

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

**Public Meeting #2
December 10, 2008
MVVA Team**

The main purpose of this Open House is to present and seek input on the:

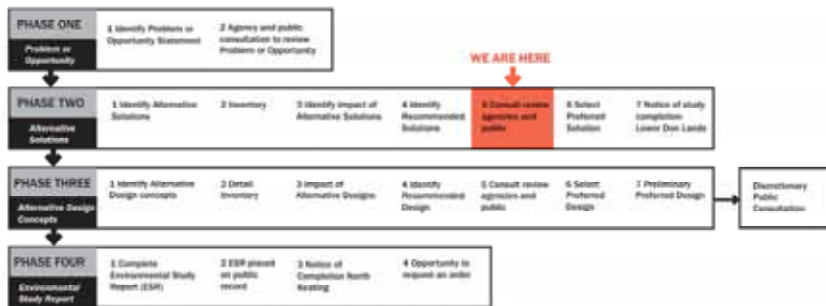
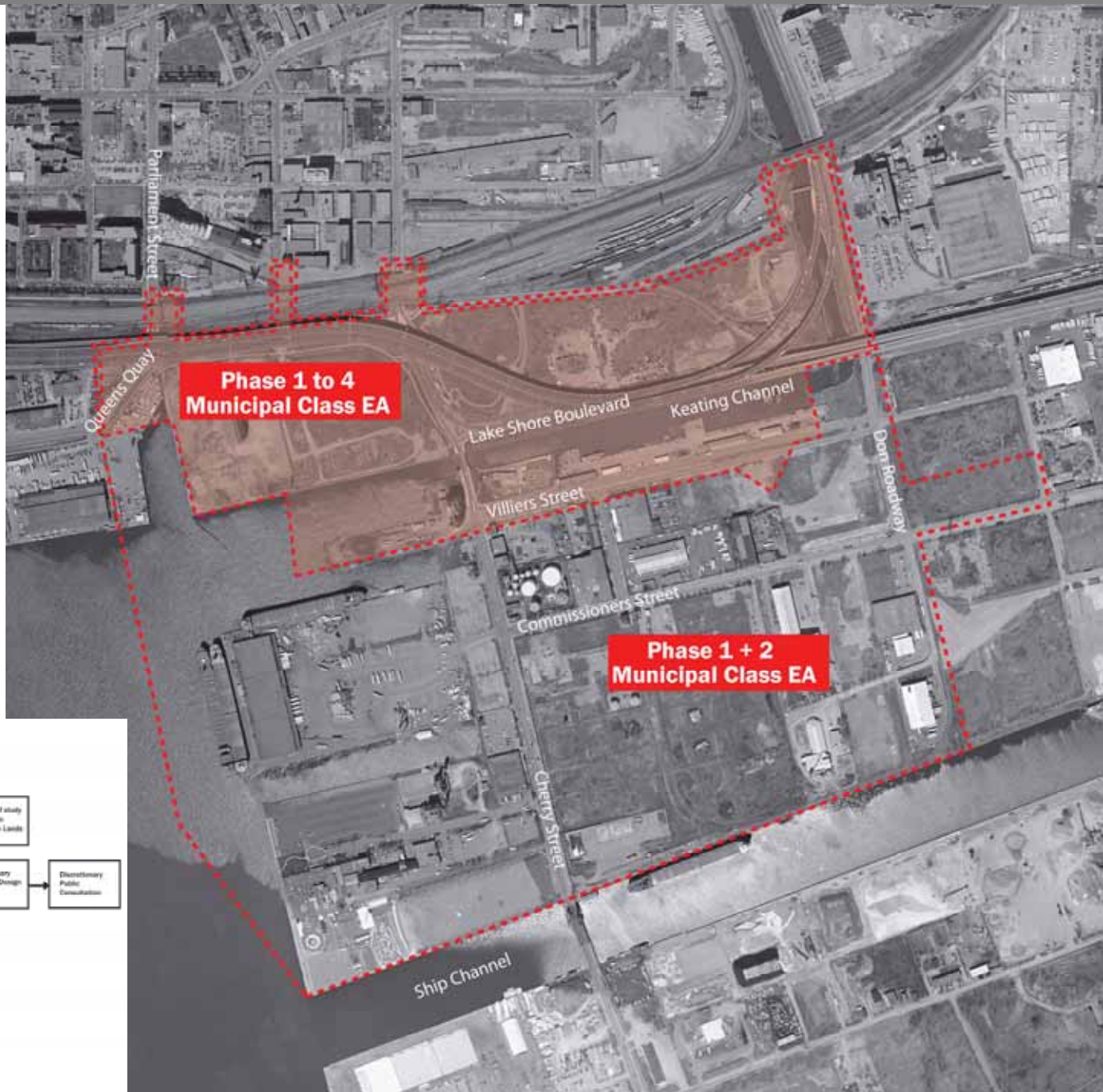
- Evaluation of transportation and infrastructure planning alternatives; and
- The preferred planning solutions and proposed transportation network.

Infrastructure proposed in this Class EA for flood vulnerable lands is based on the Preferred Alternative of the Don Mouth Naturalization Project (DMNP) EA and is dependent upon its approval.

Class EA Study Area and Process



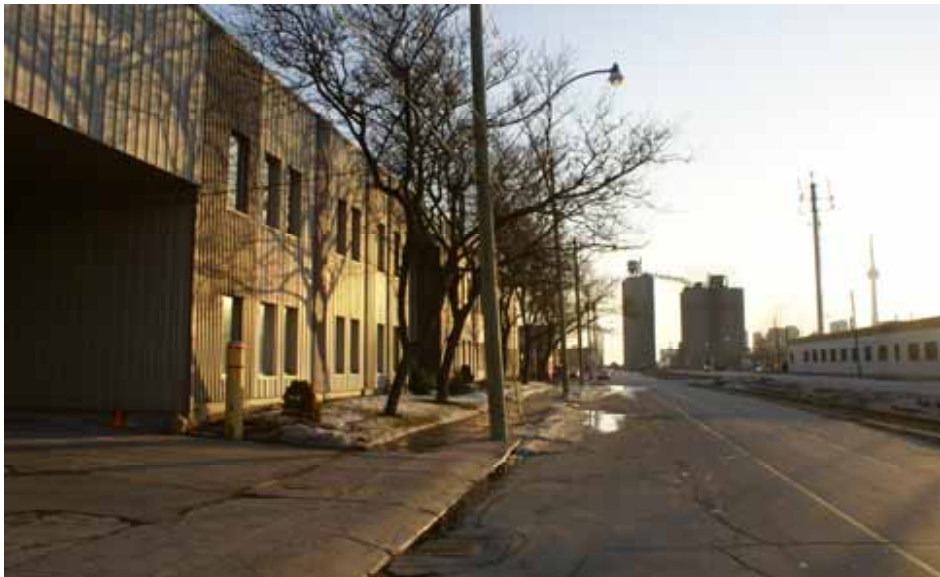
Waterfront Toronto, the City of Toronto and the TTC are co-proponents for the Class EA Master Plan for Infrastructure.



