

EAST DON TRAIL ENVIRONMENTAL ASSESSMENT

Public Meeting #3/3

June 24, 2014

5:30 to 8:30 pm

Victoria Park Hub



Questions and Answers



We want to hear from you...

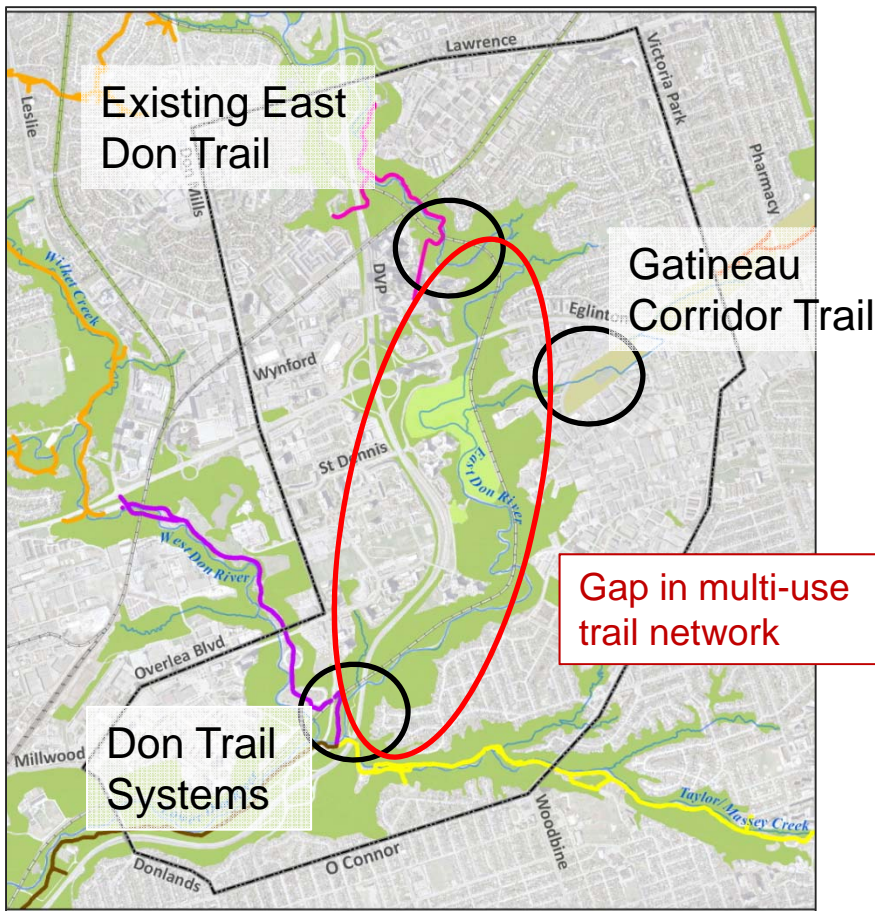
- **Write down your questions**
- **One question per sheet**
- **Please print clearly**



Following the presentation, staff will provide answers to as many on-topic questions as possible.

