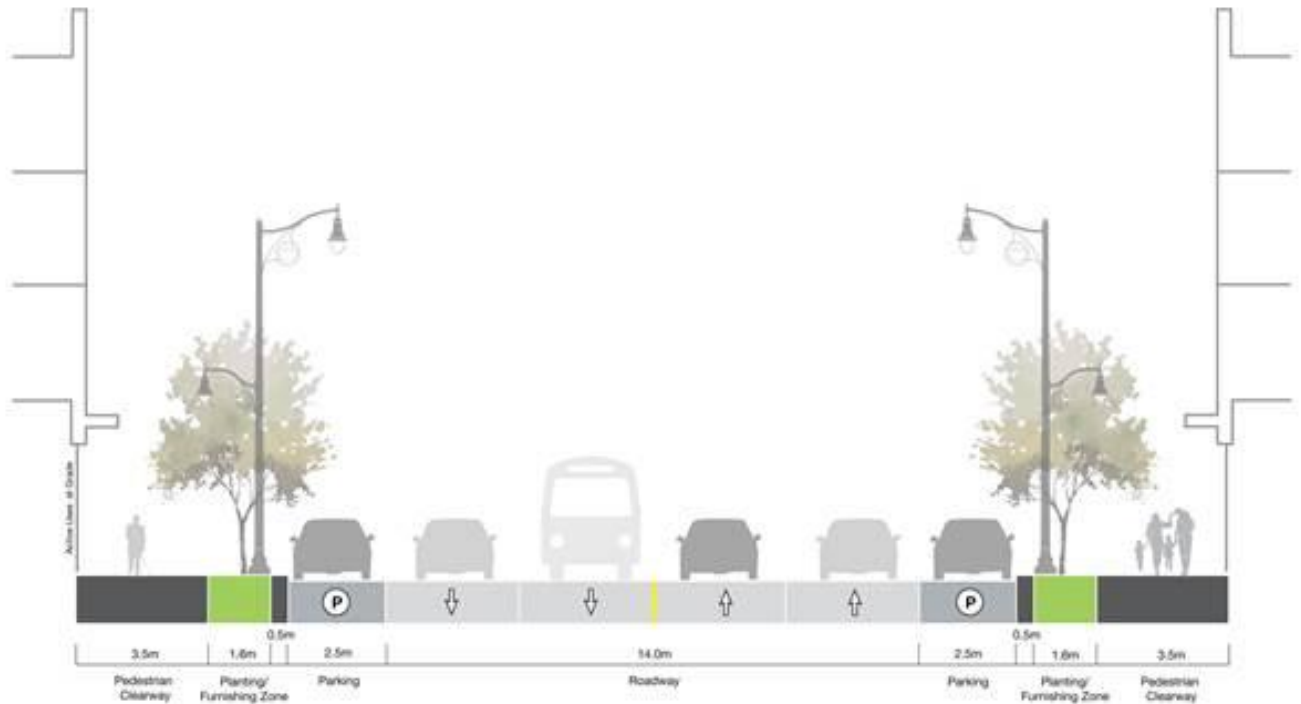


Attachment 2 – Environmental Assessments – Short List of Options

Wyndham Street EA

Wyndham Street Cross-Section Recommended Short List

