

# Preliminary Concepts – Do Nothing

## STATUS QUO

### Advantages:

- No impact to natural environment or slope stability
- No cost to implement

### Disadvantages:

- Does not address the accessibility barrier created by the staircase
- Does not provide safe cycling conditions on Weston Rd. or below the rail bridge
- Does not address lack of sidewalk on Fairglen Cres.
- Does not address the problem statement





# Preliminary Concepts – Option 1

## FULL IN-VALLEY ALIGNMENT

### Advantages:

- Provides for a dedicated, off-road option
- Avoids conflicts with high traffic areas
- Provides a comfortable, well-connected, and appealing trail experience

### Disadvantages:

- Some impact to woodlands and wetlands
- Significant footprint on golf course property
- Safety/trespassing barrier required on golf course property
- Challenging terrain and difficult to construct
- Extensive infrastructure required (3 bridges and cantilevered trail/retaining wall)
- Relatively costly to implement





# Preliminary Concepts – Option 1A

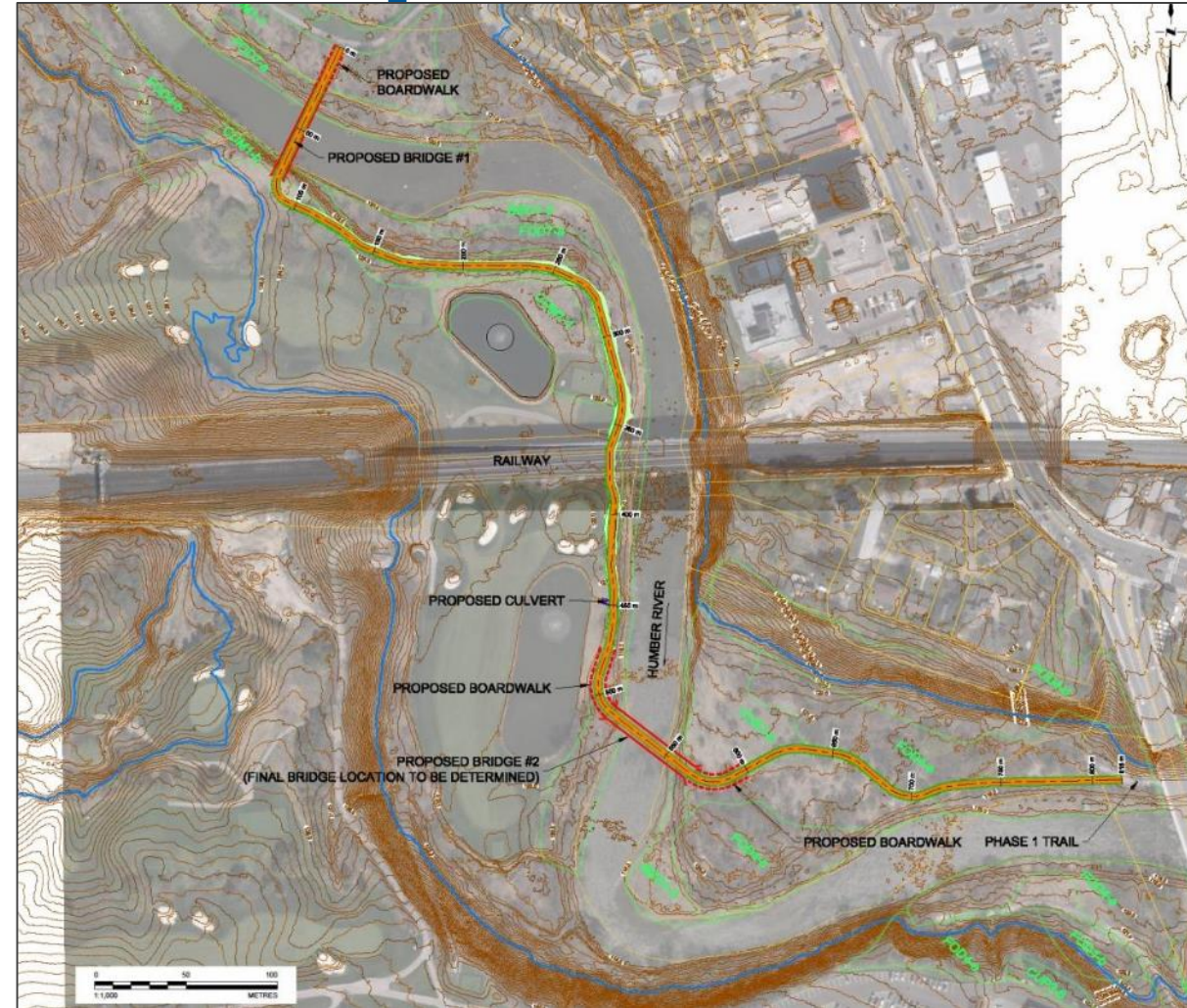
## MODIFIED IN-VALLEY ALIGNMENT

### Advantages:

- Reduced impact on ravine habitat (compared to Option 1)
- Smaller footprint on golf course over Option 1
- Provides a comfortable, well-connected, and appealing trail experience
- Avoids conflicts with high traffic areas
- Less infrastructure than Option 1
- Less costly to implement than Options 1, 2 and 2A