Project Purpose

Problem/Opportunity



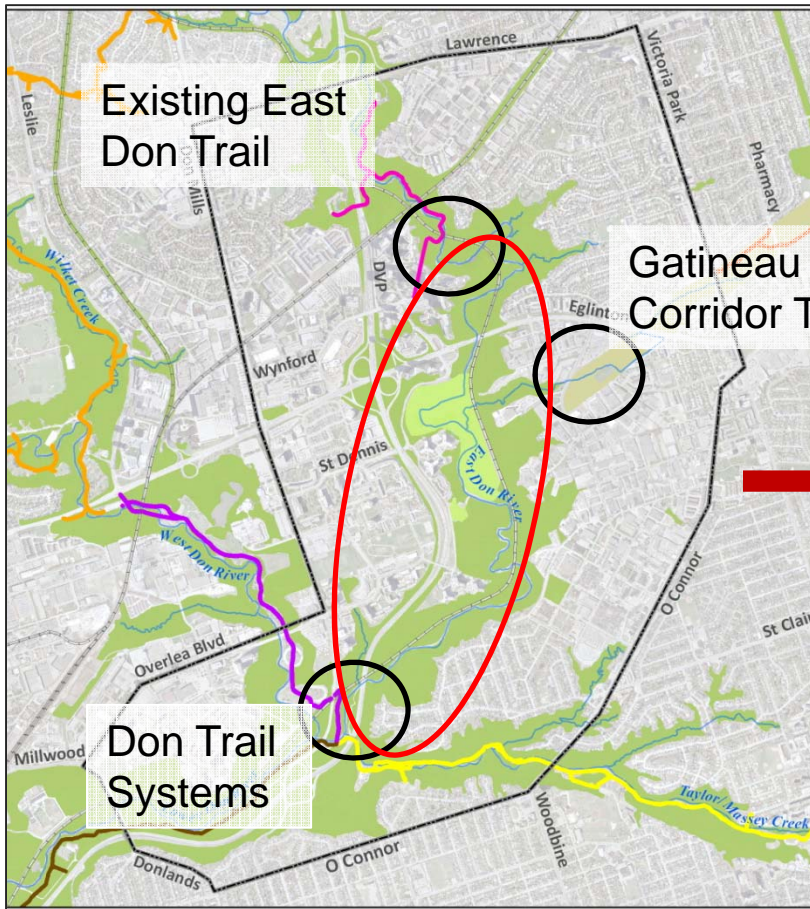
Multi-use Trails

Facilities separated from the roadway, which support a number of non-motorized uses such as walking, running, cycling, inline skating, wheelchair users, and dog walking, amongst others.

