An aerial photograph of a park area. In the foreground, there are several baseball fields with light-colored dirt. A river flows through the middle of the park. To the right, a multi-lane highway runs parallel to the river. In the background, there are dense green trees and a few buildings. A white semi-transparent box is overlaid on the top left corner of the image, containing text.

Lower Don Access Sloped Path

Stakeholder Meeting

DTAH + Mott MacDonald

July 19, 2018

toronto.ca/lower-don-trail

dtah

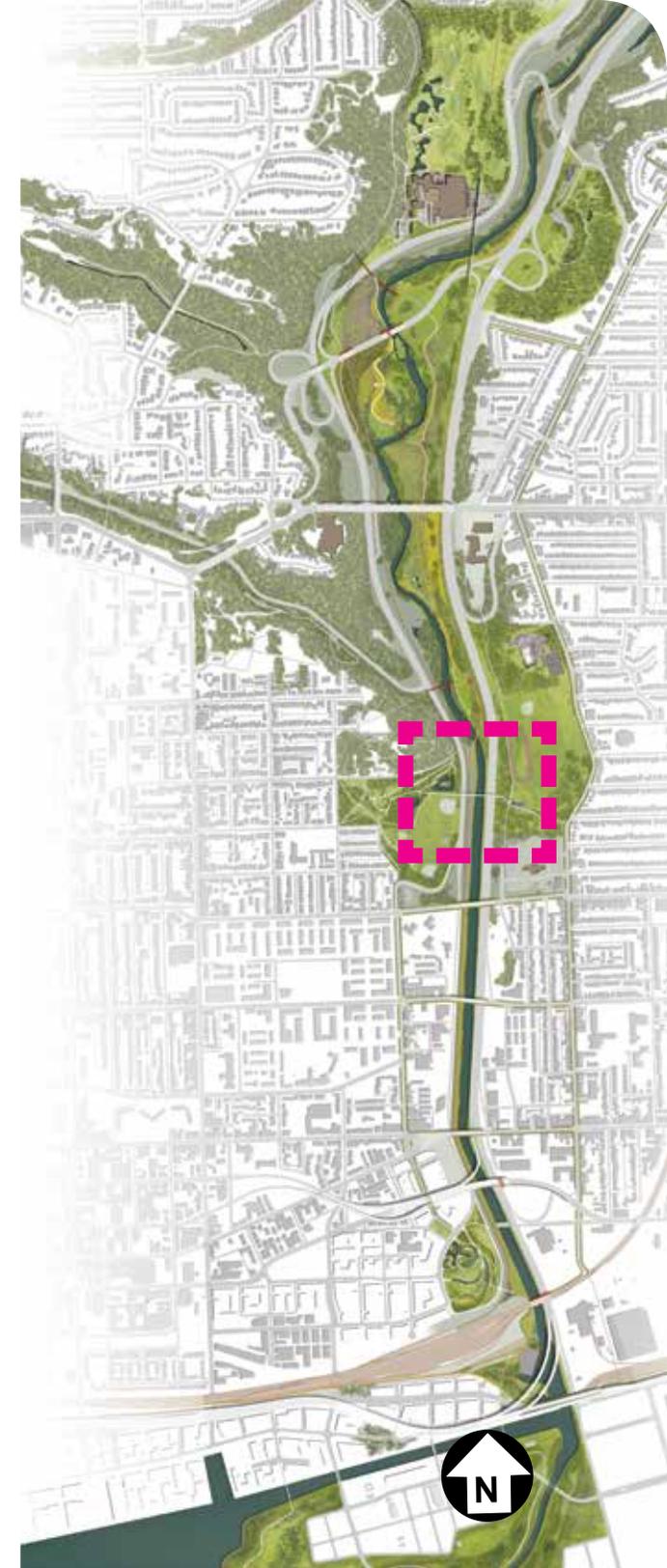
The Lower Don Trail Access, Environment + Art Master Plan (2013) Guiding Principles:

Provide clear and safe access to the trail for different levels of mobility and ability.

Connect major destinations along and adjacent to the trail, while promoting the Don Valley as a destination unto itself.

Link the trail to existing infrastructure including other trails, bike lanes, streets and transit.

Integrate the trail into the life of its surrounding neighbourhoods, through signage and public realm improvements.



Recently Completed Projects



Recently Completed Projects: Pottery Road Bridge



Lower Don Valley Palette

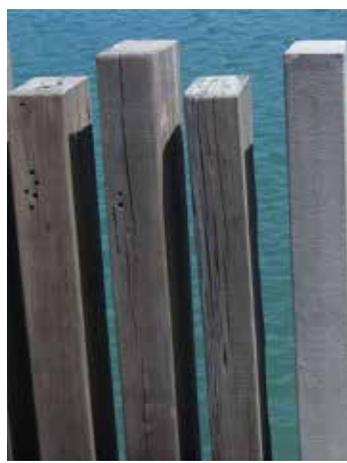
Weathering steel



Galvanized steel



Reclaimed timber



Stone



Planting



Project Overview and Timeline



Site Analysis

City Review Meetings

City Maintenance and Operations Meeting
Summer 2016

TRCA Meeting
Sept 2016

Metrolinx Meeting
December 2016

Councillor Briefing
Feb 2017

City of Toronto Community Disability Steering Committee (CDSC) meeting
Feb 15, 2017

Sloping Path Concept Development

Riverdale Park West Connection Concepts

TRCA / Metrolinx Review

City Reviews

Cost Estimate

Stakeholder Information Update Meeting

Prepare Detailed Design Drawings

TRCA / Metrolinx Review

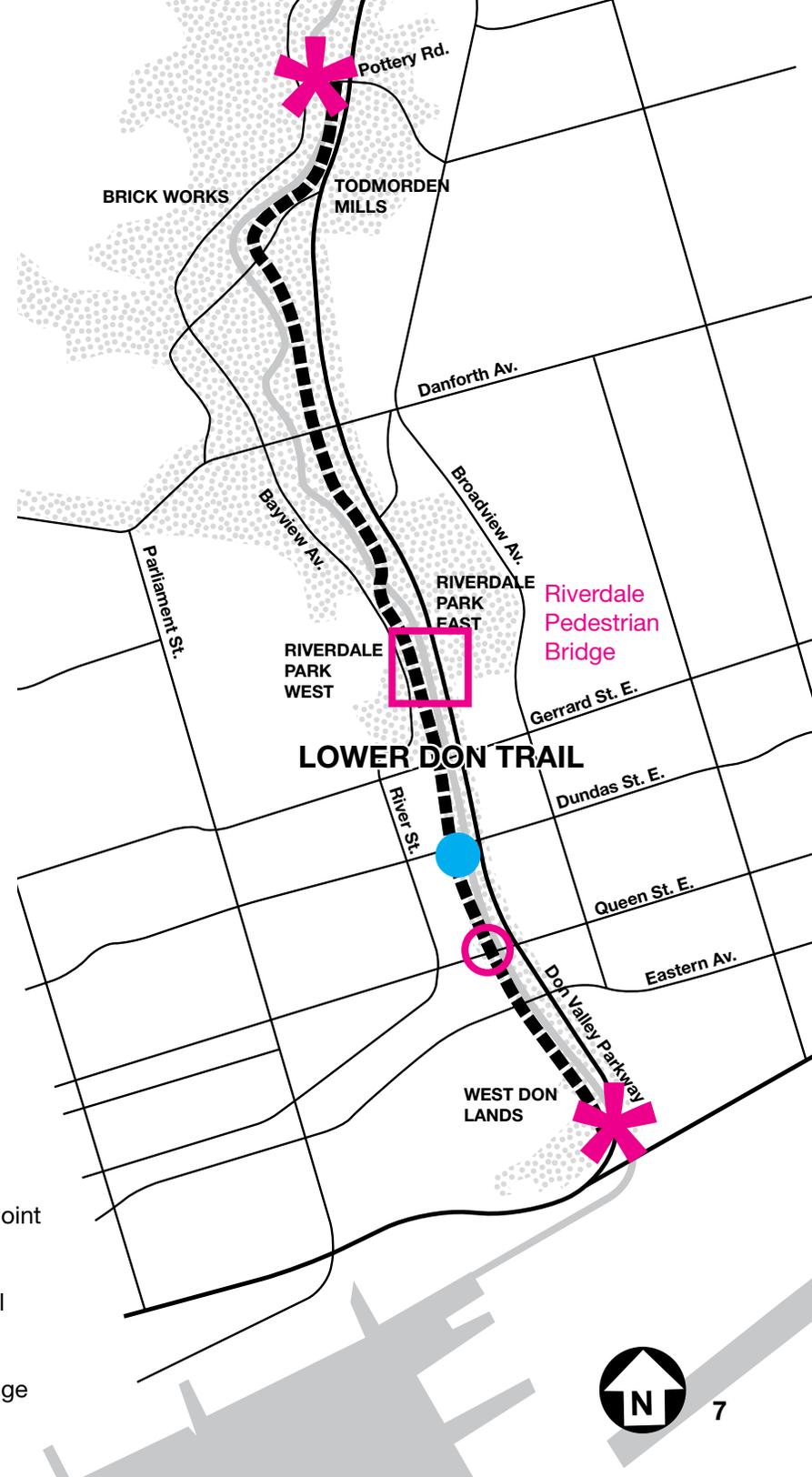
City Reviews

Cost Estimate

Access has traditionally been one of the major challenges for the Lower Don.

