

Table 3.1 Revised Overall Preferred Alternative Summary					
Priority	Location	Details of Proposed Works	Benefit	Notes	Preliminary Costs
High	Eastern Channel (Coronation Park)	<ul style="list-style-type: none"> <li>▶ 200 m of channel works</li> <li>▶ 2 pedestrian bridge replacements</li> <li>▶ Triple box culvert under existing parking lot</li> <li>▶ LID/BMP measures where feasible</li> <li>▶ Landscaping and plantings as required</li> </ul>	<ul style="list-style-type: none"> <li>▶ Safety conveys flows, allows for diversion of flood causing flows away from the western channel</li> <li>▶ Minimize standing water and erosion within Coronation Park</li> <li>▶ Aesthetic benefit to Coronation Park with suitable design</li> <li>▶ Potentially an educational feature (landscaping, LID/BMP)</li> <li>▶ Improved water quality and water balance (LID/BMP)</li> </ul>	<ul style="list-style-type: none"> <li>▶ Works could potentially be constructed in advance of Lakeshore Road, however design flows would be dependent on design of those works</li> </ul>	\$830,000 (not including design, LID/BMP measures, or landscaping)
High	Westminster Drive	<ul style="list-style-type: none"> <li>▶ 487 m of new storm sewer (300 to 675 mm diameter)</li> <li>▶ Driveway and roadside culvert replacements (PVC - end treatments where feasible)</li> <li>▶ Ditch re-grading and landscaping</li> <li>▶ LID/BMP measures where feasible</li> </ul>	<ul style="list-style-type: none"> <li>▶ Reduction/elimination of standing water in ditches</li> <li>▶ Reduction in ditch erosion</li> <li>▶ Reduction in major system flooding</li> <li>▶ Improved water quality and water balance (LID/BMP)</li> </ul>	<ul style="list-style-type: none"> <li>▶ Capital funding allocated already by Town</li> <li>▶ Proposed construction in 2015</li> <li>▶ Interim outlet to eastern channel in Coronation Park required (future re-grading to accommodate Lakeshore Road trunk storm sewer)</li> </ul>	\$700,000 (not including design or LID/BMP measures)
High	Lakeshore Road	<ul style="list-style-type: none"> <li>▶ 582 m of new storm sewer (675 to 1350 mm equivalent diameter)</li> <li>▶ Major system improvements (curb and gutter if feasible)</li> <li>▶ LID/BMP measures where feasible</li> </ul>	<ul style="list-style-type: none"> <li>▶ Diversion of flows from western channel; associated reduction in flooding and risk to private property</li> <li>▶ Reduction in erosion causing flows to western channel</li> <li>▶ Improved major system conveyance to suitable outfall</li> <li>▶ Improved water quality and water balance (LID/BMP)</li> </ul>	<ul style="list-style-type: none"> <li>▶ Detailed design dependent on outcomes from proposed Lakeshore Road Class EA (2016)</li> <li>▶ Construction not likely until 2018</li> <li>▶ Proposed storm sewer will require eastern channel works to be in place to accommodate increased flows and deeper grades</li> </ul>	\$980,000 (not including design or LID/BMP measures)
High	Woodhaven Park Drive (Willowdown Road to Lakeshore Road) and Lakeshore Road (to outfall)	<ul style="list-style-type: none"> <li>▶ 1,084 m of new storm sewer (600 to 900 mm diameter)</li> <li>▶ Driveway and roadside culvert replacements (PVC - end treatments where feasible)</li> <li>▶ Ditch re-grading and landscaping</li> <li>▶ LID/BMP measures where feasible</li> </ul>	<ul style="list-style-type: none"> <li>▶ Reduction/elimination of standing water in ditches</li> <li>▶ Reduction in ditch erosion</li> <li>▶ Reduction in major system flooding</li> <li>▶ Diversion of public stormwater to public ROW (rather than private)</li> <li>▶ Improved water quality and water balance (LID/BMP)</li> </ul>	<ul style="list-style-type: none"> <li>▶ Estimated costs includes a portion of works along Lakeshore Road as well as upgraded storm sewer outfall to Lake Ontario</li> <li>▶ Could potentially construct storm sewer outfall upgrade as a separate project in advance of Lakeshore Road works</li> <li>▶ Could potentially construct Woodhaven Park works prior to Lakeshore Road construction using existing outfall to WWTP property; however this is not recommended.</li> </ul>	\$1,520,000 (not including design or LID/BMP measures)
Medium	2033 Lakeshore Road	<ul style="list-style-type: none"> <li>▶ 60 m of channel improvements adjacent to 2033 Lakeshore Road West (downstream of Oakville Christian School)</li> </ul>	<ul style="list-style-type: none"> <li>▶ Reduction/elimination of standing water and erosion adjacent to property</li> <li>▶ Potentially a reduction in major system flooding and improved flow conveyance</li> </ul>	<ul style="list-style-type: none"> <li>▶ Relatively low cost of construction.</li> <li>▶ Dense existing vegetation; re-grading works will need to work around existing trees and consider landscaping works as required</li> <li>▶ Town holds easement</li> </ul>	\$70,000 (not including design costs)
Medium	Pathway between Tracina Drive and Venetia Drive	<ul style="list-style-type: none"> <li>▶ 5 m of culvert replacement (twin 300 mm PVC with end treatments if feasible)</li> <li>▶ Assumed connected channel works (5 m on both upstream and downstream ends)</li> </ul>	<ul style="list-style-type: none"> <li>▶ Reduction/elimination of standing water and erosion</li> <li>▶ Improved flow conveyance and associated reduction in flood depths</li> </ul>	<ul style="list-style-type: none"> <li>▶ Relatively low cost of construction.</li> <li>▶ Tight property limits (3 m wide pathway), and existing obstructions (fences for private residences) will make construction challenging</li> <li>▶ Town holds easement over upstream portion of channel but not downstream; discussions with homeowners required</li> </ul>	\$30,000 (not including design costs)