

ETOBICOKE CREEK NORTH TRAIL PROJECT

May 18, 2017 at Michael Power High School 105 Eringate Drive, Etobicoke ON M9C 3Z7





Purpose of Open House

 The purpose of today's open house is to present the design and proposed construction timeline of a new multi-use trail along Etobicoke Creek south of Eglinton Avenue West





- We invite you to discuss your questions or concerns with City staff at this meeting
- We also invite you to fill out a comment form, so we may consider your input

Multi-Use Trails

- The City of Toronto has over 300 km of major multi-use trails
- Together with on-street bicycle facilities, multi-use trails provide a network of active transportation and recreation choices for Toronto's residents and visitors
- Improved access to trails can encourage people to participate in healthy activities and make our city a better place to live
- This trail is one of a number of trail projects that are being considered around Toronto to help improve cycling connectivity and make green spaces more accessible to residents
- For more information on multi-use trails please visit www.toronto.ca/cycling



Waterfront Trail at Marie Curtis Park



Finch Hydro Corridor Trail looking West from Sentinel Road

Existing and Proposed Multi-Use Trails in Toronto



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Etobicoke Creek North Trail











POST AND PADDLE FENCE



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VEGETATED ROCK BUTTRESS

Etobicoke Creek North Trail Multi-Use Trail Benefits



- Creates pedestrian-cyclist links between neighbourhoods separated from motor vehicle traffic
- Connects existing amenities and services in the area such as Centennial Park
- Connects green spaces for use by local residents
- Fills a significant gap in the trail system along Etobicoke Creek to connect the Toronto Waterfront to Caledon
- Connects to the planned Eglinton West Trail

Background Information



Ontario Stream Assessment Protocol (OSAP)



Archaeological Assessment



Geotechnical Investigation



Hydrovac of Utility Pipelines

Background Information Studies

The following studies were conducted in order to gather background information on the site:

Study	Description
Ontario Stream Assessment Protocol (OSAP)	Evaluated water quality, physical habitat, fish and benthos communities within the creek
Flora (plant) and fauna (animal) assessments	Confirmed the absence of Species at Risk (SAR) (site walk-throughs conducted by field biologists)
Stage 2 Archeological Assessment	Confirmed the absence of cultural material within the project limits
Geotechnical investigation	Assessed the general subsurface soil and shallow groundwater conditions along the proposed trail through the advancement of 4 boreholes, 44 augering test pits and the installation of 2 groundwater monitoring wells
Hydrovac	Located the depth of 8 utility pipelines that traverse a section of the trail within the hydro corridor
Arborist report	Inventoried all trees and determined the amount of tree removals required to facilitate construction

Background Information Permits and Approvals

Approving Authority	Approval Description
Toronto and Region Conservation Authority (TRCA)	TRCA planning, water resources, ecology, archeology and geotechnical staff review and provide approval of project and proposed scope of work
Department of Fisheries and Oceans (DFO)	DFO reviews and provides approval of project and proposed scope of work to ensure there will be no negative impacts to fish or fish habitat
Ministry of Natural Resources and Forestry (MNRF)	MNRF staff conduct screening of the project area to confirm the absence Species at Risk (SAR)
Pipeline Utility Companies (Enbridge Petroleum, Enbridge Distribution, Imperial Oil, Sun-Canadian and Trans Northern Pipelines Inc.)	Each pipeline utility company reviews the scope of work and grants a pipeline crossing agreement/permit to allow the trail to be built across the pipelines
City of Toronto, Urban Forestry	Urban Forestry staff at the City review the proposed tree removals/injuries and grant a Ravine and Natural Feature Permit to conduct the work
Infrastructure Ontario/ Hydro One	Easement agreements

Existing Conditions (Before)

Pooling after rainfall





Severe trail erosion near Eglinton Ave E

Etobicoke Creek North Trail Design Overview

In general, the proposed trail will be:

- paved asphalt surface;
- approximately 1.1 kilometres long;
- 3.5 m wide; and,
- typically 5% maximum trail grade.



The proposed scope of work also involves the installation of:

- bank stabilization works at one site located approximately half-way through the project limits to protect the new trail infrastructure from erosion;
- post-and-paddle fencing along some sections of the trail to provide safety for trail users; and,
- a drainage swale along a portion of the east side of the trail.

Please see roll plan for details

Trail Overview

Eglinton Access and Extension Drawing

Scour Site 2 Buttress and Trail Realignment

Scour Site 3 Trail Realignment

Vegetated Rock Buttress



Typical Trail Cross-Section



Design Considerations for the Natural Environment



- Minimize tree removals with expertise from certified arborist
 - Proposed trail to follow existing alignment except for two sections that will be realigned
 - Realigned sections of trail to be reduced from 3.5 m to 3.0 m wide and shoulders to be reduced from 0.6 m to 0.35 m wide
- Minimize aquatic habitat disturbance by reducing amount of in-stream work
 - Monitoring stations deployed to assess future creek migration rates at Scour Sites 1 and 3