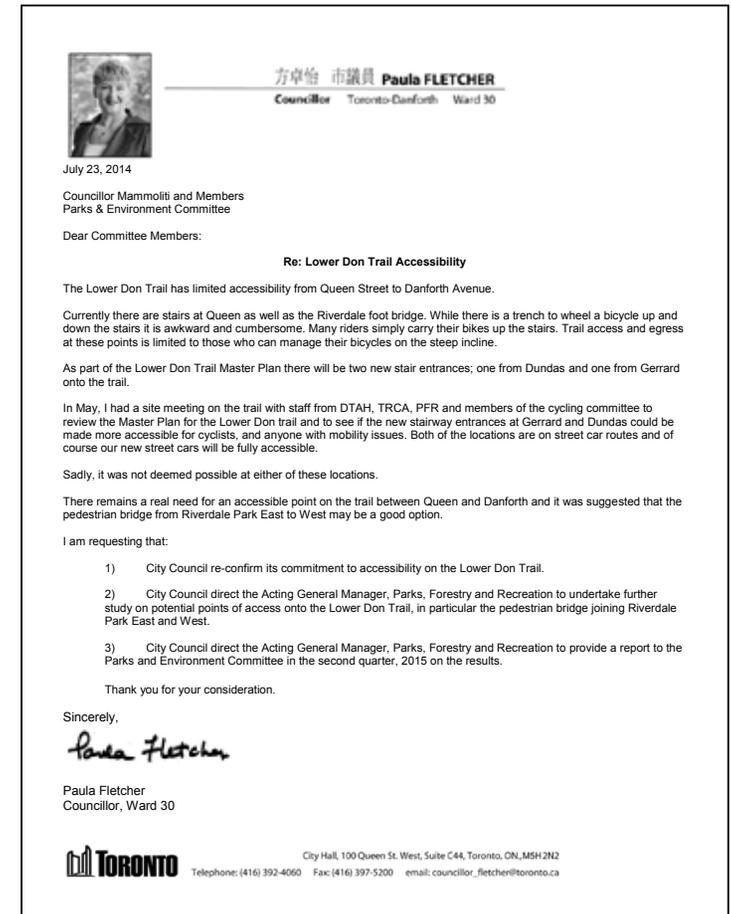
- Four (4) existing access points:
 - Pottery Road
 - Riverdale Bridge
 - Queen Street Bridge
 - Bala Underpass at Corktown Commons
- Two (2) existing accessible access points:
 - Pottery Road
 - Corktown Commons
- One (1) stairway:
 - Dundas Bridge

- Existing Trail Access Point
- * Existing Trail Access Point (Accessible)
- Proposed Trail Access Point
- Riverdale Bridge



Project Background

- 2013 - The Lower Don Trail Access, Environment + Art Master Plan (stairs only feasible at Gerrard and Dundas Bridges)
- 2014 Site Visit with Councillor Fletcher as part of Lower Don Project Review
- August 2014 Council adopted a motion from Councillor Paula Fletcher to “undertake further study on potential points of access onto the Lower Don Trail, in particular the pedestrian bridge joining Riverdale Park East and West”
- 2015 Council Direction for ramp at Riverdale Pedestrian Bridge
- RFP for consultant team Feb 2016



Public Stakeholder Consultations

- May 27, 2014 - Meeting for Lower Don Valley Access Improvements
- June 2 2015 - Riverdale Bridge site visit, hosted by Councillor Fletcher
- February 15, 2017 – PFR Community Disability Steering Committee (CDSC) special meeting
- July 19, 2018 - Stakeholder Information Update Meeting

What we heard from Stakeholders

City Disability Steering Committee (CDSC)

- Viewing interest, rest areas and seating desired
- Signage important
- Turning radius considerations
- Sight lines and views (especially for people in wheel chairs)
- Surface texture differentiation (thermaplast / paving textures)
- Phased approach to larger accessible city destinations

Ramp needs to service as many users as possible, including:

- Pedestrians
- Cyclists
- Cyclist with trailers
- People who use wheelchairs
- People who use walkers or canes
- People who use recumbent bikes and hand pedals
- People walking dogs
- Caregivers with strollers
- People who are visually impaired

Update on Other Related Projects

- Master Plan Refresh underway (kick-off with DTAH on July 18)
- Lower Don Trail Improvements - Phase 2 (already fully designed and proposed to be bundled with this project - pending expedited Metrolinx sublease and agency review)
- Don Landing - (design complete but this is deferred based on new station 'East Harbour' proposed in proximity)
- Wonscotonach Parklands naming proposal: planning under way for community consultations

Context

Carlton Street

Riverdale Farm

Riverdale Park West

Potential Future Accessible Connections

Sloping Path Connection
Connect Riverdale Pedestrian Bridge to the Lower Don Trail

Bayview Ave.

Existing stairs

Lower Don Trail

Existing Pedestrian Bridge

DVP

Don River

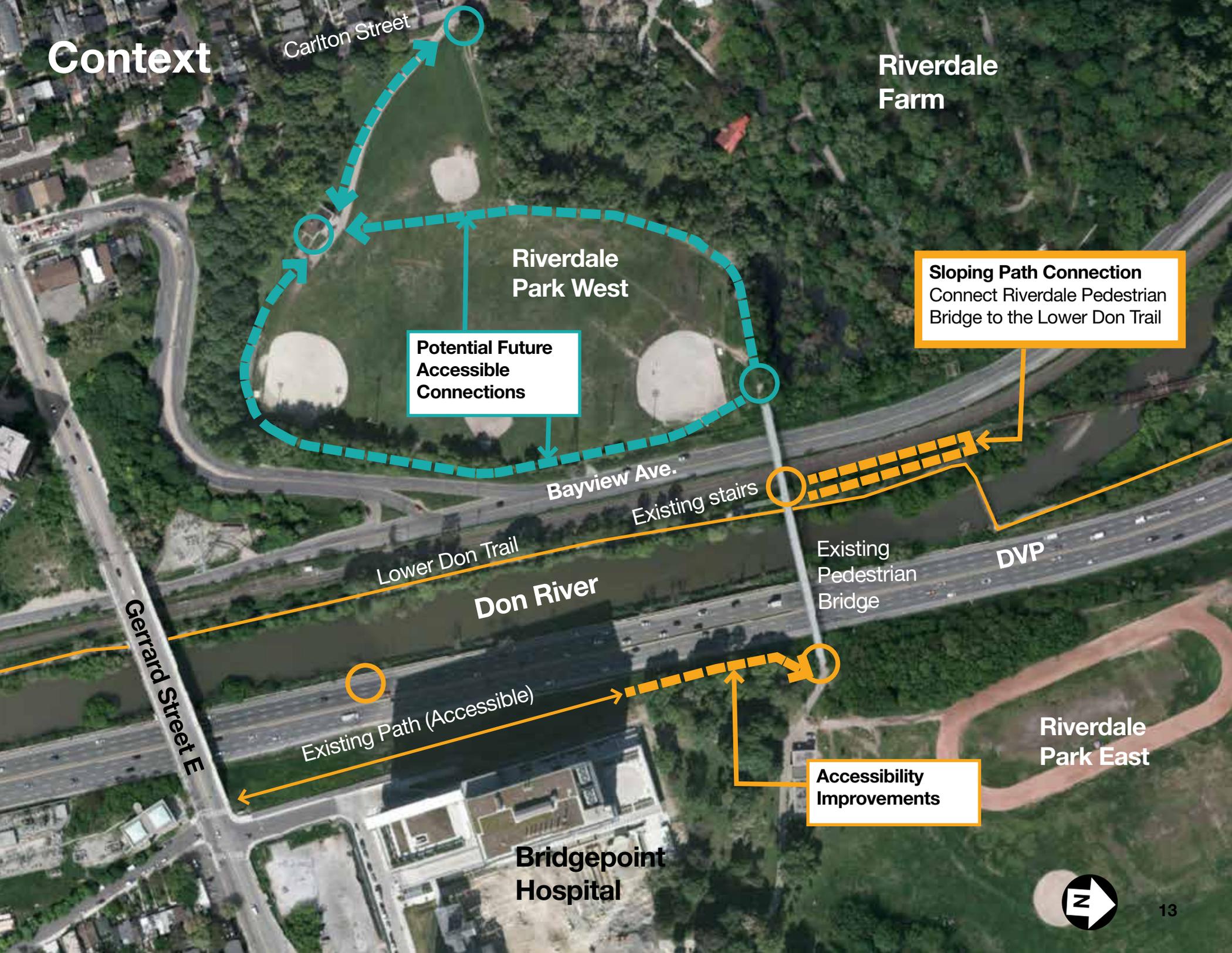
Gerrard Street E

Existing Path (Accessible)

