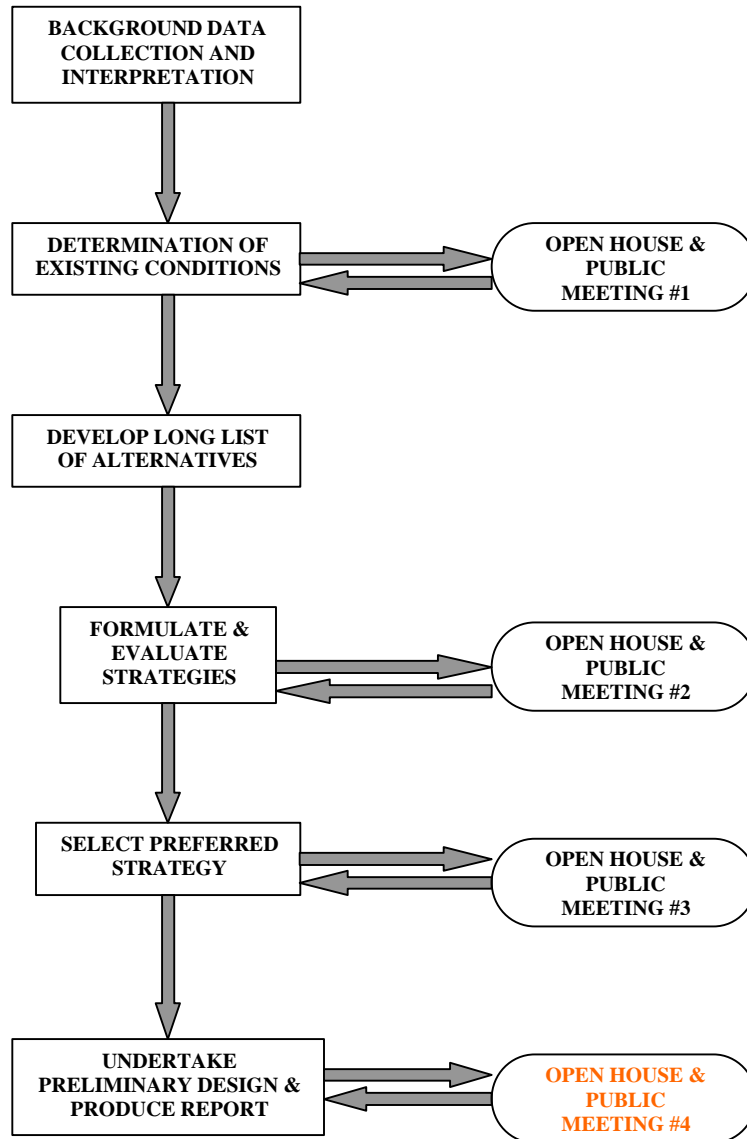


# HOGGS HOLLOW STORMWATER MANAGEMENT AND ROAD IMPROVEMENT STUDY

A Study Being Undertaken by the City of Toronto  
under the Municipal Class Environmental Assessment Planning and Design Process



***Welcome to the  
Hogg's Hollow Stormwater Management  
and Road Improvement Study***

**Municipal Engineers Association**

**Municipal Class Environmental**

**Assessment**

**Open House and Public Meeting # 4**

**Study Purpose**

- To determine the extent and causes of flooding within the Hogg's Hollow Area, and define a program of Stormwater Management Drainage and Road Improvement works to alleviate flooding.

**Objective of today's meeting**

- Summarize findings from previous open house
- Discuss steps taken subsequent to last Open House
- Present Preliminary Design drawings
- Obtain your input with respect to the Preliminary Design

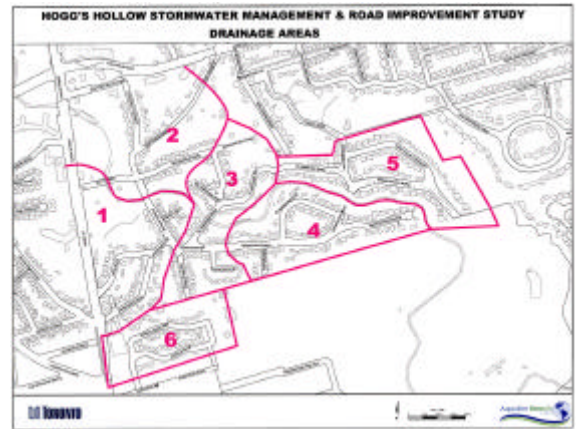
# SUMMARY

## THIRD OPEN HOUSE AND PUBLIC MEETING

### 10 December 2003

### Background

Three road and sewer servicing alternatives were provided for each of the 6 areas within Hogg's Hollow.



