

Mid Humber Gap Environmental Assessment

Public Information Centre #2

May 17, 2022

Land Acknowledgement for Toronto

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

Agenda

6:30 p.m. Welcome and Introductions

6:35 p.m. WebEx Instructions

6:40 p.m. Presentation

7:10 p.m. Question & Answer Period

8:25 p.m. Next Steps

Project Team

TRCA:

- Caitlin Harrigan
- Corey Wells
- Lorraine Chadwick

R.J. Burnside & Associated Ltd.:

- Tricia Radburn

City of Toronto:

- Cassidy Ritz
- Jennifer Hyland
- Maogosha Pyjor
- Mark Lowe
- Jason Bragg
- Michele Blackwood
- Nathalie Forde

Opening Remarks

Councillor Ford

Etobicoke North

City of Toronto

Councillor Nunziata

York South-Weston

City of Toronto

Councillor Perruzza

**Humber River-Black
Creek**

City of Toronto

Code of Conduct

- **Be patient:** Virtual meetings don't always run as smoothly as planned.
- **Be brief:** Limit yourself to one question or comment when called on to speak.
- **Be respectful:** The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated, and you will be removed from the meeting.

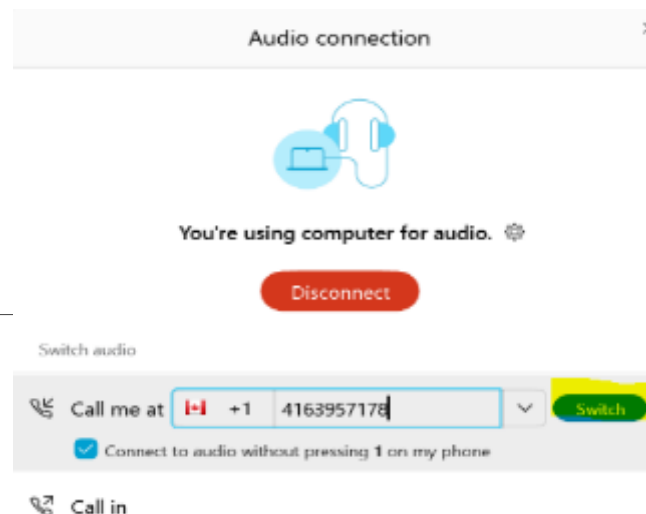
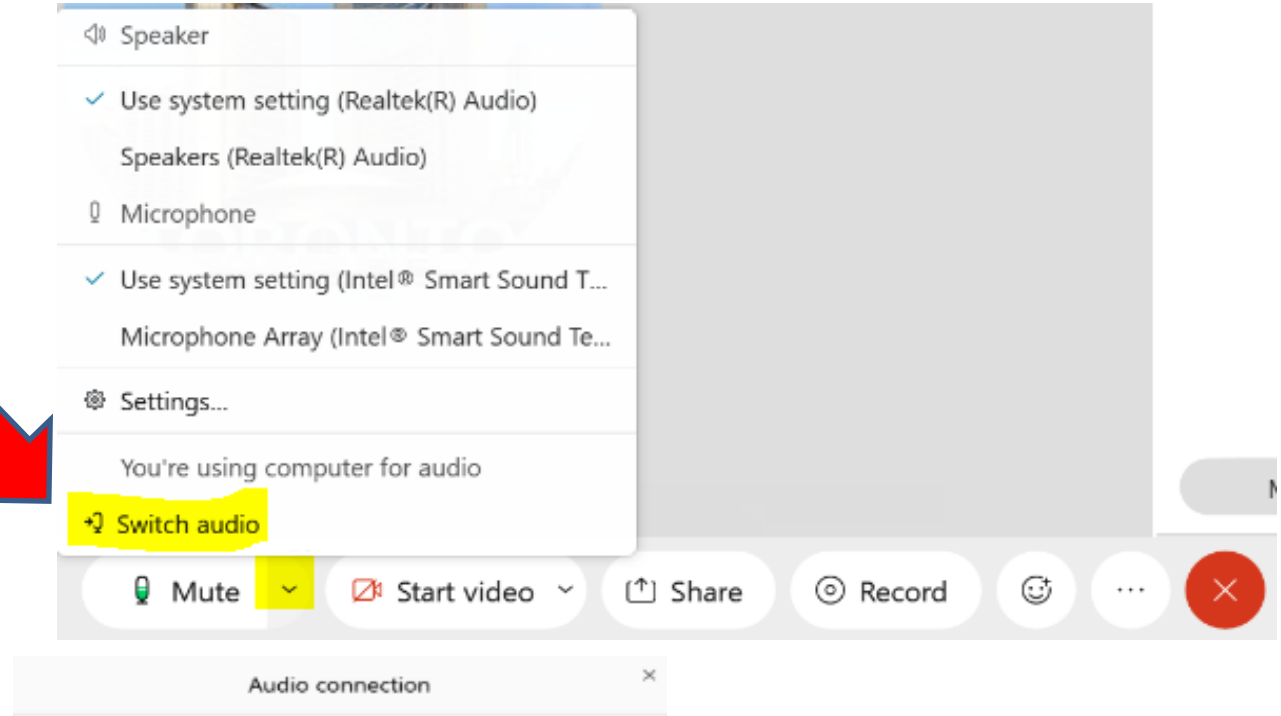


We want to hear from you – all questions are good questions!

WebEx Audio Trouble?

WebEx can call you!

1. Click the **arrow** beside your mute button
2. Click **“Switch audio”**
3. Use **“Call me”** function
 - Enter your phone #
 - WebEx will call your phone
 - No long distance charges



Audio still not working?