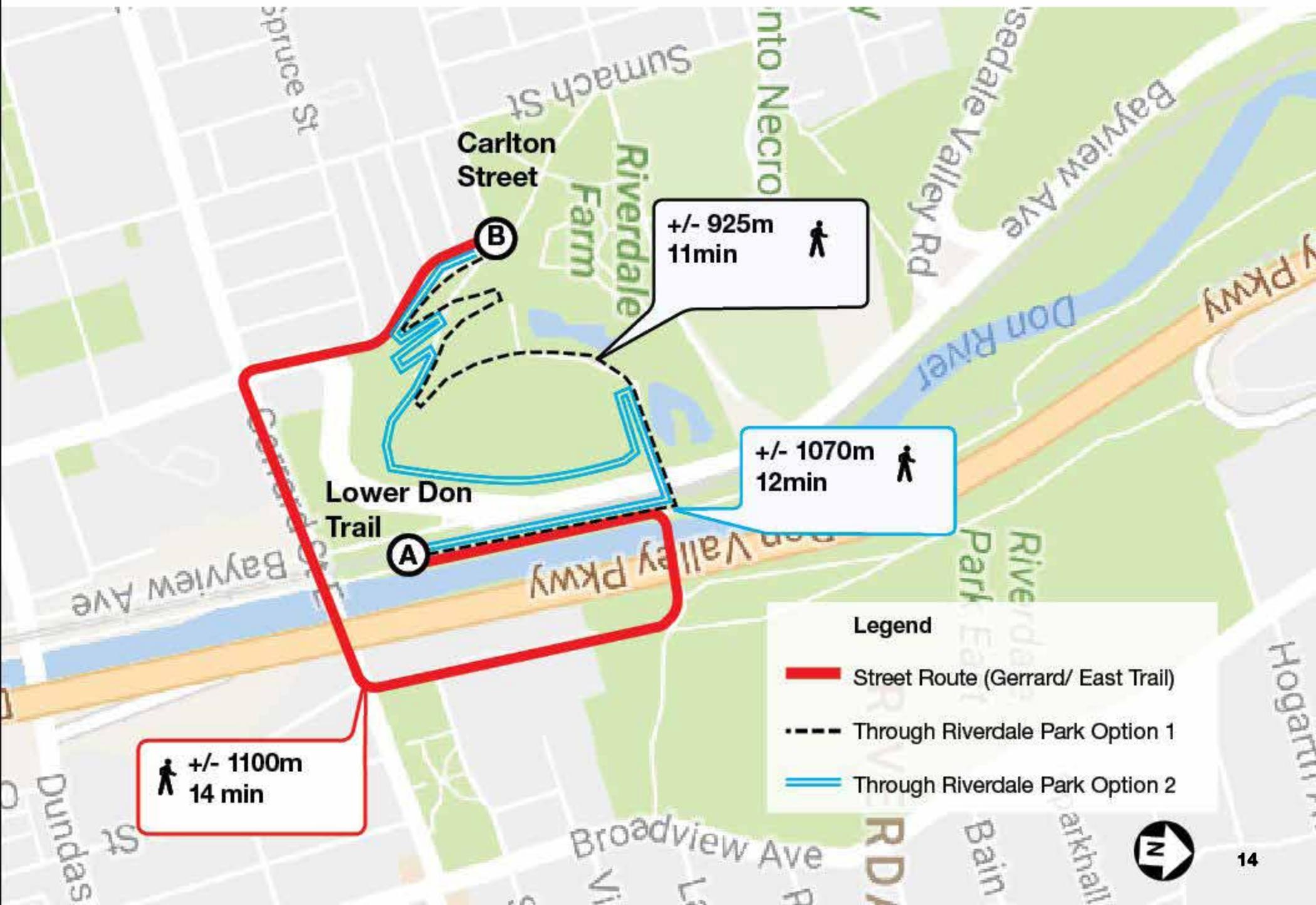
Accessibility Improvements

Riverdale Park East

Bridgepoint Hospital



Distance of Travel



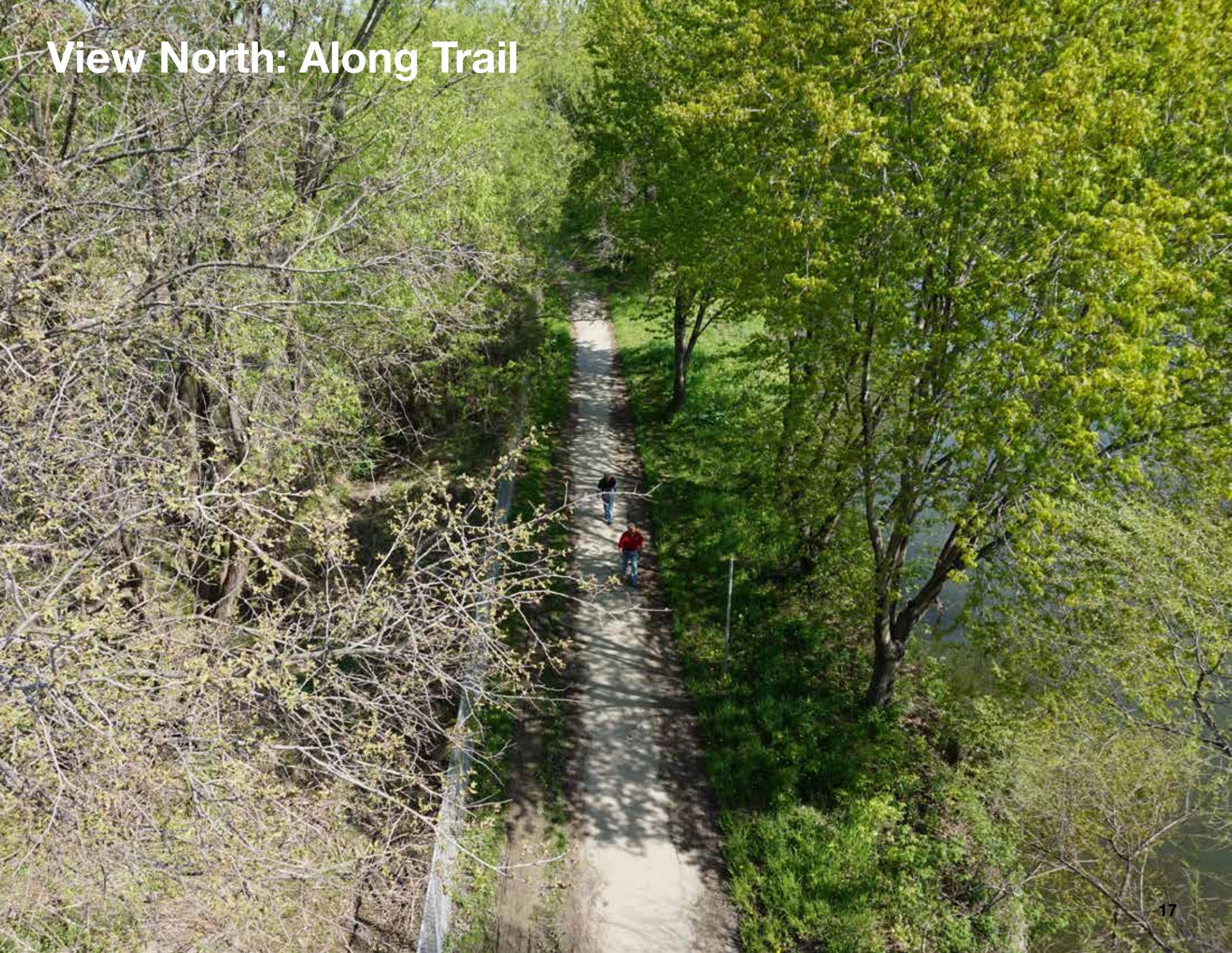
Existing Site Conditions



View South: Along Trail



View North: Along Trail



Views South: Riverbank



Views North: Bridges



Existing Trees (North)



Metrolinx Lands

Mainly Tree of Heaven
Some Crack Willow
Trail widening & fence relocation impacts

Trail

Riverbank

Mature trees
Slope stabilization

Existing Trees (South)