Option 1 - Do Nothing

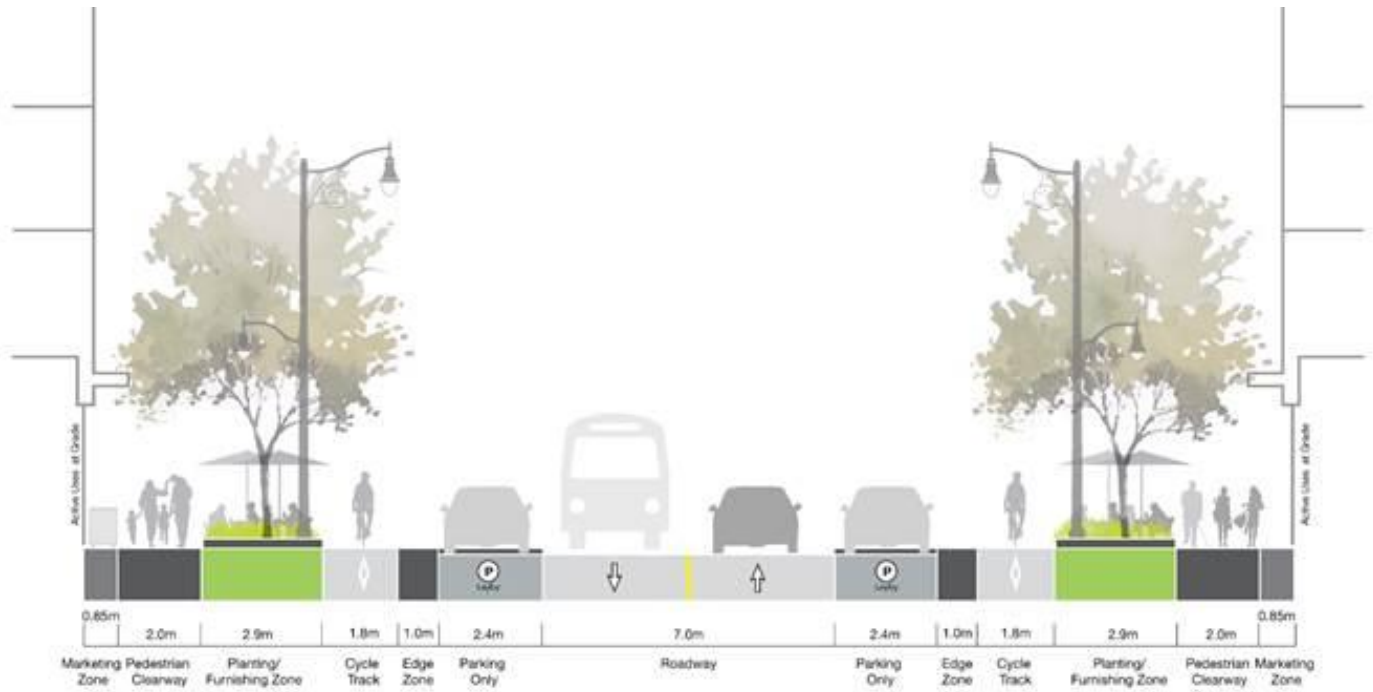


Option 2 – Two vehicular travel lanes (shared use for cars and bikes) and angled parking on one-side of the street

