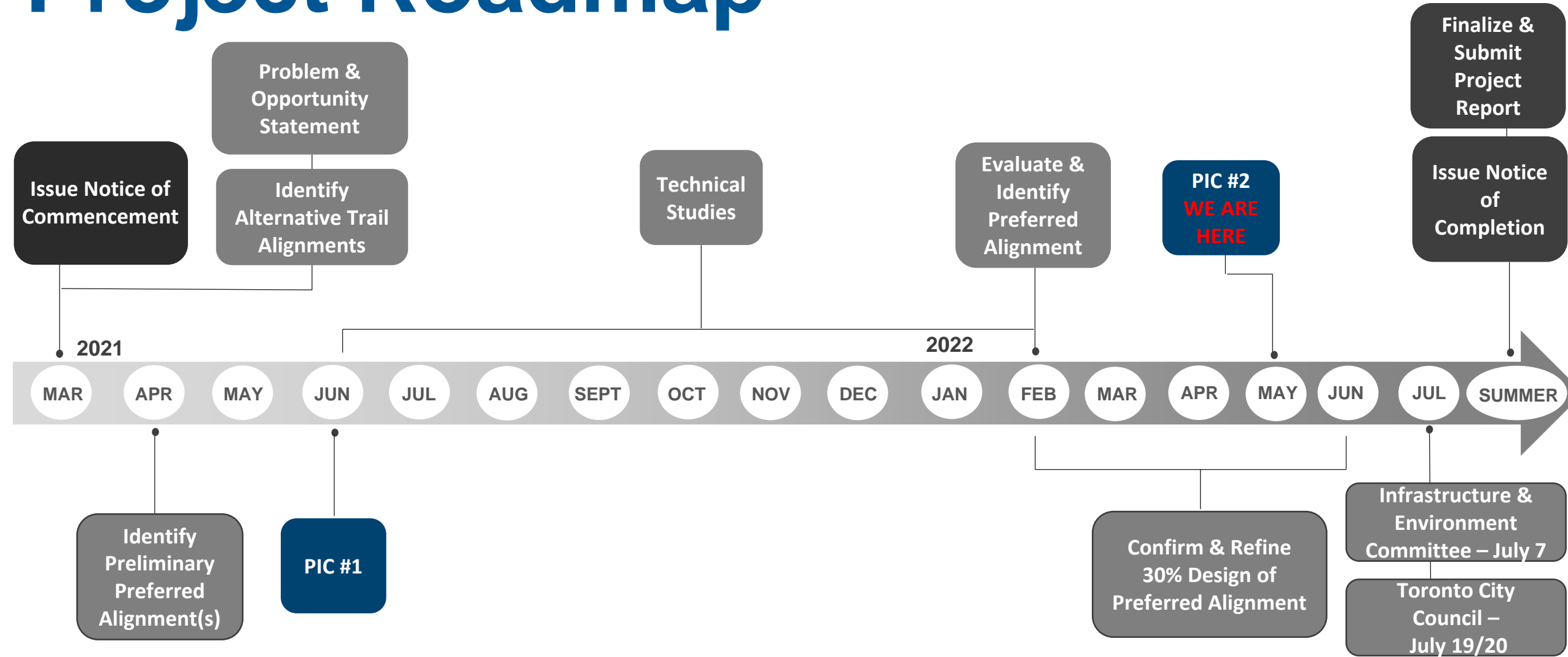


What We Heard

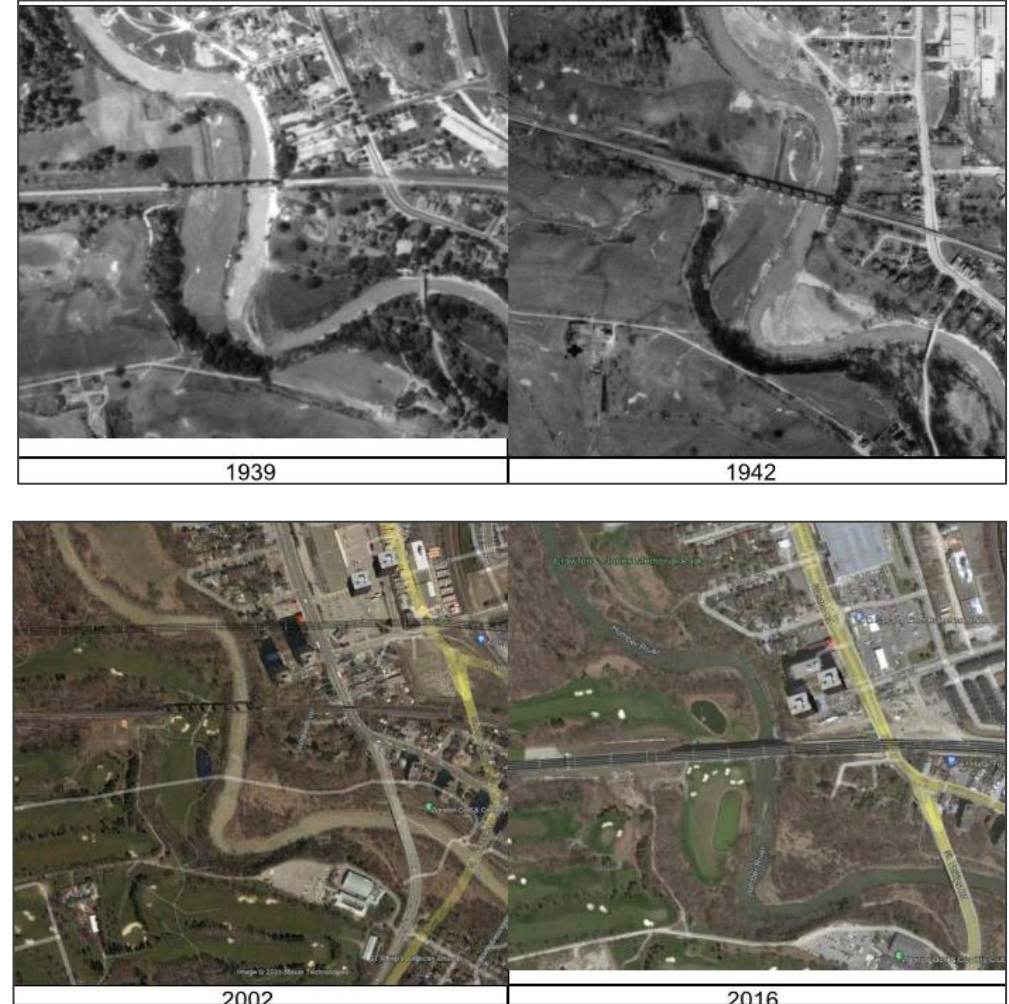
- Once the three preliminary preferred alignments were identified, the project team engaged with technical experts, stakeholders, landowners, and members of the public
- Public response was supportive of closing the gap, with an in-valley alignment (Option 1A) identified as preferred
- Property owners raised concern with potential impacts associated with in-ravine alignments, including safety, impacts to wildlife and natural habitat, trespassing, and vandalism.
- Key feedback included:
 - Importance of accessibility
 - Minimizing impacts to the natural environment (and opportunities for restoration)
 - Concerns about road safety for pedestrian and cyclists (Option 3A)
 - User safety and impacts to traffic flow with an on-road option

Project Roadmap



Technical Studies

- Stage 1 Archaeological Assessment
- Transportation Analysis along Weston Road
- Hydraulic Modelling of Flood Dynamics
- Fluvial Geomorphological Assessments of Humber River
- Desktop Geotechnical Assessment
- Terrestrial Inventory of flora and fauna
- Topographic Survey



Identifying a Preferred Alignment

Screening Criteria

NATURAL ENVIRONMENT

- Impacts to bank 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
- Fall risk