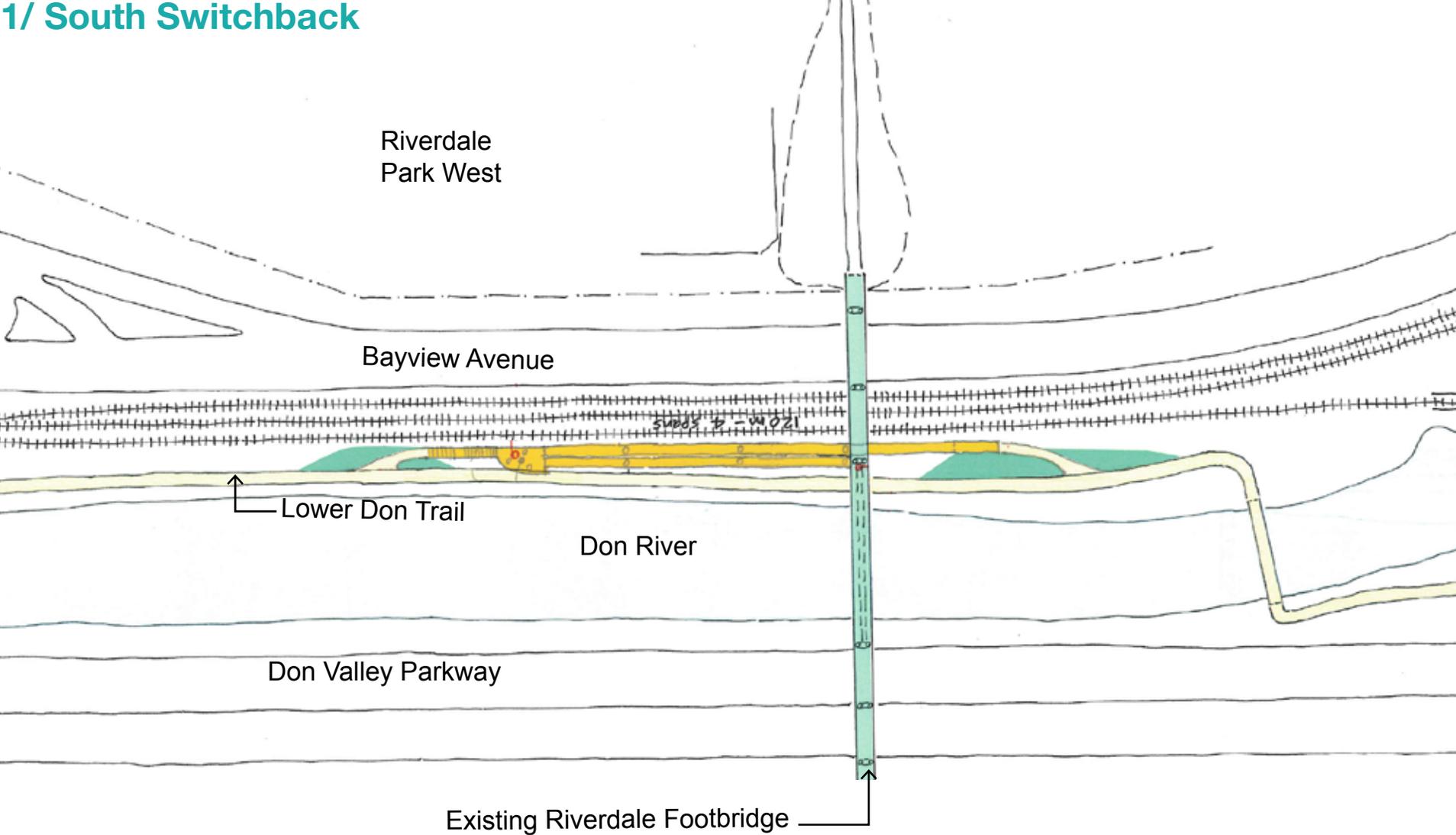
Riverbank
Mature trees
Slope Stabilization

