

Welcome

**Welcome to the first Public Meeting for the Lower Don Lands
Municipal Class Environmental Assessment (EA) Infrastructure
Master Plan and Keating North Precinct Plan**



Public Meeting #1

July 23rd, 2008

MVVA Team

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What is a Class EA Master Plan?

Master Plans are long range plans that integrate infrastructure requirements for existing and future land use with environmental assessment planning principles. A Master Plan provides a “road map” for future improvements and sets a framework for planning subsequent projects and/or development.



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Lower Don Lands Master Plan

This study will address transportation (road and transit), water, wastewater and stormwater improvements needed in the Lower Don Lands to support revitalization of the area. The Class EA Infrastructure Master Plan is being carried out by Waterfront Toronto, the City of Toronto and Toronto Transit Commission as tri-proponents.



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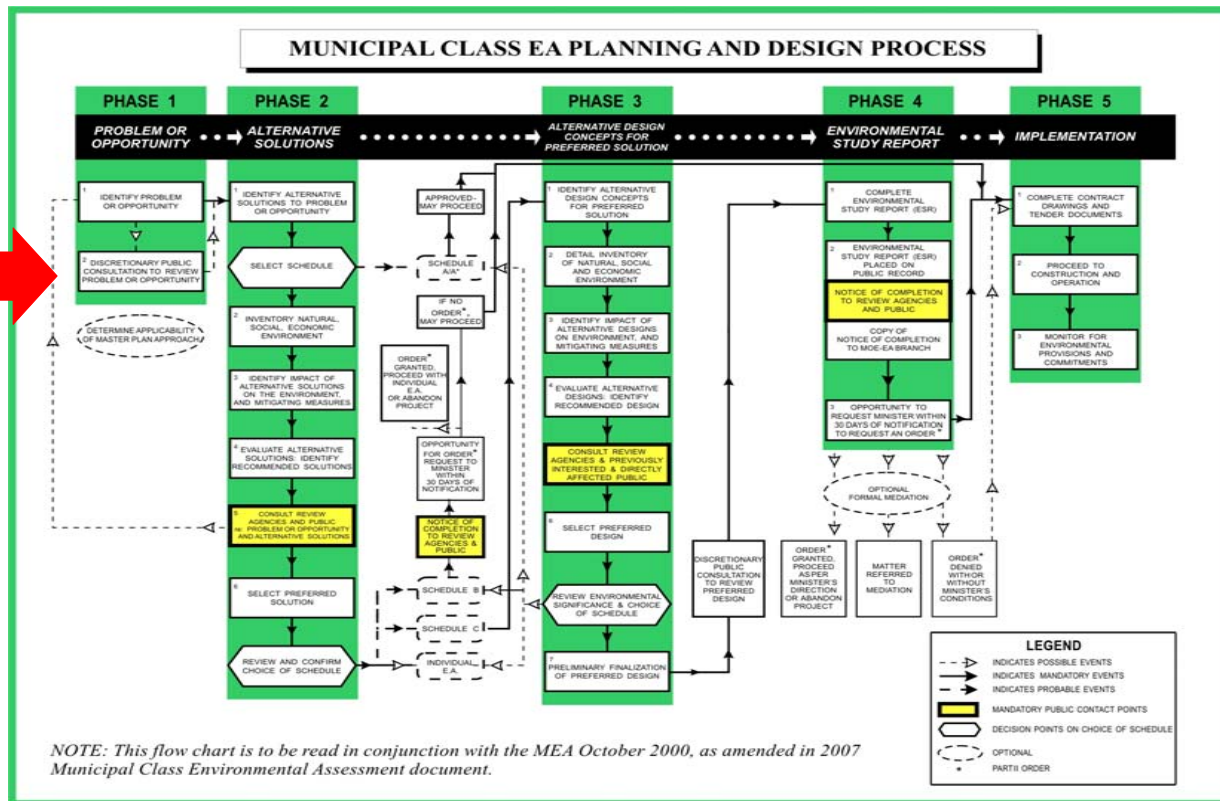
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Municipal Class EA Process

The Municipal Class EA requires that Master Plans address the first two phases of the Class EA process.