The proposed East Don Trail will be an asphalt surface at 3.5 to 4 meters wide

Alternative Trail Alignments

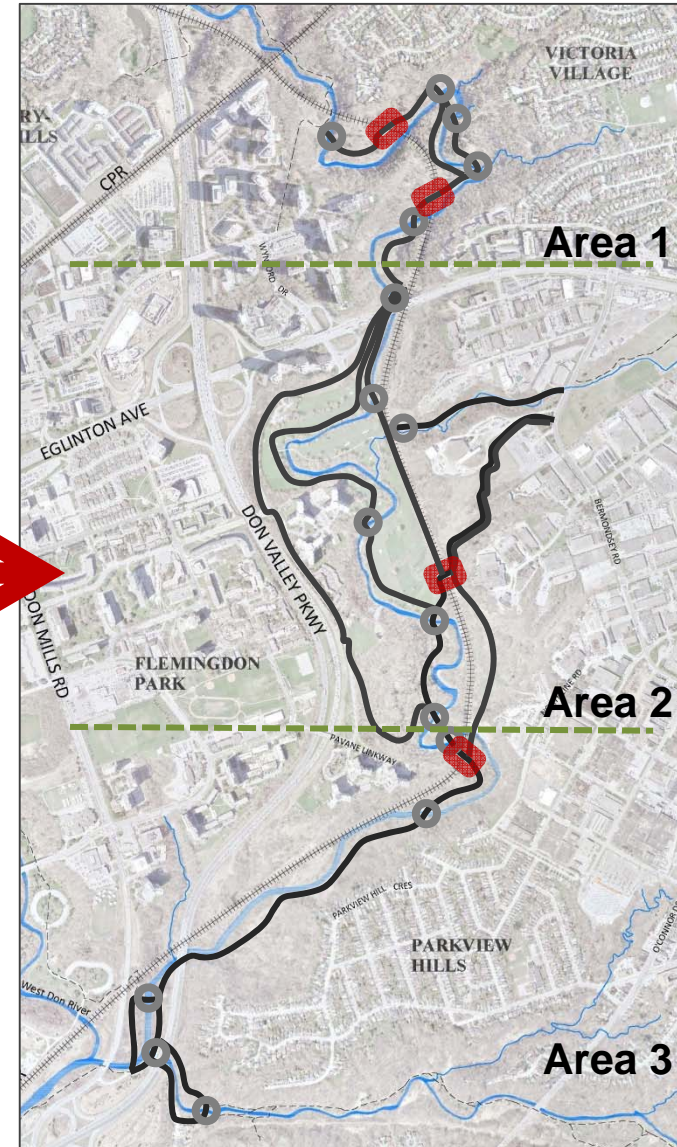
Problem/Opportunity



Solutions

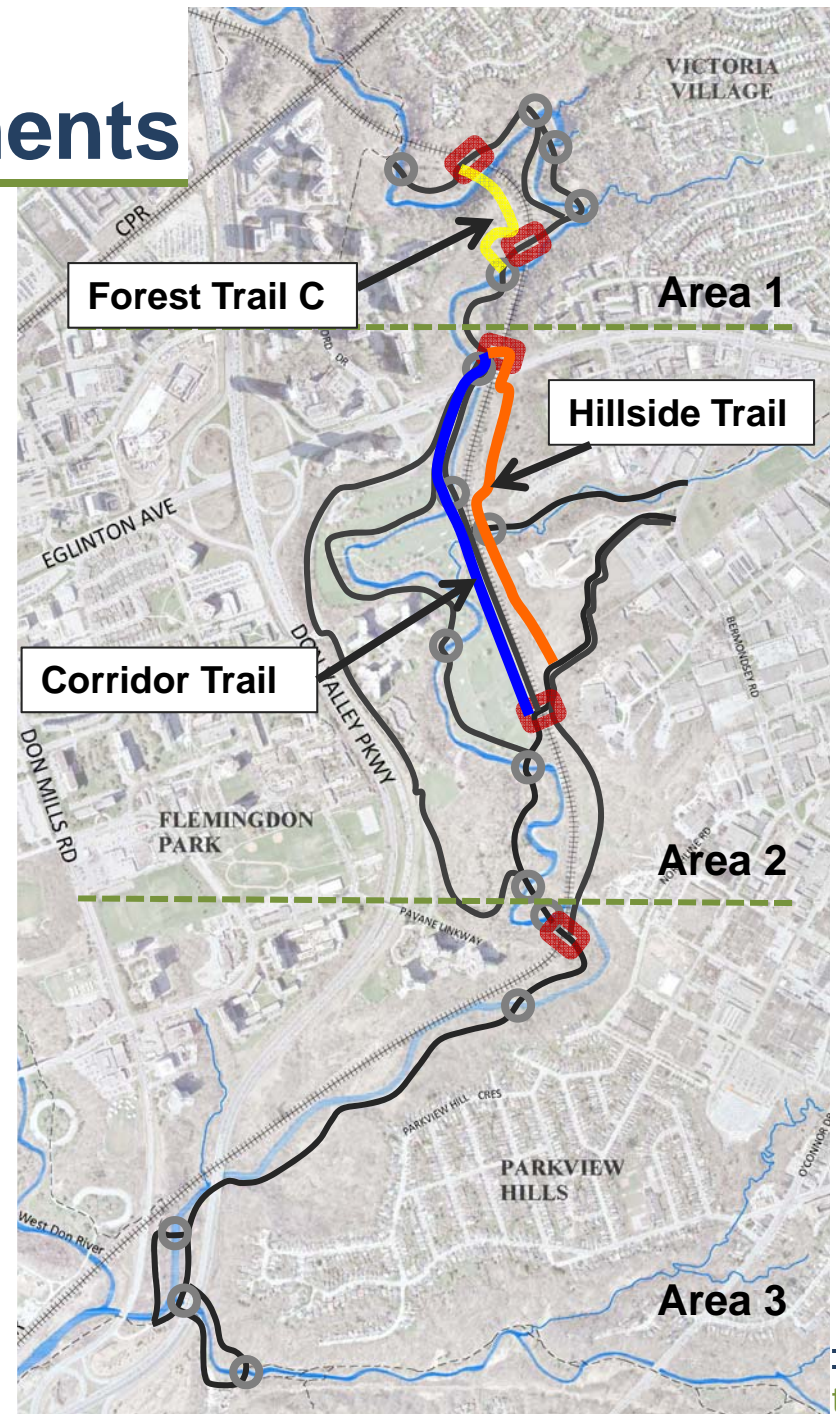


Alternative Trail Alignments



Alternative Trail Alignments

- Alignments were evaluated and presented at Public Meeting #2
 - Majority of respondents agreed with the evaluation as presented
- 3 revised Alignments were developed based on public and landowner input:
 - Forest Trail C – Area 1
 - Hillside Trail – Area 2
 - Corridor Trail – Area 2







