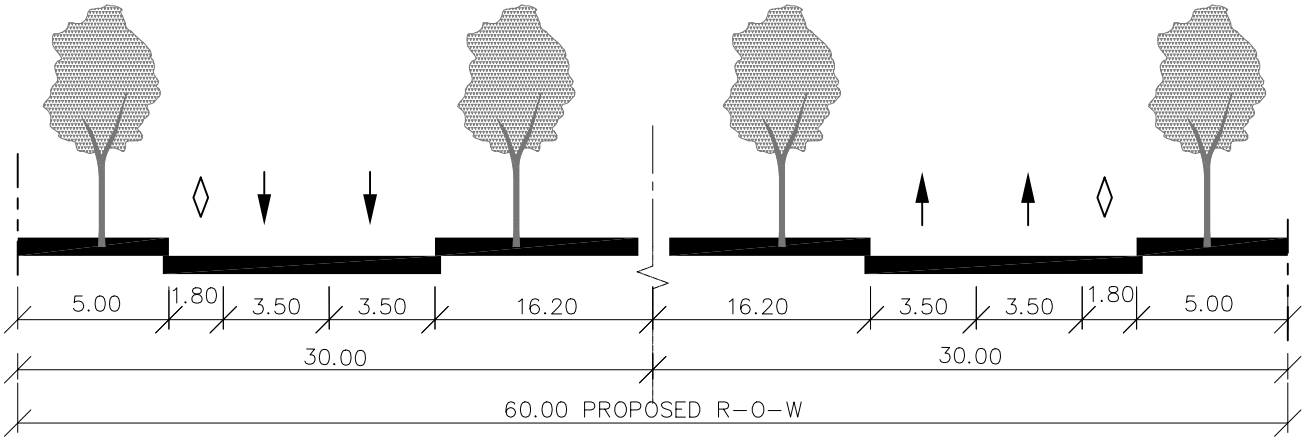
Exhibit 8-12:

EA MASTER PLAN, WEST DON LANDS

BAYVIEW AVENUE EXTENSION
PREFERRED ALTERNATIVE



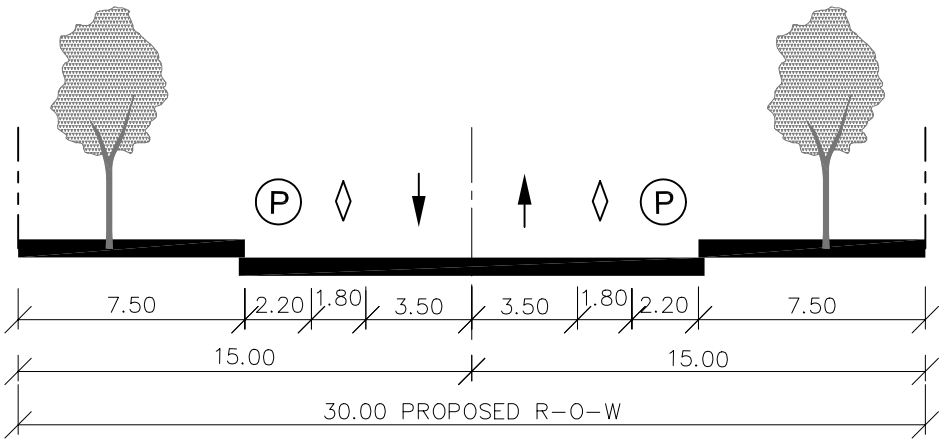
17-17
BAYVIEW AVENUE



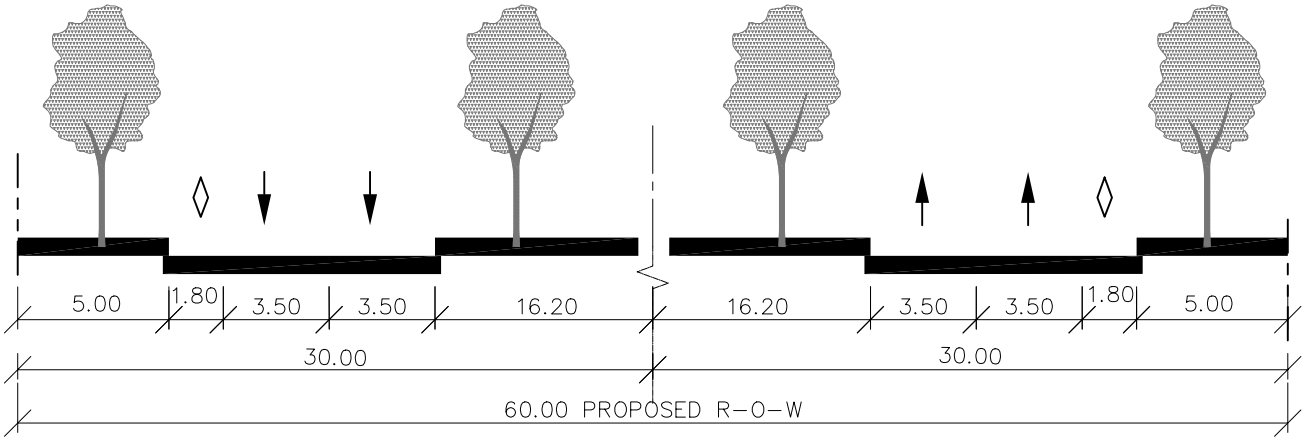
18-18
"THE PARK"

Exhibit 8-13: EA MASTER PLAN, WEST DON LANDS

BAYVIEW AVE. AND "THE PARK"
CROSS-SECTIONS 17-17 AND 18-18



17-17
BAYVIEW AVENUE



18-18
"THE PARK"

Exhibit 8-13: EA MASTER PLAN, WEST DON LANDS

BAYVIEW AVE. AND "THE PARK"
CROSS-SECTIONS 17-17 AND 18-18

		ALTERNATIVE DESIGNS - RE-ALIGNMENT OF BAYVIEW AVENUE, RICHMOND/ADELAIDE RAMPS TO MILL ST.		
	IMPROVEMENT STRATEGY	DESIGN ALTERNATIVE A	DESIGN ALTERNATIVE B	DESIGN ALTERNATIVE C
CRITERIA		Retain Existing Alignment and Connections to Eastern Ave. and Front St.	Retain Existing Alignment and Connect Bayview to Mill St.	Re-Align Bayview to the West of the Landform
TRANSPORTATION SERVICE	ROAD SAFETY	Entire alignment subject to flooding.	Entire alignment subject to flooding.	Mostly outside the floodplain.
	ABILITY TO SATISFY TRAVEL DEMAND OF LOCAL AND THROUGH TRAFFIC	Through traffic dispersed along Eastern Ave., Front St. and Mill St.	Through traffic would be concentrated on one east-west road, conflicting with local traffic; Traffic destined for Eastern Ave. or Front St. may divert to River St.	Through traffic would be dispersed along Eastern Ave., Front St. and Mill St.
	ACCESS	Adequate access will be provided for all future development on abutting properties. Some adjustments to access may be required for remaining properties.	Adequate access will be provided for all future development on abutting properties. Some adjustments to access may be required for remaining properties.	Adequate access will be provided for all future development on abutting properties. Some adjustments to access may be required for remaining properties.
	IMPACTS TO TRAFFIC OPERATIONS	No significant impact anticipated.	No significant impact anticipated.	No significant impact anticipated.
	ABILITY TO ACCOMMODATE/ENCOURAGE TRANSIT	No impact on existing or proposed services.	No impact on existing or proposed services.	No impact on existing or proposed services.
	SERVICE TO BICYCLISTS	New bicycle route planned for River St. extension/Bayview Ave.	New bicycle route planned for River St. extension/Bayview Ave.	New bicycle route planned for River St. extension/Bayview Ave.
	SERVICE TO PEDESTRIANS	Sidewalks will be provided; however, Bayview Ave. is remote from proposed development in the WDL.	Sidewalks will be provided; however, Bayview Ave. is remote from proposed development in the WDL.	Sidewalks will be provided. New alignment is close to WDL development as well as open space.
	FACILITATION OF GOODS MOVEMENT	Direct connections to/from Bayview Ave., Front St., and Eastern Ave.	Some commercial vehicles may divert from Bayview Ave. to River St. to get to Eastern Ave. or Front St.	Direct connections to/from Bayview Ave., Front St., and Eastern Ave.
	SUPPORT POLICE AND EMERGENCY SERVICE OPERATIONS	Minimal impact on existing services expected.	Minimal impact on existing services expected.	Minimal impact on existing services expected.
NATURAL ENVIRONMENT	TERRESTRIAL HABITAT	No terrestrial habitat of any significance.	No terrestrial habitat of any significance.	No terrestrial habitat of any significance.
	VEGETATION	No vegetation habitat of any significance.	No vegetation habitat of any significance.	No vegetation habitat of any significance.
	AQUATIC HABITAT	No existing bodies of water.	No existing bodies of water.	No existing bodies of water.
	AIR QUALITY	No new road capacity. Roads not located near any sensitive receptors.	Increases road capacity. Roads not located near any sensitive receptors.	No new road capacity. Roads not located near any sensitive receptors.
	SOIL AND GROUNDWATER	There is a potential to encounter soil and/or groundwater contamination. Soil and groundwater management plans will be required for all alternatives.	There is a potential to encounter soil and/or groundwater contamination. Soil and groundwater management plans will be required for all alternatives.	There is a potential to encounter soil and/or groundwater contamination. Soil and groundwater management plans will be required for all alternatives.
SOCIAL AND ECONOMIC	NOISE AND VIBRATION	Noise generators will not be moved closer to sensitive receptors.	Noise generators will not be moved closer to sensitive receptors.	Noise generators will not be moved closer to sensitive receptors.
	BUSINESSES	Five businesses could be affected by property requirements. Adjustments to access of remaining businesses may be required.	Five businesses could be affected by property requirements. Adjustments to access of remaining businesses may be required.	Seven businesses could be affected by property requirements. Adjustments to access of remaining businesses may be required.
	EMPLOYMENT	Potential loss of employment created by impacts on several businesses.	Potential loss of employment created by impacts on several businesses.	Potential loss of employment created by impacts on several businesses.
	CULTURAL AND HERITAGE RESOURCES	No cultural or heritage resources affected.	No cultural or heritage resources affected.	No cultural or heritage resources affected.
	IMPACTS ON PRIVATE PROPERTY	No private property affected.	No private property affected.	No private property affected.
	RECREATION	Carves up area at east end of Precint allocated for open space.	Facilitates creation of open open space at east end of Precinct.	Facilitates creation of one large area of open space at east end of Precinct.
OPPORTUNITY FOR REVITALIZATION	ABILITY TO SUPPORT THE DEVELOPMENT OBJECTIVES OF THE PRECINCT PLAN	Re-allgnment supports development objectives.	Re-allgnment supports development objectives.	Re-allgnment supports development objectives.
	ABILITY TO MEET THE URBAN DESIGN OBJECTIVES OF THE PRECINCT PLAN	Connections to Eastern Ave. and Front St. carve up the large area of open space at the east end of the Precinct.	Connection to Mill St. carves up the large area of open space at the east end of the Precinct.	Does not intrude into open space. Separates open space from built development.
	ABILITY TO SUPPORT THE POLICIES OF THE CENTRAL WATERFRONT SECONDARY PLAN	Links waterfront with areas to the north.	Links waterfront with areas to the north.	Links waterfront with areas to the north.
COST EFFECTIVENESS	CAPITAL COST OF IMPROVEMENTS (Including private property costs)	Construction/reconstruction of 640m of road.	Construction/reconstruction of 770m of road.	Construction/reconstruction of 480m of road.
	MAINTENANCE COST	640m of roads to maintain.	770m of roads to maintain.	480m of roads to maintain.
COMPOSITE RATING				
PRELIMINARY RECOMMENDED ALTERNATIVE				PREFERRED ALTERNATIVE

Note: This matrix has been altered from what was shown at the PIC due to stakeholder and agency input.