Trail

Metrolinx Lands
Mainly Tree of Heaven
Trail widening impacts

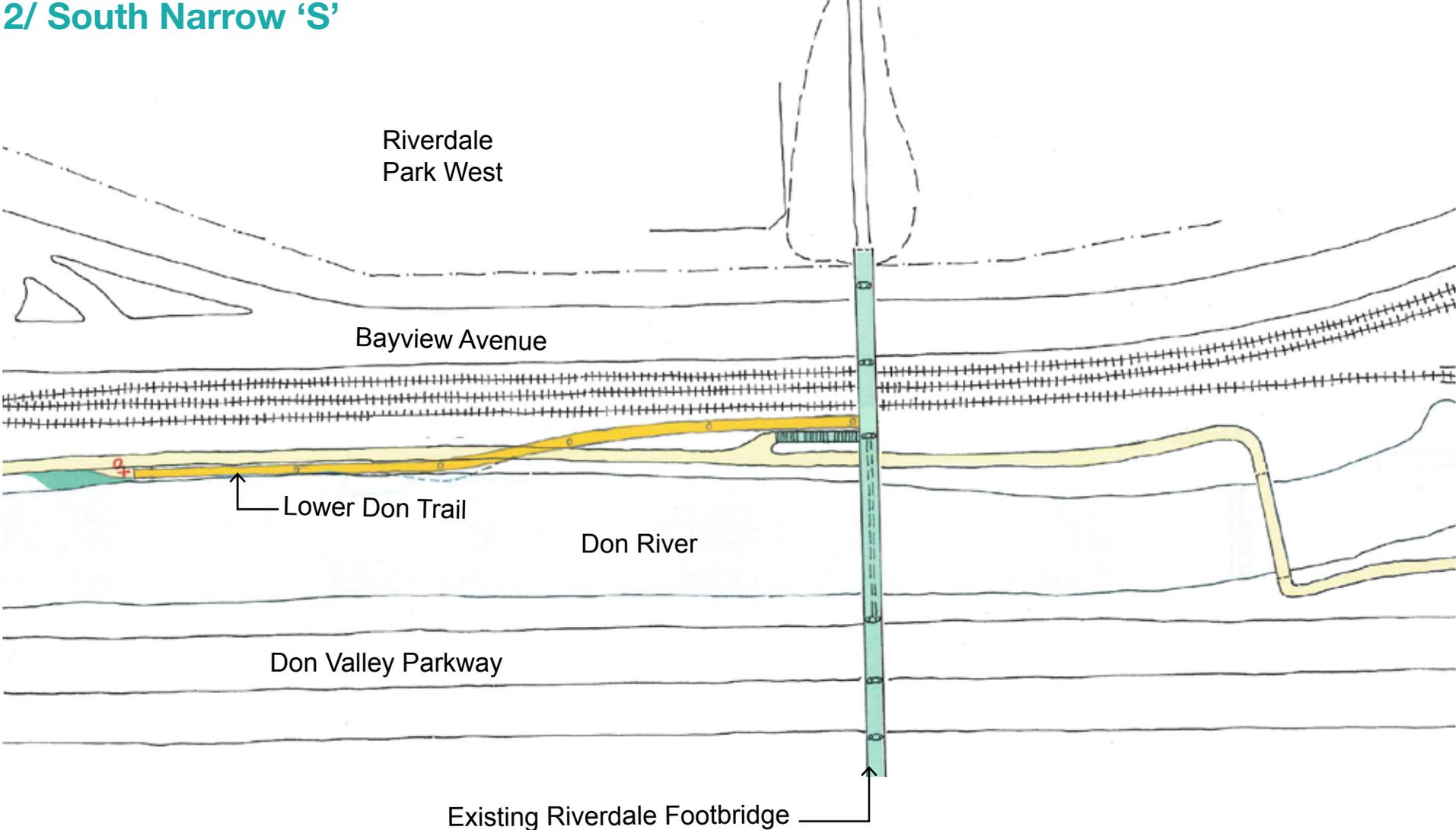
Preliminary Explorations

1/ South Switchback



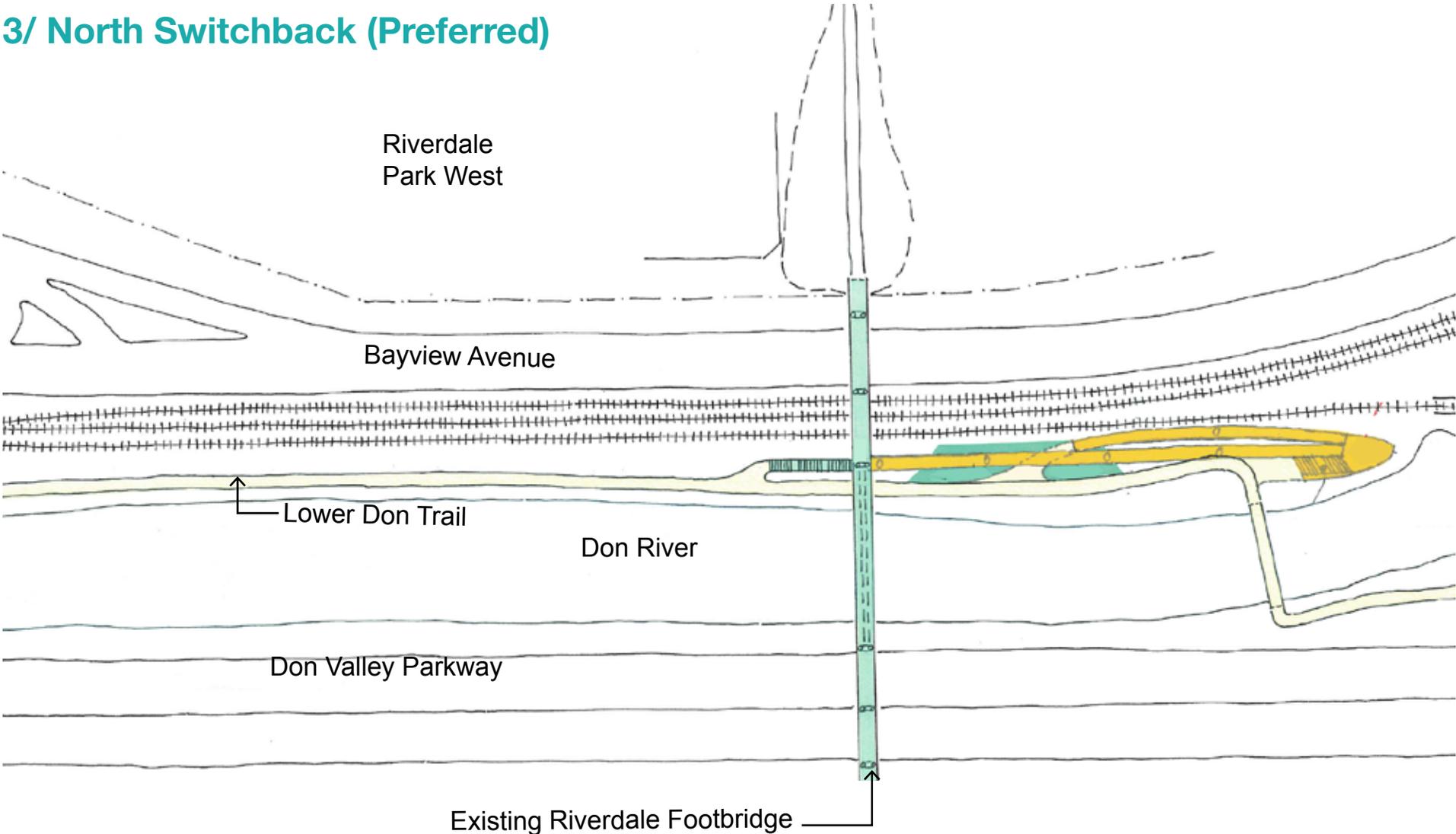
Preliminary Explorations

2/ South Narrow 'S'



Preliminary Explorations

3/ North Switchback (Preferred)



Summary of Consultation with Project Partners

1. TRCA

- Minimize overall site disturbance and limit amount of new features within the flood plain
- Minimize filling within the flood plain
- Avoid impacts to existing natural features
- Restore/ improve existing habitat
- Locate new structures away from river banks
- **North Switchback Option preferred**

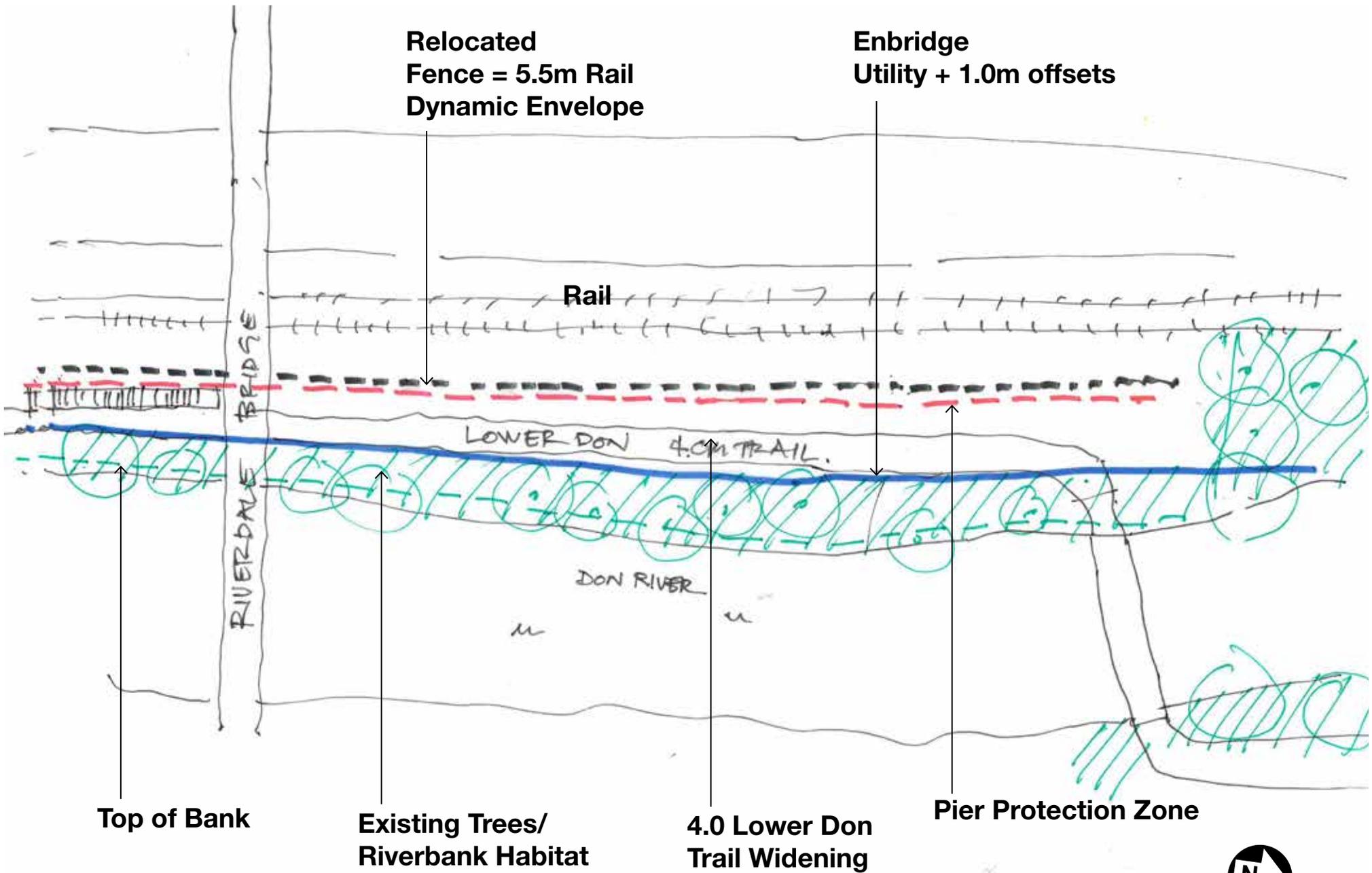
2/ Metrolinx

- Standard Transport Canada Railway Clearances
- Potential derail containment structure or barrier (Pier Protection)
- Consider future electrification

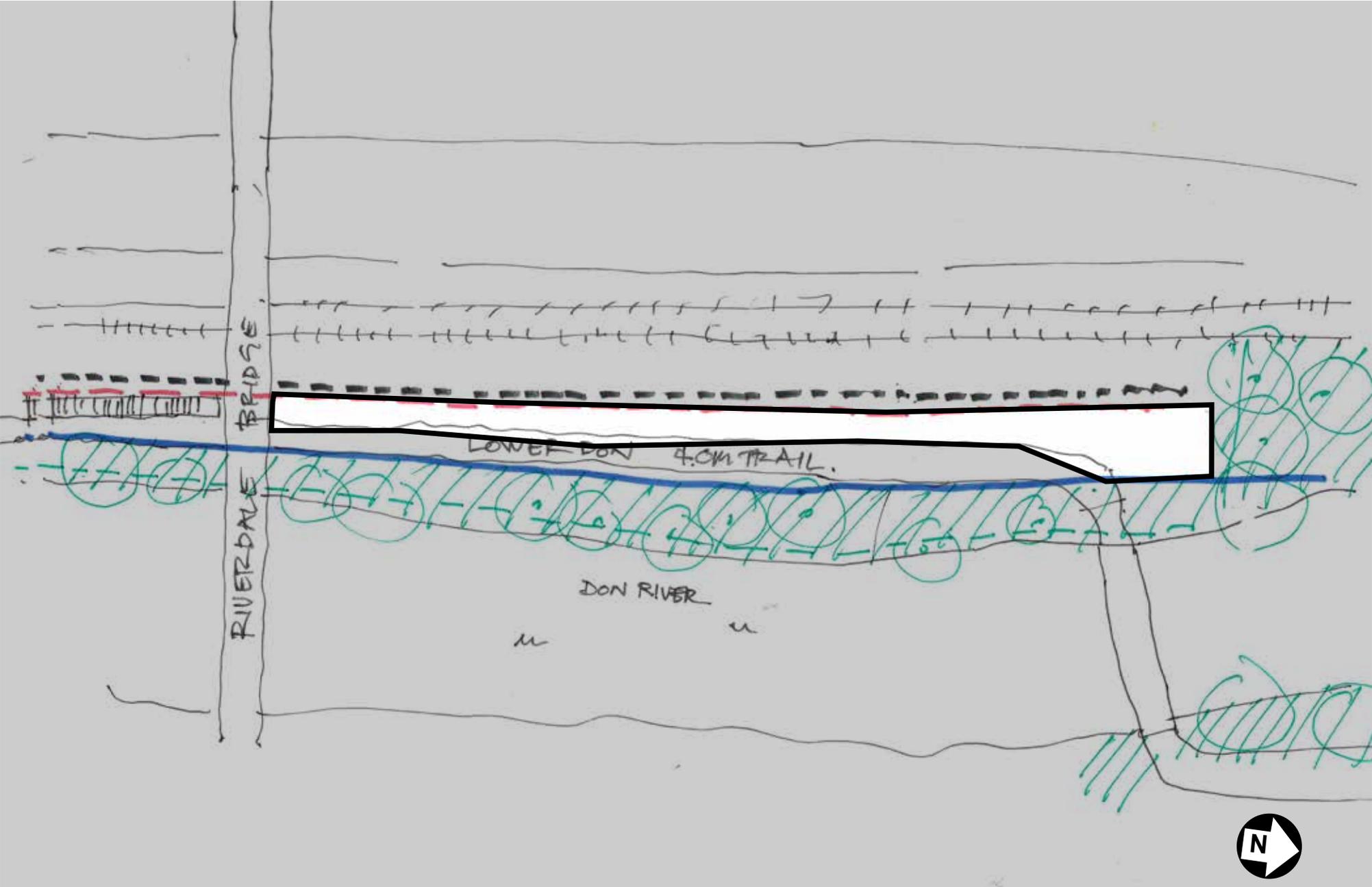
3. City Maintenance + Operations

- Accessible route from West side would require future phased connections/ impact on park programming
- East Side accessibility to be implemented with this project
- Ongoing maintenance requirements (no winter maintenance)