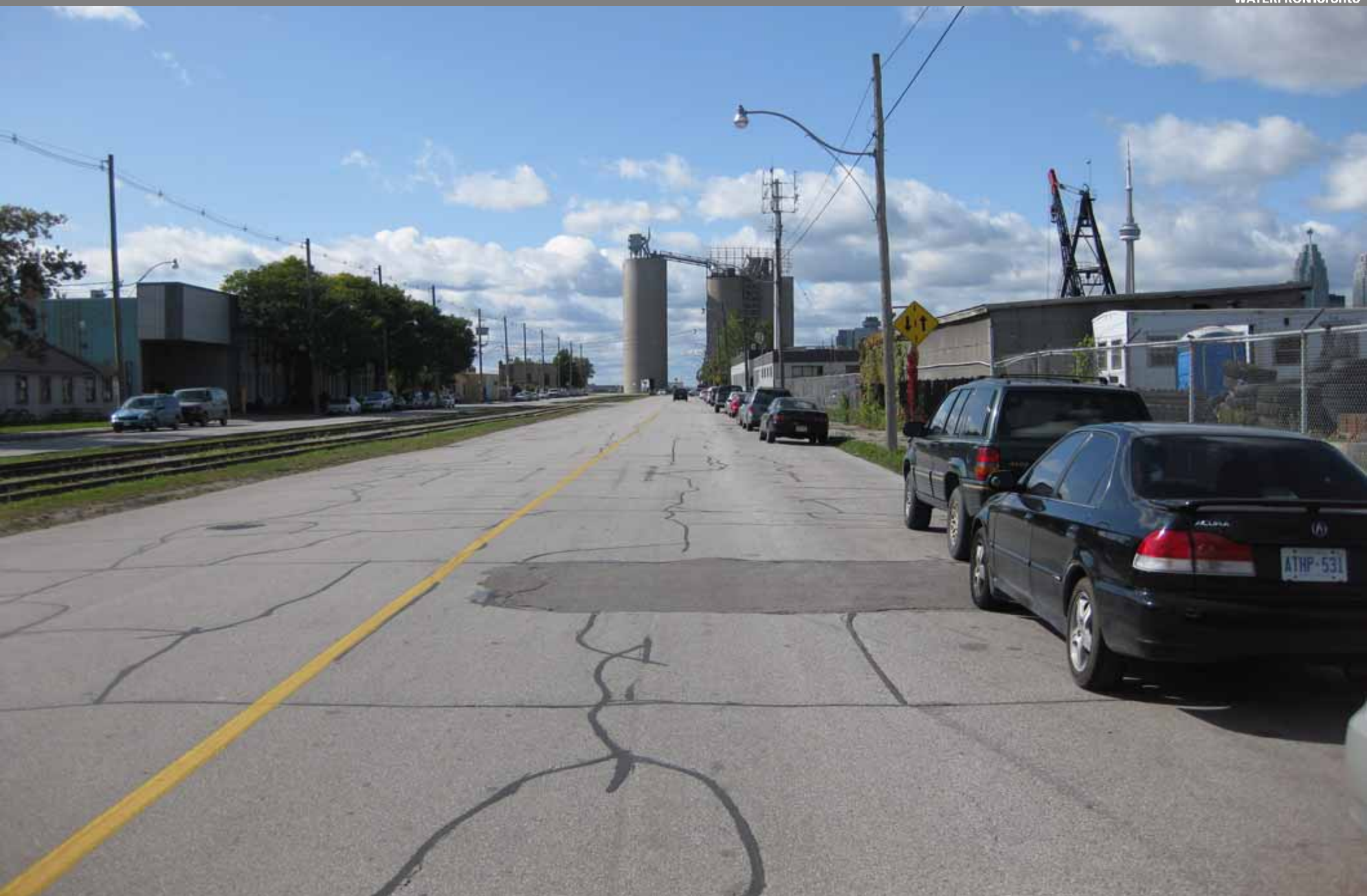
environmental assessment
LOWER DON LANDS

Existing Conditions

Natural, Social and Cultural Environments



Circulation - Transportation



Families of Corridor Alternatives

Class EA Master Plan



WATERFRONToronto



Summary of Evaluation of Transportation Alternatives - Cherry Street

#1 Bundled East
All modes on existing alignment



#2 Bundled West
All modes on a new alignment
PREFERRED



#3 Unbundled
All roads on existing alignment, and new transit crossing.



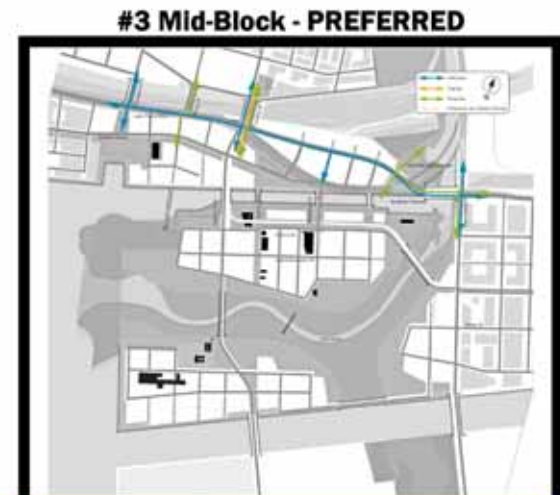
Evaluation Criteria

Natural Environment	Not Preferred	Preferred	Not Preferred
Social Environment	Not Preferred	Preferred	Not Preferred
Economic Environment	Not Preferred	Preferred	Not Preferred
Cultural Environment	Not Preferred	Preferred	Not Preferred
Sustainability	Not Preferred	Preferred	Not Preferred
Land Use and Property	Not Preferred	Preferred	Not Preferred
Transportation	Not Preferred	Preferred	Preferred
Municipal Services	Not Preferred	Preferred	Preferred
Overall Preferred	Not Preferred	Preferred	Not Preferred

SUMMARY

The Preferred Cherry Street Planning Alternative is **#2 Bundled West (all modes on new alignment)** because it creates two main north/south streets that promote vibrant development and a block pattern that accommodates a transit hub in future development lands west of Cherry Street. It also provides enhanced multi-modal access at two locations across the Keating Channel and maximizes access to the water's edge. It minimizes disruption and property impacts to businesses, traffic and existing utilities on Cherry Street, creates economically viable land blocks in the western half of the study area, minimizes impacts to heritage structures and promotes alternative transportation use by providing a separate and continuous bicycle and pedestrian corridor. The new vehicular crossings (including footbridge) offers the greatest opportunities for streetscaping and public realm, maximizing pedestrian and bicycle mobility and offering a high level of connectivity with east/west roads through a flexible roadway network.

Summary of Evaluation of Transportation Alternatives – Lake Shore Boulevard East



Evaluation Criteria

Natural Environment	Preferred	Preferred	Preferred
Social Environment	Not Preferred	Not Preferred	Preferred
Economic Environment	Not Preferred	Not Preferred	Preferred
Cultural Environment	Preferred	Preferred	Preferred
Sustainability	Not Preferred	Not Preferred	Preferred
Land Use and Property	Not Preferred	Not Preferred	Preferred
Transportation	Not Preferred	Preferred	Preferred
Municipal Services	Not Preferred	Preferred	Preferred
Overall Preferred	Not Preferred	Not Preferred	Preferred

SUMMARY

The Preferred Lake Shore Boulevard East Planning Alternative is **#3 Mid-Block** because it supports active uses on both sides of the street and makes the water's edge available for use by the public and pedestrians. The block sizes on both sides are developable, maximizing economic viability. It provides an urban boulevard with potential for active uses on both sides of the street that can attract pedestrian activity. It also increases ground floor activity opportunities on both sides of the street and creates an active street through the center of Keating North that can be accentuated with numerous public realm amenities. It supports a compact and walkable neighbourhood, provides for good transit connections at Cherry Street, creates a vibrant multi-modal use street and traffic can be maintained on existing Lake Shore Boulevard East during construction.