LEGEND: GOOD · NEUTRAL · POOR

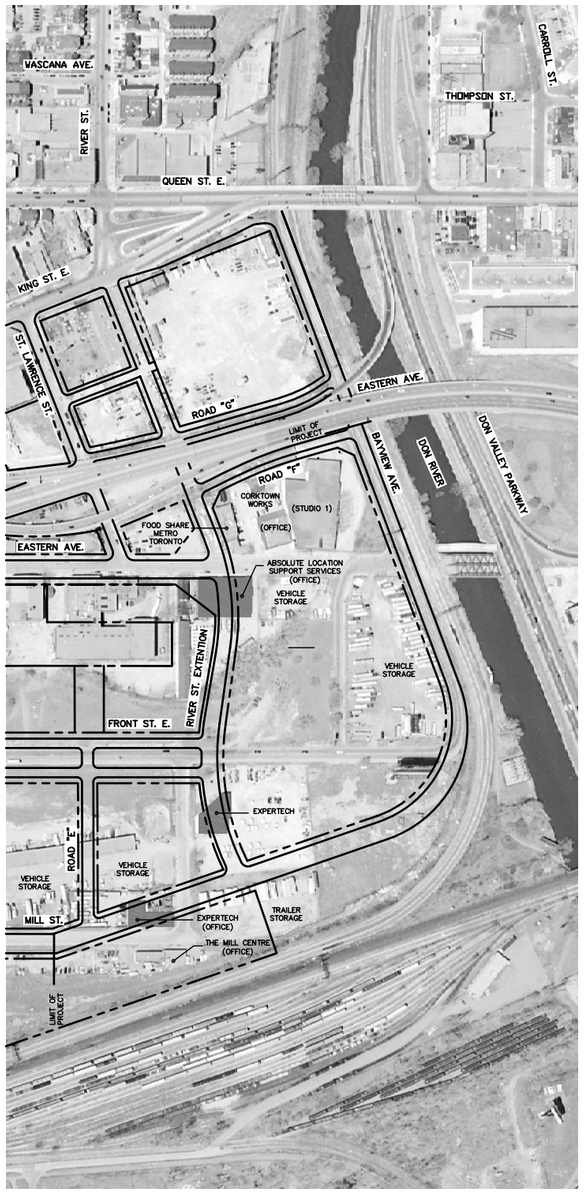
PREFERRED ALTERNATIVE TAKEN FORWARD FOR PUBLIC AND AGENCY CONSULTATION

Exhibit 8-14: Bayview Avenue Realignment Alternatives

WEST DON LANDS - BAYVIEW AVENUE EXTENSION REALIGNMENT ALTERNATIVES, RICHMOND/ADELAIDE RAMPS TO MILL ST.

ALTERNATIVE A

ALTERNATIVE B



ALTERNATIVE C

Note: This exhibit has been altered from what was shown at the PIC due to stakeholder and agency input.

Exhibit 8-15: Bayview Avenue Extension Realignment Alternatives

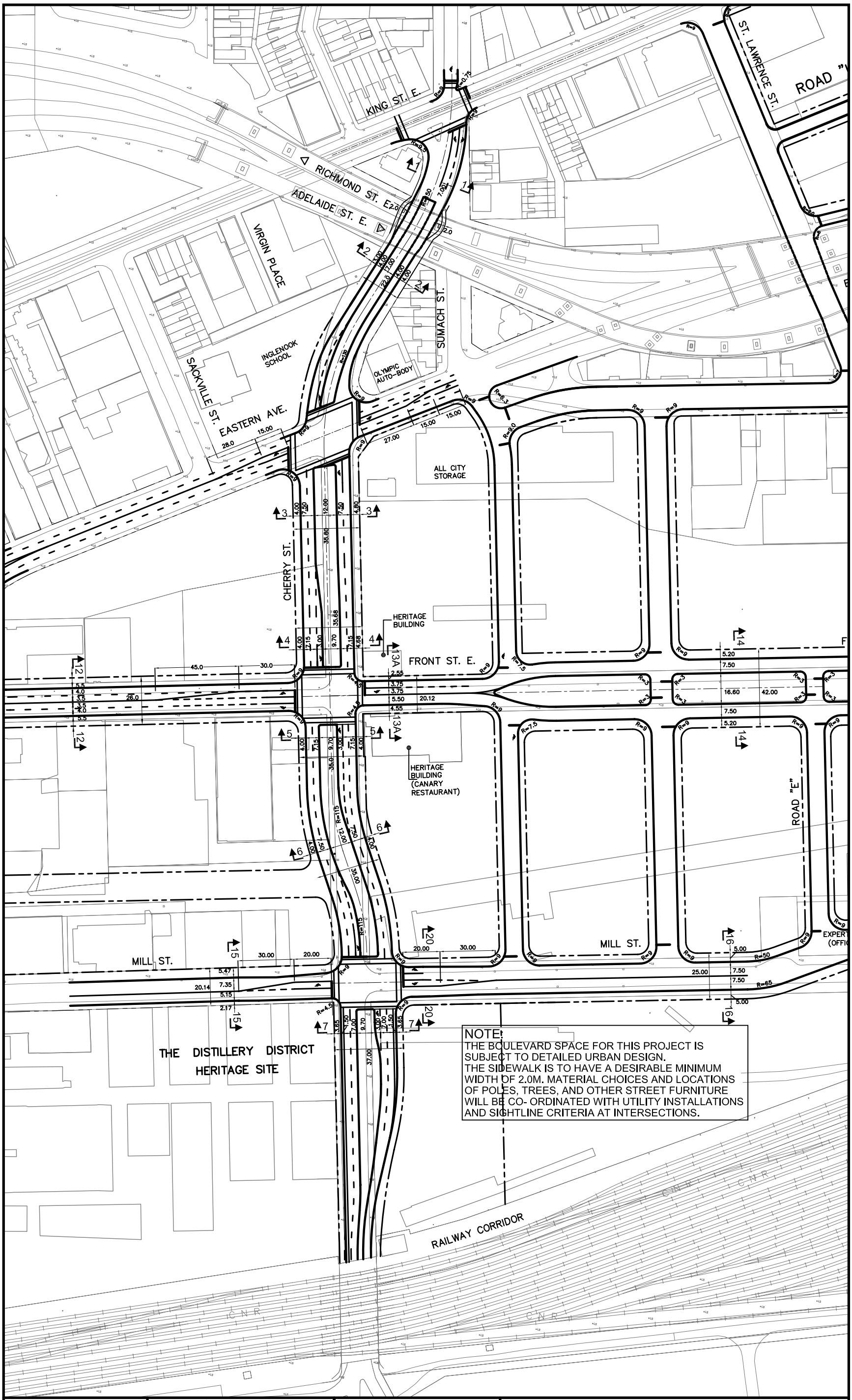


Exhibit 8-16:

EA MASTER PLAN, WEST DON LANDS

CHERRY STREET WIDENING
PREFERRED ALTERNATIVE

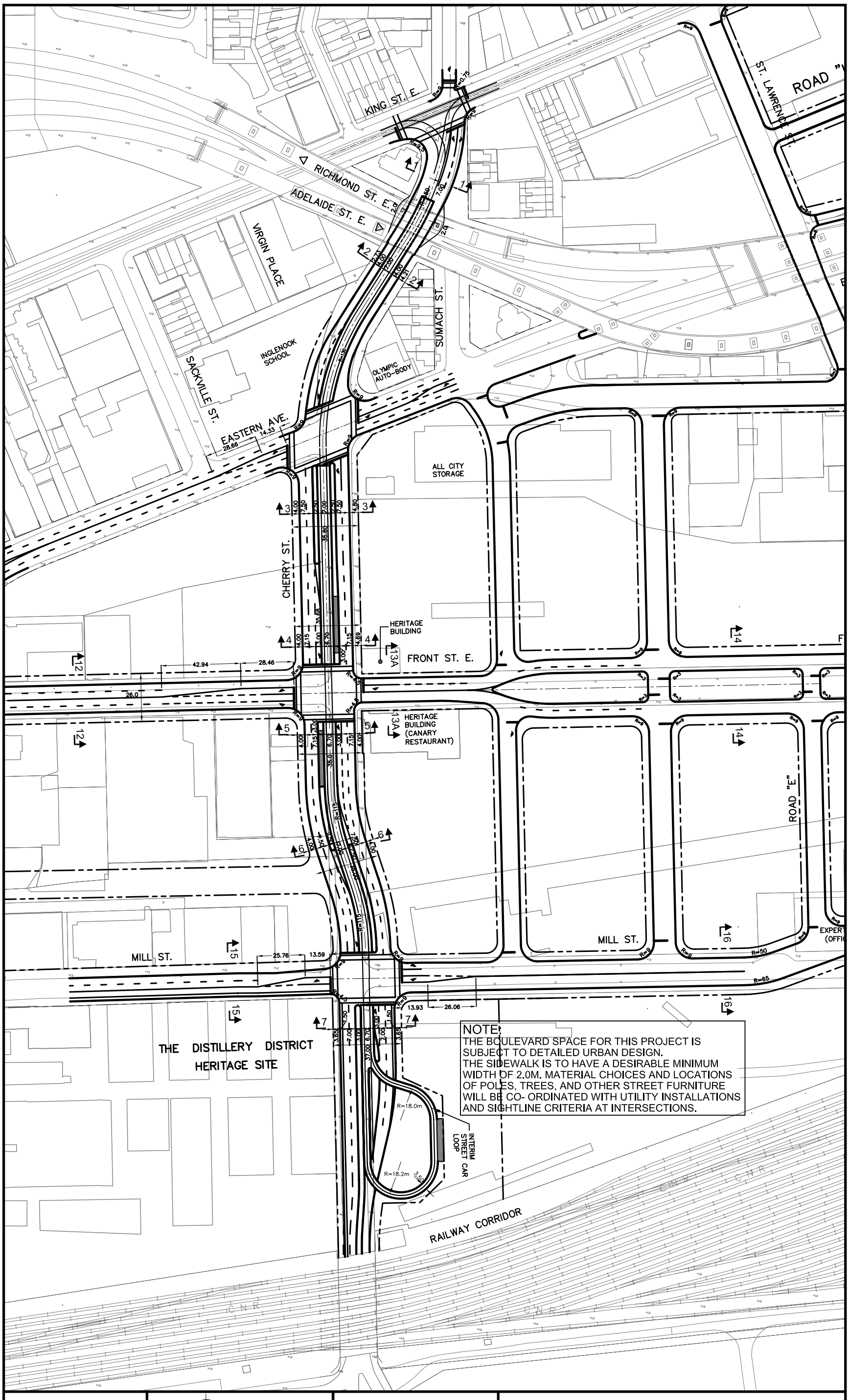
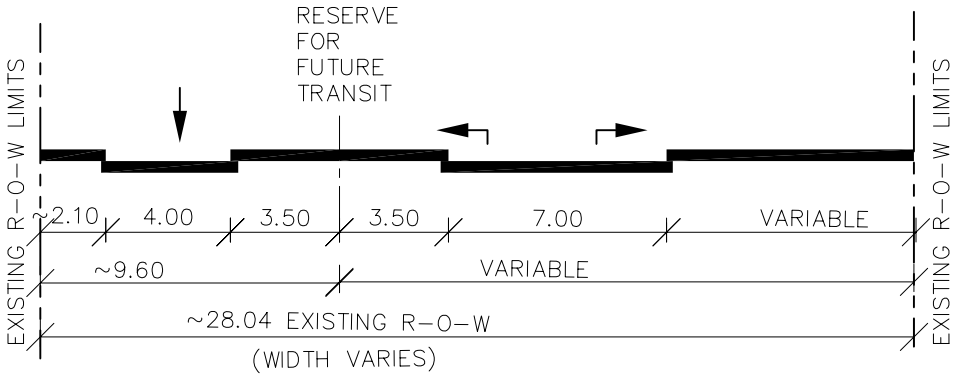


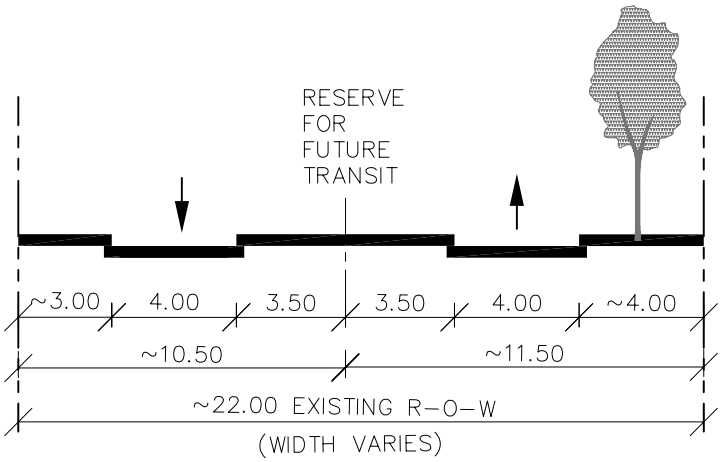
Exhibit 8-16a:

EA MASTER PLAN, WEST DON LANDS

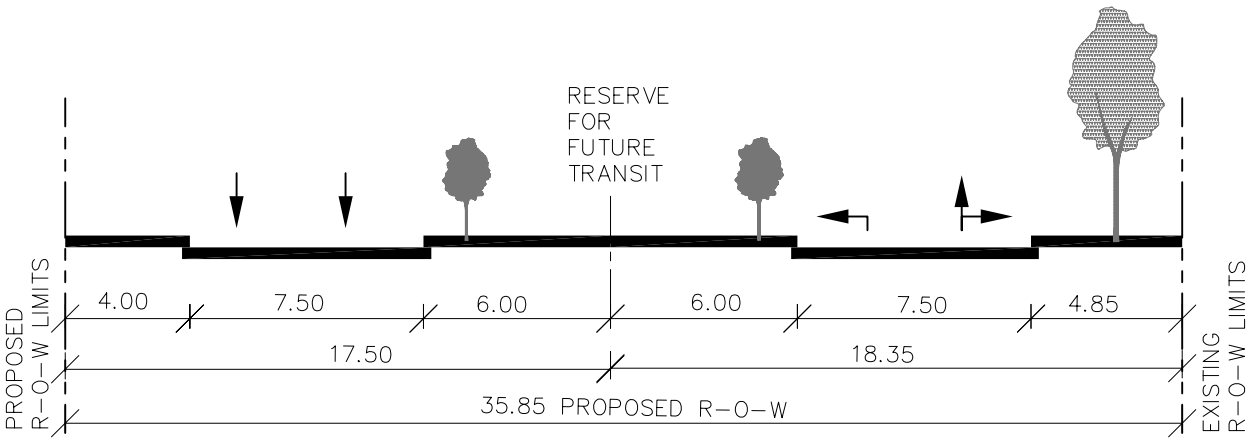
CHERRY STREET WIDENING WITH STREET CAR - SUBJECT TO EA APPROVAL



1-1



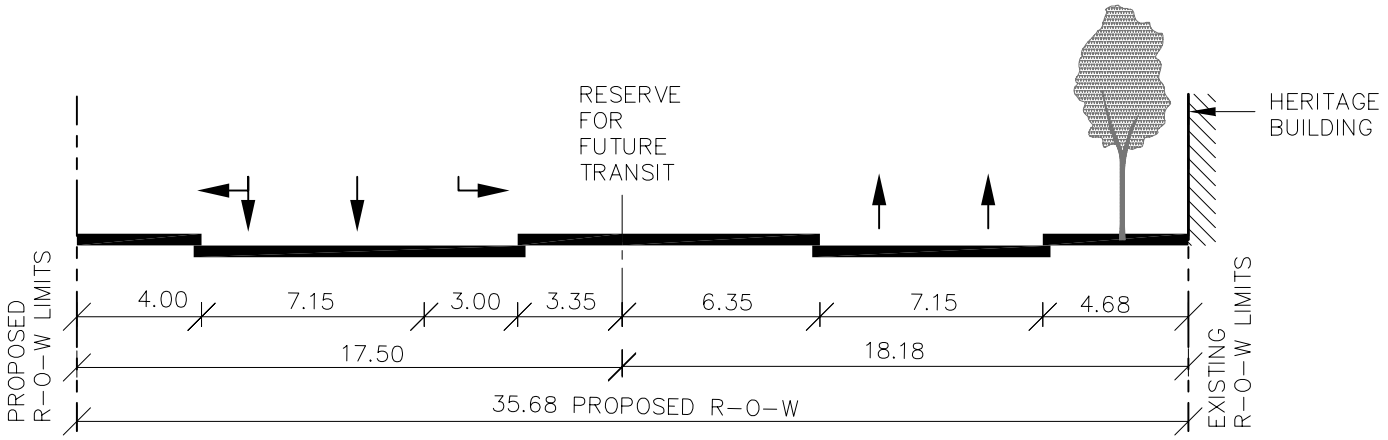
2-2



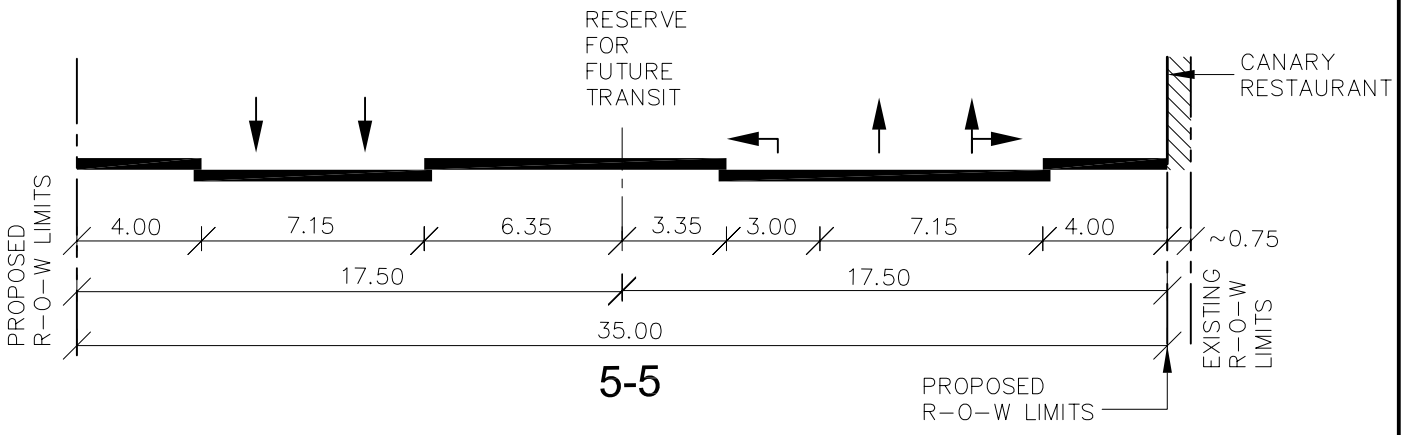
3-3

EXHIBIT 8-17: WEST DON LANDS PRECINCT

CHERRY STREET WITH RESERVE FOR FUTURE TRANSIT
CROSS-SECTIONS 1-1 TO 3-3



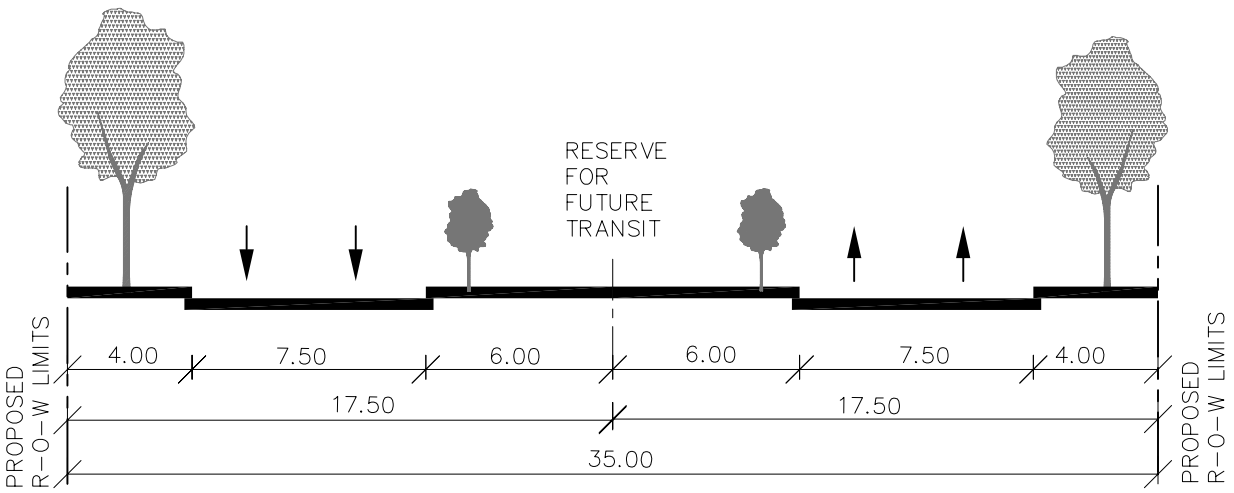
4-4



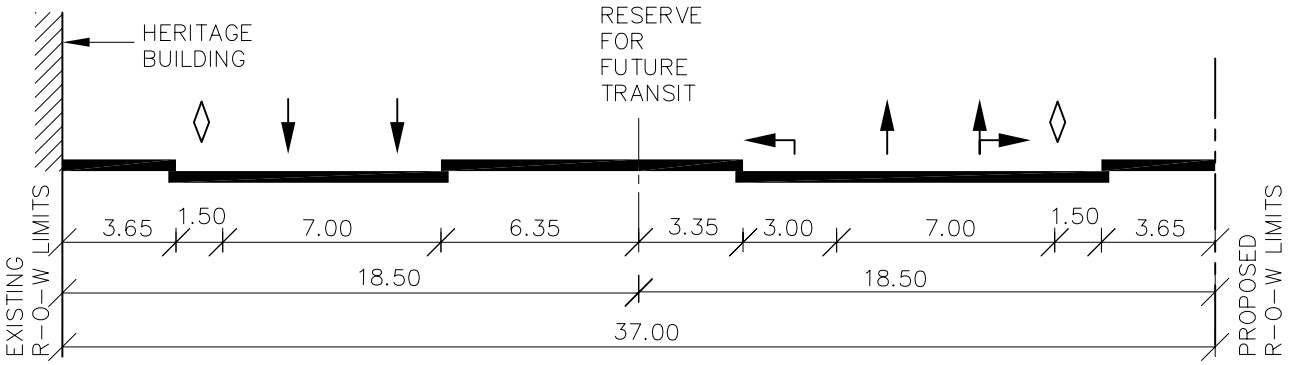
5-5

EXHIBIT 8-18: WEST DON LANDS PRECINCT

CHERRY STREET WITH RESERVE FOR FUTURE TRANSIT
CROSS-SECTIONS 4-4 AND 5-5



6-6



7-7

EXHIBIT 8-19: WEST DON LANDS PRECINCT

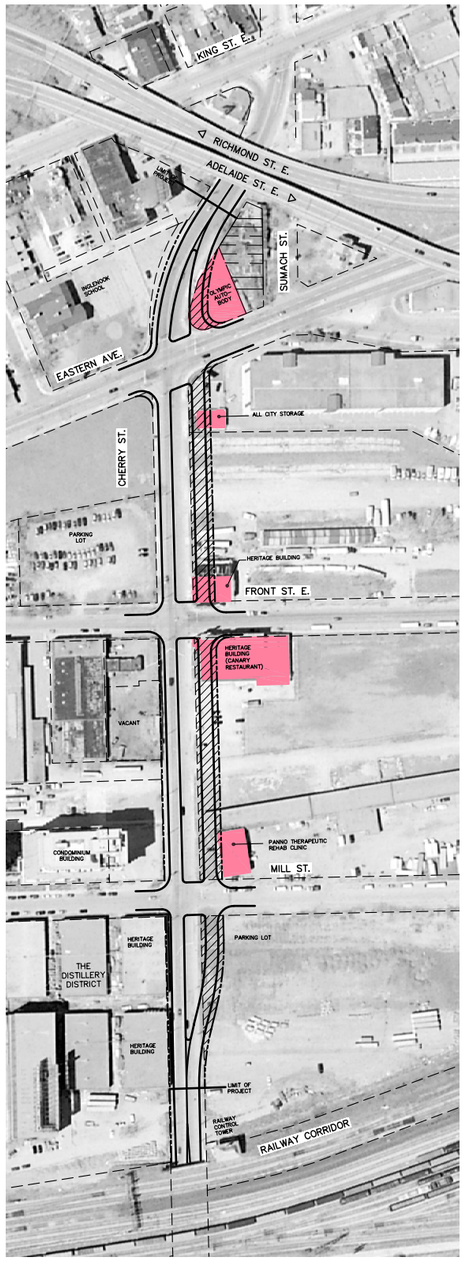
CHERRY STREET WITH RESERVE FOR FUTURE TRANSIT
CROSS-SECTIONS 6-6 AND 7-7

PRECINCT PLANNING

WEST DON LANDS - CHERRY STREET WIDENING ALTERNATIVES

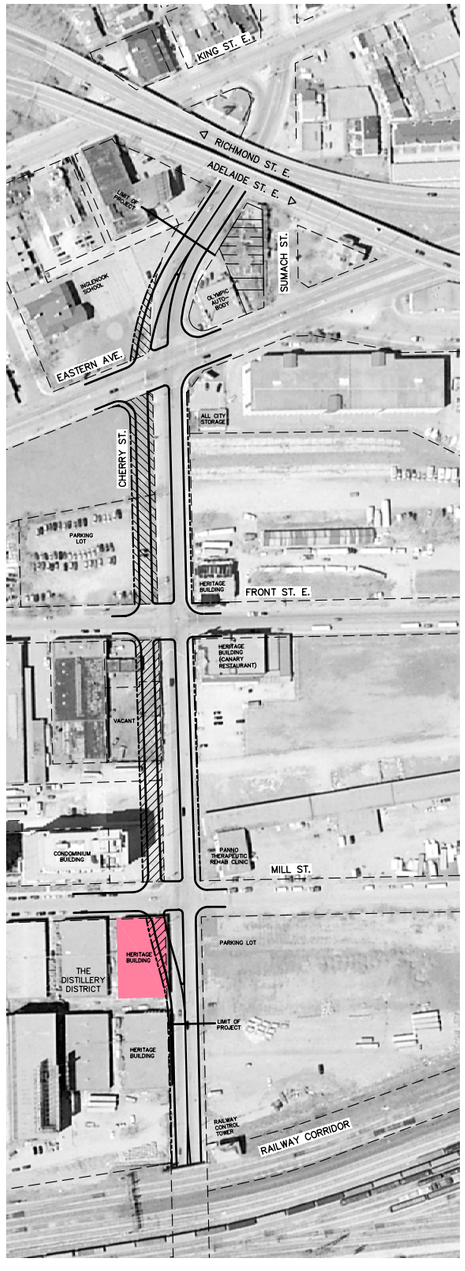
WIDENING TO THE EAST

DESIGN ALTERNATIVE A



WIDENING TO THE WEST

DESIGN ALTERNATIVE B



WIDENING SELECTIVELY TO THE EAST AND WEST

DESIGN ALTERNATIVE C

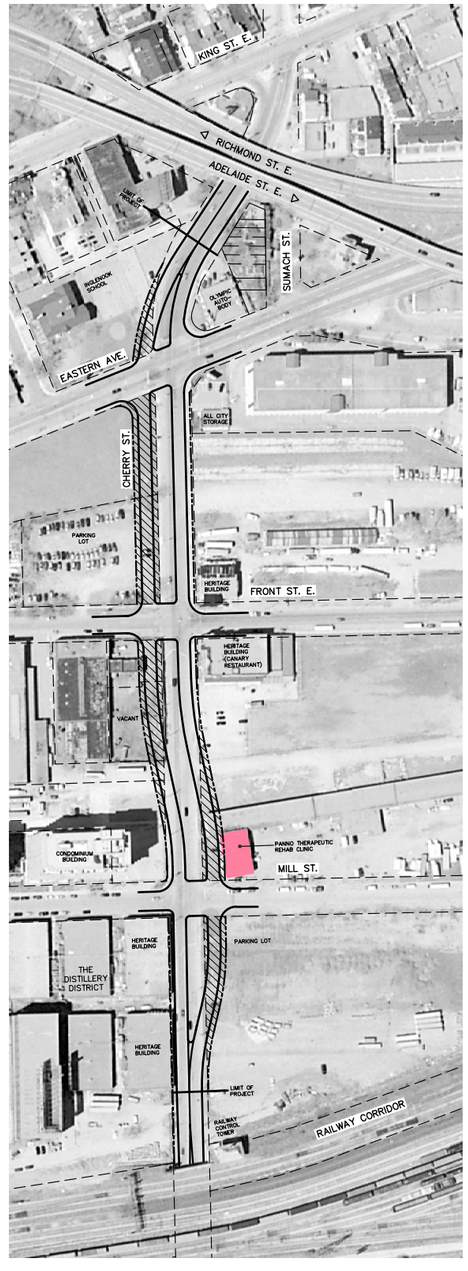


Exhibit 8-20: Cherry Street Widening Alternatives

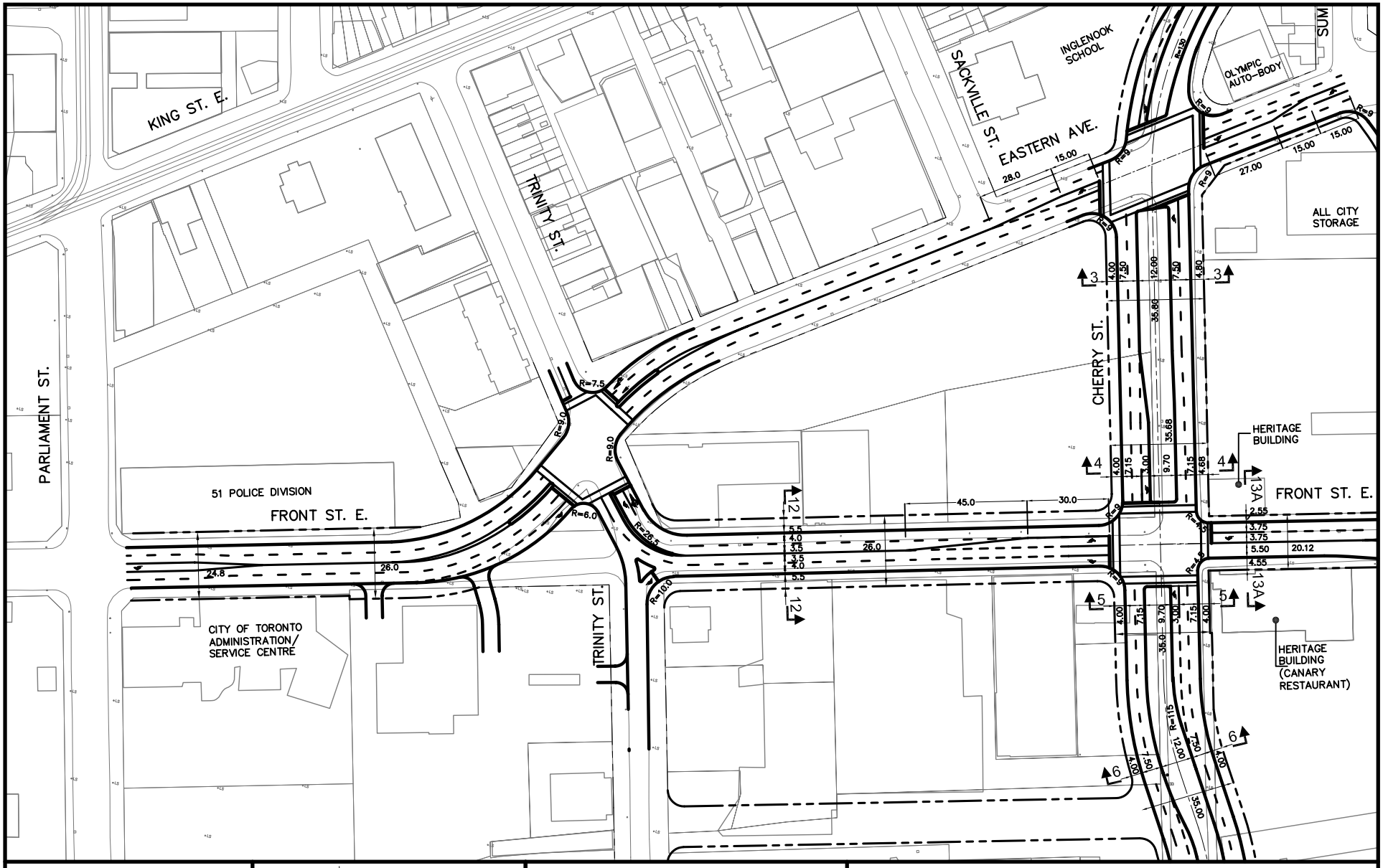
		ALTERNATIVE DESIGNS - CHERRY STREET WIDENING, KING ST. TO MILL ST.		
	IMPROVEMENT STRATEGY	DESIGN ALTERNATIVE A	DESIGN ALTERNATIVE B	DESIGN ALTERNATIVE C
CRITERIA		WIDEN EAST SIDE ONLY	WIDEN WEST SIDE ONLY	WIDEN EAST AND WEST SIDES SELECTIVELY
TRANSPORTATION SERVICE	ROAD SAFETY	Lane widths, turning radii, sight lines will be constructed to meet City of Toronto safety standards for all alternatives.	Lane widths, turning radii, sight lines will be constructed to meet City of Toronto safety standards for all alternatives.	Lane widths, turning radii, sight lines will be constructed to meet City of Toronto safety standards for all alternatives.
	ABILITY TO SATISFY TRAVEL DEMAND	There will be sufficient capacity to satisfy future travel demand and no difference between alternatives.	There will be sufficient capacity to satisfy future travel demand and no difference between alternatives.	There will be sufficient capacity to satisfy future travel demand and no difference between alternatives.
	ACCESS	Access on Cherry St. will be reduced to right-in/right-out. Some adjustments to access may required. Adequate access will be provided for all future development on abutting properties.	Access on Cherry St. will be reduced to right-in/right-out. Some adjustments to access may required. Adequate access will be provided for all future development on abutting properties.	Access on Cherry St. will be reduced to right-in/right-out. Some adjustments to access may required. Adequate access will be provided for all future development on abutting properties.
	IMPACTS TO TRAFFIC OPERATIONS	Reduction in access could increase volume of traffic passing through intersections on Cherry St.	Reduction in access could increase volume of traffic passing through intersections on Cherry St.	Reduction in access could increase volume of traffic passing through intersections on Cherry St.
	ABILITY TO ACCOMMODATE/ENCOURAGE TRANSIT	Sufficient median width will be provided within the proposed right-of-way for future public transit. Median may be used for landscaping.	Sufficient median width will be provided within the proposed right-of-way for future public transit. Median may be used for landscaping.	Sufficient median width will be provided within the proposed right-of-way for future public transit. Median may be used for landscaping.
	SERVICE TO BICYCLISTS	Proposed bike lanes on Cherry St./Sumach St. could be relocated to extension of River St. and Bayview Ave.	Proposed bike lanes on Cherry St./Sumach St. could be relocated to extension of River St. and Bayview Ave.	Proposed bike lanes on Cherry St./Sumach St. could be relocated to extension of River St. and Bayview Ave.
	SERVICE TO PEDESTRIANS	Sidewalks will be provided with boulevard improvements. New signals will be provided at crossings points for pedestrians. Pedestrian crossing times across Cherry St. will increase.	Sidewalks will be provided with boulevard improvements. New signals will be provided at crossings points for pedestrians. Pedestrian crossing times across Cherry St. will increase.	Sidewalks will be provided with boulevard improvements. New signals will be provided at crossings points for pedestrians. Pedestrian crossing times across Cherry St. will increase.