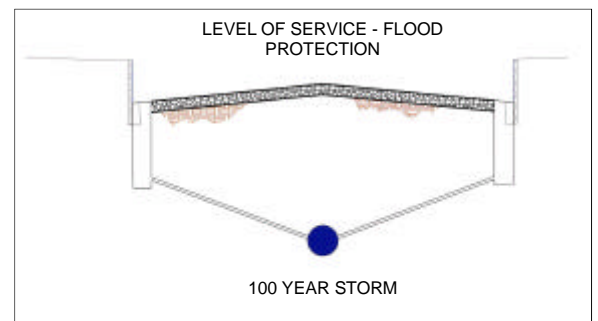
**Input to the following questions was requested:**

- ▶ What do you like about each alternative?
- ▶ What do you dislike about each alternative?
- ▶ Should another alternative be considered?
- ▶ Which alternative do you prefer?
- ▶ Do you have any comments?

**Provided below is a summary of the input received**

- ▶ There is general preference for Alternative No. 2. This alternative includes a roadway cross-section comprised of a shallow curb and gutter.
- ▶ Due to drainage constraints in the area, a storm sewer system, with the capacity to convey flows from the 100 year storm will be constructed under the roadway. The new storm sewer will significantly reduce existing surface and basement flooding problems.

Alternative No. 2 - Shallow Curb and Gutter



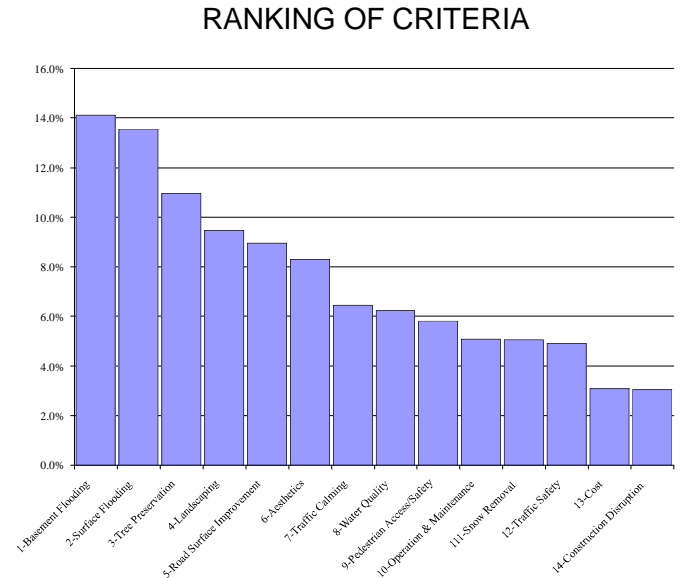
# SUMMARY

## THIRD OPEN HOUSE AND PUBLIC MEETING

### 10 December 2003

### CRITERIA

A number of criteria that should be considered in the selection of the preferred alternative was presented. A summary of the relative importance of each of the criteria is provided in the accompanying figure.



### Comments

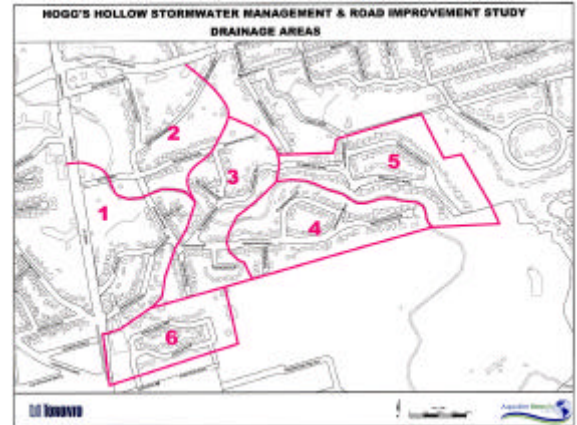
Other comments that were expressed as part of the breakout group sessions included:

- ▶ Work should be implemented in areas where flooding is occurring, unaffected areas should be given low priority
- ▶ The selected alternative should be the least disruptive using the minimum roadway width possible
- ▶ Losing trees is unacceptable
- ▶ Residents generally did not want sidewalks
- ▶ Road safety, particularly in winter, must be improved
- ▶ Some residents preferred the Do Nothing alternative
- ▶ New pavement should be “textured” to provide a country look

# PRELIMINARY DESIGN

## INTRODUCTION

The preliminary design drawings for each of the areas are provided on the accompanying posters. The Hogg's Hollow area has been divided into six drainage areas (a drainage area is defined as a series of streets where runoff is conveyed to common outlet). The accompanying map illustrates the drainage areas.



## WHAT TYPE OF INFORMATION IS PRESENTED?

In general, there are two types of information that is presented. The first includes the preliminary design drawings. The second includes a series of photos taken at representative locations within the study area.

### Preliminary Design Drawings

The preliminary drawings illustrate:

- ▶ The location and size of the proposed storm sewer
- ▶ The preliminary alignment and width of the proposed streets
- ▶ The size, health, grouping and species type of each tree that may be impacted by construction of the proposed roadway

### Photos

The Photos illustrate, at representative locations:

- ▶ The existing road width
- ▶ The existing edge of shoulder
- ▶ The proposed road width
- ▶ The proposed road construction width

Also provided are a number of photos illustrating what the proposed roadway would look like at a selected number of locations