Call Into the Meeting

Dial: **416-915-6530**

When prompted for a meeting number
enter:

2468 301 8779

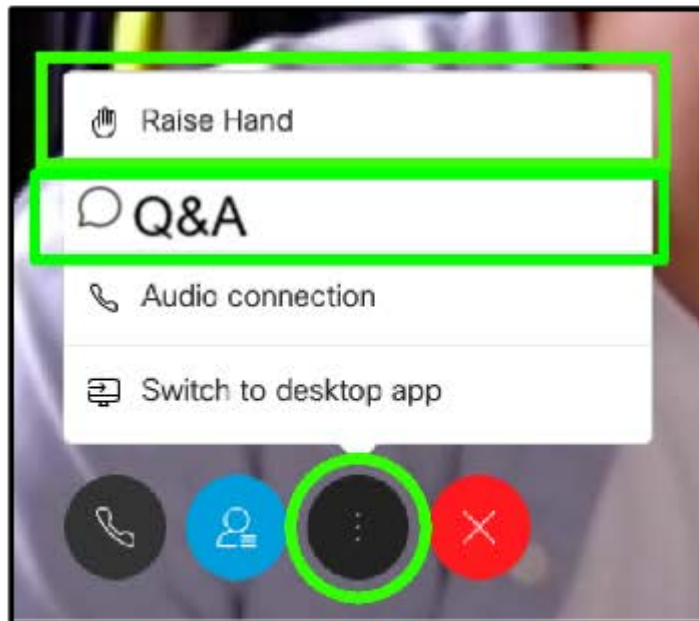
Participating by Computer

Raise your
hand or
type your
question



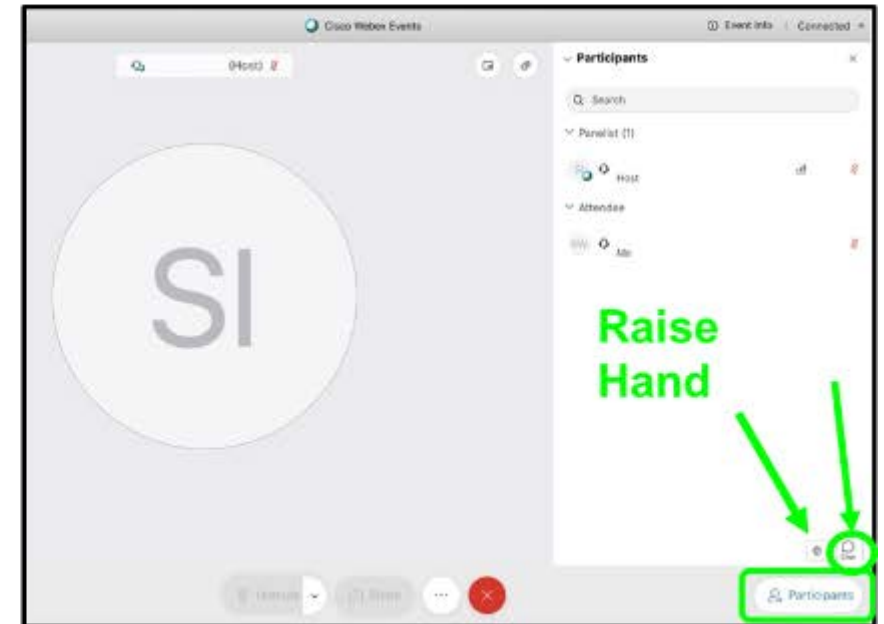
Via the internet browser

Click the “...” button at the bottom of the video window and select “Raise Hand” or “Q&A”.



Via the Webex App

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.