	FACILITATION OF GOODS MOVEMENT	Goods movement will be similar to existing service and no difference between alternatives.	Goods movement will be similar to existing service and no difference between alternatives.	Goods movement will be similar to existing service and no difference between alternatives.
	SUPPORT POLICE AND EMERGENCY SERVICE OPERATIONS	Median could impact direct access to abutting properties and overall operations.	Median could impact direct access to abutting properties and overall operations.	Median could impact direct access to abutting properties and overall operations.
NATURAL ENVIRONMENT	TERRESTRIAL HABITAT	No terrestrial habitat of any significance.	No terrestrial habitat of any significance.	No terrestrial habitat of any significance.
	VEGETATION	No vegetation habitat of any significance.	No vegetation habitat of any significance.	No vegetation habitat of any significance.
	AQUATIC HABITAT	No existing bodies of water.	No existing bodies of water.	No existing bodies of water.
	AIR QUALITY	No new auto capacity added. Roads not located near any existing sensitive receptors.	No new auto capacity added. Roads not located near any existing sensitive receptors.	No new auto capacity added. Roads not located near any existing sensitive receptors.
	SOIL AND GROUNDWATER	There is a potential to encounter soil and/or groundwater contamination. Soil and groundwater management plans will be required for all alternatives.	There is a potential to encounter soil and/or groundwater contamination. Soil and groundwater management plans will be required for all alternatives.	There is a potential to encounter soil and/or groundwater contamination. Soil and groundwater management plans will be required for all alternatives.
SOCIAL AND ECONOMIC	NOISE AND VIBRATION	Noise generators will not be moved closer to sensitive receptors.	Noise generators will not be moved closer to sensitive receptors.	Noise generators will not be moved closer to sensitive receptors.
	BUSINESS	Five businesses affected by property requirements. Adjustments to access of remaining businesses may be required.	One business affected by property requirements.	One business affected by property requirements. Adejustment to access may be required.
	EMPLOYMENT	Potential loss of employment created by impacts on several businesses.	No impacts on employment are expected.	No impacts on employment are expected.
	CULTURAL AND HERITAGE RESOURCES	Major impact on heritage buildings on northeast and southeast corners of Cherry St. and Front St.	Major impact on heritage buildings on northwest corner of Cherry St., south of Mill St.	No impact on existing heritage buildings.
	IMPACTS ON PRIVATE PROPERTY	Two properties affected.	One property affected.	No impact on private properties.
	RECREATION	No recreational facilities affected.	No recreational facilities affected.	No recreational facilities affected.
OPPORTUNITY FOR REVITALIZATION	ABILITY TO SUPPORT THE DEVELOPMENT OBJECTIVES OF THE WEST DON LANDS PRECINCT PLAN	Road alignment supports redevelopment objectives.	Road alignment supports redevelopment objectives.	Road alignment supports redevelopment objectives.
	ABILITY TO MEET THE URBAN DESIGN OBJECTIVES OF THE WEST DON LANDS PRECINCT PLAN	Road widening supports urban design objectives.	Road widening supports urban design objectives.	Road widening supports urban design objectives.
	ABILITY TO SUPPORT POLICIES OF THE CENTRAL WATERFRONT SECONDARY PLAN	Road alignment supports redevelopment objectives.	Road alignment supports redevelopment objectives.	Road alignment supports redevelopment objectives.
COST EFFECTIVENESS	CAPITAL COST OF IMPROVEMENTS (including private property costs)	Lowest cost for relocation of utilities; however, requires acquisition of private property.	Highest cost for relocation of utilities and requires acquisition of private property.	Some costs for relocating utilities. No acquisition of private property required.
	MAINTENANCE COST	All three options would have the same maintenance costs.	All three options would have the same maintenance costs.	All three options would have the same maintenance costs.
COMPOSITE RATING				
PRELIMINARY RECOMMENDED ALTERNATIVE				PREFERRED ALTERNATIVE

Note: This matrix has been altered from what was shown at the PIC due to stakeholder and agency input.