PROBLEM STATEMENT

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

Detailed Technical Evaluation - Summary

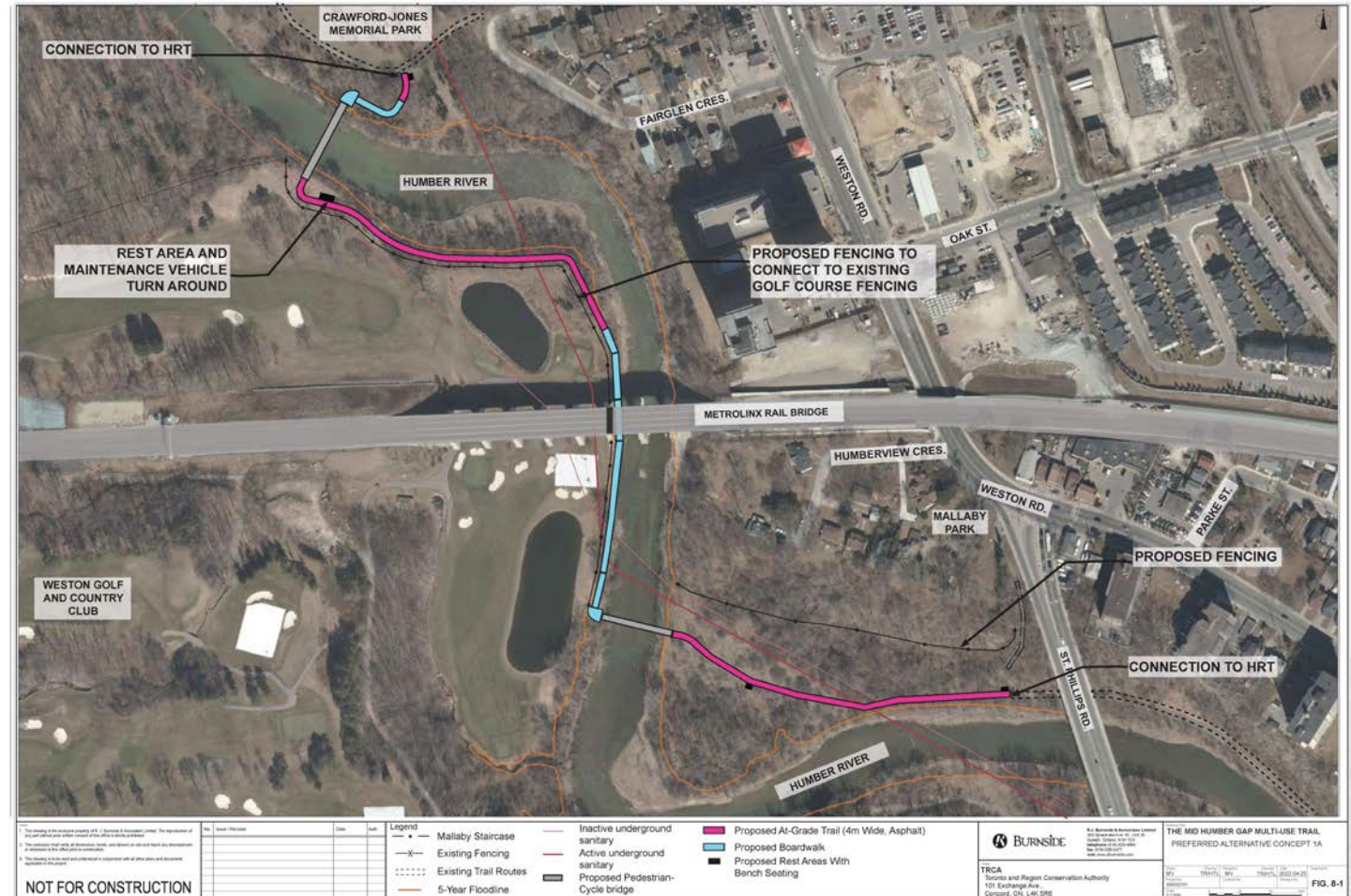
Mid Humber Gap Schedule B MCEA- Evaluation of Preliminary Preferred Alignments

CRITERIA FOR EVALUATING ALIGNMENTS	Do Nothing	Concept 1A	Concept 2A	Concept 3A
PROBLEM STATEMENT				
NATURAL ENVIRONMENT				
SOCIAL ENVIRONMENT				
CULTURAL ENVIRONMENT				
FINANCIAL FACTORS				
TECHNICAL FACTORS				
PUBLIC SAFETY FACTORS				
OVERALL SUMMARY	Not Carried Forward	Most Preferred	Least Preferred	Somewhat Preferred