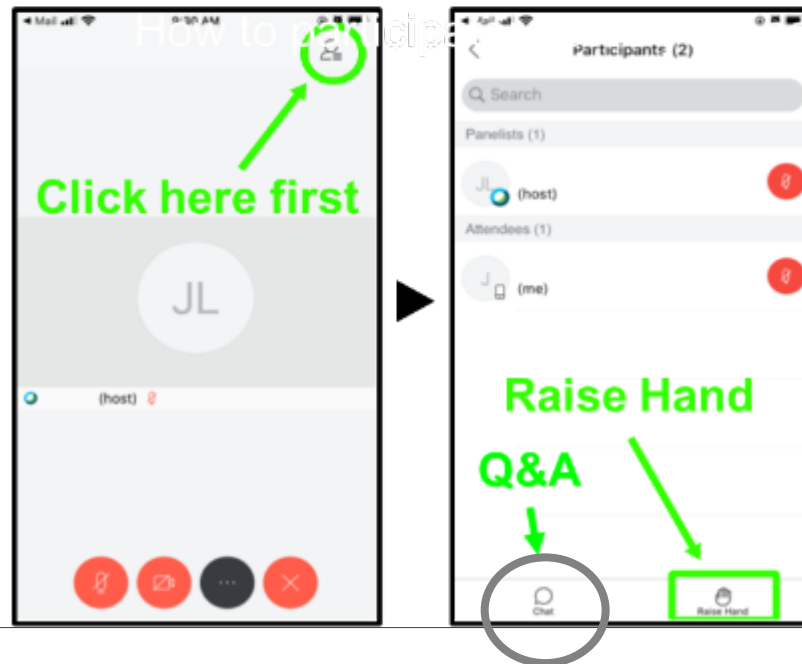
Participating by SmartPhone or Tablet

Raise your
hand or
type your
question



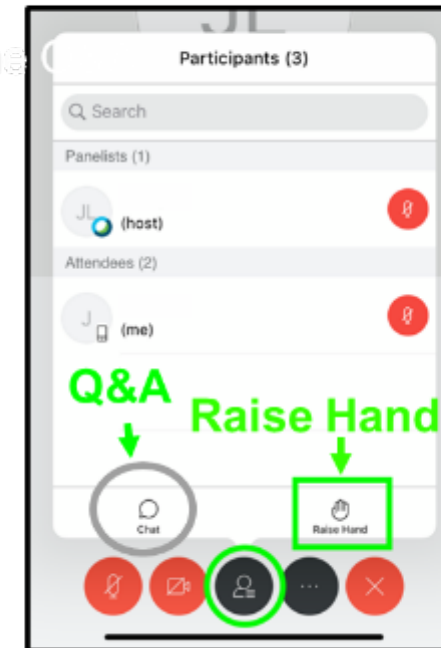
For smartphones

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.



For tablets

Click the Participants panel button at the bottom of the screen. Then click the "Raise Hand" or "Q&A" button at the bottom right.



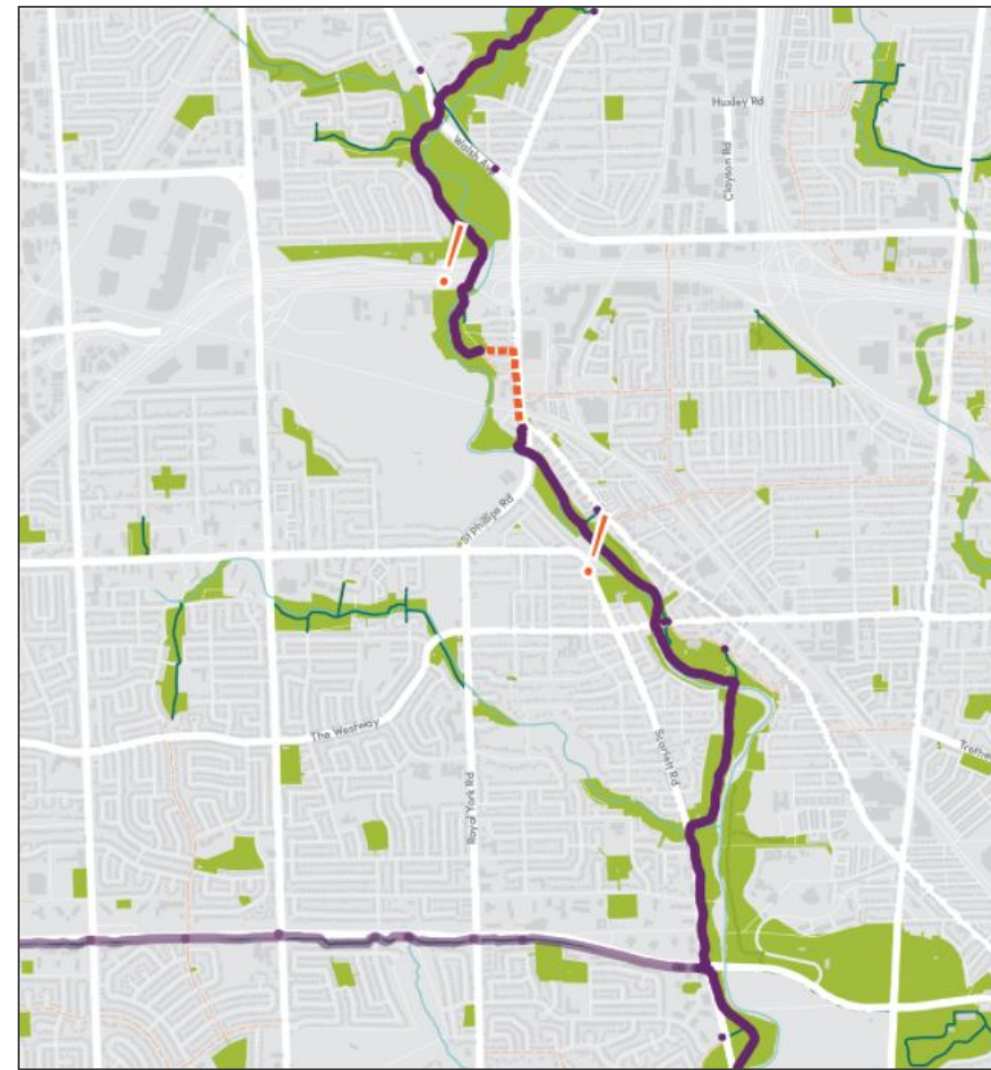
Raising your hand by Phone



- To raise your hand virtually, **key in *3.**
- The Host will see a hand up beside the last four digits of your phone number
- During the Q&A period, the Host will unmute you and let you know that you can speak

Background

- Barrier to continuous trail system along the Humber River Trail and discontinuity in the future Loop Trail, a continuous, 65 km off-road, multi-use trail ring.
- Multi-stage approach to implementation
 - Stage 1 (2013): 600 metre trail segment between Cruickshank Park and Mallaby Park
 - Stage 2 (2019): Feasibility Study