LEGEND: GOOD · NEUTRAL · POOR

PREFERRED ALTERNATIVE TAKEN FORWARD FOR PUBLIC AND AGENCY CONSULTATION

Exhibit 8-21: Cherry St. Realignment Alternatives



20 0 20 40 60m

Exhibit 8-22:

EA MASTER PLAN, WEST DON LANDS

Front Street West of Cherry Street without Street Car Line

PREFERRED ALTERNATIVE

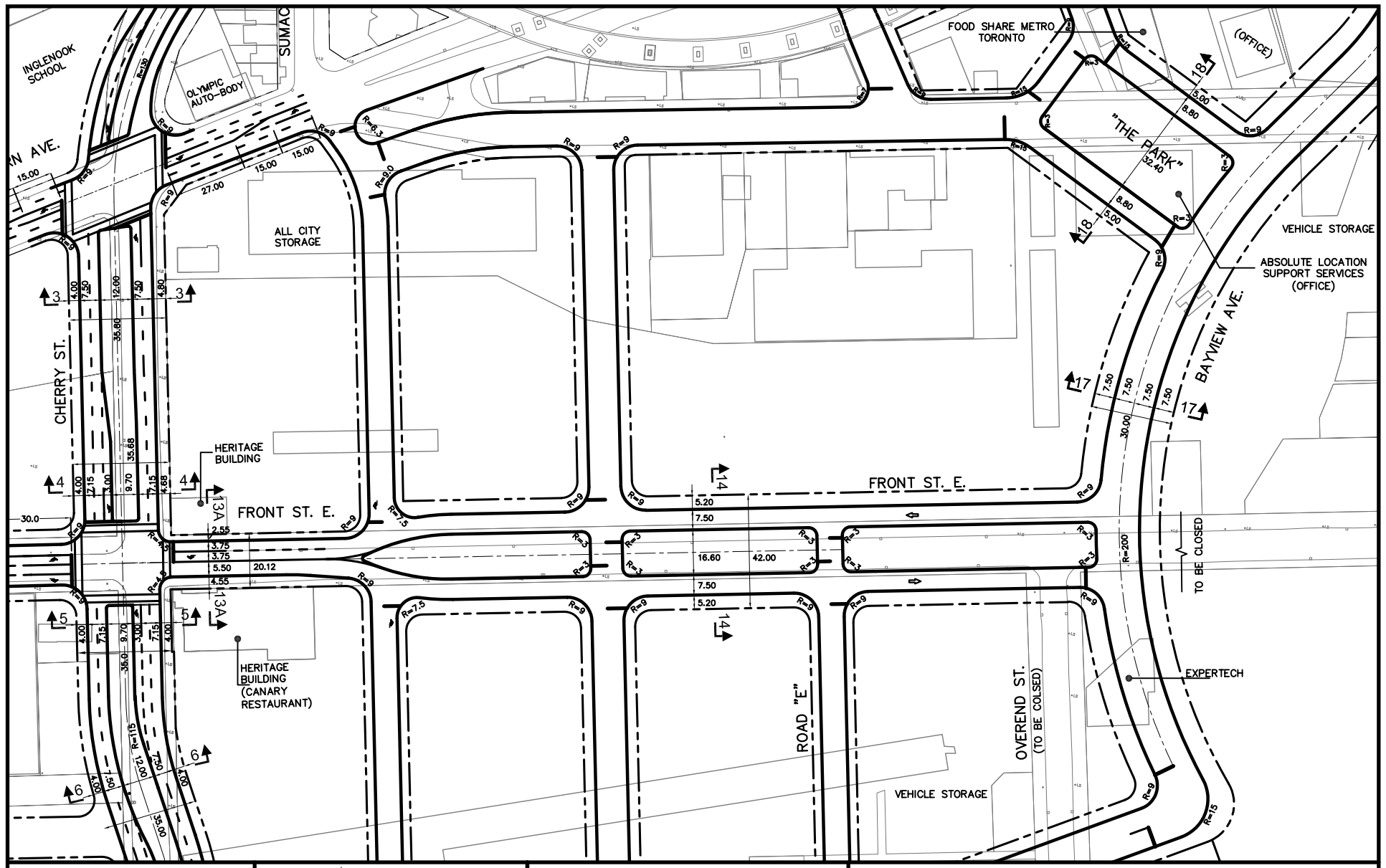


Exhibit 8-23a:

EA MASTER PLAN, WEST DON LANDS

FRONT STREET EAST OF CHERRY STREET

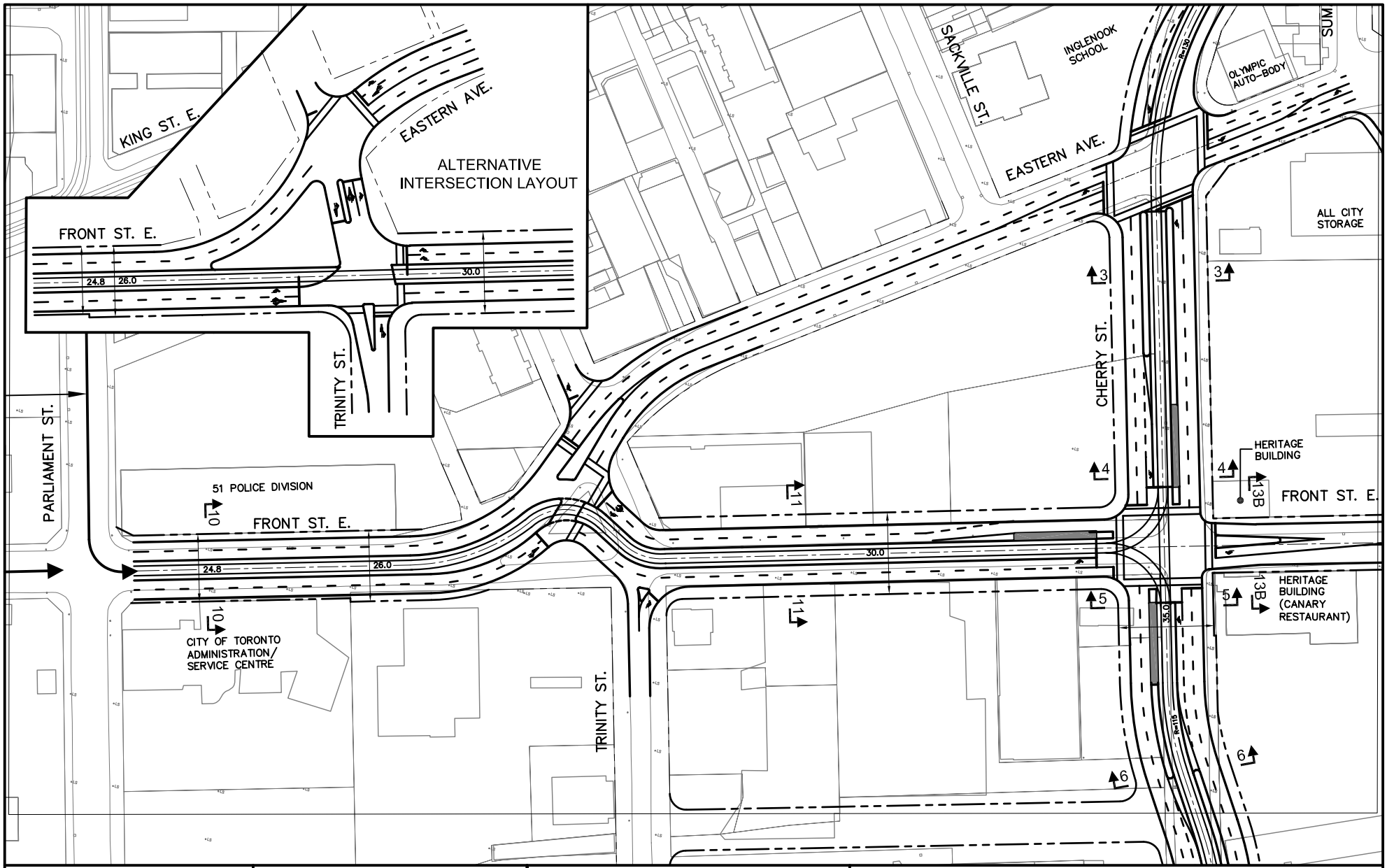
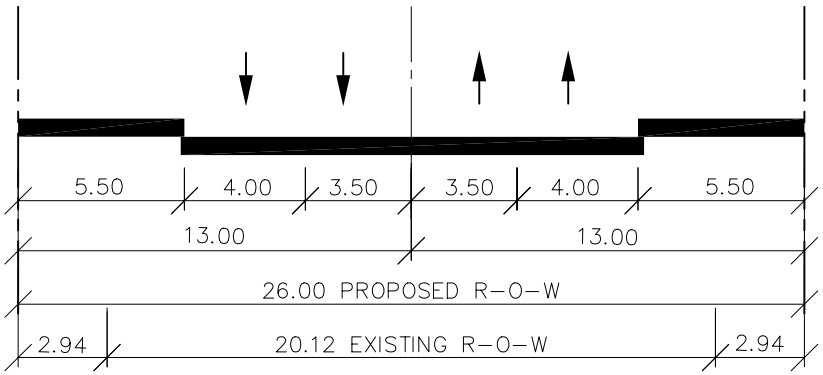