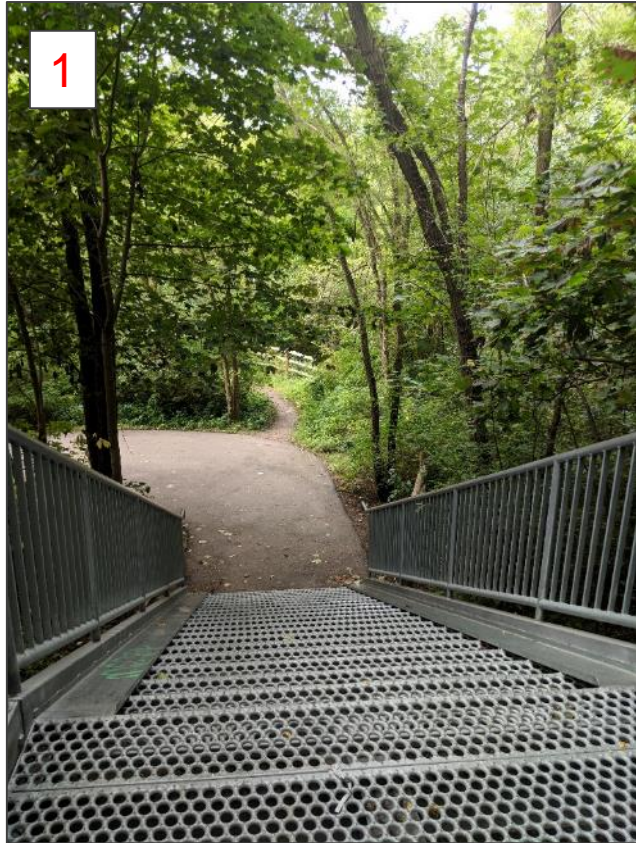
### Disadvantages:

- Impacts to private land trust and golf course
- Safety/trespassing barrier required on golf course property and private land trust





# Preliminary Concepts – Option 1A



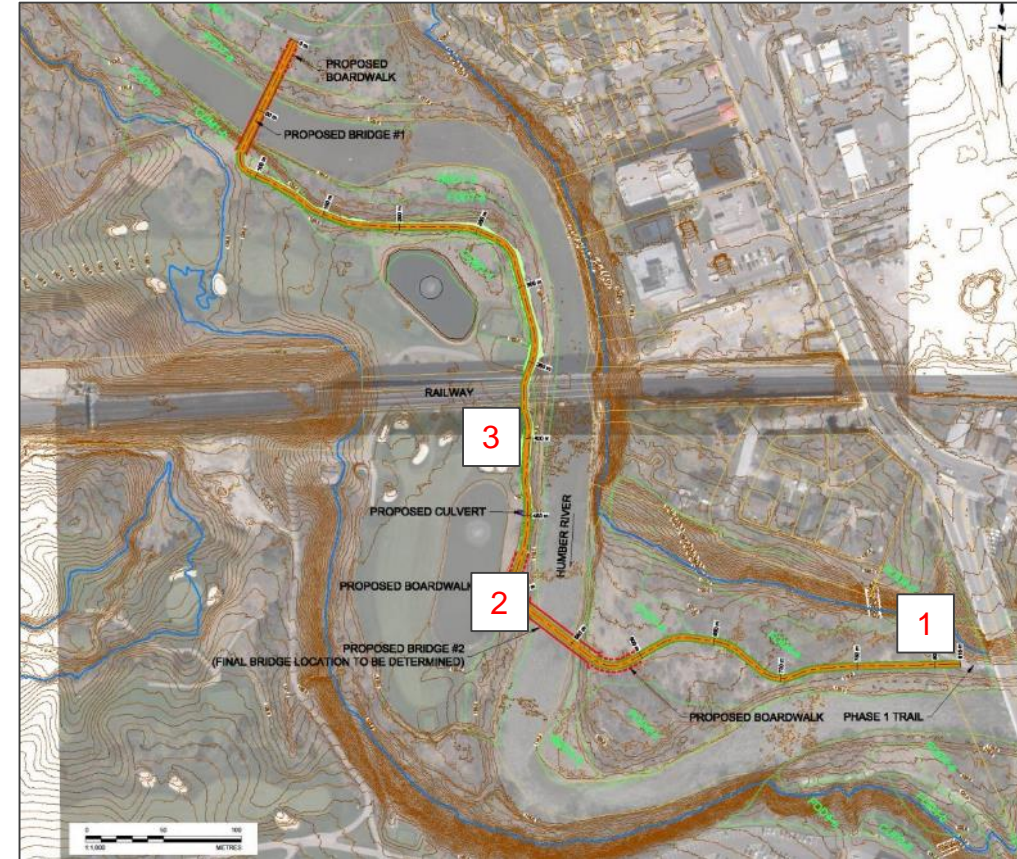
Mallaby Staircase.



Looking east over Humber River.



Golf course lands, looking north.