Summary of Evaluation of Transportation Alternatives – Queens Quay

#1 North Alignment
Easterly Extension North of the Silos
PREFERRED

#2 South Alignment
Easterly Extension South of Silos



Evaluation Criteria	#1 North Alignment	#2 South Alignment
Natural Environment	Preferred	Preferred
Social Environment	Preferred	Preferred
Economic Environment	Preferred	Not Preferred
Cultural Environment	Preferred	Preferred
Sustainability	Preferred	Not Preferred
Land Use and Property	Preferred	Not Preferred
Transportation	Preferred	Not Preferred
Municipal Services	Preferred	Preferred
Overall Preferred	Preferred	Not Preferred
SUMMARY	The Preferred Queens Quay Planning Alternative is #1 North Alignment because it maximizes areas for development and open space, accommodates transit through the centre of the site and supports a pedestrian, retail lined Queens Quay. It also supports a compact and walkable neighbourhood with viable block sizes.	

Summary of Evaluation of Transportation Alternatives – Don Roadway

#1 Existing to Commissioners (Existing Alignment)



#2 Extend to Ship Channel with provision for Transit - PREFERRED



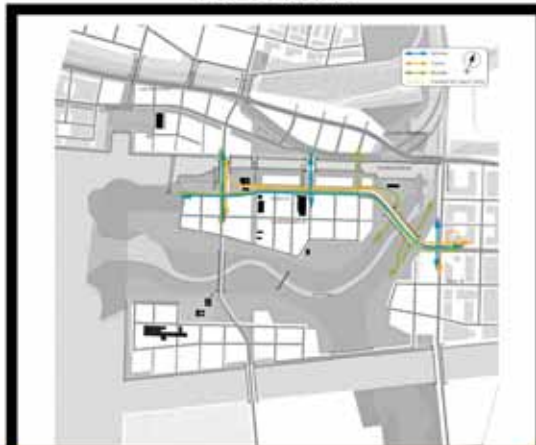
Evaluation Criteria

Natural Environment	Preferred	Preferred
Social Environment	Not Preferred	Preferred
Economic Environment	Preferred	Preferred
Cultural Environment	Preferred	Preferred
Sustainability	Preferred	Not Preferred
Land Use and Property	Not Preferred	Preferred
Transportation	Not Preferred	Preferred
Municipal Services	Preferred	Preferred
Overall Preferred	Not Preferred	Preferred

SUMMARY The Preferred Don Roadway Planning Alternative is **#2 Extend to Ship Channel with provision for Transit** because it promotes vibrancy by improving circulation to the southern sections of Ship Channel East and West and facilitates a possible future new connection across the Ship Channel to beach area south of the Port Lands. It is consistent with transit that supports denser development and more activity in the area, maximizes opportunities for new land uses and development in the southeast quadrant of the Lower Don Lands and is compatible with public realm goals.

Summary of Evaluation of Transportation Alternatives – Commissioners Street

#1 Villiers Alignment
Northern Alignment on the Existing Villiers Street
PREFERRED



#2 Mid-Block Alignment
Mid-block alignment between Villiers and Commissioners Street



#3 Park Front Alignment
Alignment on the existing Commissioners, which is now the edge of the Park



Evaluation Criteria

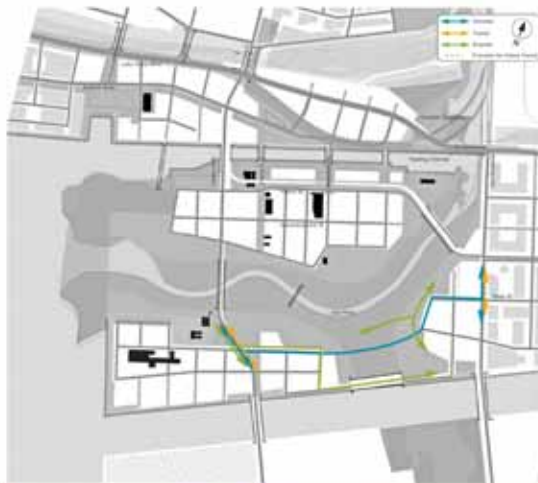
Natural Environment	Preferred	Not Preferred	Not Preferred
Social Environment	Preferred	Not Preferred	Not Preferred
Economic Environment	Preferred	Not Preferred	Not Preferred
Cultural Environment	Preferred	Preferred	Preferred
Sustainability	Preferred	Not Preferred	Not Preferred
Land Use and Property	Preferred	Not Preferred	Not Preferred
Transportation	Preferred	Not Preferred	Not Preferred
Municipal Services	Preferred	Preferred	Preferred
Overall Preferred	Preferred	Not Preferred	Not Preferred

SUMMARY

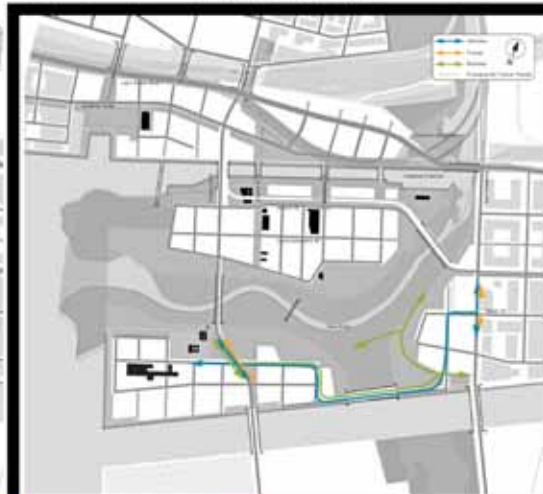
The Preferred Commissioners Street Planning Alternative is **#1 Villiers Alignment** because it is closest to the Keating Channel neighbourhood, providing greater connectivity and more potential for vibrant and mixed uses for the community. It provides direct access to Keating Channel, does not require complicated land acquisitions and reduces impacts to the existing Commissioners Street during construction of the new bridge. The orientation of the bridge crossing connects the Don Valley bikeway trail to the core development and new river areas. This alternative also provides for a compact and walkable neighbourhood and has the greatest potential to improve transit modal split because of its central location between the blocks north and south of the Keating Channel.

Summary of Evaluation of Transportation Alternatives – Basin Street

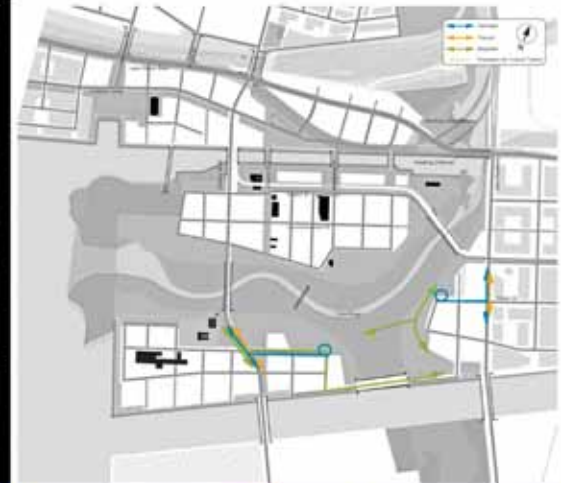
#1 Modified Secondary Plan Alignment



**#2 Southern Alignment
PREFERRED**



#3 Discontinuous Alignment



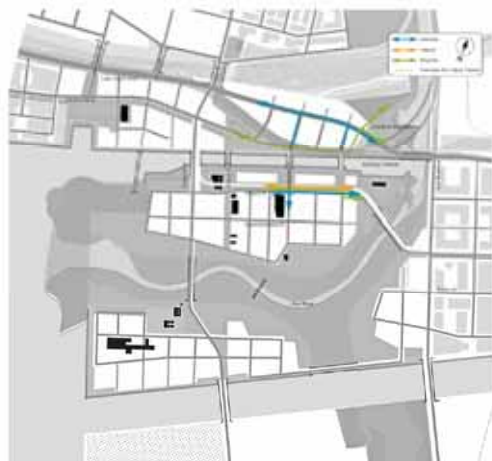
Evaluation Criteria

Natural Environment	Not Preferred	Preferred	Preferred
Social Environment	Not Preferred	Preferred	Not Preferred
Economic Environment	Not Preferred	Preferred	Not Preferred
Cultural Environment	Preferred	Preferred	Preferred
Sustainability	Not Preferred	Not Preferred	Preferred
Land Use and Property	Not Preferred	Preferred	Not Preferred
Transportation	Not Preferred	Preferred	Not Preferred
Municipal Services	Preferred	Preferred	Preferred
Overall Preferred	Not Preferred	Preferred	Not Preferred