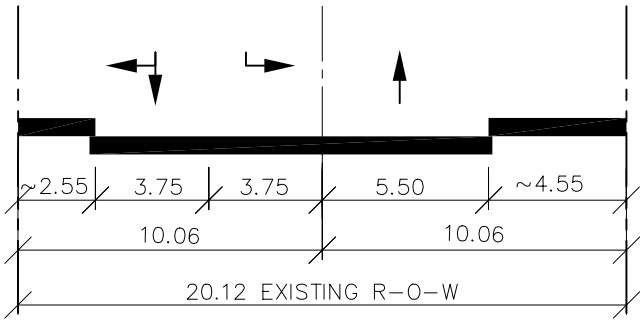
EXHIBIT 8-23

EA MASTER PLAN, WEST DON LANDS

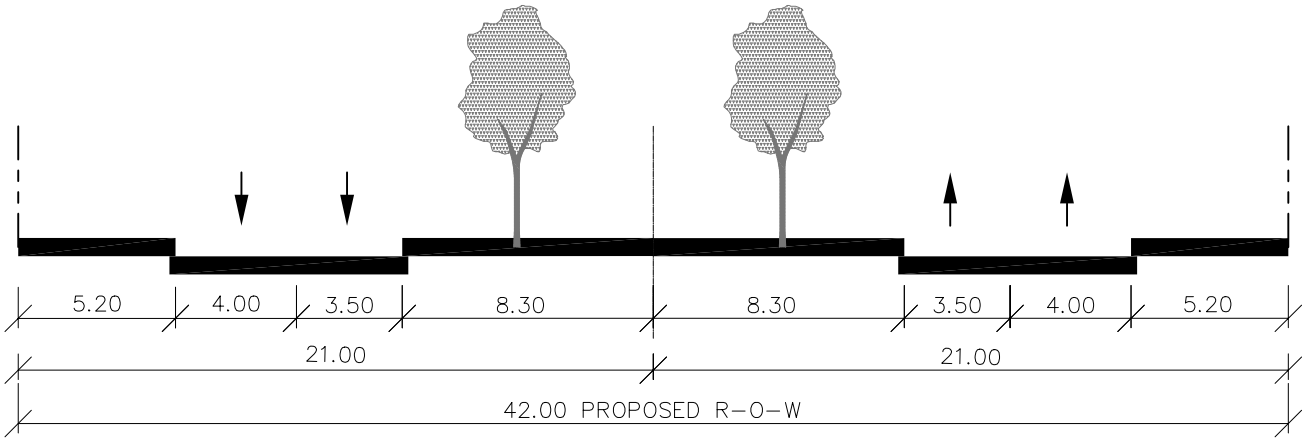
FRONT STREET WITH STREET CAR LINE
SUBJECT TO TRANSIT EA APPROVAL



12-12



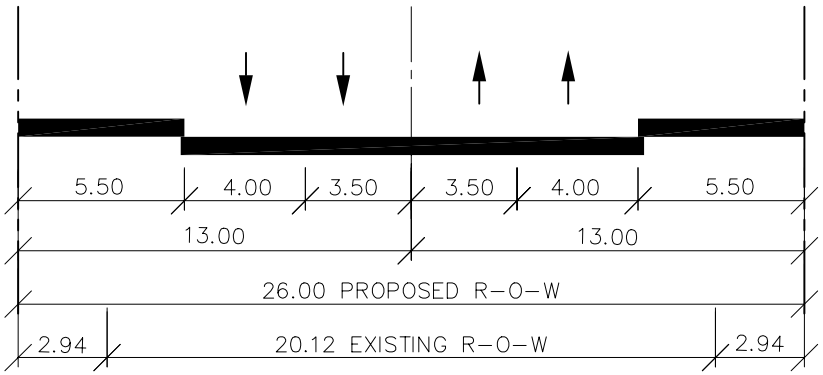
13A-13A



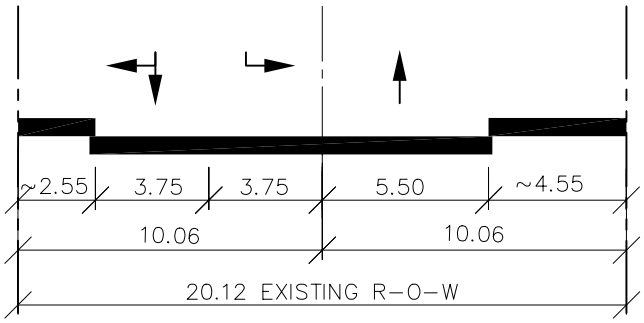
14-14

Exhibit 8-24: WEST DON LANDS PRECINCT

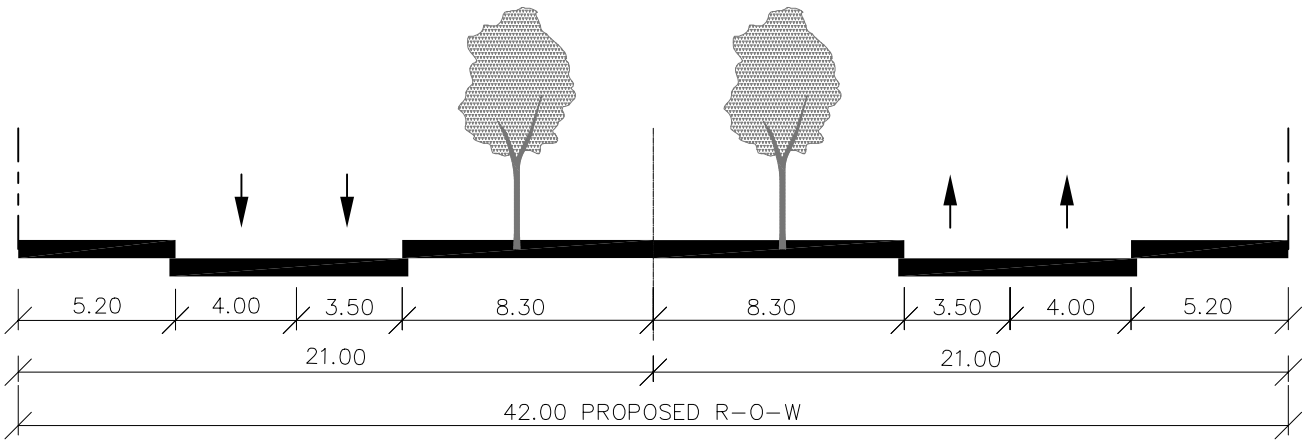
FRONT STREET WITHOUT STREET CAR LINE
CROSS-SECTIONS 12-12 TO 14-14



12-12



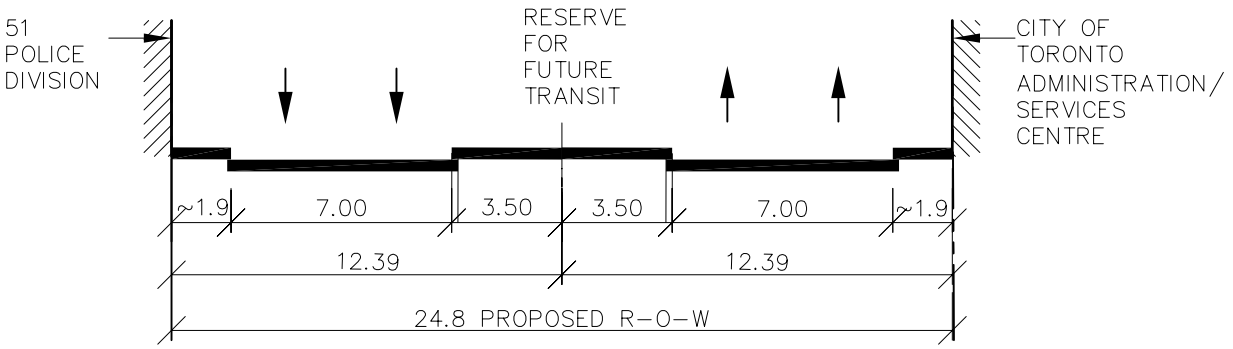
13A-13A



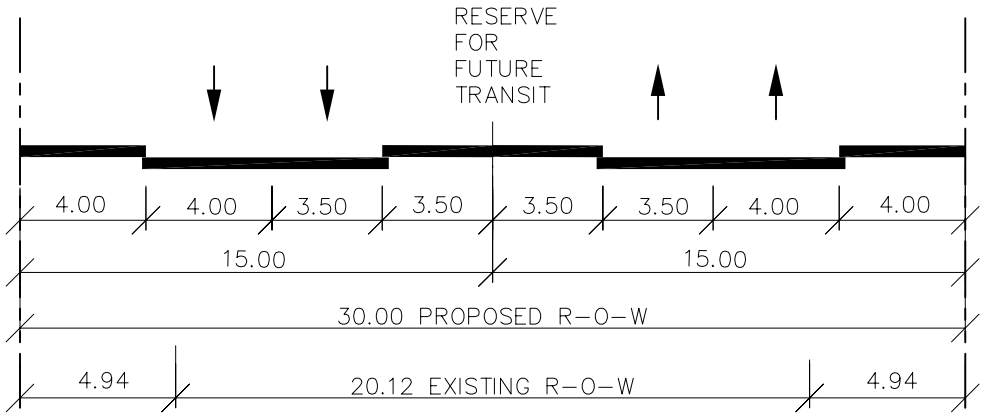
14-14

Exhibit 8-24: WEST DON LANDS PRECINCT

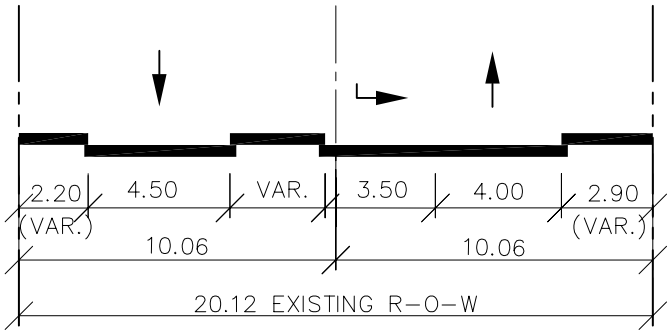
FRONT STREET WITHOUT STREET CAR LINE
CROSS-SECTIONS 12-12 TO 14-14



10-10



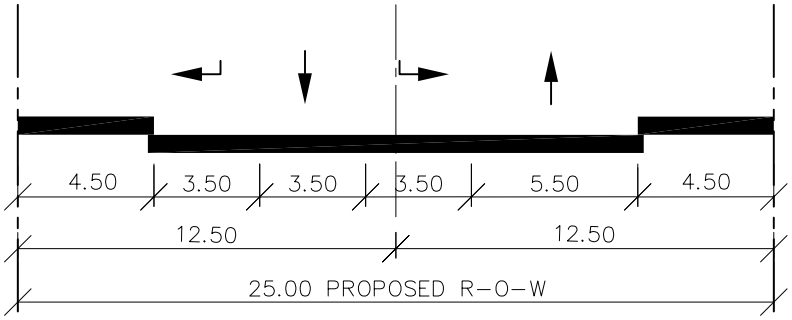
11-11



13B-13B

EXHIBIT 8-25: WEST DON LANDS PRECINCT

FRONT STREET WITH RESERVE FOR FUTURE TRANSIT
CROSS-SECTIONS 10-10, 11-11 AND 13B-13B



20-20

Exhibit 8-26a: West Don Lands Precinct
Mill Street
Cross-Section 20-20

Exhibit 9-2: Water and Sanitary Sewer Servicing Matrix

Potential Interactions for Water and Sanitary Sewer Servicing Projects																	
	Terrestrial		Aquatic		Air		Geophysical			Socio-Econmic							
Environmental Sub-Components	**Wildlife Species**	**Wildlife Habitat**	**Fish Species**	**Fish Habitat**	**Air Quality and Climate Change**	**Noise / Vibration**	**Soil and Sediment**	**Groundwater**	**Surface Water**	**Business and Employment**	**Built Heritage**	**Archaeology**	**Traffic and Movement of Goods and Services - Emergency Services**	**Private Property**	**Recreation**	**Traditional Use of Land and Resources by First Nations**	**Health and Safety**
Property Acquisition										-				-/+			
Clear site of debris and scrub vegetation and/or demolition of structures, buildings or roads	-	-			-	-			-	-/+		-					+
Temporary Road or Land Closures										-/+			-				
Excavation for underground service trench - subsurface structures	-	-			-	-	-	-	-	+		-					
Excavated material separation					-	-			-	+							
Site remediation (off site)					-	-	+	+		+			-				+
Site remediation (in-situ)					-	-	+	+		+							+
Utilities, removal or modification					-	-				+							
Modification or construction of the new infrastructure					-	-											
Backfilling and re-grading					-	-	-/+		-	+							
Paving [1]										+							
Operations									+					+			

Notes

1 "Paving" refers to a wide range of potential treatments, including asphalt, brick pavers, hard packed gravel surfaces etc.