Project Update

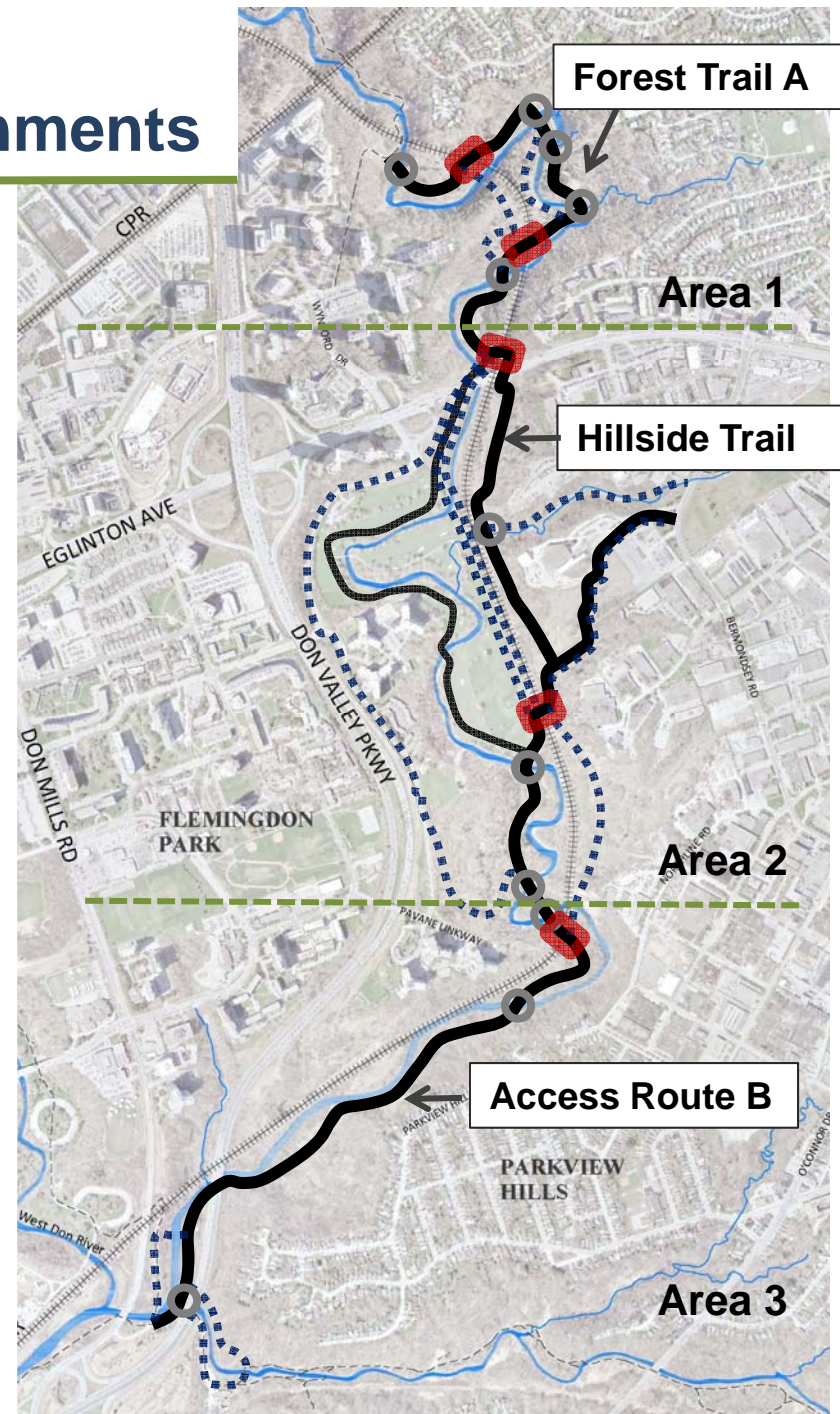
Preferred Alternative Trail Alignments

Input was received from the Technical Advisory Committee and Community Liaison Committee to select a preferred alignment