Phase 1: Site Setup & Tree Removals Duration: ~ 50 days



Site Setup

Site Setup Aspects	Description
Fast Fence	Temporary fencing will be erected along the access route and trail during construction to provide site security and ensure public safety
Erosion and Sediment Control (ESC)	Silt socks and sediment fencing will be placed along access routes and staging/stockpiling areas to prevent sediment from infiltrating the watercourse during construction
Cofferdams	A cofferdam consisting of pea-gravel meter bags will be placed in the creek to isolate the work area and prevent sediment from infiltration the watercourse
Sediment Filtration Bag	Water will be pumped from the isolated work area and filtered through a filtration bag that is surrounded by erosion and sediment control measures prior to re-entering the watercourse
Staging & Stockpiling Areas	Pre-determined areas where construction materials will be stored (surrounded by appropriate ESC measures)

Phase 2: Vegetated Rock Buttress Construction Duration: ~ 50 days



Phase 3: Trail Construction Duration: ~100 days



Tree Protection Measures and Site Restoration

- Qualified arborist to conduct regular site inspections to ensure all tree protection measures are in proper working order and negative impacts to trees are kept to a minimum
- Drainage swale to be field-fitted and hand dug around large tree roots (where possible)
- Approximately 60 trees, including 14 non-native Manitoba Maple, and 4 invasive Buckthorn trees to be removed to facilitate construction of the proposed trail
- TRCA's typical compensation ratio of 3:1 (3 trees planted for each tree removed) to be exceeded with 267 native trees and 500 native shrubs proposed to be planted
- All disturbed areas to be restored to existing conditions or better using topsoil and native seed mix





Restoration Plan

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EGUITON ACCESS TO BE REALIGNED AND CONSTRUCTED AT MAX, 6.3% GRADE (STATION CAO'DO 1-303); PARVEMENT WIDTH 3.5 m, TO BE CROWNED, WITH 0.6 m WIDE SHOUDERS ON BOTH SIDES; USISTING TRAIL UNDER BRIDGE TO BE EXTENDED AND CONNECTED TO REALIGNED ACCESS AT MAX, 6.5% GRADE; PAVEMENT WIDTH 3.5 m, CROSSFALLED WITH 0.25 m WIDE SHOUDERS ON BOTH SIDES.

> PROPOSED TRAIL ALIGNMENT AND PROFILE TO FOLLOW THE EXISTING TRAIL, PAVEMENT WIDTH 3.5 m, TO BE CROWNED, WITH 0.6 m WIDE SHOULDERS ON BOTH SIDES

- EXISTING CULVERT 'C1' TO REMAIN

450 mm DIA. CULVERT 'C2' TO BE INSTALLED. SEE TYPICAL DETAILS THIS PAGE

> SCOUR SITE 2: -VEGETATED BUTTRESS TO BE CONSTRUCTED AND TRAIL TO BE REALIGNED POST & PADDLE FENCE -

TRAIL TO BE REALIGNED FROM STATION DI480 TO 04680, PAVEMENT WIDTH TO BE REDUCED TO 3.0 m, VEGETATED RIP-MAP TO BE CONSTRUCTED FROM STATION 0-520 TO 04620 ALONG REVER BANK, SHOULDER WIDTH TO BE REDUCED TO 0.35 m ON THE NORTH SIDE, 0.3 m DEEP SWALE TO BE CONSTRUCTED ON THE NORTH SIDE OF TRAIL.

> PROPOSED TRAIL ALIGNMENT AND GRADE TO FOLLOW THE EXISTING TRAIL, PAVEMENT WIDTH 3.5 m, WITH 0.6 m WIDE SHOULDERS ON BOTH SIDES

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TRAIL TO BE REALIGNED FROM STATION 0+830 TO 0+1000; PAVEMENT WIDTH TO BE REDUCED TO 3.0 m, TO BE CROWNED, WITH 0.6 m WIDE SHOULDERS ON BOTH SIDES; 0.3 m DEEP SWALE TO BE CONSTRUCTED ON THE NORTH SIDE OF THE TRAIL

> PROPOSED TRAIL ALIGNMENT AND GRADE TO FOLLOW THE EXISTING TRAIL, PAVEMENT WIDTH 3.5 m, WITH 0.6 m WIDE SHOULDERS ON BOTH SIDES; 0.3 m DEEP SWALE TO BE CONSTRUCTED ON THE NORTH SIDE OF THE TRAIL

ETOBICOKE CREEK

SCOUR SITE 3: TRAIL TO

100(m)

SCOUR SITE 1: EROSION RATE TO BE MONITORED (NO IMMINENT RISK TO EVISTING IMEDASTRICTURE)

0 10 20

50

mm DIA. CULVERT 'C3' TO BE INSTALLED. TYPICAL DETAILS THIS PAGE

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Next Steps

- Discuss your questions or concerns with City staff at this meeting
- Fill out a comment form, so we may consider your input. Comment forms may be dropped off with a staff person as you leave
- If you would like to submit your comment form at a later date, you may do so by email or mail. Please submit your comment form by June 1, 2017
- Construction of the trail is expected to start in June 2017, pending approvals, and a separate notice will be sent out prior to construction
- Construction and final site restoration are expected to be finalized by **spring 2018**, as weather conditions permit
- The public can stay informed by requesting to be added to the project mailing list and through the project webpage, www.toronto.ca/etobicokecreeknorth