We are here



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Study Area

The study area for this Master Plan is shown below.



Legend
----- Study Area



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Purpose of Open House

- The main purpose of today's Class EA Infrastructure Master Plan Open House is to display and seek input on the:
 - Draft Problem and Opportunity statement;
 - Infrastructure Planning Alternatives; and
 - Draft Evaluation Criteria.

A presentation will be made on the revitalization of the Lower Don Lands area.

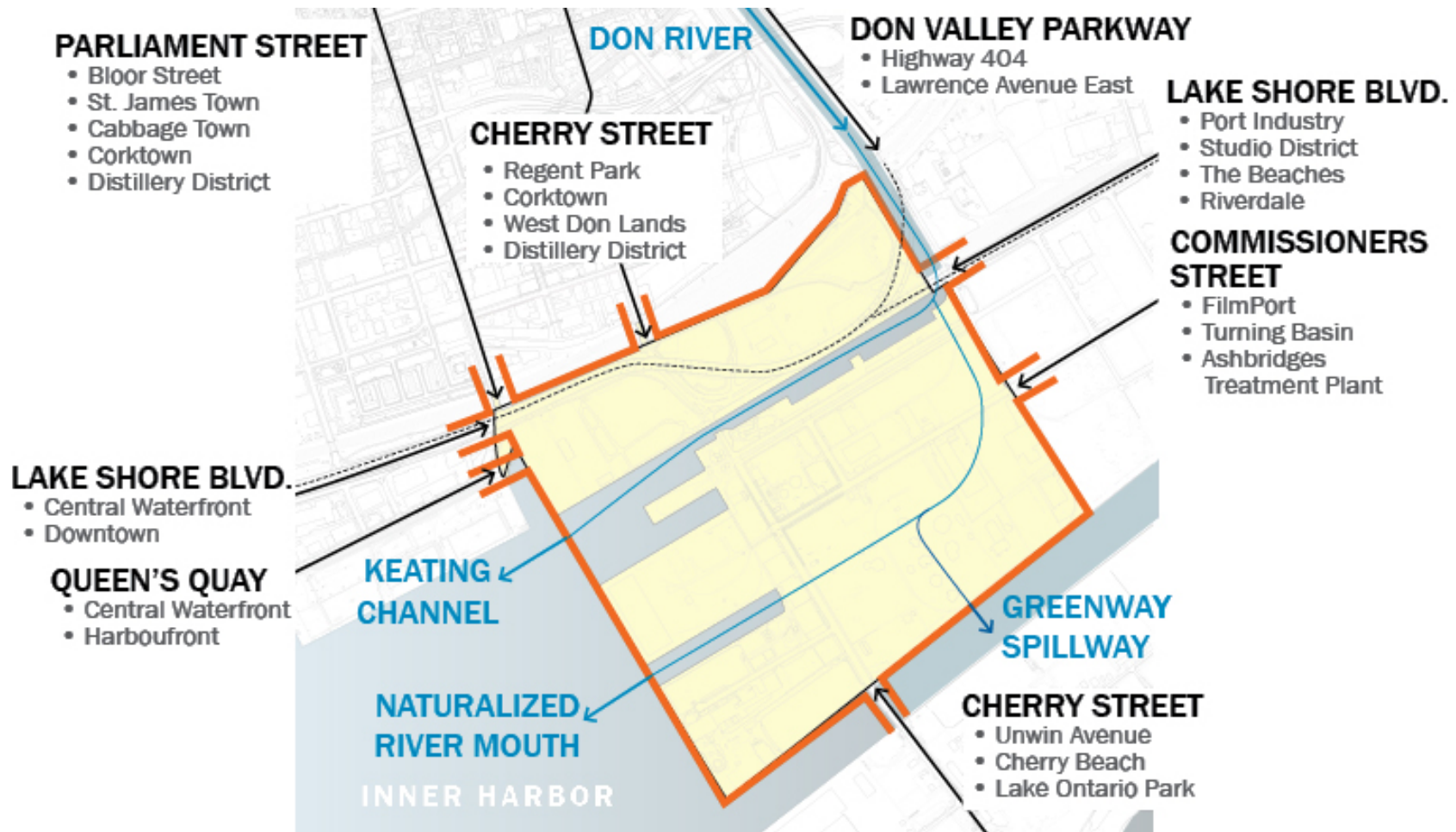