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

Concept 1A - Preferred Alignment

- In-valley alternative
- Approx. 700 metres in length
- 4-metre-wide asphalt trail, including two pedestrian/cyclist bridges with elevated boardwalk
- Private landowners include land trust, Weston Golf and Country Club, and Metrolinx
- Also identified as most preferred alignment during Spring public consultation program



Concept 1A – Visualization



- Perspective of at-grade trail, looking west towards the southern bridge over the Humber River



Concept 1A – Visualization



- View from the Weston Golf and Country Club, looking east towards the elevated boardwalk along the edge of the Humber River



Key Planning Considerations

- **Property and Safety**
 - Protection of landowners and users
 - Safety, trespassing, and vandalism
- **Natural Environment**
 - Placement of bridge structures and trail within floodplain
 - Avoiding sensitive habitat
 - Opportunities for restoration
- **Accessibility**
 - Trail design and rest areas
 - Avoiding steep grades
- **Maintenance**
 - Vehicle access

Design Considerations for Preferred Alignment

Safety and Protection – Screening and Fencing



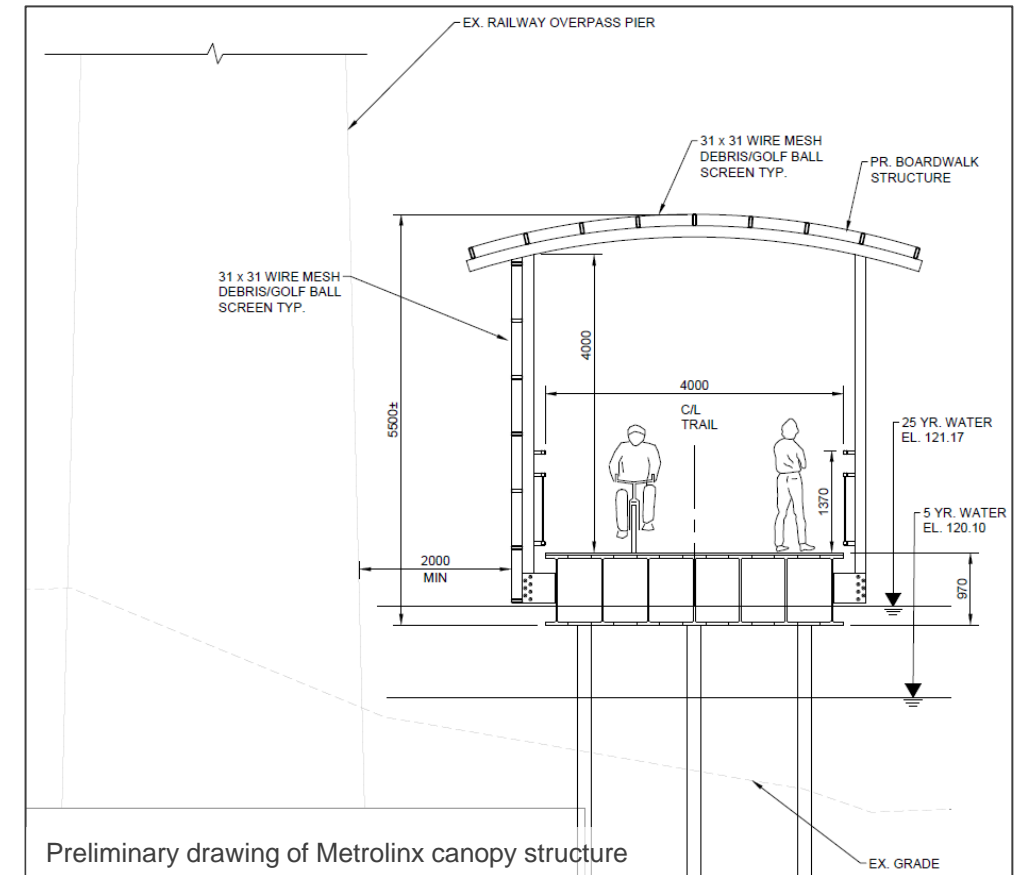
- Protective screening on south bridge and boardwalk to protect trail users and private property