# Preliminary Concepts – Option 2

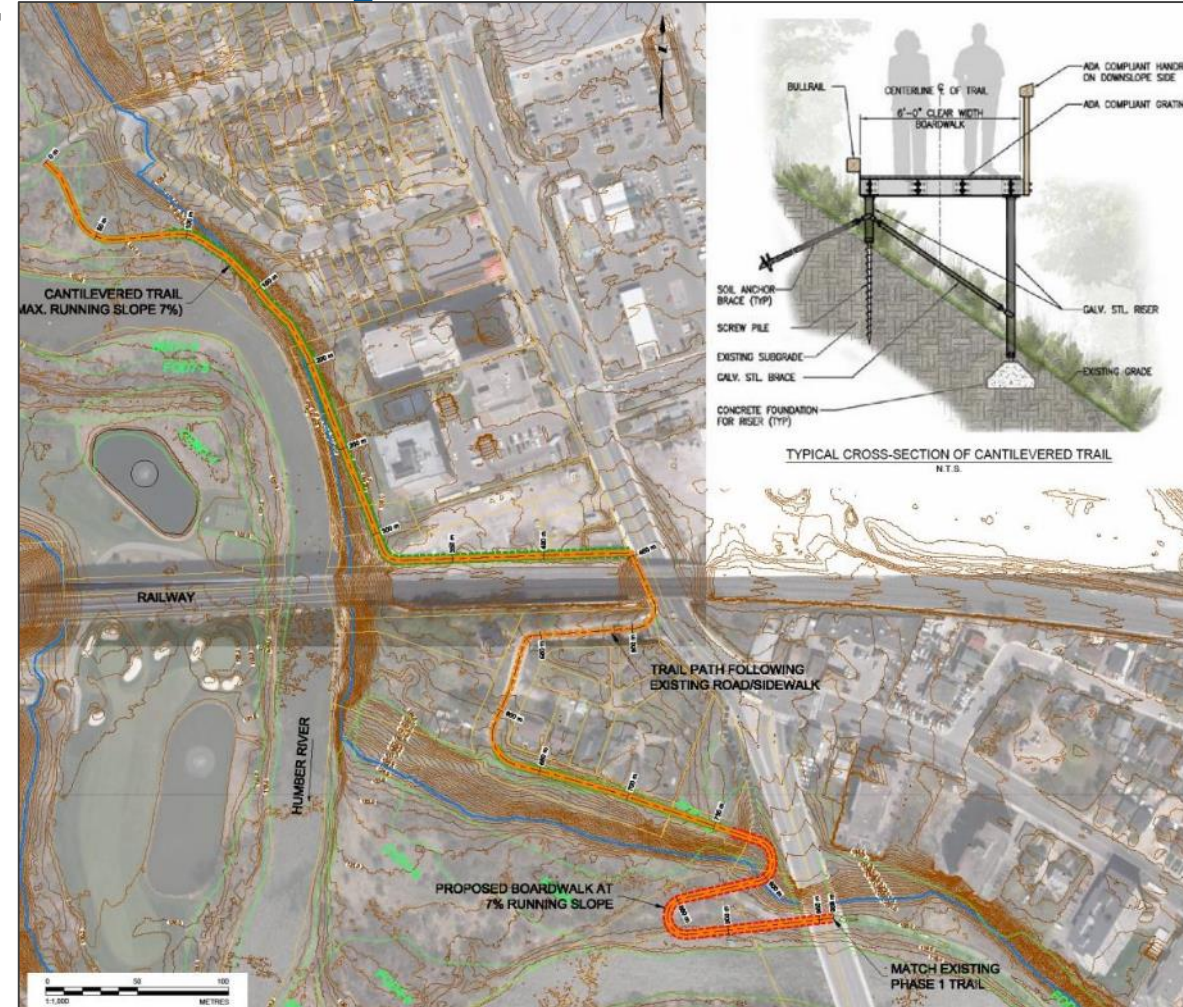
## HYBRID ON-ROAD, IN-VALLEY ALIGNMENT

### Advantages:

- No impact on golf course
- Significantly reduced footprint on private land trust
- Avoids pedestrian bridge infrastructure over water ways

### Disadvantages:

- Impacts to woodlands and stability of east bank
- Requires portion of Metrolinx property
- Does not provide the same level of comfort and appeal as the in-valley options 1 and 1A
- Safety concerns with lack of sidewalk on Humberview Cres. and narrow multi-use trail at rail underpass
- Cantilevered trail is challenging, with relatively high capital and maintenance costs



# Preliminary Concepts – Option 2A

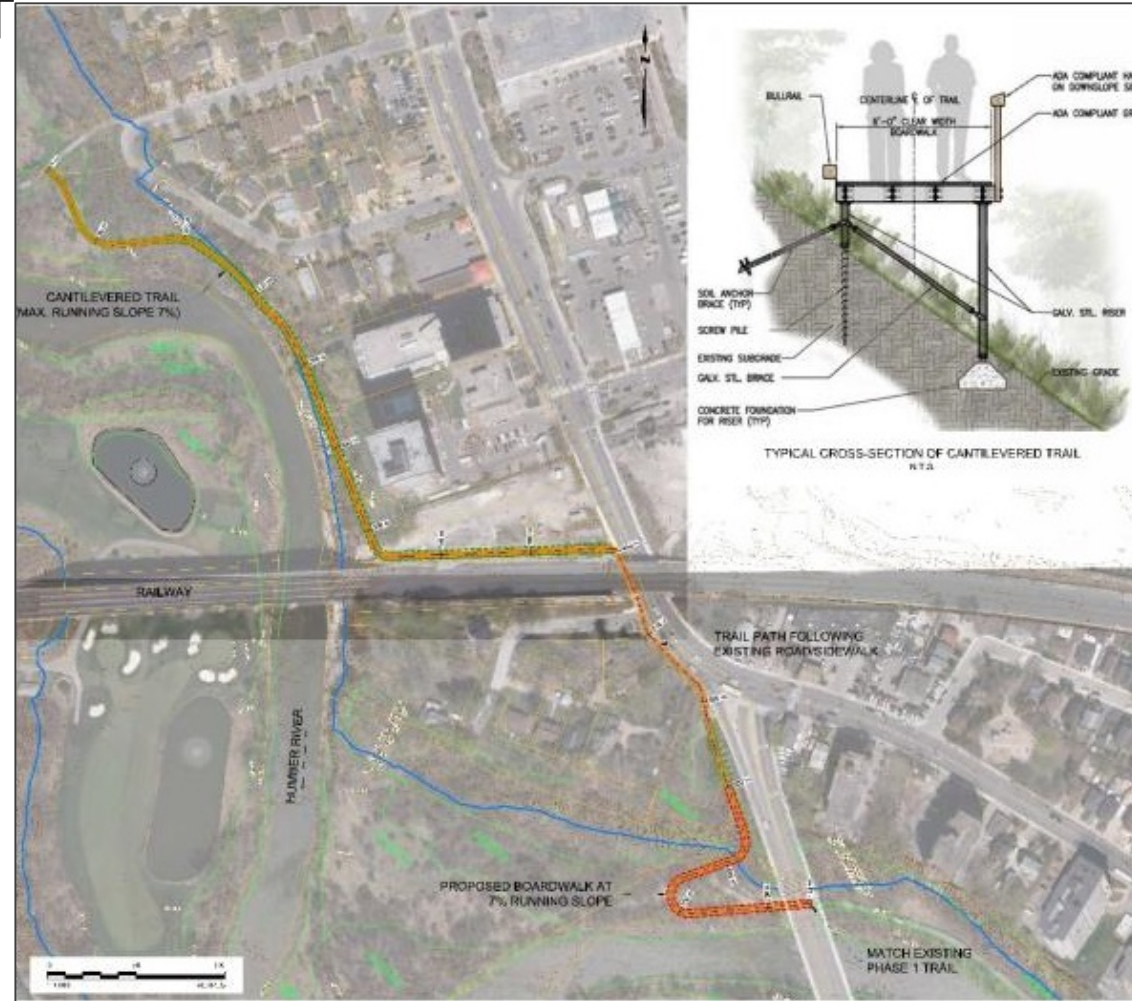
## MODIFIED ON-ROAD, IN-VALLEY ALIGNMENT

### Advantages:

- No impact on golf course
- Significantly reduced footprint on private land trust
- Avoids trail through residential area on Humberview Cres.