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Site Context

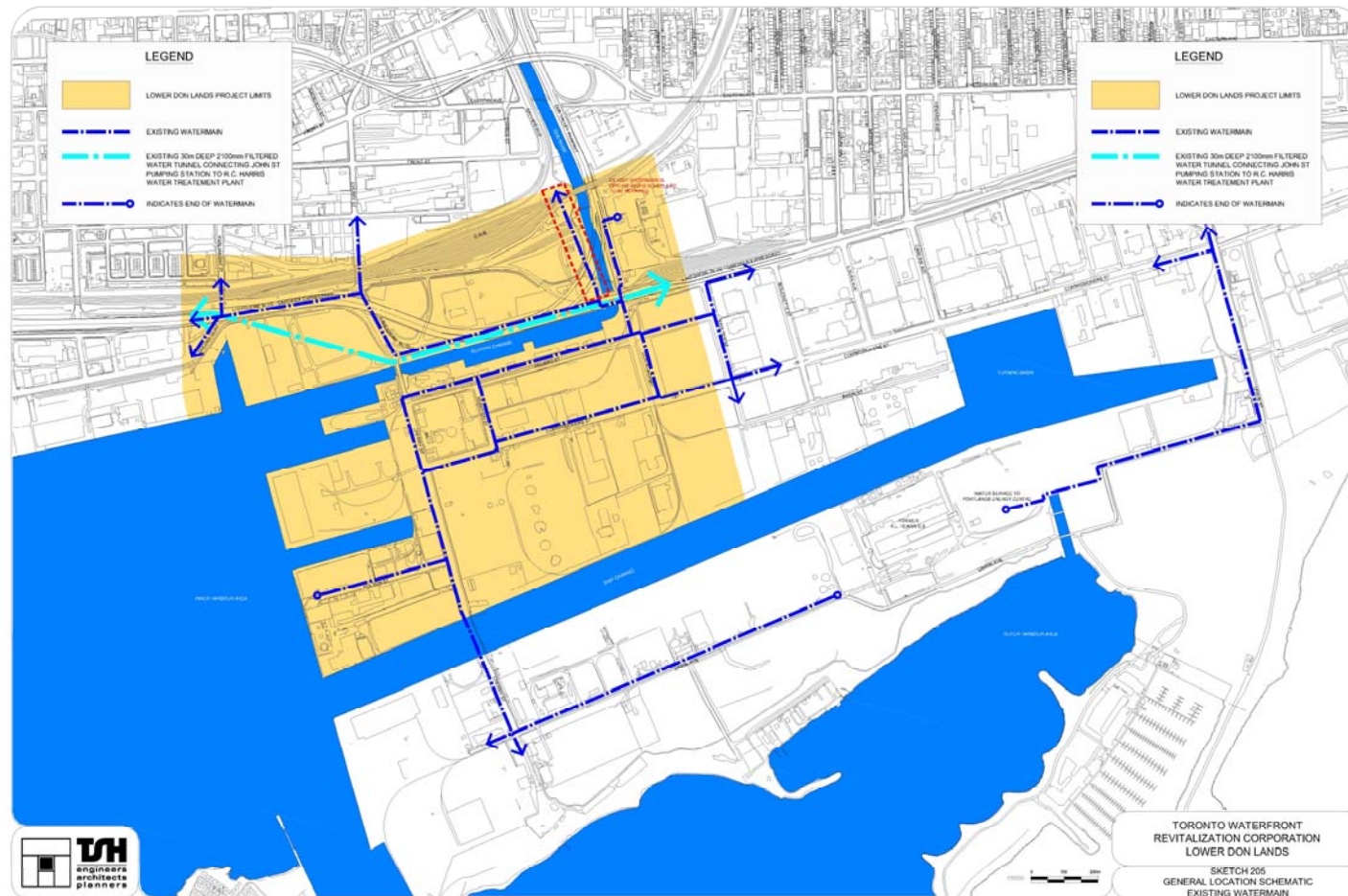


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Existing Water Supply



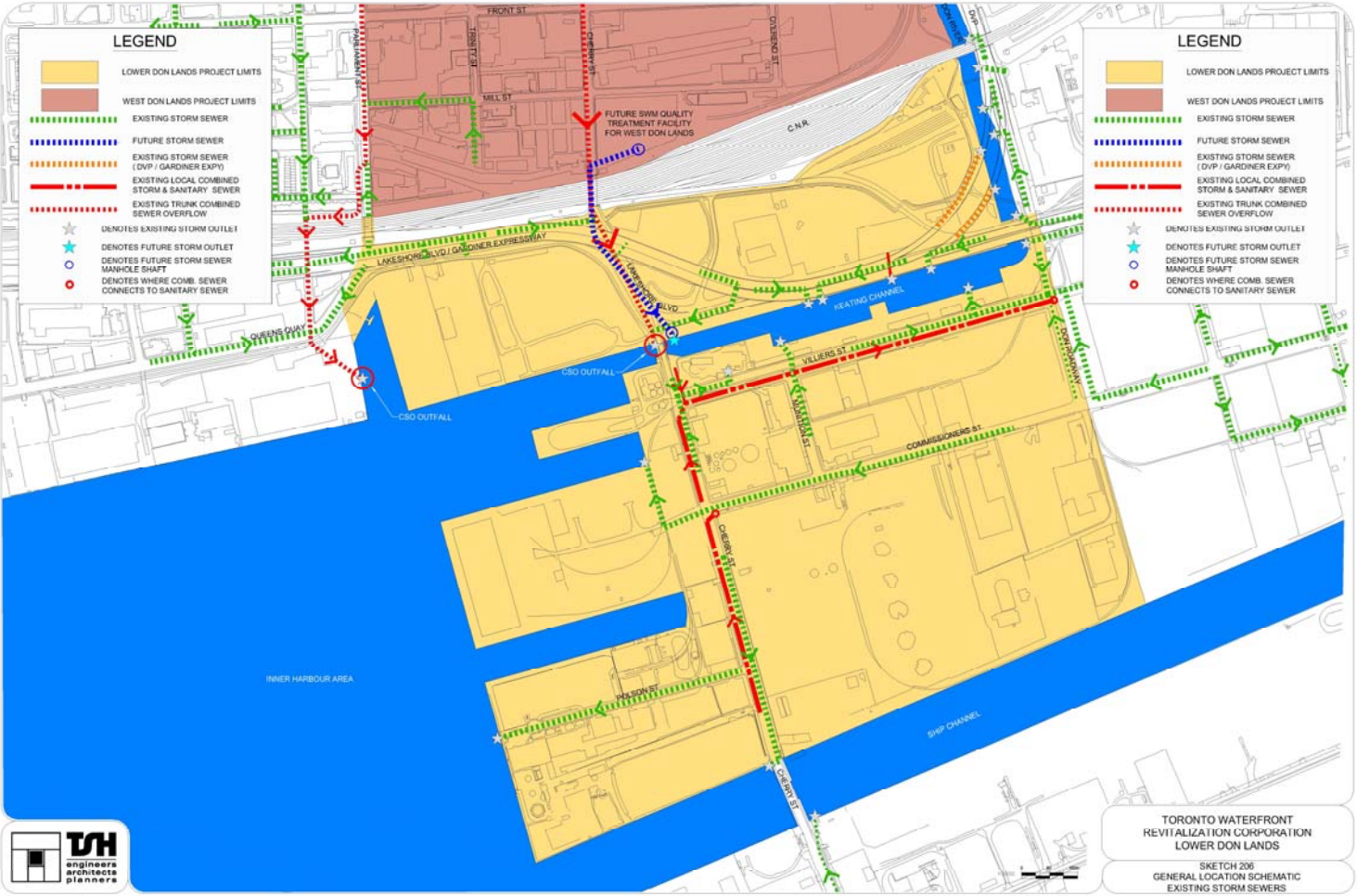
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Existing Stormwater Management Features