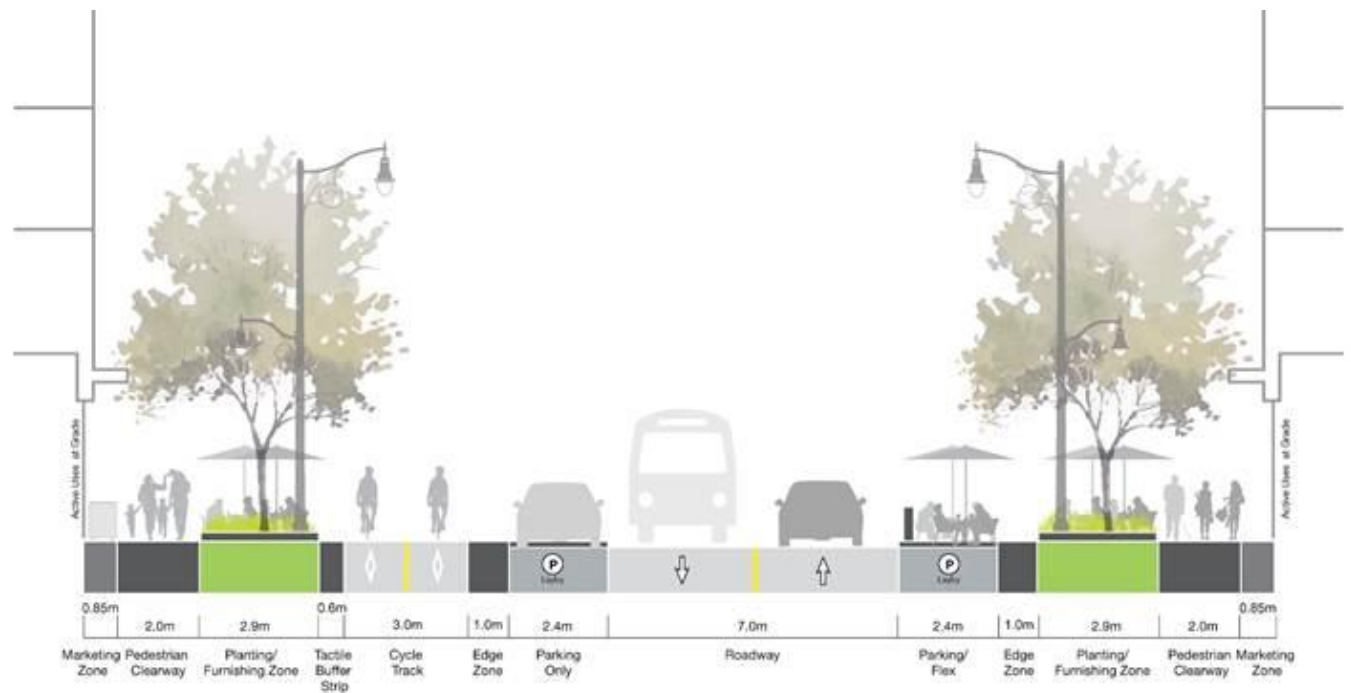


Marketing Zone 1.8 m	Pedestrian Clearway 2.0 m	Planting + Furnishing Zone 2.0 m	Parking 5.7 m	0.3 m Trench drain	Shared Travel Lane 3.5 m	Shared Travel Lane 3.5 m	Parking 2.4 m	0.3 m Trench drain	Pedestrian Clearway 2.0 m	Planting + Furnishing Zone 2.0 m	Marketing Zone 4.2 m
Boulevard			Parking		Roadway		Parking		Boulevard		

Option 3 – Two vehicular travel lanes with bike lanes and parking on both sides of the street



Option 4 – Two vehicular travel lanes with a bi-directional bike path

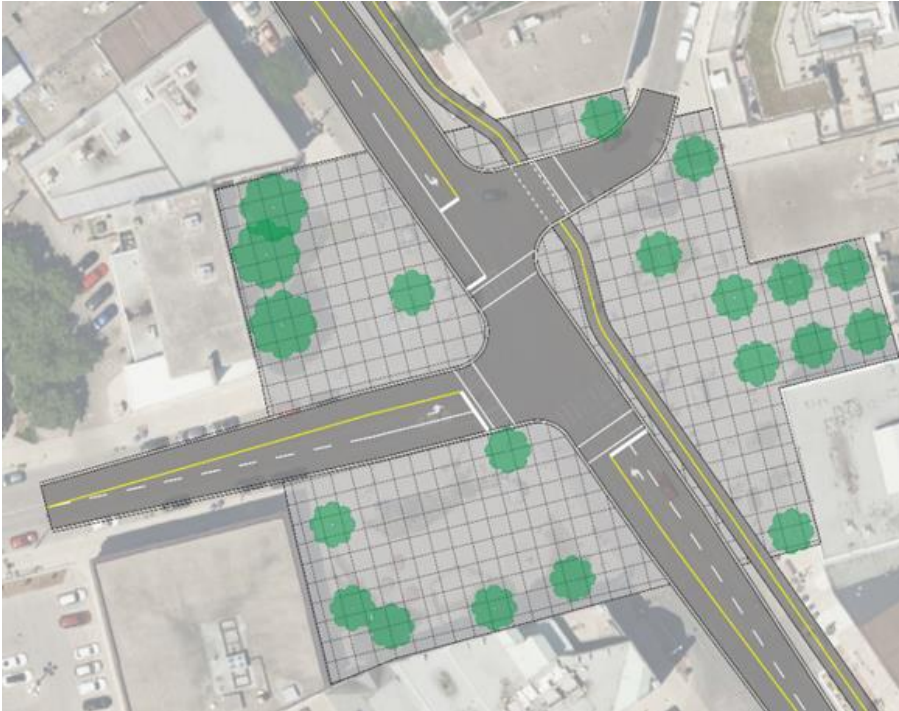


Wyndham / Quebec / Douglas / Intersection & St. George's Square Recommended Short List