Preferred Alignment:

- Area 1: Forest Trail A
- Area 2: Hillside
 - River Walk B ranked the highest however as the land is not currently available moving forward with second highest ranking Hillside
- Area 3: Access Route B

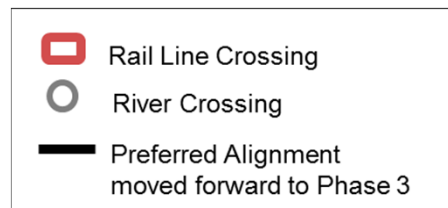
-  Rail Line Crossing
-  Preferred Alignment
-  River Crossings (Pre)
-  Alternative Trail Alignments



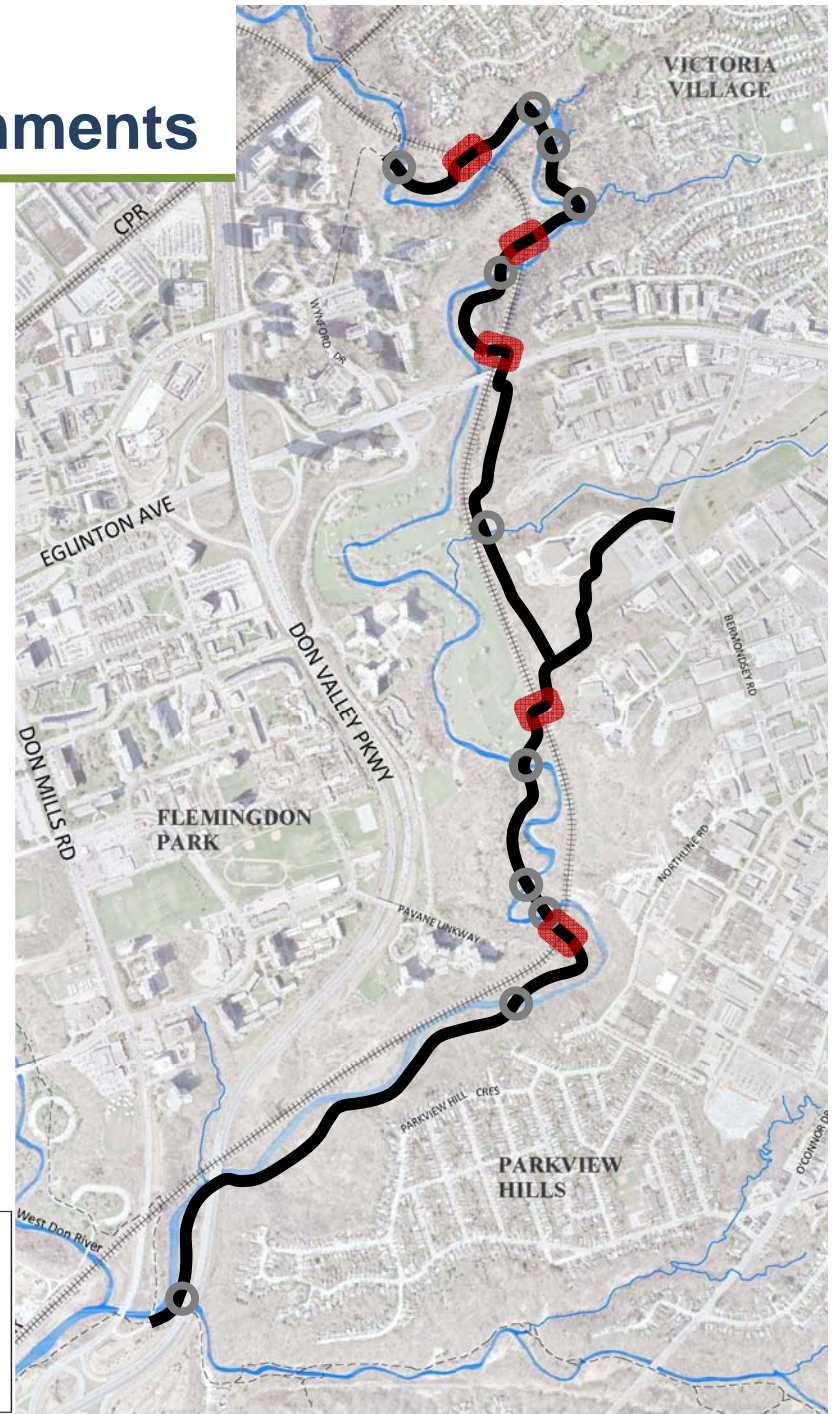
Project Update

Preferred Alternative Trail Alignments

Preferred Alternative Trail Alignment being moved forward to next project phase Design Concepts



A legend box with a white background and a black border. It contains three entries: a red square with a white diagonal line representing a 'Rail Line Crossing', a grey circle with a white center representing a 'River Crossing', and a thick black line representing the 'Preferred Alignment moved forward to Phase 3'.