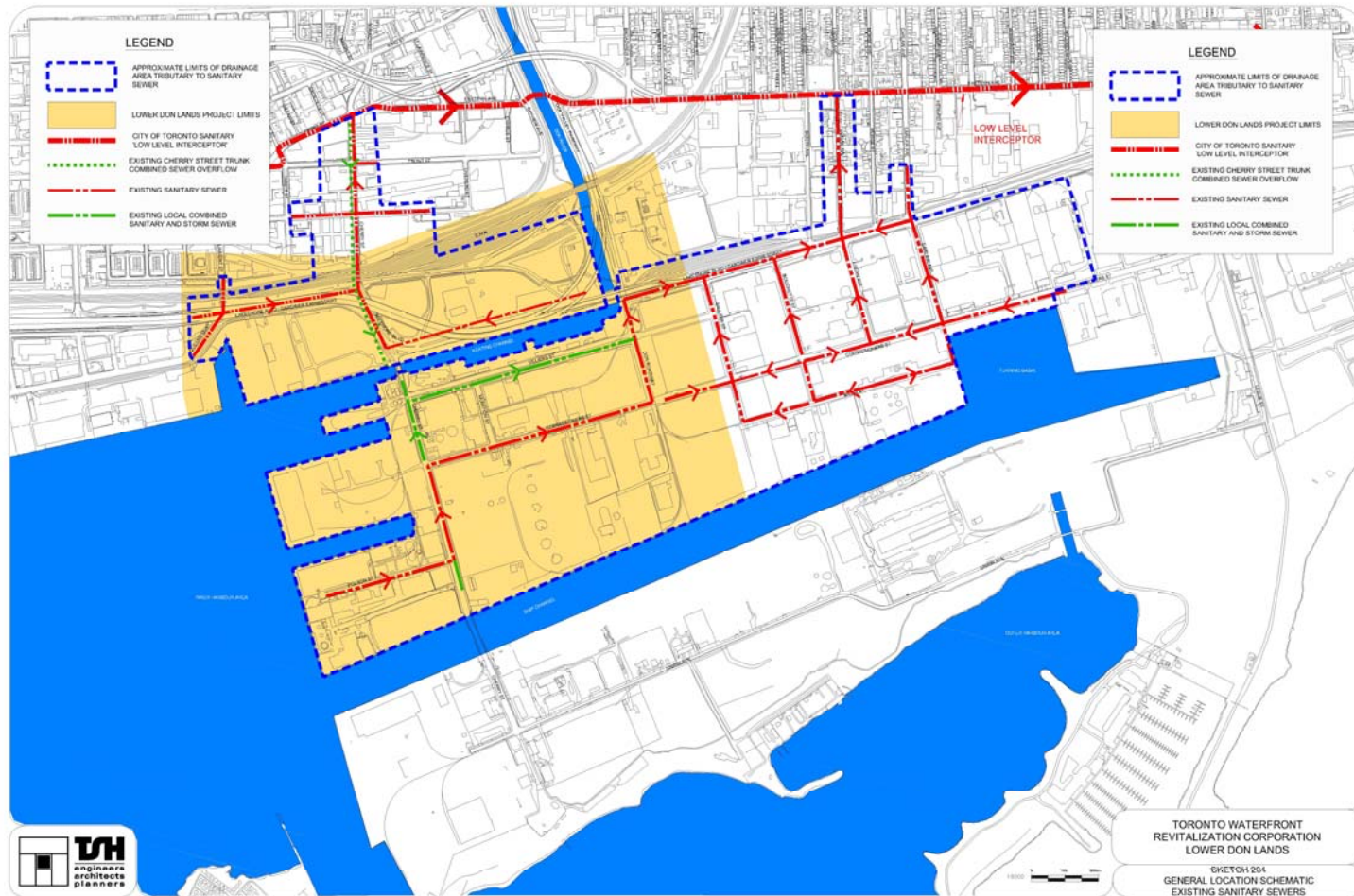
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Existing Wastewater System