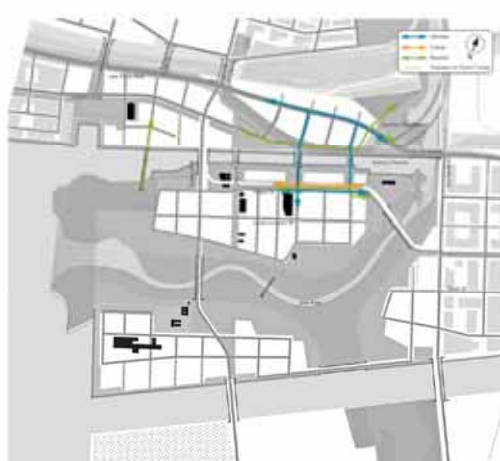
SUMMARY The Preferred Basin Street Planning Alternative is **#2 Southern Alignment** because it does not impact the Don Mouth Naturalization area, it offers potential for the most active and vibrant uses within neighbourhoods and provides for the greatest connection of neighbourhoods in the southern half of the Lower Don Lands area. It also maximizes exposure to the water's edge in the west and at the ship channel and provides opportunities for new land uses, public realm features and great views towards the city and Lake Ontario.

Summary of Evaluation of Transportation Alternatives – Keating Crossing

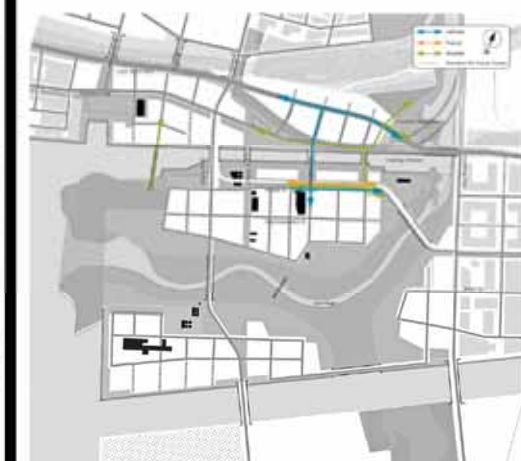
#1 No Crossings
No New Crossings of the Keating Channel



#2 Vehicular Heavy
Two Vehicular Crossings and One Pedestrian/Bike Crossing (Trinity)



#3 Pedestrian / Bike Heavy
One Vehicular Crossing (Munition) and Two Pedestrian/Bike Crossings
PREFERRED



Evaluation Criteria

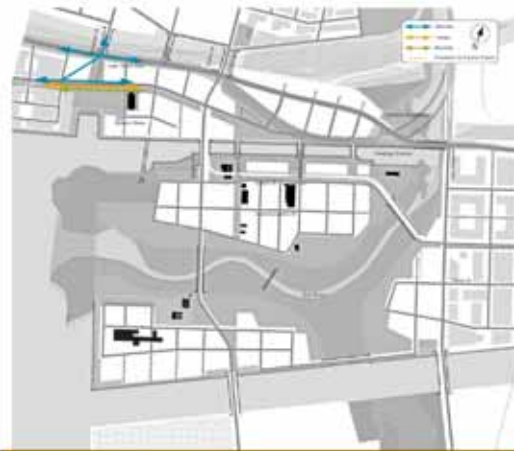
Natural Environment	Preferred	Not Preferred	Not Preferred
Social Environment	Not Preferred	Not Preferred	Preferred
Economic Environment	Preferred	Not Preferred	Preferred
Cultural Environment	Preferred	Not Preferred	Not Preferred
Sustainability	Preferred	Not Preferred	Preferred
Land Use and Property	Not Preferred	Not Preferred	Preferred
Transportation	Not Preferred	Not Preferred	Preferred
Municipal Services	Not Preferred	Preferred	Preferred
Overall Preferred	Not Preferred	Not Preferred	Preferred

SUMMARY

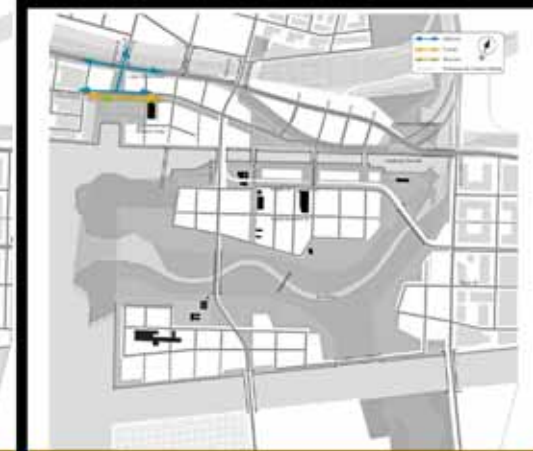
The Preferred Keating Crossing Alternative is **# 3 Pedestrian / Bike Heavy** because it provides a separate and continuous bicycle and pedestrian corridor across the Keating Channel to southerly neighbourhoods and is the most direct bicycle route to the Don River park and the Don Valley Trail System. This alternative also provides increased flexibility for the road network as a second north/south corridor which will reduce vehicular demand on Cherry Street. It provides access to development properties, increases economic viability and opportunities for new land uses along the corridor.

Summary of Evaluation of Transportation Alternatives – Parliament Street

**#1 Do Nothing
Existing Alignment**



**#2 Realigned
Realigned Perpendicularly to
Queens Quay
PREFERRED**



Evaluation Criteria	#1 Do Nothing Existing Alignment	#2 Realigned Realigned Perpendicularly to Queens Quay PREFERRED
Natural Environment	Preferred	Preferred
Social Environment	Not Preferred	Preferred
Economic Environment	Not Preferred	Preferred
Cultural Environment	Preferred	Preferred
Sustainability	Not Preferred	Preferred
Land Use and Property	Not Preferred	Preferred
Transportation	Not Preferred	Preferred
Municipal Services	Not Preferred	Preferred
Overall Preferred	Not Preferred	Preferred
SUMMARY	<p>The Preferred Parliament Street Alternative is #2 Realigned (Realigned perpendicularly to Queens Quay) because it provides shorter and more direct access to the Parliament slip, which provides enhanced opportunities for active streets. This alternative creates a greater potential for a walkable street and greater accessibility to transit through the normalized intersection. The new vehicular transportation corridor also creates a more economically viable block and will allow businesses and traffic to continue with minimized disruptions.</p>	

Summary of Evaluation of Transportation Alternatives – Portal Alternatives

Parliament Tunnel Alternatives

Evaluation Criteria	#1 Do Nothing Existing Underpass	#2 Improve Tunnel Improve Existing Underpass PREFERRED
Natural Environment	Preferred	Preferred
Social Environment	Not Preferred	Preferred
Economic Environment	Not Preferred	Preferred
Cultural Environment	Preferred	Preferred
Sustainability	Not Preferred	Preferred
Land Use and Property	Not Preferred	Preferred
Transportation	Not Preferred	Preferred
Municipal Services	Preferred	Preferred
Overall Preferred	Not Preferred	Preferred
SUMMARY	The Preferred Alternative is #2 Improve Tunnel because it promotes a vibrant, mixed use community, with pedestrian access to the Parliament Street Slip. In addition, it promotes alternative transportation modes and contributes to improved public realm.	