Exhibit 9-3: Stormwater Servicing Matrix

Potential Interactions for Stormwater Projects																	
	Terrestrial		Aquatic		Air		Geophysical			Socio-Econmic							
Environmental Sub-Components	**Wildlife Species**	**Wildlife Habitat**	**Fish Species**	**Fish Habitat**	**Air Quality and Climate Change**	**Noise / Vibration**	**Soil and Sediment**	**Groundwater**	**Surface Water**	**Business and Employment**	**Built Heritage**	**Archaeology**	**Traffic and Movement of Goods and Services Emergency Services**	**Private Property**	**Recreation**	**Traditional Use of Land and Resources by First Nations**	**Health and Safety**
Property Acquisition										-				-/+			
Temporary Road Land Closures										-/+			-				
Clear site of debris and scrub vegetation and/or demolition of structures, buildings or roads	-	-	-	-	-	-			-	-/+		-					+
Excavation for underground service trench - subsurface structures					-	-	-		-	+		-					
Excavated Material Separation					-	-				+							
Site remediation (off site)					-	-	+	+		+			-				+
Site remediation (in-situ)					-	-	+	+		+							+
Install new underground pipes and catchbasins					-	-				+							
Install oil and grit separator					-	-		-		+							
Inlet and outfall structure installation					-	-				+							
Utilities, removal or modification					-	-				+							
Shoreline stabilization		+		+	-	-				+							
Modification or construction of the new infrastructure					-	-				+							
Backfilling and re-grading					-	-				+							
Paving [1]										+							
Topsoil placement and landscaping	+									+							
Operations									+					+			

Note: 1 - "Paving" refers to a wide range of potential treatments, including asphalt, brick pavers, hard packed gravel surfaces etc.

Exhibit 9-4 Transportation Matrix

Potential Interactions for Transportation Projects																	
	Terrestrial		Aquatic		Air		Geophysical			Socio-Econmic							
Environmental Sub-Components	**Wildlife Species**	**Wildlife Habitat**	**Fish Species**	**Fish Habitat**	**Air Quality**	**Noise**	**Soil**	**Groundwater**	**Surface Water**	**Business and Employment**	**Built Heritage**	**Archaeology**	**Traffic and Movement of Goods and Services - Emergency Services**	**Private Property**	**Recreation**	**Traditional Use of Land and Resources by First Nations**	**Health and Safety**
Project Activity																	
Property Acquisition														-/+			
Clear site of debris and scrub vegetation and/or demolition of structures, buildings or roads	-	-			-	-			-	-/+		-					+
Municipal road demolition					-	-			-	-/+			-	-	-		
Excavated material separation					-	-	+										
Excavation for new road base					-	-	-										
Temporary Road or Lane Closures										-			-		-		
Site remediation (off site)					-	-			-	+							+
Site remediation (in-situ)					-	-	+	+	-	+							+
Drainage Improvements				+	-	-	+	+	-/+	+		-					
Re-grading					-	-			-	+		-					
Construction road base					-	-			-	+							
Excavation for utilities, removal or modification					-	-			-	+		-					
Municipal road construction or reconstruction					-	-			-	+			-				
Installation of street lighting and signals					-	-				+		-					
Construction of dedicated pedestrian and/or cycling paths (either on road, or off-road)					-	-			-	+			+		+		
Paving [1]					-	-			-	+							
Landscaping/ Blvd. Treatment					-	-			-	+	-	-		+	+		
Operations					-/+	-			+				+		+		

Notes: 1 - "Paving" refers to a wide range of potential treatments, including asphalt, brick pavers, hard packed gravel surfaces ect.

Exhibit 9-5
Potential Effects and Environmental Management Practices for Transportation, Stormwater, Wastewater and Sanitary Systems

Environmental Sub-Components	Potential Effects based on Potential Environmental Interactions	Potential Environmental Management Practices
Terrestrial Species and Habitat	• Damage or reduction in habitat due to loss of vegetation during site clearing associated with construction activities • Temporary reduction in migratory bird habitat due to loss of vegetation during construction activities • Disturbance to adjacent habitat by construction activities • Creation of new habitat or linkages, using native species, as a result of landscaping and enhancement opportunities. Habitat and linkages may be created by increase in vegetation associated with replanting for landscaping and streetscaping • Lighting impacts on wildlife • Improved conditions for species and habitat through site remediation	• Identify migratory bird habitat areas, protect areas during key migration periods • Ensure all construction material is handled and stored on-site to avoid effects to border areas • Re-establish vegetation at or near the site using ecological restoration principles such as adding new native species vegetation to create habitat and linkages • All plantings will be done in accordance with the guidelines described in the Flood Protection Landform EA.
Aquatic Species and Habitat	• Degradation of aquatic habitat as a result of sedimentation and soil erosion into surface water bodies and along shore due to construction activities • Degradation of aquatic environment from accidental spills • Improvements to riparian habitat through landscaping and restoration	• Institute runoff/sedimentation and erosion controls during all construction work and monitor and maintain/upgrade controls appropriately until the site is stabilized • Cover stockpiles with sheeting, tarps, or vegetation cover • Minimize vegetation cover removal • Filter or settle out sediment before the water enters any drainage pathway, including storm water systems • Initiate planting or reseeding of disturbed areas immediately after construction is completed, with native non-invasive species • Control overland flow up gradient of exposed areas by use of diversion ditches, bales, vegetation filter strips, and/or sediment traps • Create new fish habitat opportunities by applying appropriate restoration techniques referring with TRCA's Aquatic Habitat Strategy for best practices that may be applied • Use permeable surface treatments wherever possible • Require construction contractors to have a spill response plan • Any construction works or landscaping on the Lower Don River Flood Protection Landform (FPL) should be reviewed in advance with the Toronto Region Conservation Authority to ensure that the integrity of the FPL is protected, and that the flood conveyance of the resulting floodway is not impaired. • All plantings will be done in accordance with the guidelines described in the Flood Protection Landform EA.
Air Quality	• Decrease in ambient air quality for short term from pollution, odour or dust (suspended particulate) and emissions resulting from wind erosion of disturbed ground surfaces, and associated with demolition, excavation and construction vehicles (diesel fumes, oils, other fuels and lubricants) • Minor incremental changes in localized air quality where road length is increased or new lanes were added • Decrease in harmful emissions (e.g., volatile organic compounds) as a result of the clean up of contaminated sites • Opportunities for alternative modes of transportation (future transit, cycling, walking) contributes to improved air quality	• Ensure emission control devices on equipment are functional and effective • Minimize dust emissions through the use of dust control measures (e.g., water spray or calcium chloride on exposed soil surfaces) • Use physical barriers (e.g., shrouds, scaffold canopies) to contain dust
Noise/Vibration	• Short term noise associated with construction vehicles and activities • Relocated roads may impact localized noise conditions	• Restrict construction activities to hours prescribed by local noise by-law • Ensure equipment is in sound working order • Recommend and implement noise attenuation measures for new construction, where necessary • Review noise conditions and abatement requirements for all new development.

Exhibit 9-5 Potential Effects and Environmental Management Practices for Transportation, Stormwater, Wastewater and Sanitary Systems		
Environmental Sub-Components	**Potential Effects based on Potential Environmental Interactions**	**Potential Environmental Management Practices**
Soil	• Degradation of soil quality as a result of spills (oil, gas, and lubricants) associated with construction activities • Improved soil quality as a result of remediation activities	• Prepare a spill response plan • Immediately report and manage any leakage or spillage with appropriate spill contingency equipment and measures • Lubricants, solvents, paints and other chemicals will not be stored on-site over night except within construction trailers secured with lock and key, on bermed and lined sites • All construction equipment shall be in good working order, especially with respect to leaks or oil, fuel or hydraulic fuels • Use designated storage and refueling areas well removed from surface water bodies • Segregate excavated materials (clean material, impacted but re-useable material, material requiring treatment or disposal) • Develop remediation plans that comply with the Guideline for use at Contaminated Sites in Ontario
Groundwater	• Change in groundwater recharge due to change in permeability of the site • Degradation of groundwater quality as a result of spills (e.g., oil, gas, and lubricants) associated with construction operation • Minor de-watering may take place, however quantities will be minimal, and not in areas where groundwater is used as potable drinking water	• Prepare a spill response plan • Design dewatering measures to minimize volume of potentially contaminated ground water to manage
Surface Water Quality/Quantity	• Increased runoff and alterations of flow patterns due to changes in permeability of the site by the removal of structures by demolition or excavation activities • Degradation of surface water quality as a result of sediment washoff during construction and as a result of stockpiling of construction wastes near water bodies or in natural drainage paths • Increased infiltration opportunities associated with permeable paving and landscaping • Progressive approaches to managing stormwater can have a beneficial impact on surface water quality	• Institute runoff/sedimentation controls during the work • Manage lubricants, solvents etc. as described above • Control overland flow up gradient and down gradient of exposed areas by use of diversion ditches, bales, vegetation filter strips, and/or sediment traps • Minimize impermeable surfaces in design • Minimize vegetation cover removal • Initiate replanting or reseeding of disturbed areas immediately after construction is completed
Business and Employment	• New employment associated with construction activities • Impacts on businesses located within the study area • Temporary disruptions to access to business from construction activities	• City Economic Development in partnership with ORC will assist businesses to find new accommodation • Construction Staging plans to maintain business access or limit access restrictions to times outside of core business hours
Aboriginal Use of Traditional Land Resources	• No interactions expected	• Keep First Nations informed
Built Heritage	• Heritage structures are avoided	• Consult with the City's Heritage Presentation staff where construction occurs in close proximity to heritage buildings
Archaeology	• Potential for disturbance to archaeological remains during subsurface soil excavation • Site has low archaeological potential, except in the vicinity of the Thornton Blackburn site.	• Conduct a Phase 2 Archaeological investigation for works in proximity to the Thornton Blackburn site • If buried artifacts are located during construction, contact a licensed archaeologist and notify the Ministry of Culture
Private Property	• Potential for disturbances to private properties	• Retain access to all private properties during construction • Minimize nuisance impacts to private properties during construction • Lands that need to be acquired from ORC are subject to the ORC Class EA process (see Chapter 12)
Recreation	• An interconnecting grid of roads with cycling and walking paths will provide opportunities for recreation • Improve alternate modes of recreation and transportation by access to new lands uses and construction of non-vehicle bridges (subject to future EA approvals)	• Alternate detour routes will maintain access during construction
Traffic and Movement of Goods and Services – Emergency Services	• Service or traffic disruptions may occur (e.g., temporary road or lane closures) • Construction of structures may have temporary or long term impact on navigation in water ways • During construction there may be some disruption to emergency vehicle movements • Improved pedestrian and cycling opportunities	• Implement alternative route options or traffic controls during construction • Minimize service/access disruptions during construction • Ensure that police and emergency vehicles are aware of the road construction • Prepare alternate routes for vehicles that normally use these roads