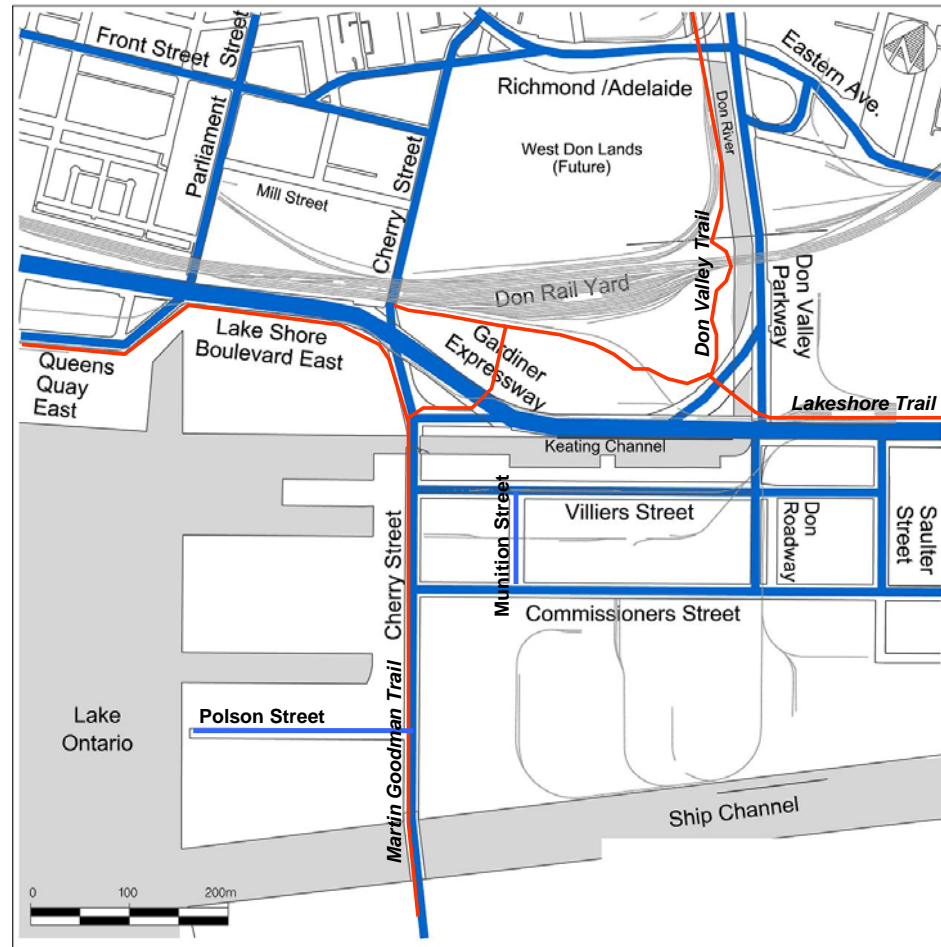
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Existing Road and Trail System



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Proposed Waterfront Transit Facilities



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Problem/Opportunity Statement

Waterfront Toronto, the City of Toronto and the Toronto Transit Commission are developing a plan to revitalize the lands at the northeastern portion of the Toronto Inner Harbour (Keating North and the Northwest Port Lands) to create a vibrant, mixed use, sustainable community that embraces and respects a newly naturalized and flood-protected mouth of the Don River. The new river channel will act as a critical piece of hydrological and ecological infrastructure offering a beautiful and functional natural feature around which diverse new communities are positioned.