Trinity Tunnel Alternatives

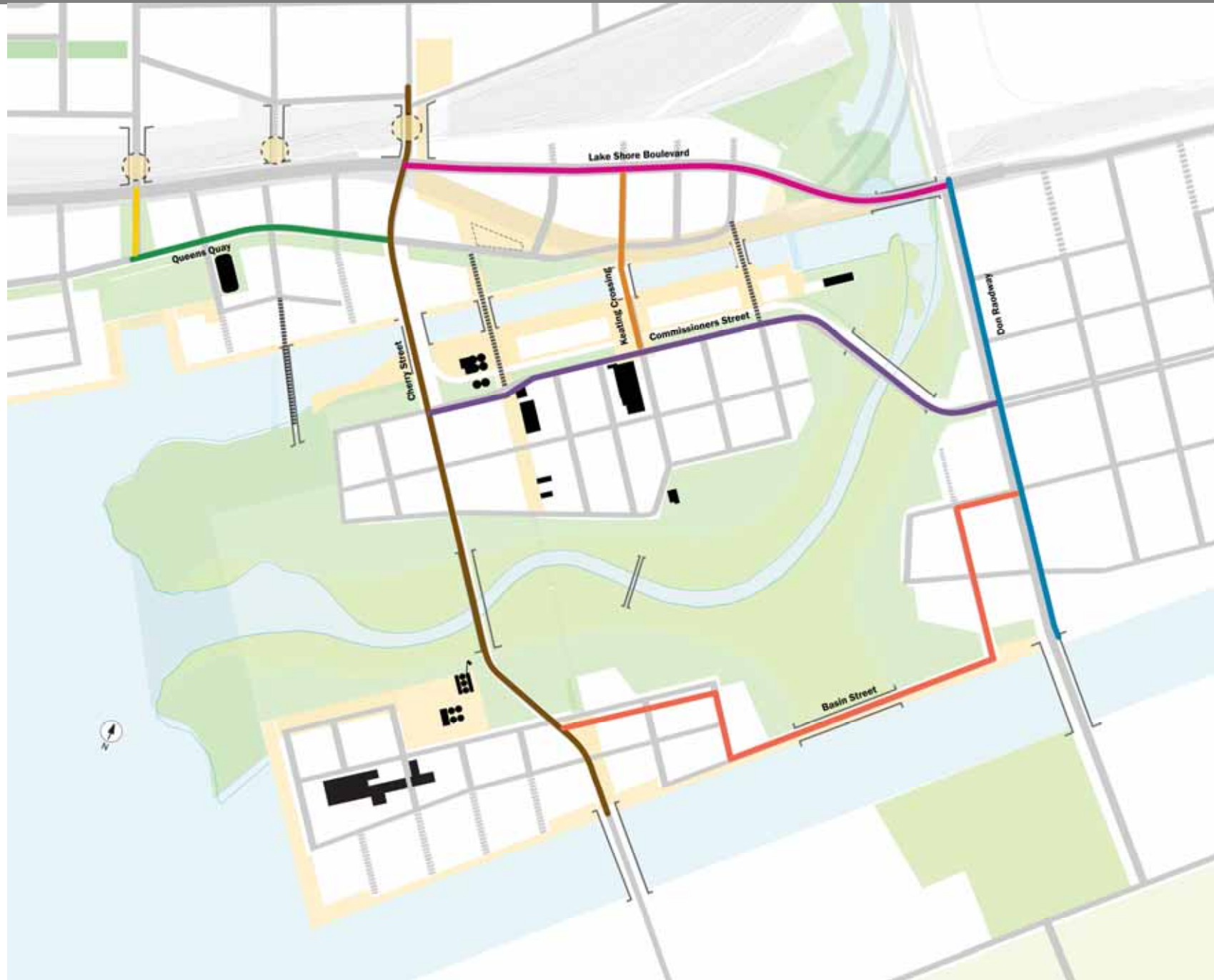
Evaluation Criteria	#1 Do Nothing No Connection under the Rail Corridor	#2 Create New Tunnel Add a New Underpass PREFERRED
Natural Environment	Preferred	Preferred
Social Environment	Not Preferred	Preferred
Economic Environment	Not Preferred	Preferred
Cultural Environment	Preferred	Preferred
Sustainability	Preferred	Preferred
Land Use and Property	Not Preferred	Preferred
Transportation	Not Preferred	Preferred
Municipal Services	Preferred	Not Preferred
Overall Preferred	Not Preferred	Preferred
SUMMARY	The Preferred Alternative is #2 Create New Tunnel because it provides multimodal access between the Distillery District and East Bayfront, allowing for the greatest potential for a vibrant, mixed use community. It also promotes access to the water, provides for economically viable blocks and supports and contributes to improvements to the public realm.	

Cherry Street Tunnel Alternatives

Evaluation Criteria	#1 Do Nothing Existing Underpass	#2 Improve Tunnel Widen Existing Underpass PREFERRED	#3 Build Second Tunnel Add a Second Underpass to the Existing Underpass PREFERRED	#4 Widen and Build Second Tunnel Add a Second Underpass to the Widened Underpass PREFERRED
Natural Environment	Preferred	Preferred	Preferred	Preferred
Social Environment	Not Preferred	Preferred	Preferred	Preferred
Economic Environment	Not Preferred	Preferred	Preferred	Preferred
Cultural Environment	Preferred	Not Preferred	Not Preferred	Not Preferred
Sustainability	Not Preferred	Preferred	Preferred	Preferred
Land Use and Property	Not Preferred	Preferred	Preferred	Preferred
Transportation	Not Preferred	Preferred	Preferred	Preferred
Municipal Services	Preferred	Not Preferred	Not Preferred	Not Preferred
Overall Preferred	Not Preferred	Preferred	Preferred	Preferred
SUMMARY	The Preferred Alternative is #2, #3 and #4 to improve the existing tunnel, build a second tunnel and add a second tunnel to the widened tunnel, because it will enhance multimodal access along Cherry Street to provide the greatest potential for a vibrant, mixed use community. The new transit corridor will create more economically viable blocks and a multimodal corridor promotes new land use and development. The two alternatives support a compact, walkable neighbourhood and increase space for pedestrians and bicycles.			