- Anti-climb fencing along at-grade trail to protect environment and prevent trespassing

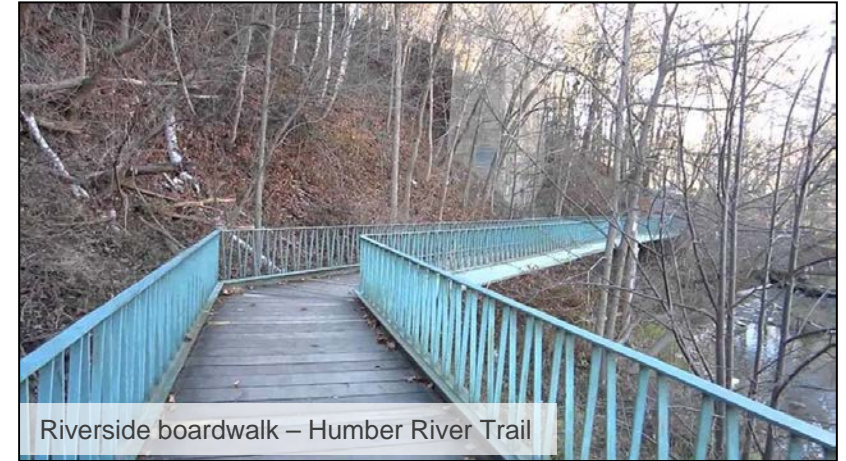
Design Considerations for Preferred Alignment

Safety and Protection – Metrolinx Bridge Canopy



Design Considerations for Preferred Alignment

Structures – Bridge and Boardwalks



Design Considerations for Preferred Alignment

Floodplain Management & Safety

- Planning, design, and permitting of all crossings within the floodplain guided by TRCA's **Living Cities Policies**
- Comprehensive flood modelling and geomorphologic study ensures all crossings are carefully sited, sufficiently sized, and appropriately designed
- Preferred alignment and crossings reflect design guidelines utilized for other trail projects in sensitive floodplains, such as the East Don Trail and Upper Highland Creek Trail



The Upper Highland Creek Trail, completed in 2021, comprises bridges over Highland Creek. River & flood dynamics, along with bridge design, are similar to The Mid Humber Gap project.