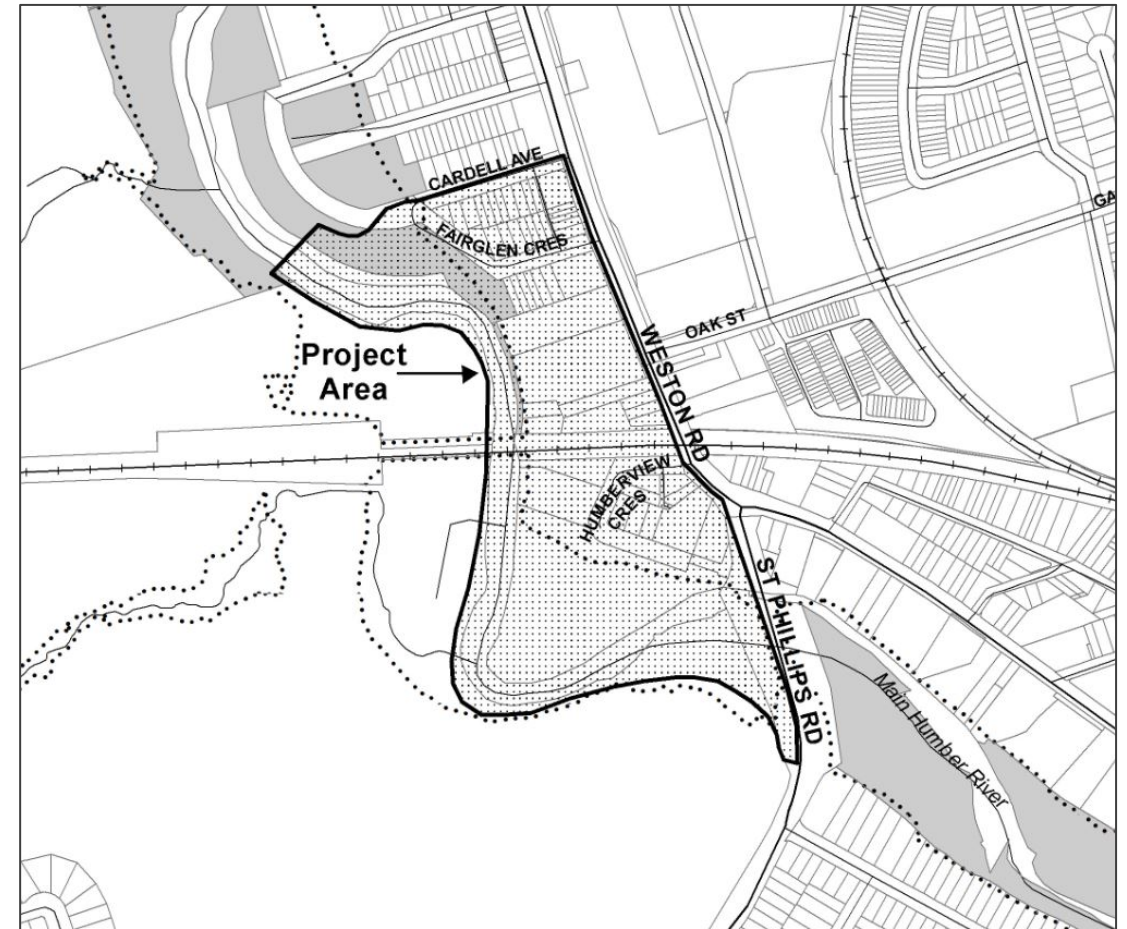


The Humber River Trail, with the existing gap highlighted as the orange hashed line

Environmental Assessment

Stage 3 - The Mid Humber Gap Municipal Class Environmental Assessment

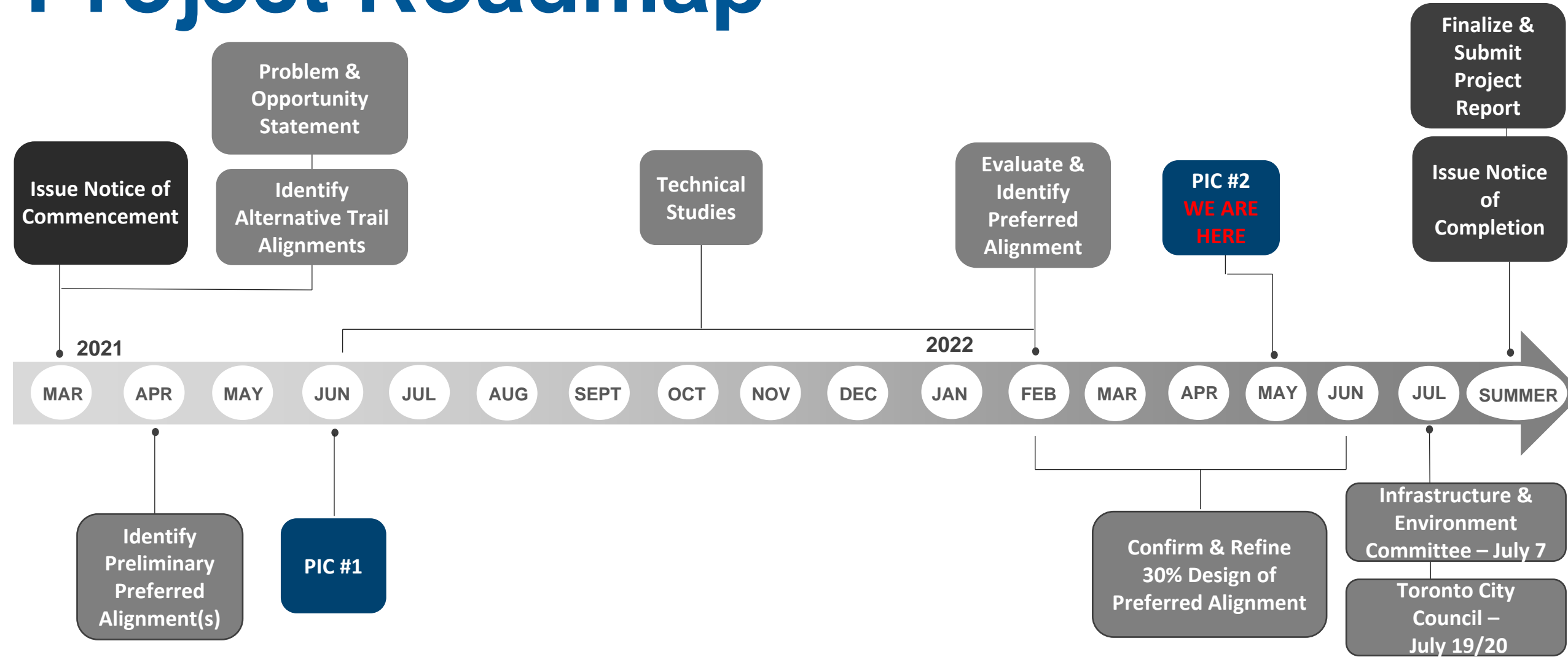
- Triggered due to potential costs for construction
- Formally launched on March 31st, 2021
- **Objective** – Identify a preferred route that will close the remaining 800 m gap and provide for a complete connection between Mallaby Park and Crawford-Jones Memorial Park