Preliminary Preferred Network

Class EA Master Plan



Preliminary Preferred Transit Network

Class EA Master Plan



Preliminary Preferred Trail Network

Class EA Master Plan



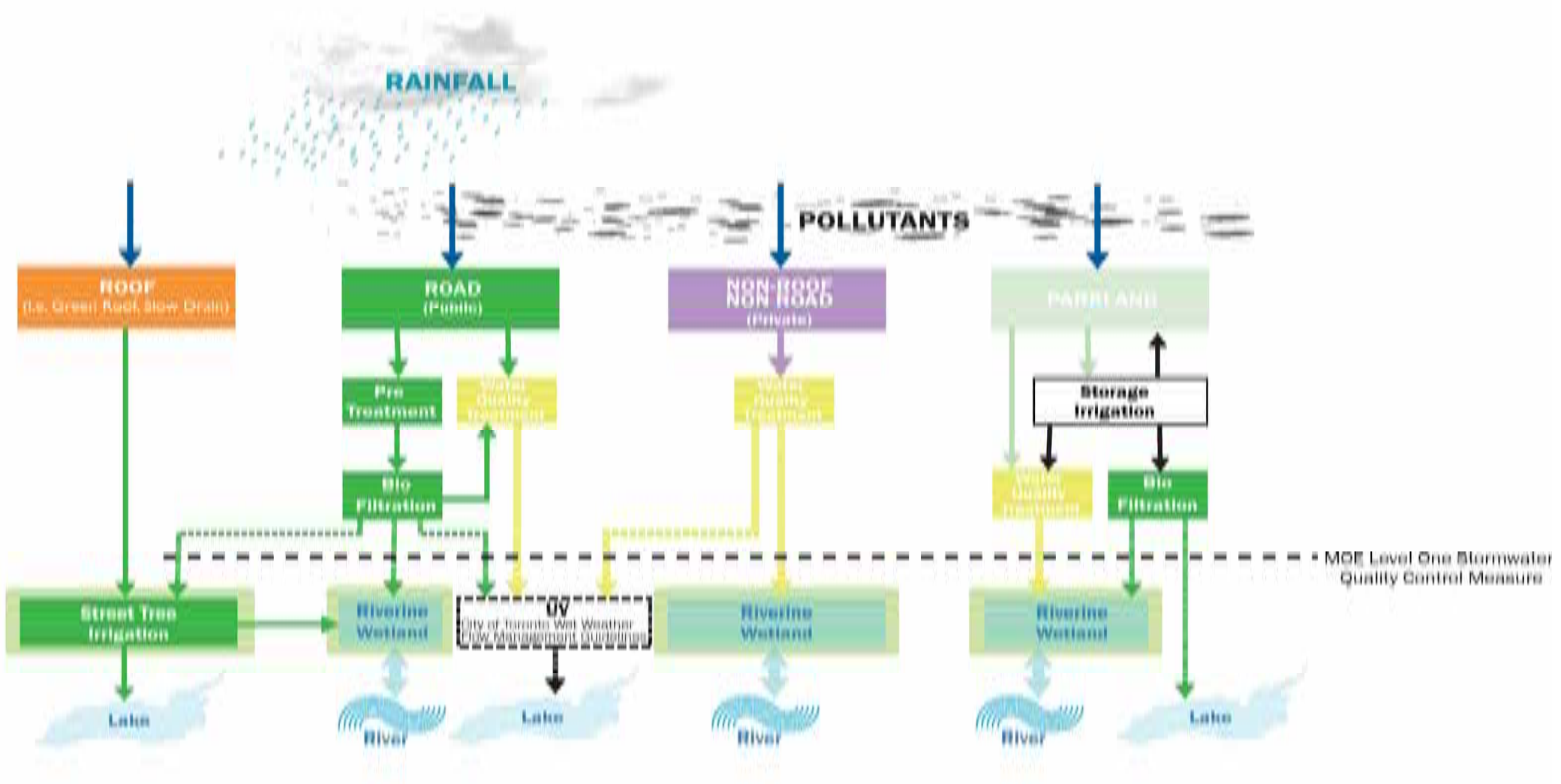
Stormwater



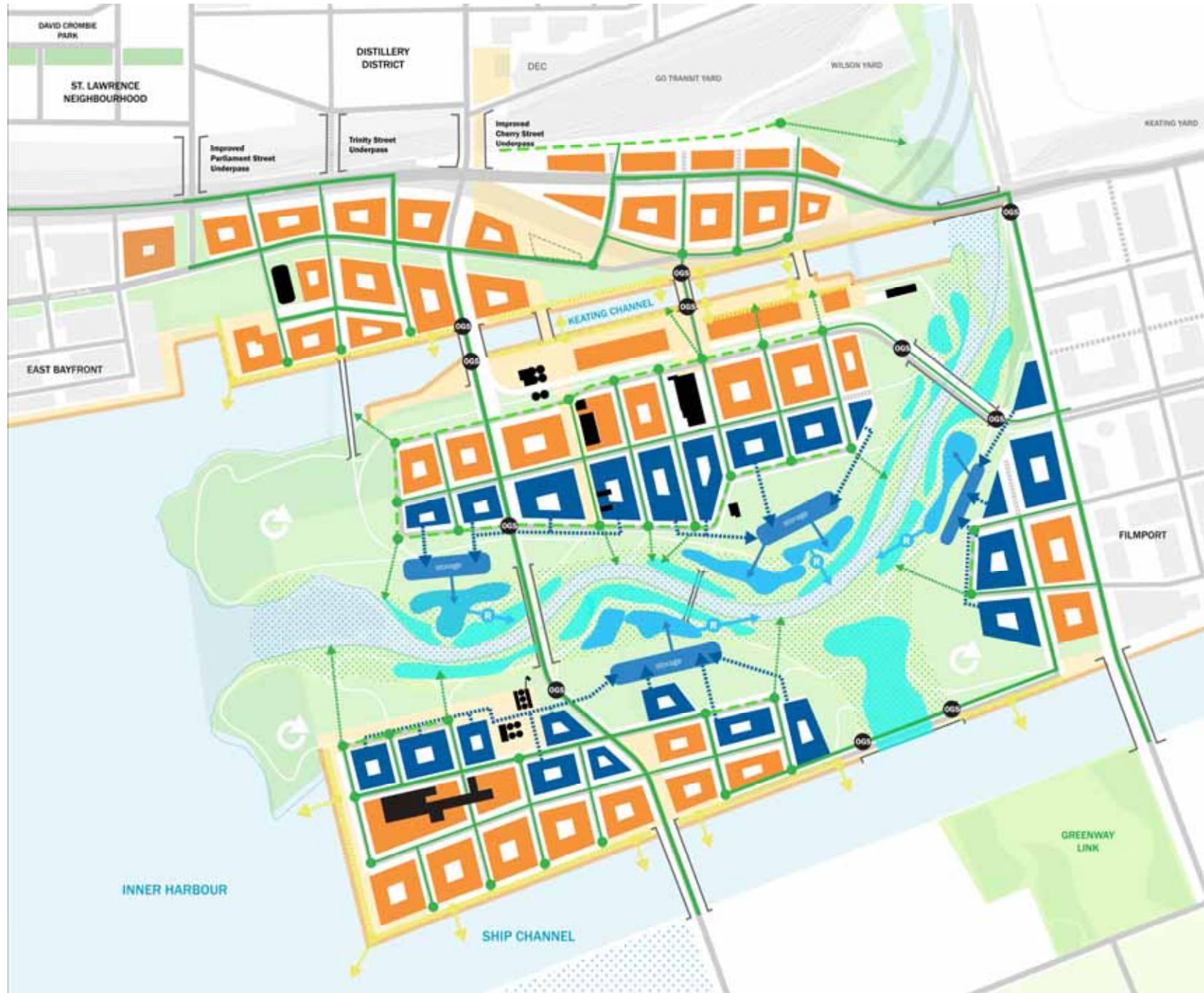
Summary Evaluation of Stormwater Planning Alternatives

Evaluation Criteria	Alternative #1	Alternative #2A	Alternative # 2B	Alternative #3
	Do Nothing	Use Oil/Grit Separators (OGS) to Manage Total Suspended Solids (TSS)	Use Detention Pond/Sediment Trap to Manage Total Suspended Solids (TSS)	Integrated Treatment Train Approach to Manage Rate, Volume, Quality and Delivery of Hydrograph to Receiving Water PREFERRED
Natural Environment	Not Preferred	Feasible	Feasible	Preferred
Social Environment	Not Preferred	Not Preferred	Not Preferred	Preferred
Economic Environment	Not Preferred	Feasible	Feasible	Preferred
Cultural Environment	Preferred	Feasible	Feasible	Feasible
Sustainability	Not Preferred	Feasible	Feasible	Preferred
Land Use and Property	Not Preferred	Preferred	Feasible	Preferred
Transportation	Feasible	Feasible	Feasible	Feasible
Municipal Services	Not Preferred	Feasible	Feasible	Preferred
Overall Preferred	Not Preferred	Not Preferred	Not Preferred	Preferred
SUMMARY	The Preferred Stormwater Planning Solution is Alternative #3 because it addresses both stormwater quality and quantity requirements and provides for potential additional enhancement of stormwater by providing multiple methods for Stormwater Management.			