Design Considerations for Preferred Alignment

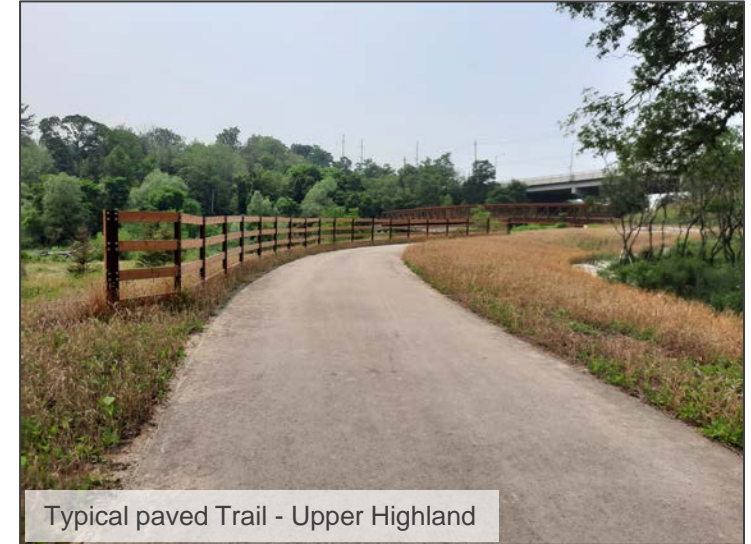
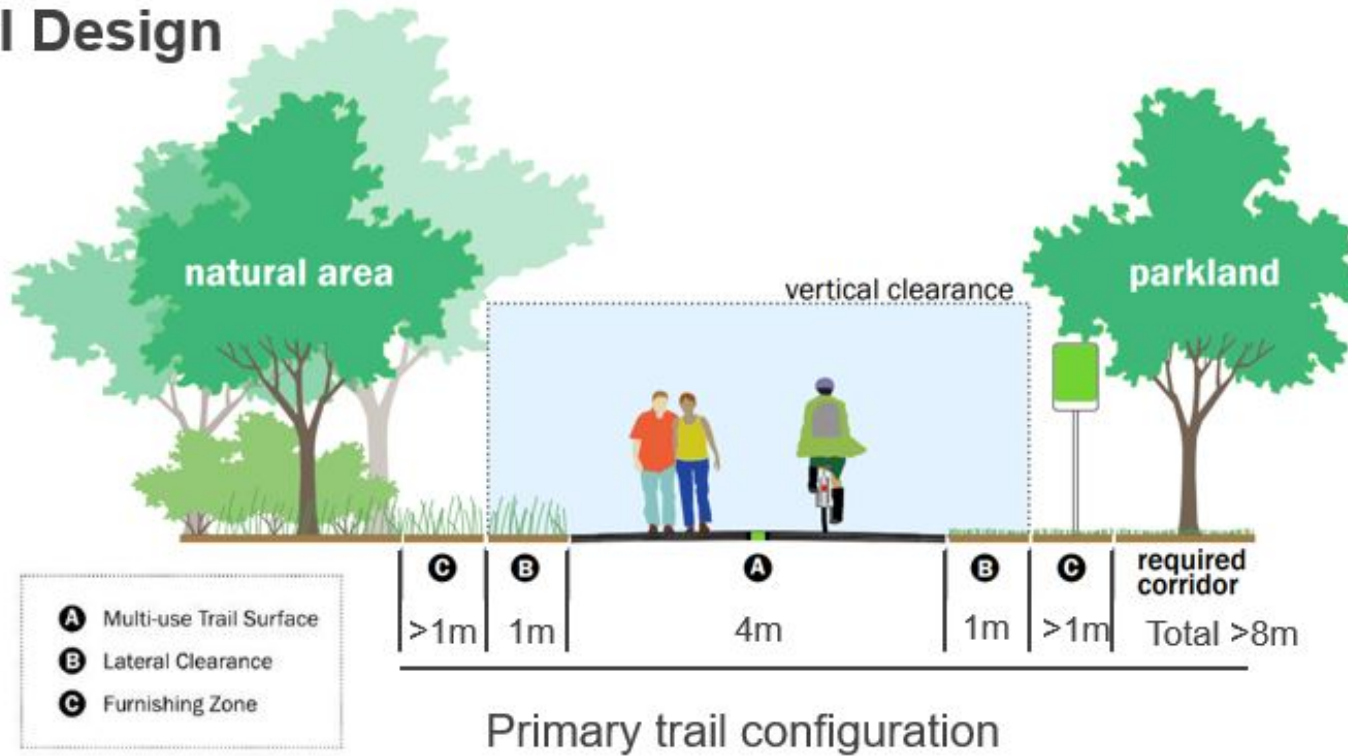
Avoiding Sensitive Habitat | Restoration and Enhancement



- Placement of preferred alignment guided by detailed terrestrial inventory of project area
- No aquatic impacts due to avoidance of in-water work
- Removal of invasives and non-native vegetation
- Shoreline restoration
- Native tree and shrub compensation and planting
- Birdbox and batbox installation
- Long-term monitoring of restoration success

Design Considerations for Preferred Alignment

Trail Design



- Preferred alignment avoids steep, non-accessible grades (<7%)
- Permits maintenance vehicle access (e.g., Ford 150 truck)

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:

- Caitlin Harrigan
- Corey Wells

City of Toronto:

- Jennifer Hyland
- Maogosha Pyjor
- Mark Lowe
- Jason Bragg

R.J. Burnside & Associated Ltd.:

- Tricia Radburn

Next Steps

- Opportunity for additional review – Comments requested by **May 31, 2022**
- Infrastructure and Environment Committee – **July 7, 2022**
- Toronto City Council – **July 19 & 20, 2022**

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

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Thank you.