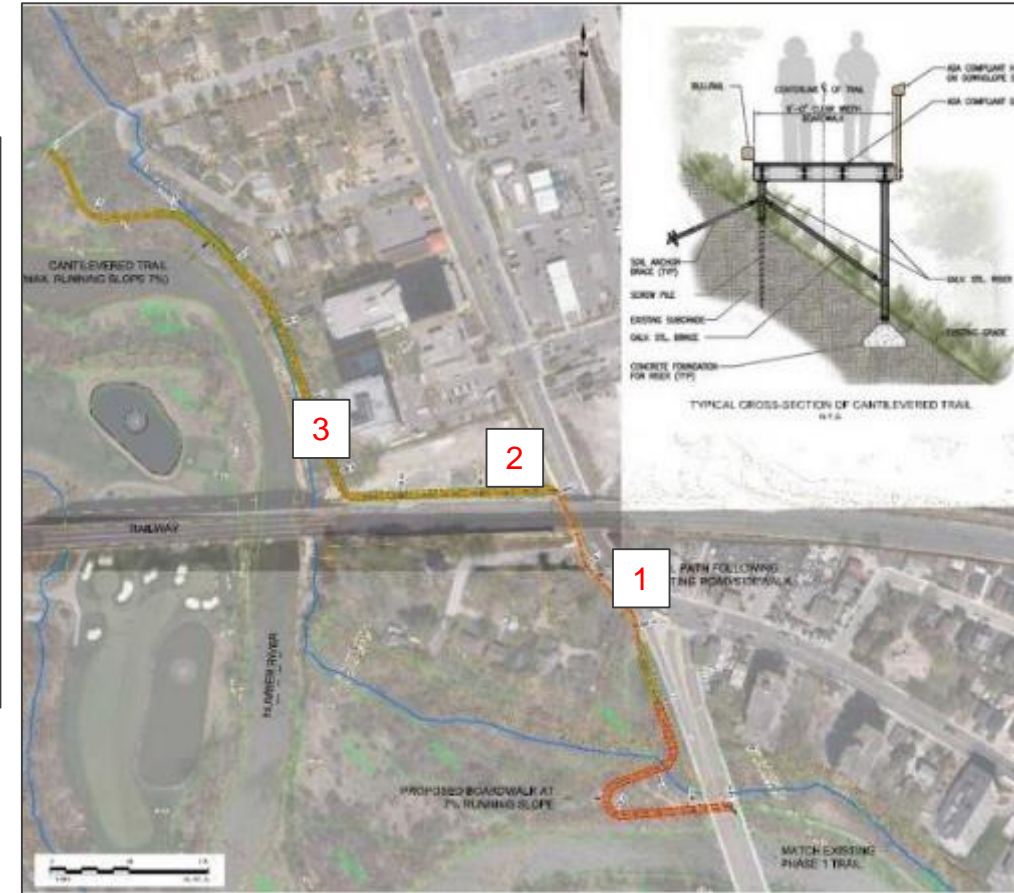
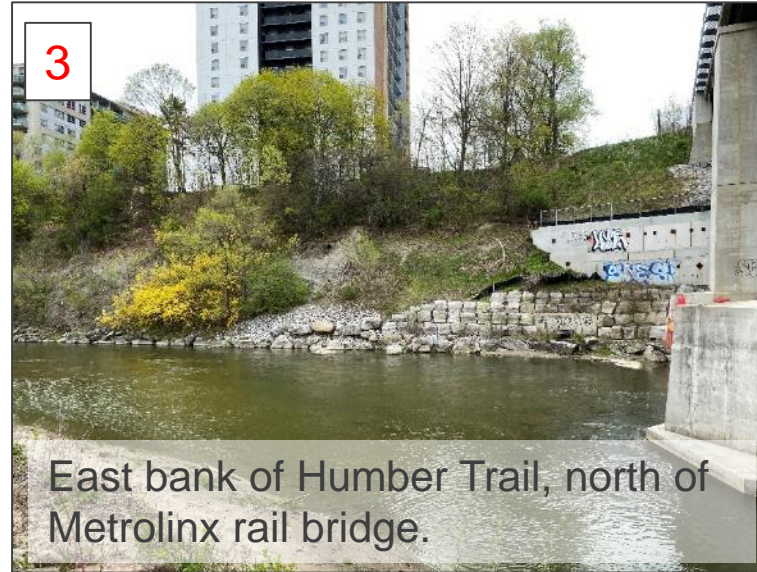
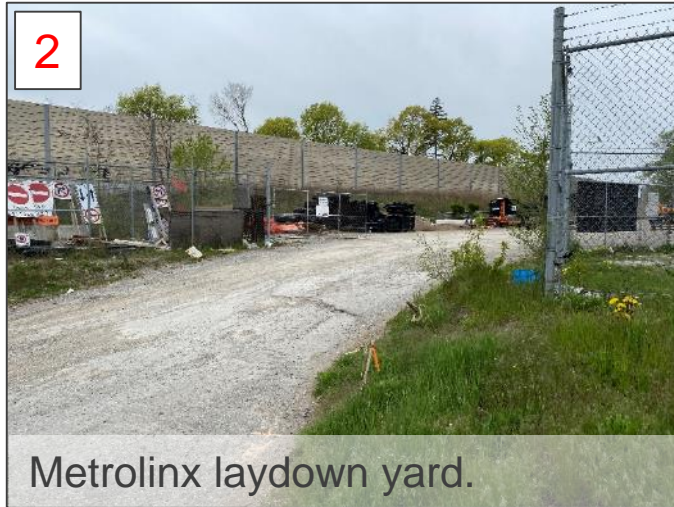
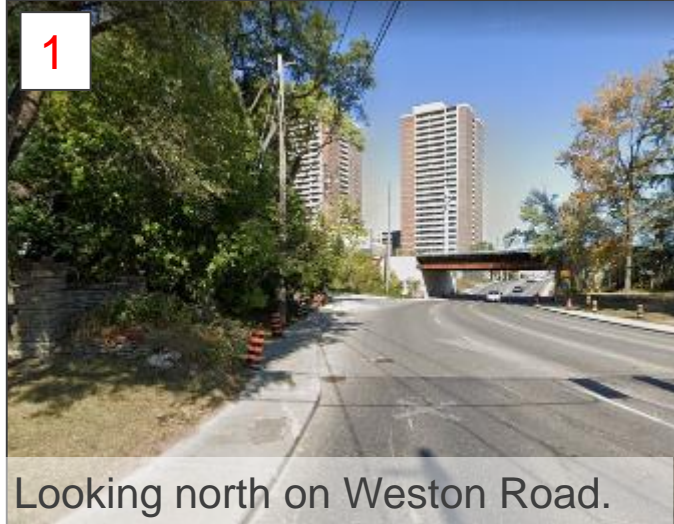
### Disadvantages:

- Impacts to woodland and stability of east bank
- Requires portion of Metrolinx property
- Does not provide the same level of comfort and appeal as the in-valley options 1 and 1A
- Safety concerns with narrow multi-use trail at underpass
- Cantilevered trail is challenging with relatively high capital and maintenance costs
- Relatively high cost to implement





# Preliminary Concepts – Option 2A





# Preliminary Concepts – Option 3

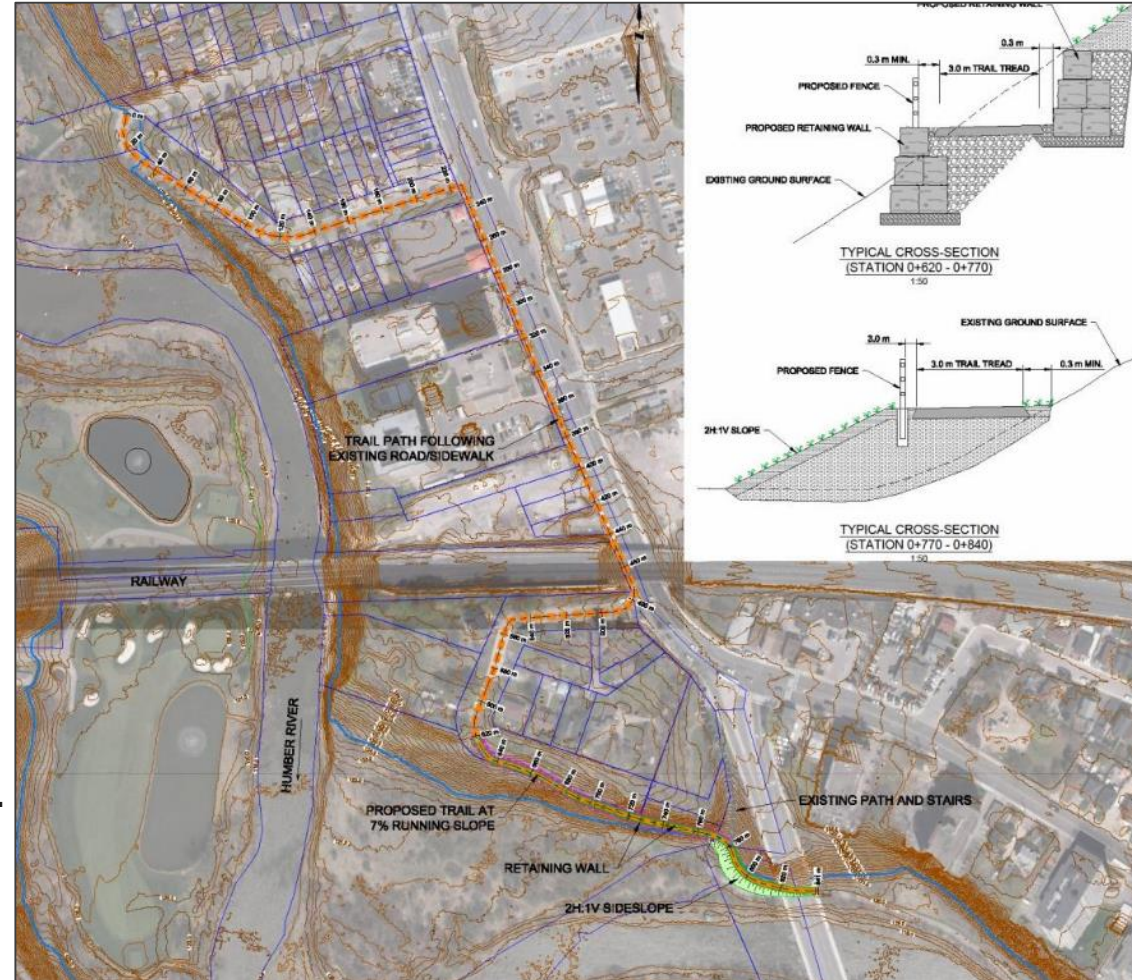
## ON-ROAD ALIGNMENT

### Advantages:

- Minimal impact to natural environment
- Avoids impact to golf course
- Simplest option to construct with the lowest cost
- Moderate maintenance costs, including winter maintenance

### Disadvantages:

- Poorly connected trail experience with a lower level of comfort and appeal over in-valley options
- Requires users to temporarily divert out of ravine
- Doesn't provide a safe cycling connection along Weston Rd.
- Doesn't provide a safe pedestrian connection along Humberview and Fairglen Cres.
- Does not address the Problem Statement