Project Study Area



Project Roadmap

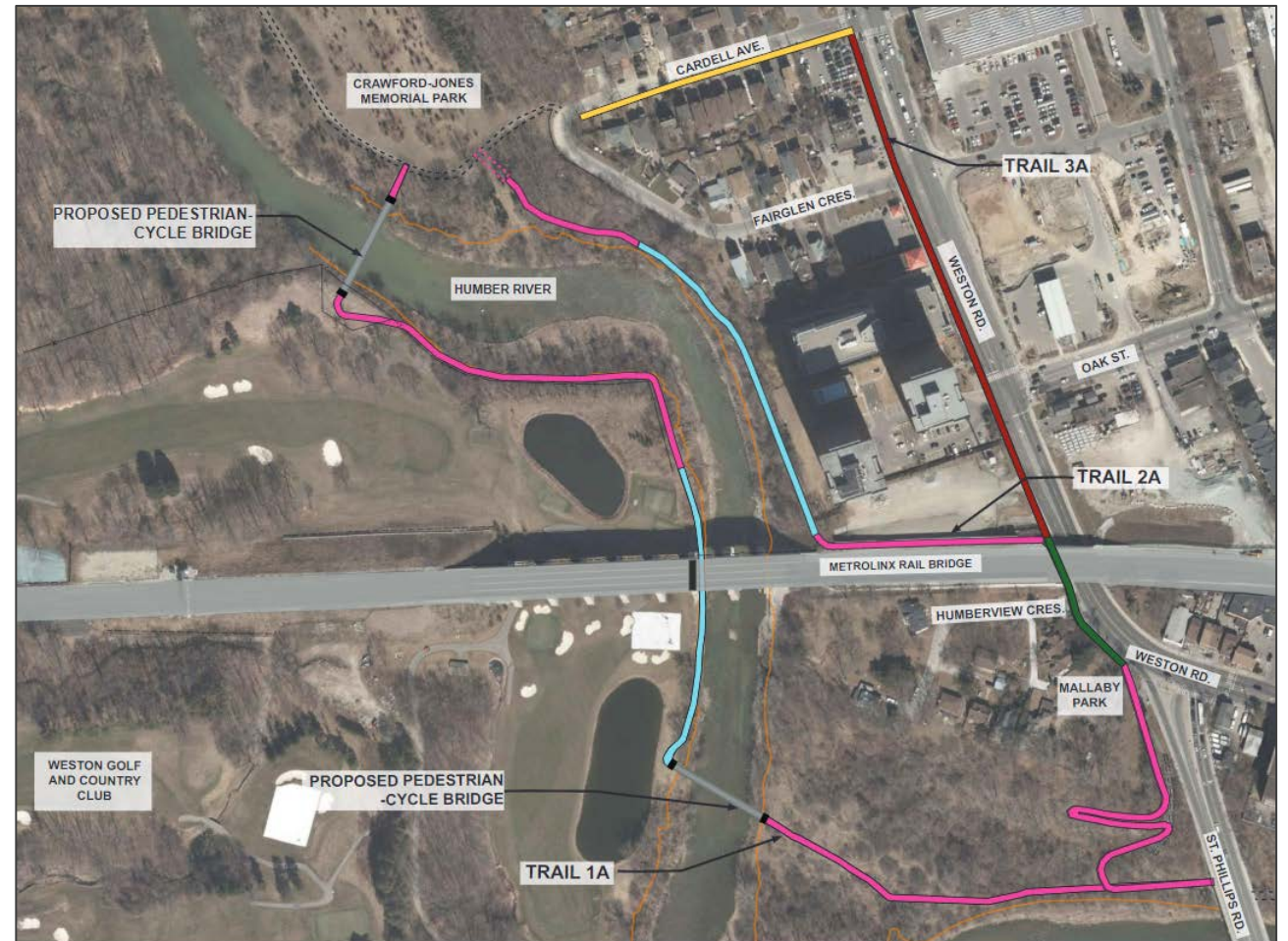


Preliminary Preferred Trail Alignments

In the initial phase of the project, six proposed trail alignments were identified and evaluated, as well as a “Do Nothing” option.