Stormwater Runoff Treatment Process



Stormwater Management Master Plan



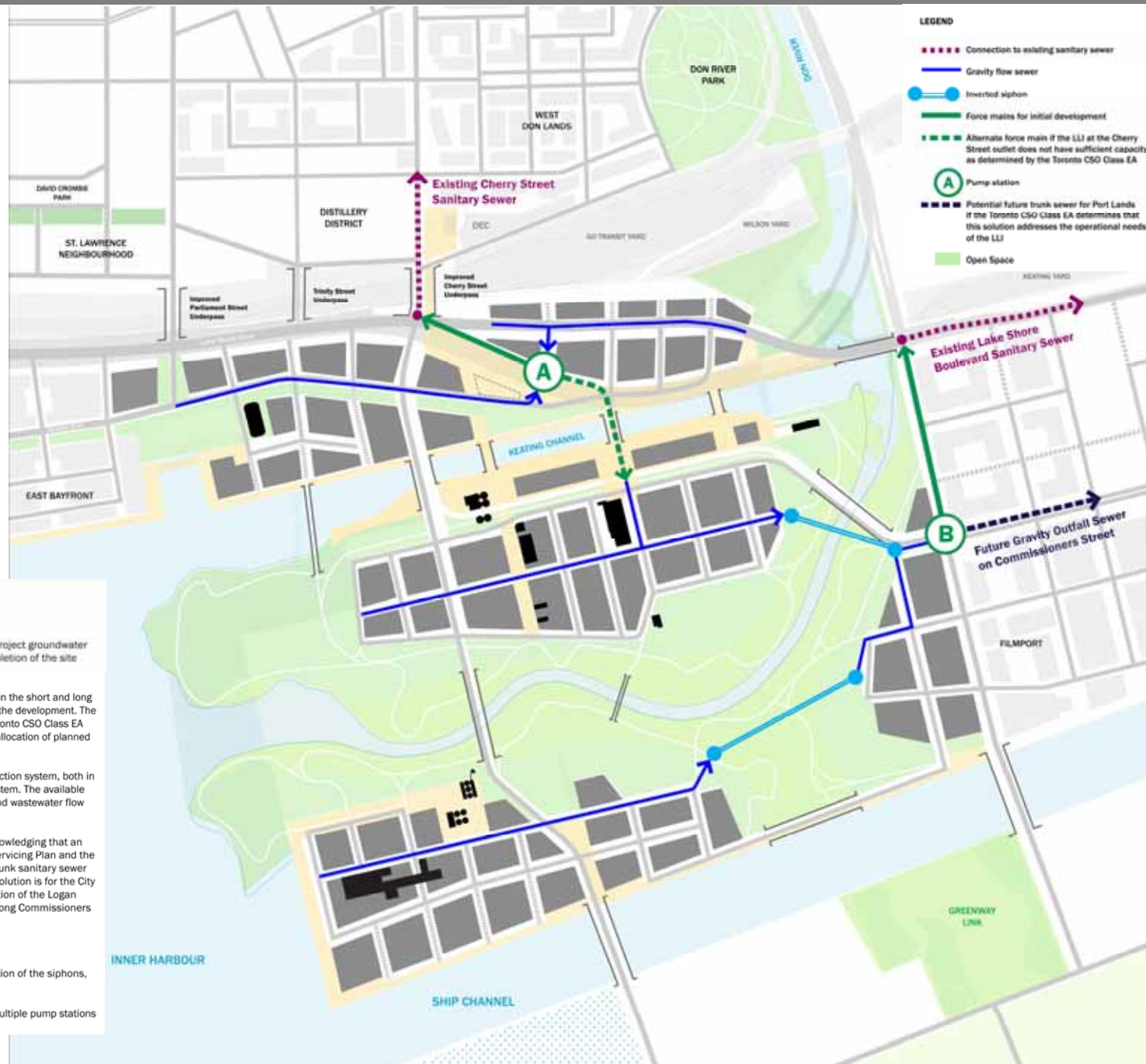
Infrastructure - Water and Wastewater



Summary of Evaluation of Infrastructure Planning Alternatives – Wastewater

Evaluation Criteria	Alternative 1: Do Nothing	Alternative 2A: Conventional Gravity Collection Systems by means of Rehab/Reconstruct	Alternative 2B: Conventional Gravity Collection Systems by means of Rehab/Reconstruct + New Commissioners St. Trunk Sewer	Alternative 3A: Alt 2A/B + Sewage Pumping Station (SPS) & Forcemains	Alternative 3B: Alt 3A & use of Gravity Operated Siphons in Lieu of SPS & Forcemain	Alternative 4: Vacuum Sanitary Sewage Collection System	Alternative 5: Ship Channel West Lands (Eco-Island) Serviced with On-site Sewage Treatment Facilities
Natural Environment	Not Feasible	Not Feasible	Feasible	Feasible	Preferred	Feasible	Preferred for Eco-Island
Social Environment	Not Feasible	Not Feasible	Feasible	Feasible	Preferred	Feasible	Feasible
Economic Environment	Not Feasible	Feasible	Feasible	Feasible	Preferred	Not Feasible	Feasible
Cultural Environment	Preferred	Feasible	Feasible	Feasible	Feasible	Feasible	Feasible
Sustainability	Not Feasible	Feasible	Feasible	Feasible	Preferred	Feasible	Feasible
Land Use and Property	Not Feasible	Not Feasible	Feasible	Preferred	Feasible	Not Feasible	Feasible
Municipal Services	Not Feasible	Not Feasible	Feasible	Feasible	Preferred	Not Feasible	Feasible
Overall Preferred	Not Preferred	Not Preferred	Not Preferred	Not Preferred	Preferred	Not Preferred	Not Preferred
SUMMARY	The Preferred Wastewater Planning Solution is Alternative 3B because it provides the greatest flexibility in addressing the short and long term servicing needs of both the Lower Don Lands. As it compatible with the new river alignment, and has the flexibility to accommodate planning and loading changes while minimizing energy input requirements.						

Preferred Wastewater Solution



Qualifying Conditions

All wastewater infrastructure is below grade.