# Preliminary Concepts – Option 3A

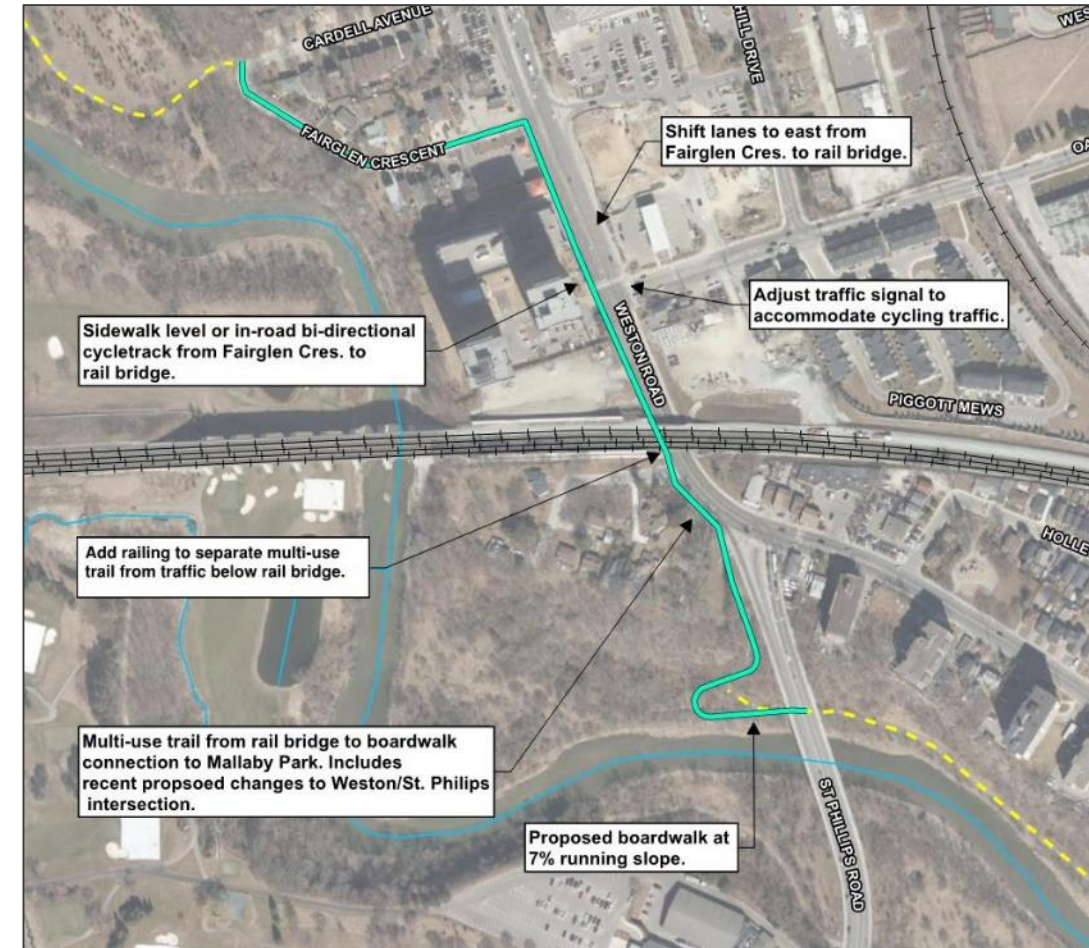
## MODIFIED ON-ROAD ALIGNMENT

### Advantages:

- Minimal impact to natural environment & moderate maintenance requirements
- Avoids impact to golf course
- Improved safety & user comfort over Option 3

### Disadvantages:

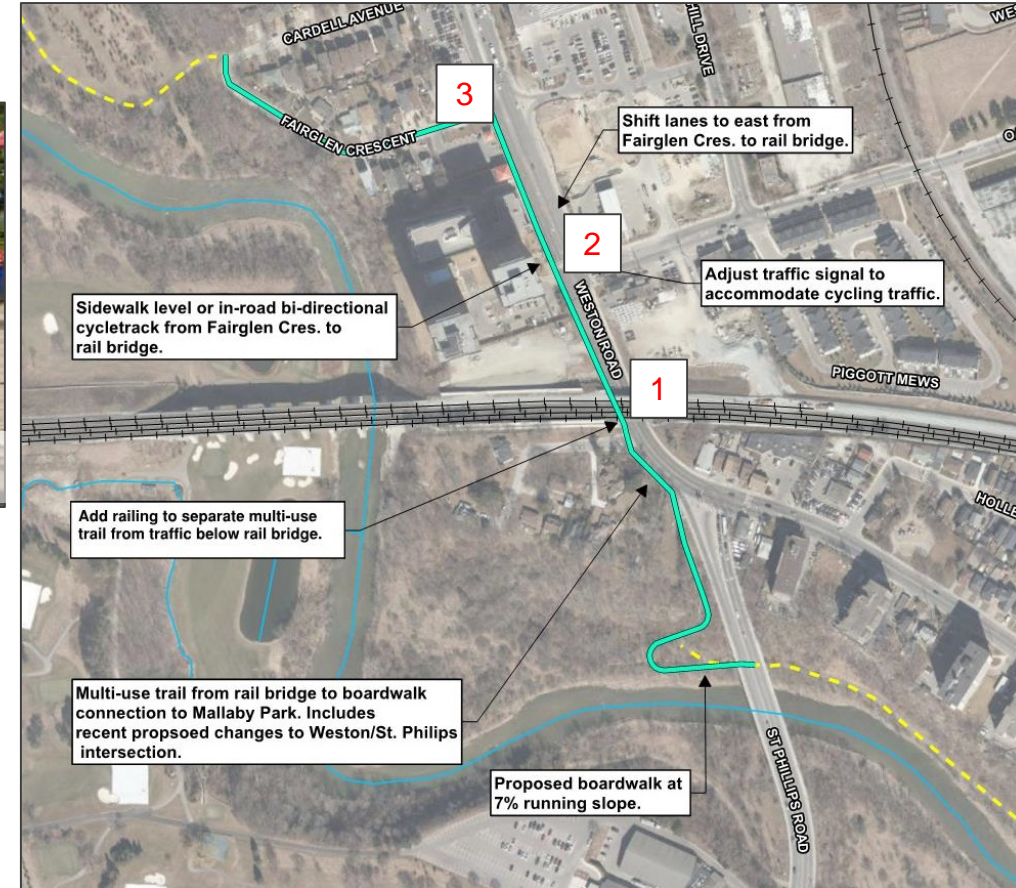
- May require a portion of private land trust and properties along Weston Rd
- May affect Oak Rd. bus stop & width of lanes under bridge
- Potential lane reduction on Weston Rd. between Oak and Cardell Avenue
- Lower level of comfort and appeal over in-valley options, requiring users to temporarily exit the valley
- Shared pedestrian/cycling facility under bridge