Site Constraints Summary



Window to 'land' structural elements



Sloped Path: Design Criteria

- Pedestrian & cyclist loading
- Sloping pathway at continuous 5% slope (not considered a ramp as per AODA)
- 3.0m clear width
- Vertical rise 9-10m between bridge deck and grade -180-200m horizontal run required.
- Fence relocation 5.5m from existing centre of adjacent track.
- 4.0m width Lower Don Trail
- Turning radii to accommodate range of users
- Maintenance: accommodate standard Kubota vehicle; no winter maintenance

Other City Ramps

Pape Avenue

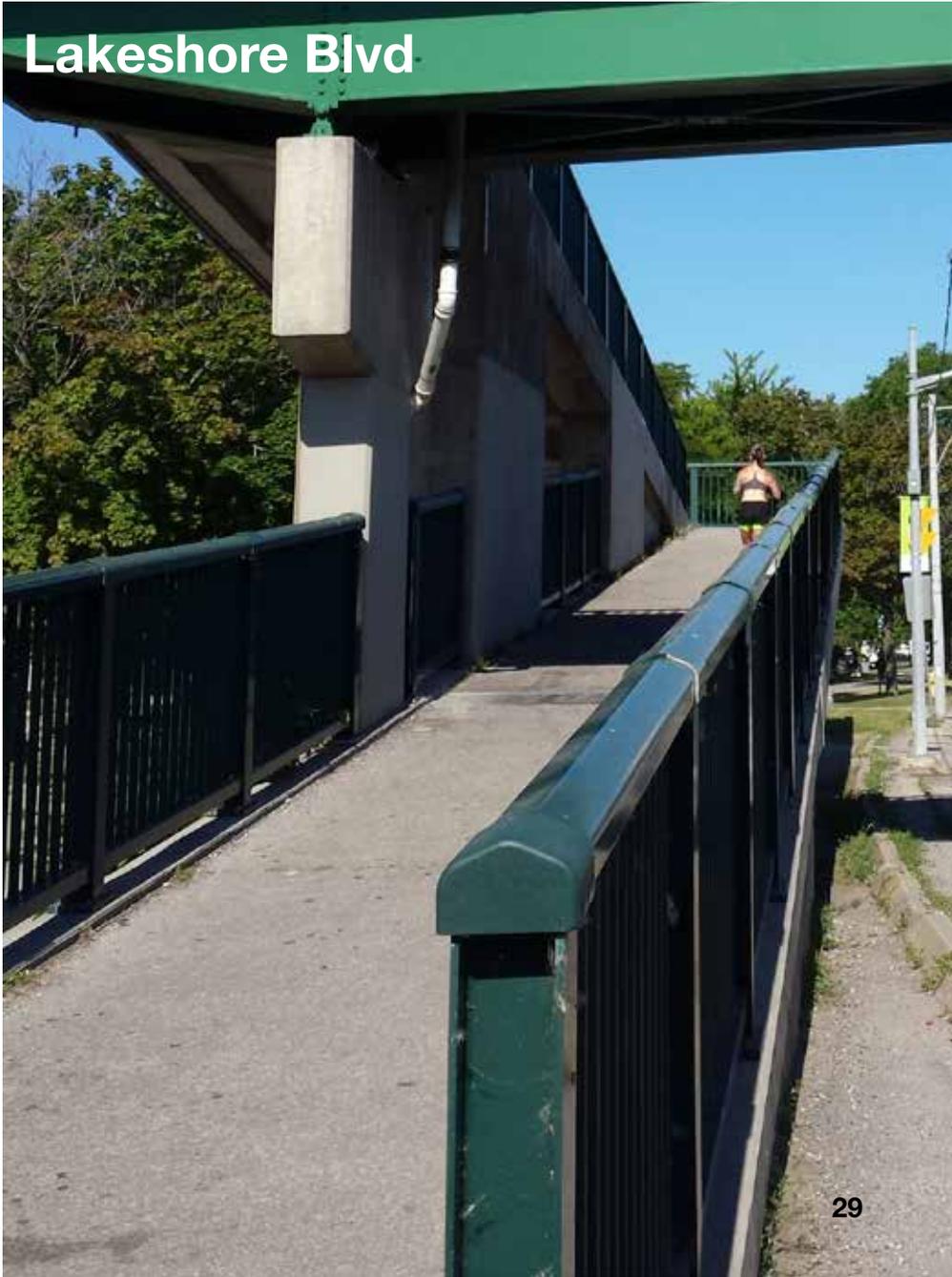


+/- 2.2m wide

Summerhill and MacLennan



Lakeshore Blvd



Precedents



3.0m wide

COLONEL BY DRIVE

ECHO DRIVE

CLEGG STREET

RIDEAU CANAL

MULTI-USE PATH

Rideau Canal, Ottawa

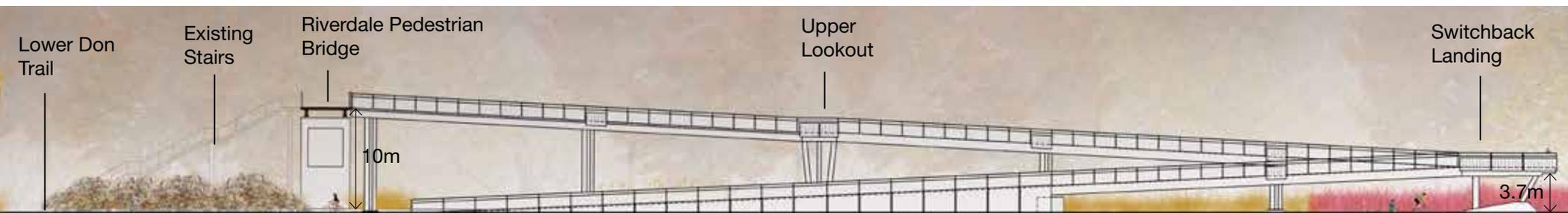
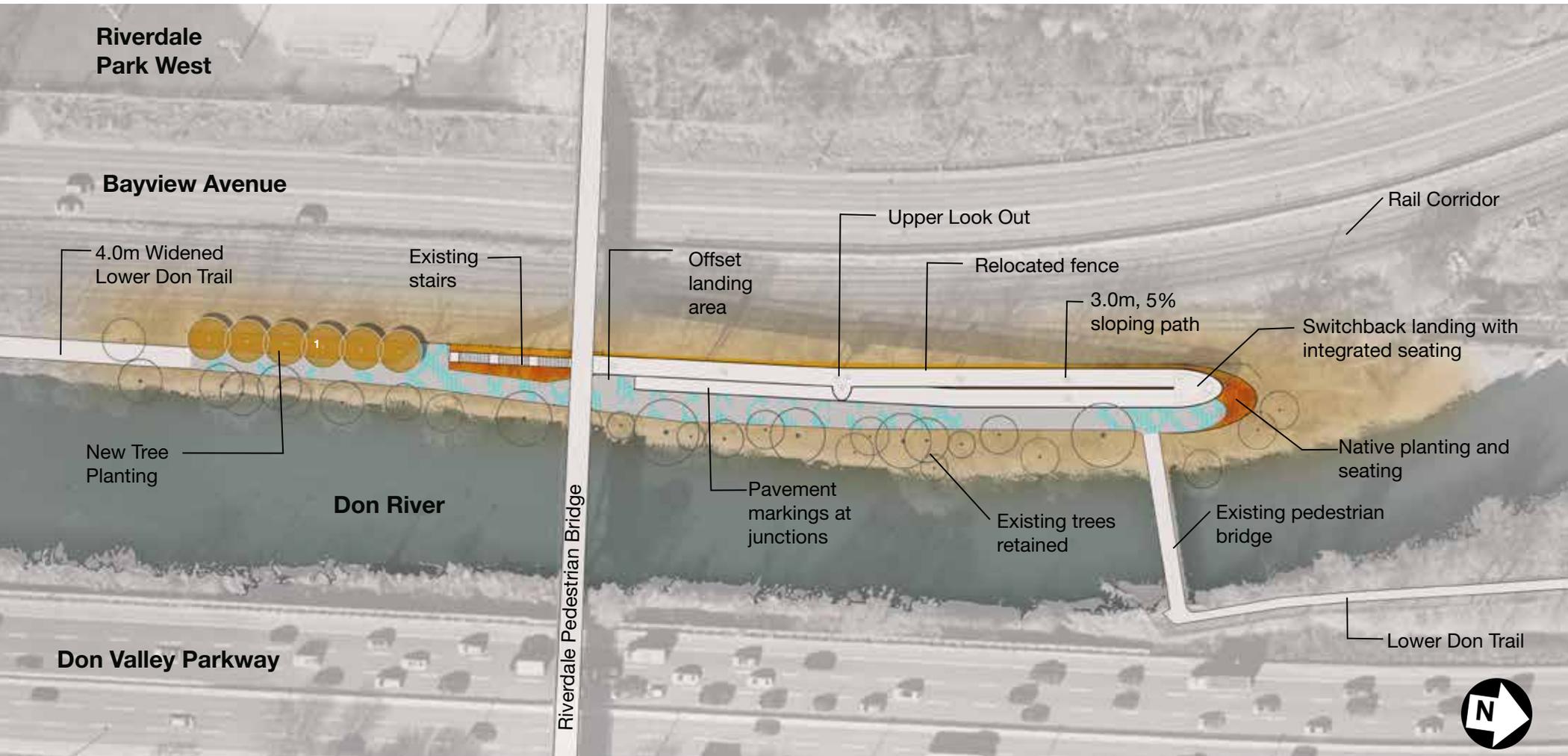
Precedents