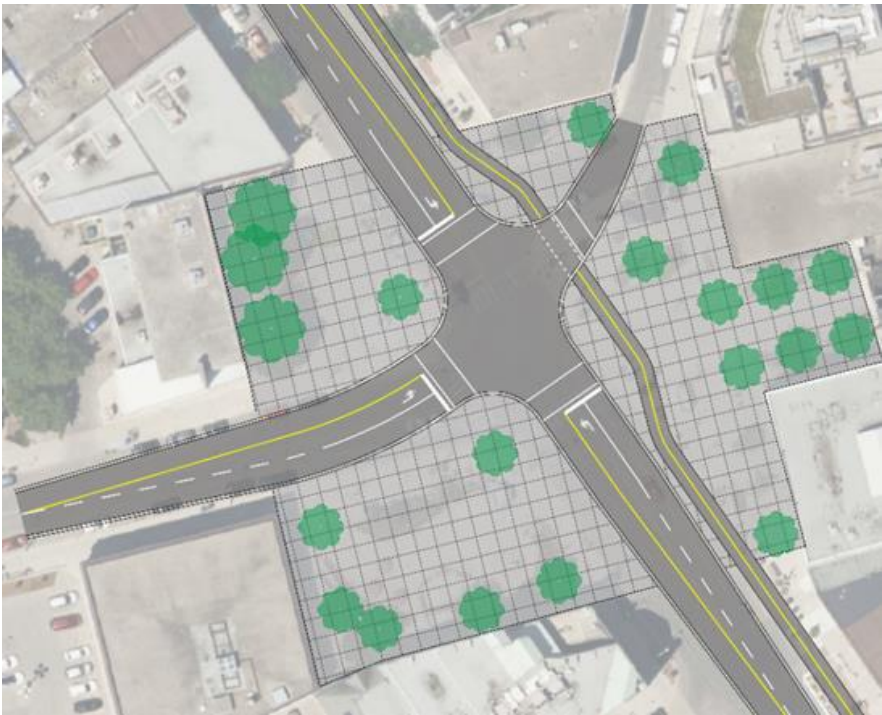
Option 1 – Do Nothing



Option 2 – Standard Intersection Improvements



Option 3 – Realigned Four-leg Intersection



Option 4 – Traffic Circle



Macdonell Street bridge and Allans Dam structures EA

Macdonell Bridge Recommended Short List

- Option 1 - Do Nothing.
- Option 2 – Rehabilitation of the Structure: Undertake repairs to the existing structure of Macdonell Bridge.
- Option 3 – Replacement of the Entire Structure (Substructure & Superstructure): Demolish and remove the existing structure and complete replacement of the Macdonell Bridge structure.
- Option 4 – Replacement of the Superstructure and Rehabilitation of the Substructure: Replacement of the superstructure, and rehabilitation of the substructure of the Macdonell Bridge. The superstructure reinforced concrete slab would be removed, then the substructure would be rehabilitated and modified to support a new superstructure. This option assumes that the existing abutments and center pier could be reused after significant rehabilitation and modification to accommodate the new superstructure.

Allans Dam Bridge Recommended Short List

- Option 1 – Do Nothing
- Option 2 – Rehabilitation of the structure for pedestrians and cyclists: Undertake repairs to the existing structure of Allans Dam Bridge to accommodate pedestrians and cyclists only. Vehicles continue to be accommodated on the Macdonell Bridge.
- Option 3 – Remove bridge: Permanent closure and removal of the structure. Vehicles, pedestrians and cyclists are continued to be accommodated on the Macdonell Street bridge, as well as the planned Ward to Downtown pedestrian bridge adjacent to the study area. Retaining portions of the bridge only for viewing platforms and/or for heritage purposes to be considered.
- Option 4 - Minor Rehabilitation of Bridge for Heritage Purposes Only: Continued minimal required bridge maintenance as part of the City's responsibility as a Heritage registered property. Bridge remains closed for pedestrians, cyclists, and vehicles.

Allans Dam Spillway and Sluiceway Recommended Short List

- Option 1 – Do Nothing
- Option 2 – Rehabilitate Sluiceway and Spillway: Complete rehabilitation of the existing sluiceway and spillway. Speed River elevation continues to be controlled by the spillway, with operations on sluiceway extended.
- Option 3 – Remove Sluiceway and Spillway: Complete removal of the existing sluiceway and spillway, with no introduction of a replacement structure. Speed River elevation is no longer controlled, with significant impacts to the hydraulic elevation upstream. Retaining portions of the sluiceway only for heritage purposes to be considered.
- Option 4 – Remove Sluiceway and Spillway and Provide an Active Transportation Underpass: Construction of a new active transportation underpass connecting the Trans Canada Rail Trail underneath the Macdonell Bridge.