# Preliminary Concepts – Option 3A

## MODIFIED ON-ROAD ALIGNMENT





# SCREENING PROCESS

To formally evaluate the advantages and disadvantages of each Concept, a series of screening criteria were developed. Each Concept and the “Do Nothing” option were compared.

## NATURAL ENVIRONMENT

- Impacts to bank/slope stability
- Impacts to woodlands and terrestrial habitat
- Impacts to wetlands
- Impacts to aquatic habitat

## SOCIAL ENVIRONMENT

- Aesthetic value
- Impact to private property
- Impact to traffic and public transportation
- Trail accessibility

## CULTURAL ENVIRONMENT

- Impacts to archaeological resources
- Impacts to cultural heritage resources

## FINANCIAL FACTORS

- Capital costs
- Costs associated with private property
- Maintenance costs

## TECHNICAL ENVIRONMENT

- Ease/complexity of construction
- Impacts to existing infrastructure

## PUBLIC SAFETY FACTORS











































- Flood risk
- Compatibility with traffic
- Compatibility with adjacent land uses
- User conflict






## PROBLEM STATEMENT

- How well does it address the overall Problem/Opportunity Statement?



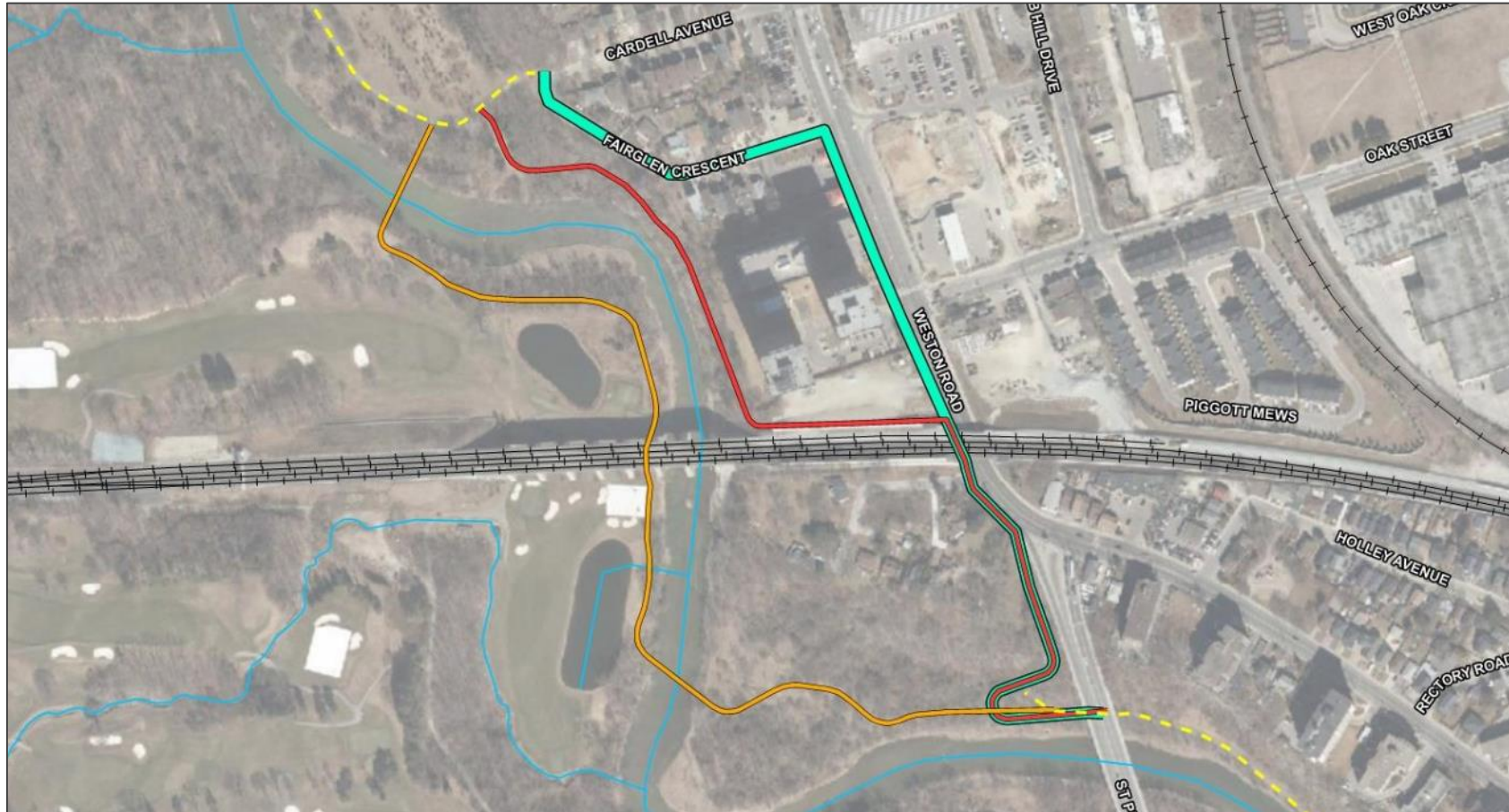
# Screening Summary

CRITERIA FOR EVALUATING ALTERNATIVES	In-Valley Alternatives						On-Road Alternative
	Do Nothing	Concept 1	Concept 1A	Concept 2	Concept 2A	Concept 3	Concept 3A
NATURAL ENVIRONMENT							
SOCIAL ENVIRONMENT							
CULTURAL ENVIRONMENT							
FINANCIAL FACTORS							
TECHNICAL FACTORS							
PUBLIC SAFETY FACTORS							
PROBLEM STATEMENT	Does not meet POS	Meets POS	Meets POS	Partially Meets POS	Partially Meets POS	Does not meet POS	Partially Meets POS
OVERALL SUMMARY	Carried Forward	Not Carried Forward	Carried Forward	Not Carried Forward	Carried Forward	Not Carried Forward	Carried Forward