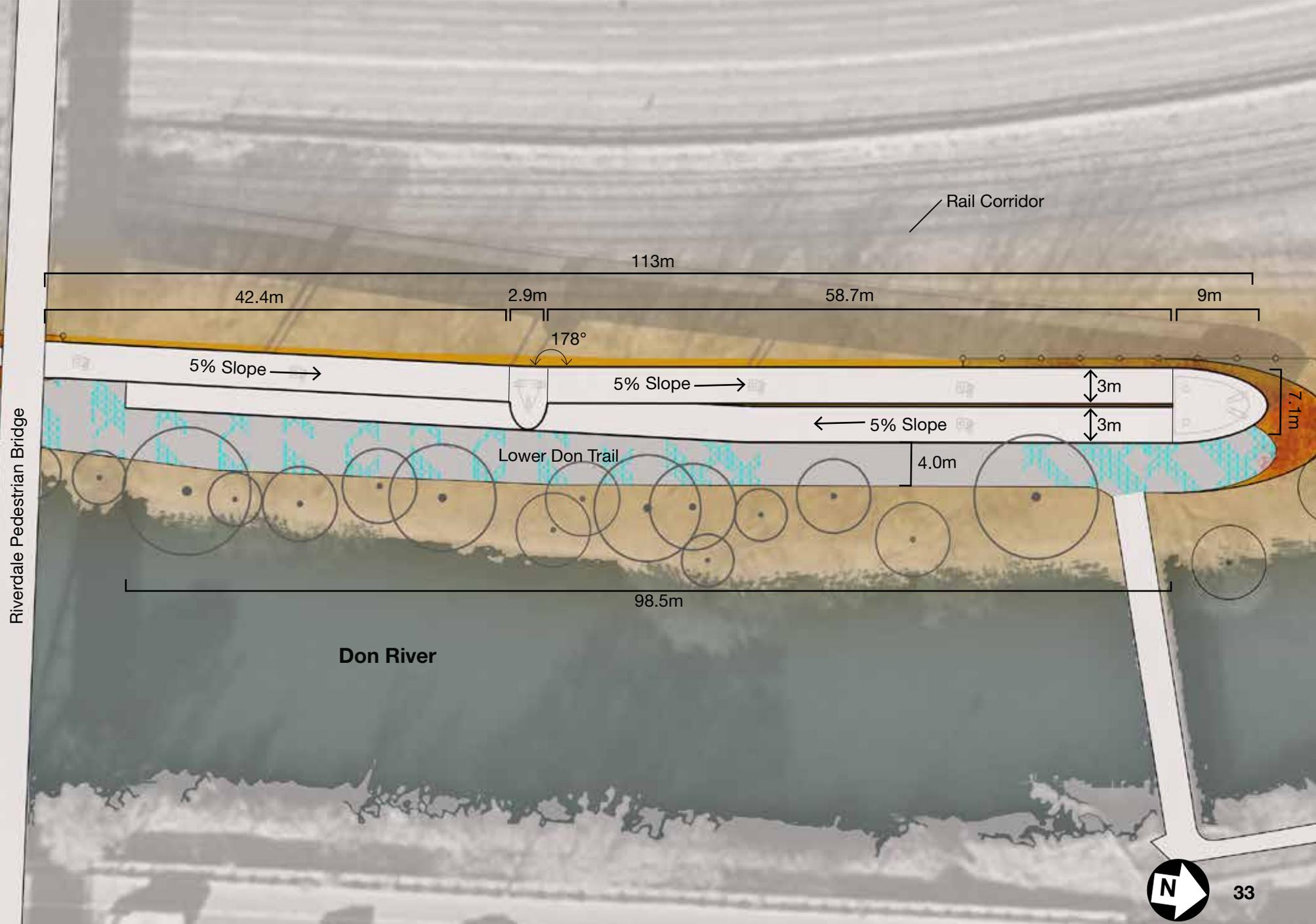
3.0m wide

John Street, Weston

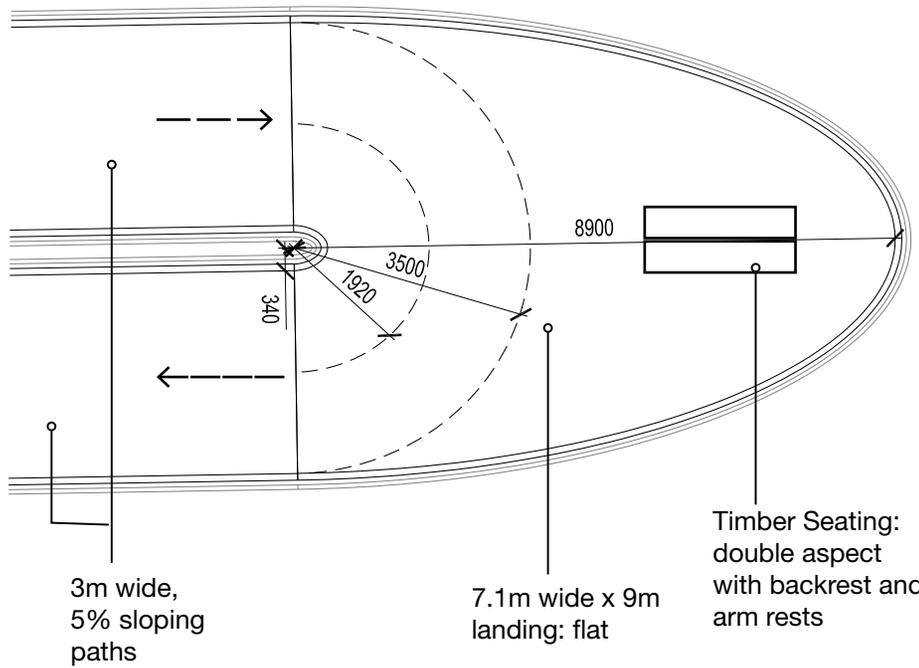
Schematic Design



Key Dimensions



Switchback Look Out



Department for Transport, Cycle Infrastructure Design (UK, 2008)

Table 2.4 Minimum turning circles (mm)