Through an initial screening process, three Preliminary Preferred Trail Alignments were identified to be brought forward for further study. These include:

- Alignment 1A (in-valley)
- Alignment 2A (hybrid in-valley/on road)
- Alignment 3A (on road)



Do Nothing

Advantages:

- No environmental impact
- No capital cost

Disadvantages:

- Does not address the accessibility barrier created by the Mallaby staircase
- Poor user experience
- Does not provide safe cycling conditions on Weston Rd.
- Does not address problem statement



1A - Preliminary Preferred Alternative

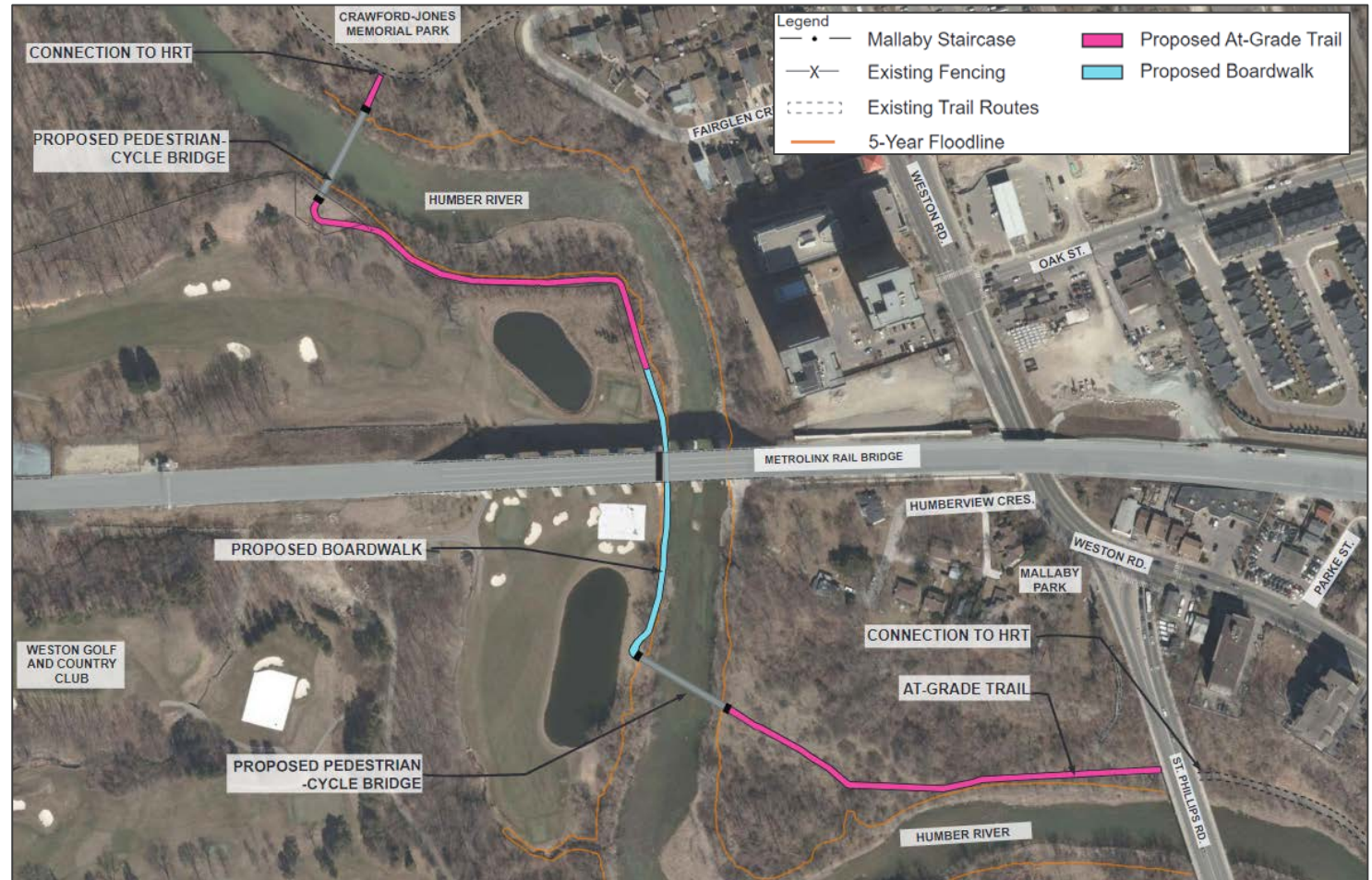
In-Valley Alignment

Advantages:

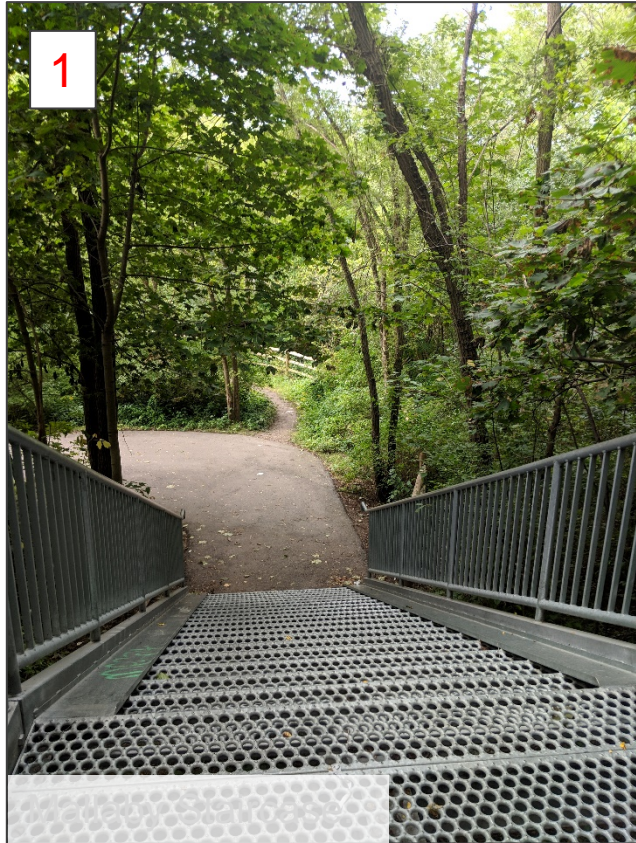
- Provides a safe, accessible, and connected experience
- Avoids conflict with traffic
- Lower capital cost as compared to 2A
- Only alternative which meets trail policies and plans