ORDER OF PREFERENCE	
Most Preferred	
More Preferred	
Somewhat Preferred	
Less Preferred	
Least Preferred	



# Preliminary Preferred Alignments





# Upcoming Studies

## **Traffic Studies – Spring 2021**

- Visit to observe traffic, walking and cycling activity
- Assess whether traffic levels are unaffected by Covid-19

## **Fluvial Geomorphology – Spring 2021**

- Confirm the physical setting and existing channel conditions
- Complete rapid field assessments to update existing geomorphic conditions

## **Geotechnical and Slope Stability – Fall 2021**

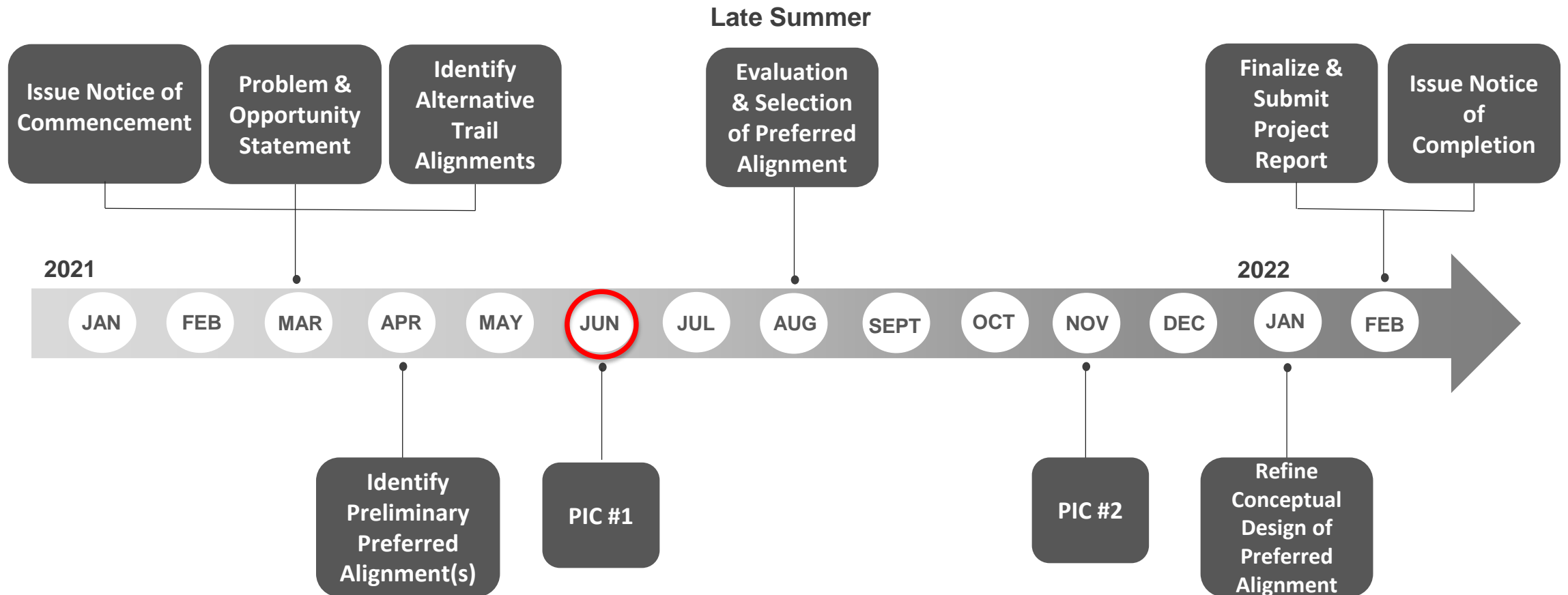
- Field campaign to characterize subsurface conditions and assess stability of slopes and riverbanks

## **Biological Inventories – Spring/Summer/Fall 2021**

- Terrestrial and aquatic inventories within project study area



# Looking Forward





# Question & Answer Period

## Some areas for feedback include:

- Planning context – additional problems or opportunities?
- Problem and opportunity statement
- Conceptual alignments – advantages and disadvantages
- Screening criteria – additional considerations?
- Preliminary Preferred Alignments (Concept 1A, 2A, and 3A)
- General comments and questions



# Questions & Answer Period

## How to Participate

- **By Phone** - To raise or lower your hand virtually, **key in \*3**.
- **By Computer** - Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.
- **For smartphones** - Click the Participants panel button at the top right corner of the screen. Then click “Raise Hand” or “Q&A” at the bottom right of the screen.

## Project Team

### TRCA:

- Lisa Turnbull
- Corey Wells

### City of Toronto:

- Jennifer Hyland
- Maogosha Pyjor
- Mark Lowe

### R.J. Burnside & Associated Ltd.:

- Tricia Radburn

# Next Steps

- Opportunity for additional review – Comments requested by **Friday, June 21<sup>st</sup>**
- Second Public Information Centre planned for Fall 2021

If you have questions or comments, or would like to receive e-mail project updates, please contact:

**Maogosha Pyjor**

Senior Public Consultation Coordinator  
City of Toronto

**Tel:** 416-338-2850

**Email:** [maogosha.pyjor@toronto.ca](mailto:maogosha.pyjor@toronto.ca)

**Corey Wells**

Senior Project Manager  
Toronto and Region Conservation Authority

**Tel:** 437-772-3054

**Email:** [corey.wells@trca.ca](mailto:corey.wells@trca.ca)

**[toronto.ca/midhumbergap](https://toronto.ca/midhumbergap)**



# Thank you.