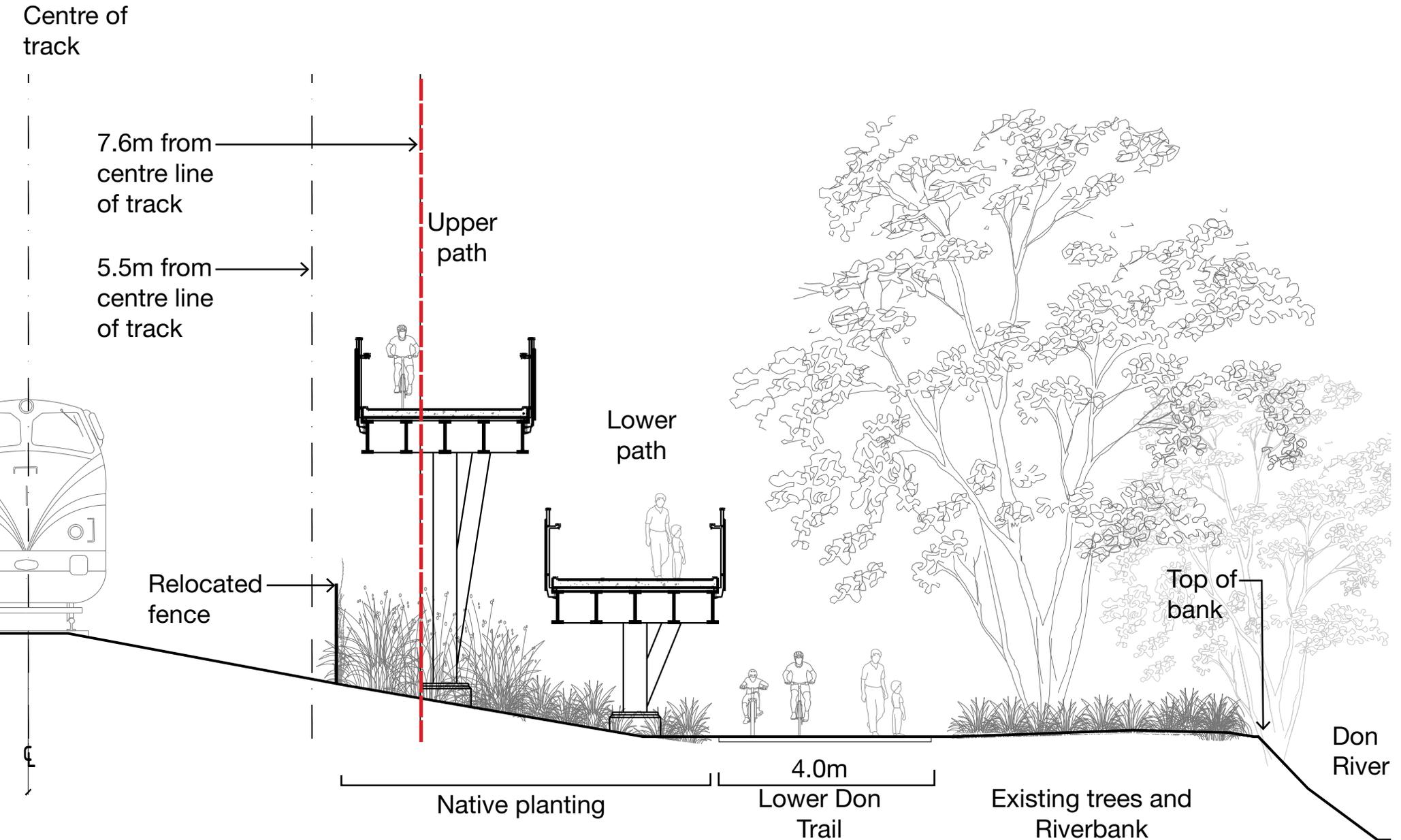
	Overall length	Minimum turning circle	
		Outer radius*	Inner radius**
Conventional bicycle	1800	1650	850
Bicycle and 850 wide trailer	2700	2650	1500
Bicycle and trailer cycle	2750	2050	700
Tandem	2400	3150	2250

* The outer radius governs the distance between walls required to execute a full turn.
 ** The inner radius indicates the size of an imaginary circular obstruction which the cyclist moves around.

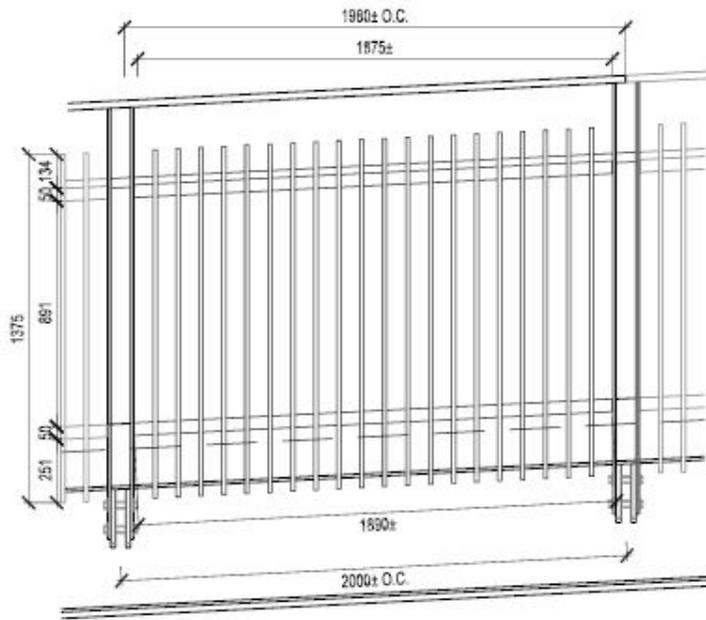
Kabota RTV 900 4m (13.1ft)



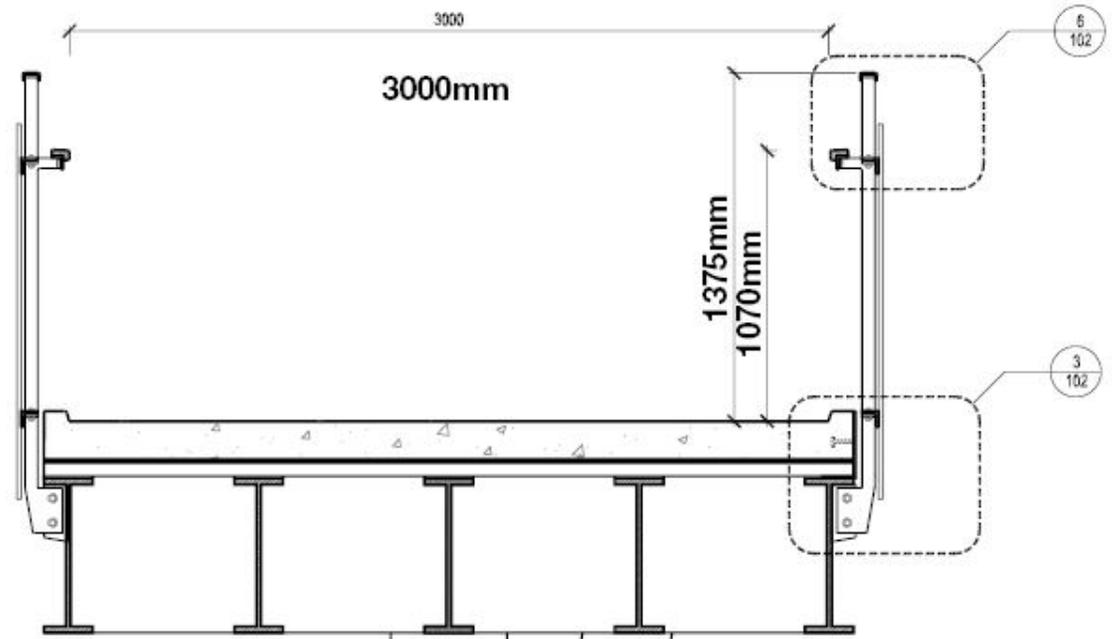
Typical Cross Section



Details



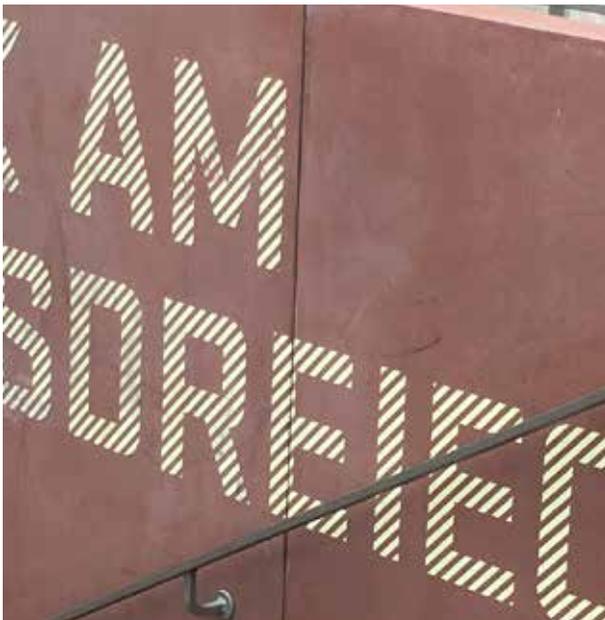
2 ELEVATION - TYPICAL SLOPED PATH
A102 1:20



1 SECTION - TYPICAL SLOPED PATH
A102 1:20



Materials and Finishes



**View Looking North
Towards Upper Lookout**



**View Looking South From
Switchback Landing**



Opportunities for Input

- **Finish and surfacing materials:** ramp deck; upper look out; switchback lookout; railings; trail; etc.
- **Seating/interpretive opportunities:** switchback look-out, below ramp adjoining trail.
- **Aesthetic treatments:** concrete wall surfaces; lookouts; benches; existing bridge; pavement markings.
- **Signage and wayfinding:** at foot of ramp or bridge
- **Planting:** range of native plantings.

Next Steps

- Publish materials online for public review and comment
- Progress with detailed design package to stakeholder agencies; Metrolinx, TRCA, Bridges and Structures for additional technical review.
- Integrate comments (both public and agency stakeholders) and progress to preparing tender
- These steps are concurrent to negotiating sub-lease agreement with Metrolinx
- Until technical review from agencies and sub-lease signed City cannot tender, but once tender is released we anticipate construction to be expedited over 6 -10months, and our hope is start this at a time when the delays will be of least impact to trail users.
- Look for updates at: toronto.ca/lower-don-trail