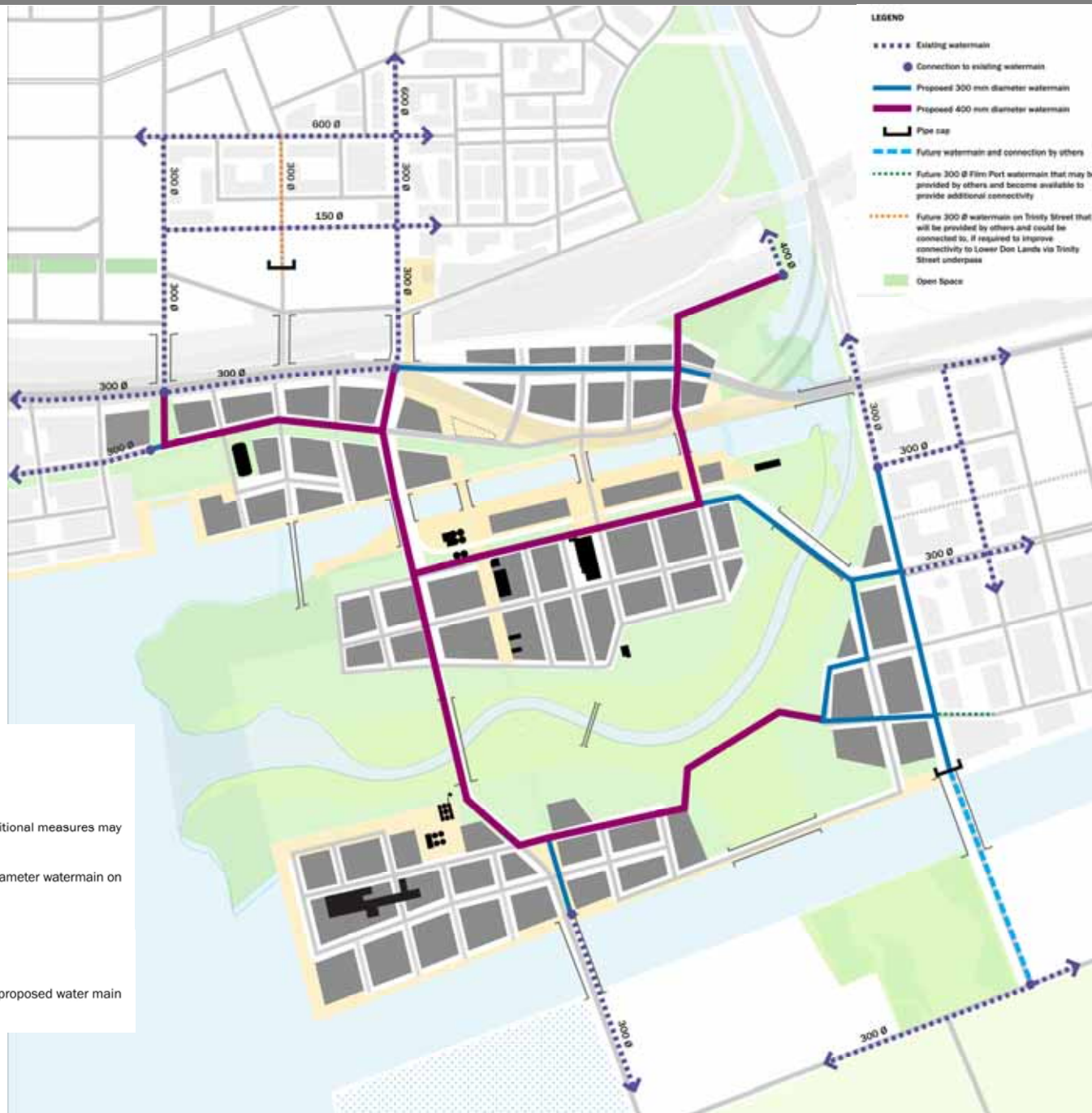
1. The project implementation in terms of phasing and the rate of build out may be impacted by the project groundwater management strategy. The preparation of the groundwater management strategy will follow the completion of the site geo-environmental investigations and reporting.
2. The scale of development that may contribute to the Cherry Street wastewater collection system, both in the short and long term, is conditional upon the ability of the Low Level Interceptor (LLI) to function as a sufficient outlet for the development. The ability of the LLI to function as a sufficient outlet falls within the scope of work being completed in the Toronto CSO Class EA Study. As such, the LDL team needs direction from the City of Toronto regarding the short and long term allocation of planned wastewater flows from the North Keating Lands to the LLI via the Cherry Street sanitary sewer.
3. The scale of development that may contribute to the existing Lake Shore Boulevard wastewater collection system, both in the short and long term, is conditional upon the available spare capacity within this receiving sewer system. The available spare capacity has been estimated, but additional information regarding water consumption records and wastewater flow monitoring is required from the City to ensure that the estimated spare capacity is accurate.
4. A future trunk sanitary sewer system is shown along Commissioners Street for the purpose of acknowledging that an integrated alternative solution of the Toronto CSO Class EA, the LDL Class EA Infrastructure Master Servicing Plan and the future servicing needs of the remaining Port Lands and Lake Ontario Park lands may include a new trunk sanitary sewer located along Commissioners Street. The first step in testing the need for this integrated alternative solution is for the City to determine if the long term operation of the LLI in terms of peak wastewater loadings at the connection of the Logan Avenue sanitary sewer to the LLI would benefit from the construction of a new trunk sanitary sewer along Commissioners Street.
5. If found preferable during the design stage, the shown network could be amended as follows:
 - a) The siphons and possibly also pump station B could be replaced by pump stations at the inlet location of the siphons, followed by force mains up to the receiving gravity flow sewer, or
 - b) All shown sewer lines could become common force mains and wastewater is pumped thereto from multiple pump stations that are placed at each of the properties.

Summary of Evaluation of Infrastructure Planning Alternatives – Water Supply

Evaluation Criteria	Alternative 1: Do Nothing	Alternative 2: Conventional Servicing using MOE Guidelines for Estimating Project Potable Water Demands	Alternative 3: Conventional Servicing with Addition of Water Conservation / Efficiency Measures	Alternative 4: Addition of Non-Potable Water Systems to further Reduce Potable Water Demands		
				4a: Public Non- Potable Water Supply Systems	4B: Private Non- Potable Water Supply Systems PREFERRED	4C: Public & Private Non-Potable Systems
Natural Environment	Not Feasible	Feasible	Feasible	Feasible	Feasible	Preferred
Social Environment	Not Feasible	Feasible	Feasible	Feasible	Feasible	Preferred
Economic Environment	Feasible	Feasible	Preferred	Feasible	Feasible	Feasible
Cultural Environment	Preferred	Feasible	Feasible	Feasible	Feasible	Feasible
Sustainability	Feasible	Feasible	Feasible	Feasible	Preferred	Feasible
Land Use and Property	Not Feasible	Feasible	Preferred	Feasible	Feasible	Feasible
Municipal Services	Not Feasible	Feasible	Feasible	Feasible	Preferred	Feasible
Overall Preferred	Not Feasible	Feasible	Feasible	Feasible	Preferred	Feasible
SUMMARY	<p>The Preferred Water Supply Planning Alternative is Alternative 4B because it represents the highest degree of water use efficiency, without having the potential disqualification factors.</p> <p>Alternative 4C may become the overall preferred in the long run. As it has benefits over Alternative 4B such as reducing the water demand from the City of Toronto's potable water system and reducing the peak flows for which the Lower Don Lands distribution system has to be designed. However, it also has risks that need to be better understood and evaluated before being selected for implementation.</p>					



Preferred Water Solution



Qualifying Conditions

All water infrastructure is located below-grade.

1. Depending on irrigation requirements at the site, the final extent of which is still to be determined, additional measures may have to be taken. Such measures may entail one or more of the following:

a) Supplementing water supply from the south of the LDL by connecting the two dead ends of the 300 diameter watermain on Unwin Avenue at the former RL Hearn's G.S.;

b) Increasing some of the proposed watermain diameters and/or adding more pipeline links in the LDL;

c) Addition of a separate non-potable water supply system for some or all of the irrigation needs.

2. Water demands from future development of Lake Ontario Park lands need to be quantified to verify proposed water main sizes and need for future connection of Unwin Avenue watermain to the Leslie Street watermain.

This Meeting presents our Recommended Alternative Solutions. After Public Meeting #2 the study team will finalize the preferred planning alternatives and finish the Master Planning process, taking into account stakeholder input from this evening.

The next step is to begin Phases 3 and 4 of the Class EA process for the Keating Precinct, which will include generating and evaluating design alternatives for transportation and infrastructure services in the areas surrounding Keating Channel.

A third Public Meeting will be held to present and seek input on the Recommended Preferred Design for the Keating Precinct in spring/summer of 2009.

You will be contacted again at that time.

- Public participation is an important part of the study process.
- Please provide your comments to:
 - Andrea Kelemen, Communications and Marketing
 - Waterfront Toronto
 - 20 Bay Street, Suite 1310
 - Toronto, ON M5J 2N8
 - Tel: (416) 214-1344 ext 248
 - Email: lowerdon@waterfrontoronto.ca
 - www.waterfrontoronto.ca/lowerdonlands

Thank you for attending