The existing infrastructure (water, wastewater, stormwater, roads and transit service) is neither sufficient, nor is it configured appropriately to support the revitalization of the area and the relocation of the mouth of the Don. There is no higher-order transit service to the area, and the area is poorly connected to surrounding existing and planned neighbourhoods.

The Lower Don Lands is a keystone site between the Don River and the Inner Harbour, and between the downtown and future Port Lands development, at the crossroads of numerous transit, cycling and pedestrian routes. There is a significant opportunity with the implementation of the Don River project to improve existing infrastructure, relocate necessary elements, add transit, pedestrian and cycling facilities to serve local, recreational and commuter needs, improve or add new roads where new connections and access are needed, and to provide “green” stormwater facilities, water and sewer service as part of a comprehensive revitalization project that sets new standards for the achievement of sustainable planning and design.



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Alternative Infrastructure Planning Solutions – Water Infrastructure

Alt # 1 = do nothing

Alt # 2 = reconstruct, rehabilitate existing, construct new and improve connectivity to lands south of Shipping Channel

Alt # 3 = Alt # 2 + water efficiency measures

Alt # 4 = Alt # 3 + Non-Potable Water Supply System

Alt 4A = Public Operated Non-Potable Water Supply

Alt 4B = Private Operated Non-Potable Water Supply

Alt 4C = Combination of Alt 4A & 4B

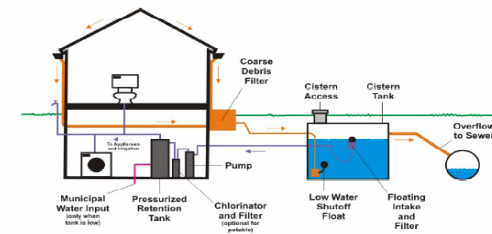


Figure 1.1: A typical domestic RWH system.

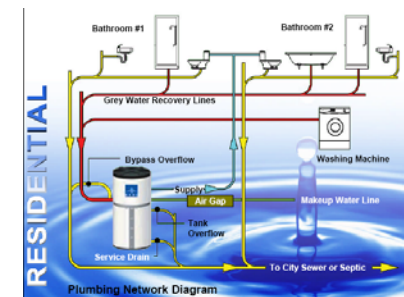
Water Infrastructure Opportunities

Public Infrastructure:

- Irrigation of public parks / trees with non-potable water supply
- Low water landscaping
- Rainwater harvesting
- Non-potable water supply / fire protection system

Private (Block Development):

- Metering practices
- High efficiency fixtures / appliance
- Low water landscaping
- Grey water re-use
- Rainwater harvesting
- Irrigation of landscape with non-potable water supply



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Alternative Infrastructure Planning Solutions – Stormwater Infrastructure

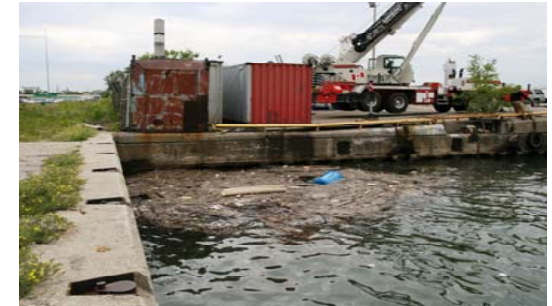
Alt # 1 = do nothing

Alt # 2 = conventional conveyance and treatment approach

Alt # 2A = use oil / grit separators to manage TSS

Alt # 2B = use detention pond / sediment trap to manage TSS

Alt # 3 = integrated treatment train approach to manage rate, volume, quality and delivery of hydrograph to receiving water



Stormwater Infrastructure Opportunities

Public Infrastructure:

- Constructed wetlands
- Stormwater quality control facilities
- Disinfection
- Keating Channel circulation
- Stormwater utility for financing of operations
- Rain gardens
- Rain water harvesting
- Spill management plan
- BMP's for control of potential pollutants (road salts)
- Facilitates understanding, appreciation and use of fish and wildlife resources

Private (Block Development):

- Green roofs
- Rain gardens
- Rain water harvesting
- Stormwater quality control facilities
- BMP's for control of potential pollutants