Disadvantages:

- Impacts to private property
- Majority of trail falls within the 25-year floodplain
- Requires short segment of elevated boardwalk within 5-year floodplain limit
- Requires coordination with Metrolinx due to rail bridge



Concept 1A – Existing Conditions



2A - Preliminary Preferred Alternative

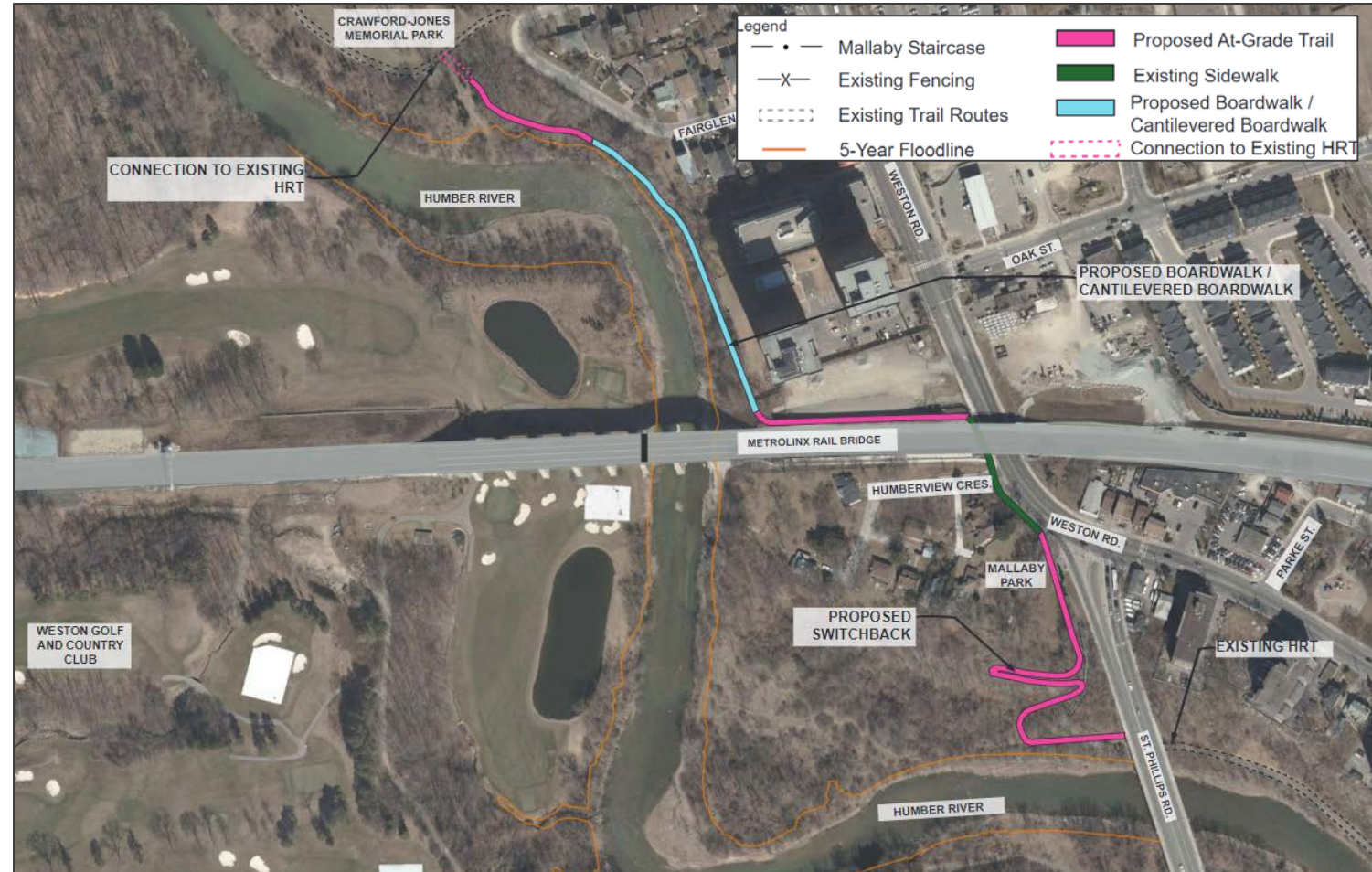
Hybrid On-Road/In-Valley Alignment

Advantages:

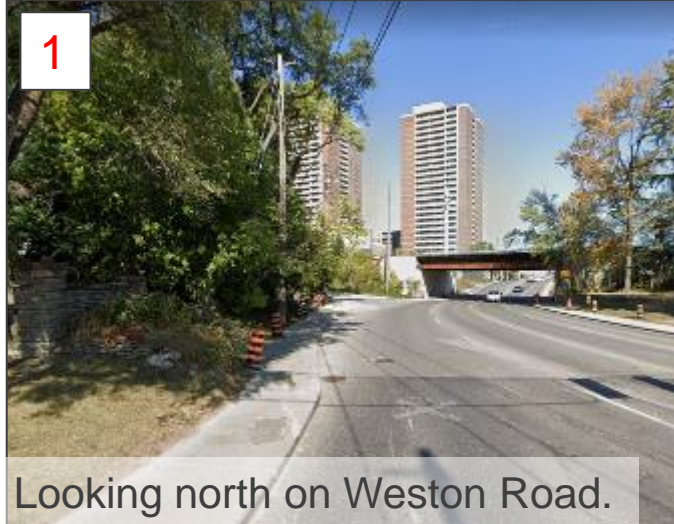
- No impact to golf course
- Requires only a small portion of trail along Weston Rd.
- Avoids the need for two bridges spanning the Humber River
- No impacts within floodplain

Disadvantages:

- Requires acquisition of properties from Metrolinx and Private Land Trust
- Safety and accessibility concerns (e.g., switchback ramp, sidewalk underpass)
- Complexities & significant capital cost
- Bank stability and long-term maintenance issues



Concept 2A – Existing Conditions



3A - Preliminary Preferred Alternative

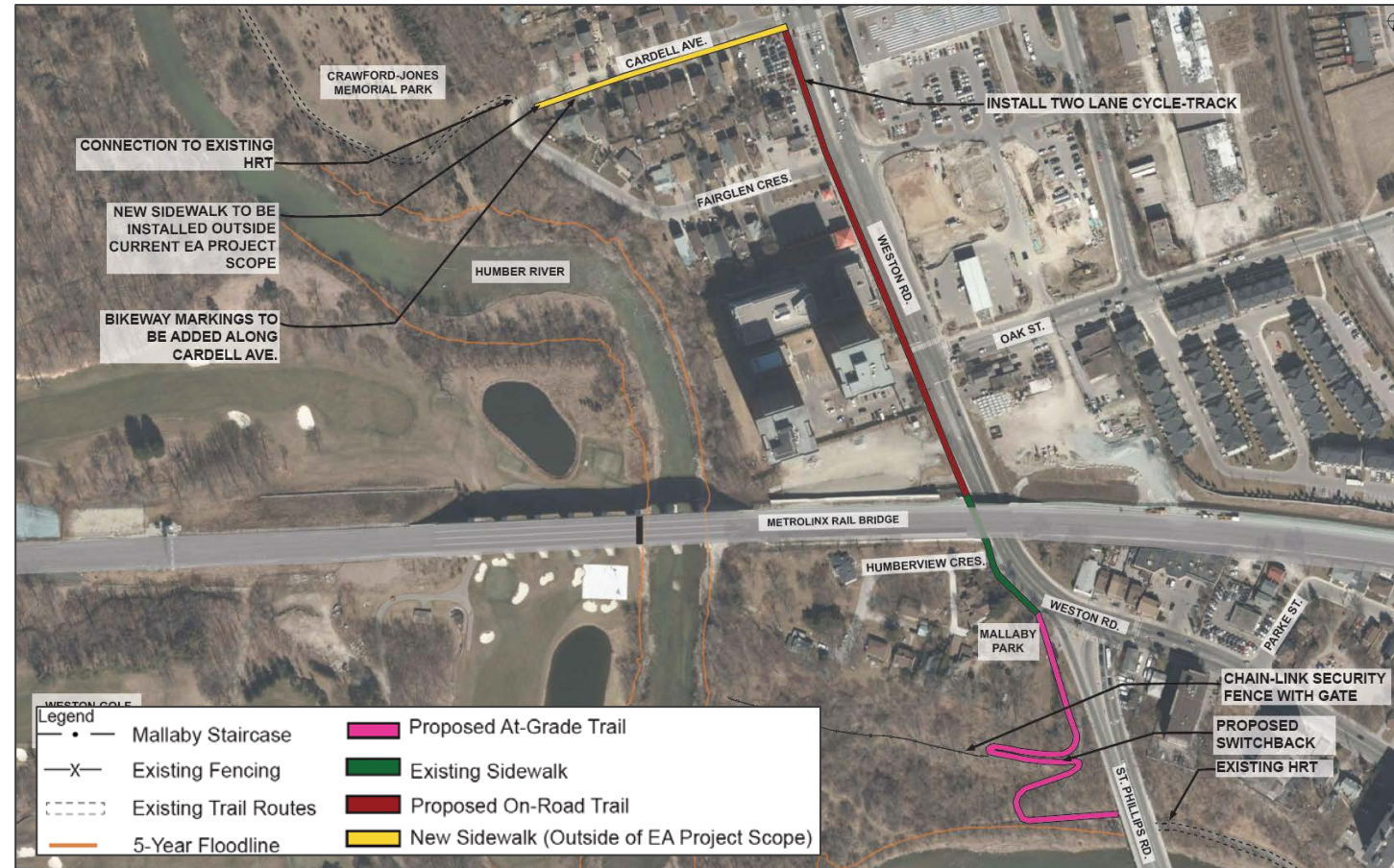
On-road Alignment

Advantages:

- Minimal impact to natural environment
- Avoids impact to golf club
- Minor impact to Private Land Trust
- Lower capital and maintenance costs relative to other options

Disadvantages:

- Poorly-connected, low appeal experience
- Requires acquisition of properties along Weston Rd.
- May affect Oak St. bus stop
- Removal of third land NB between Oak St and Cardell Ave.
- Safety and accessibility concerns (e.g., switchback ramp, shared sidewalk underpass, vehicles)



Concept 3A – Existing Conditions