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Alternative Infrastructure Planning Solutions – Wastewater Infrastructure

Alt # 1 = do nothing

Alt # 2 = reconstruct, rehabilitate existing, construct new gravity sewers and assess need to service lands south of Shipping Channel

Alt # 3A = Alt # 2 + SPS / forcemain

Alt # 3B = Alt # 2 + Siphons at River Crossings

Alt # 4 = New vacuum sanitary sewer system

Alt # 5 = Eco-Island for Shipping Channel West Lands

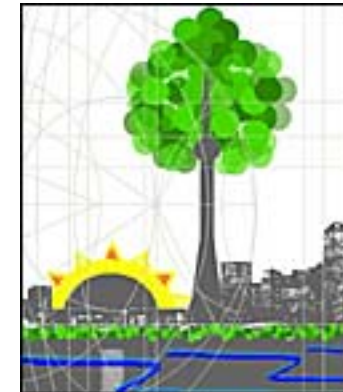
Wastewater Infrastructure Opportunities

Public Infrastructure:

- Improve operation of LLI
- Gravity connection to LLI
- Eco Island : Ship Channel West Lands
- Vacuum sanitary sewers

Private (Block Development):

- Grey water re-use
- High efficiency fixtures



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Alternative Infrastructure Planning Solutions – Road Network



- Parliament Street Alternatives
- Queens Quay Alternatives
- Cherry Street Alternatives
- Lakeshore Boulevard Alternatives
- Commissioners Street / Villiers Street Alternatives
- Don Roadway Alternatives
- Basin Street Alternatives
- Transit Alternatives



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Criteria for Evaluation of Infrastructure Planning Solutions

Theme	Evaluation Criteria	Transportation (roads, transit, pedestrians, and cyclists) [✓ is relevant]	Services (water, wastewater and stormwater) [✓ is relevant]
Natural Environment	Is it consistent with the goals of the Don Mouth naturalization study?	✓	✓
	Does it minimize impact to the <i>new</i> natural area?	✓	✓
Social Environment	Does it support a vibrant, mixed use community?	✓	✓
	Does it improve access to water's edge?	✓	
Economic Environment	Does it accommodate block sizes that are economically viable and developable?	✓	✓
	Is it cost-effective to build?	✓	✓
Cultural Heritage	Does it change or impact traditional uses of lands by Aboriginal people?	✓	✓
	Does it impact heritage structures?	✓	✓
	Does it impact areas with potential for archaeological resources?	✓	✓
Sustainability	Is it consistent with WT's Sustainability Framework and the City's standards for sustainability?	✓	✓
	Does it minimize impervious surfaces?	✓	✓
Land Use and Property	Does it maximize opportunities for new land uses and redevelopment?	✓	
	Does it impact current property ownership?	✓	
	Is it compatible with the goals for Public Realm?	✓	
Transportation Services	Does it provide a compact and walkable neighborhood?	✓	
	Does it prioritize transit?	✓	
	Future growth in travel is accommodated by providing an environment which encourages people to shift towards non-auto modes.	✓	
	Does it rationalize parking?	✓	
Municipal Services	Does it support future land uses and densities?		✓
	Does it include sustainable design technology?		✓
	Does it impact existing or planned utilities?	✓	✓
Stormwater	Is it compatible with the goals of Wet Weather Flow Master Plan?		✓
	Is it compatible with the goals of the Toronto GREEN Development Standard?		✓
	Does it provide improved flood protection?		✓
	Does it include natural processes for cleaning water before entering Lake Ontario?		✓
	Does it accommodate potential changes in extreme precipitation and water flow?		✓



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Next Steps

After Public Meeting #1 the study team will finalize the Problem and Opportunity Statement and evaluate the Planning Alternatives for infrastructure improvements.

A second Public Meeting will be held in December to present and seek input on the Preferred Planning Solutions.

You will be contacted again at that time.



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Your Input is Important

- Public participation is an important part of the study process.
- Please provide your comments to:

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Thank you for attending



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