Constraints and Guiding Principles

Technical Constraints: Topography, Flooding and Trees



Guiding Principles :

- Accessibility requirements
- Grades less than 5%
- User needs
- Trail outside of the 2 year floodline
- Minimize impacts to the physical and natural environment
- Needs of maintenance vehicles

Design Concepts Development

How Design Concepts were Developed:

1. The preferred Alignment was divided into segments
2. Existing informal trails guided the placement of the concepts
3. Detailed topography and tree surveys
4. A range of viable Design Concepts were created and evaluated

1: Segments



2: Existing Informal Trails



3: Surveys



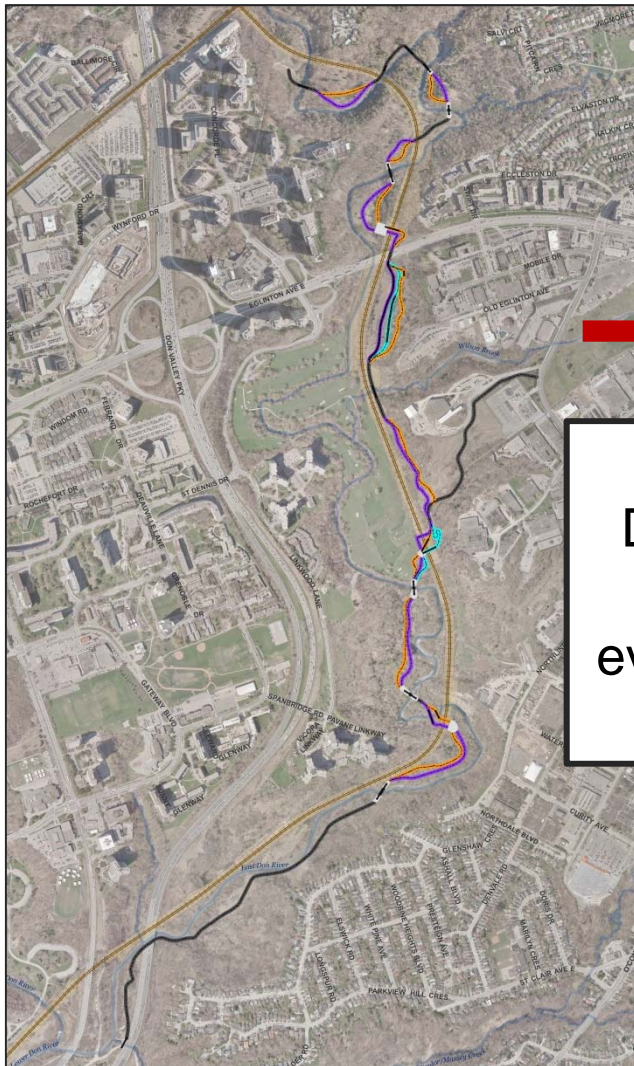
4: Design Concepts



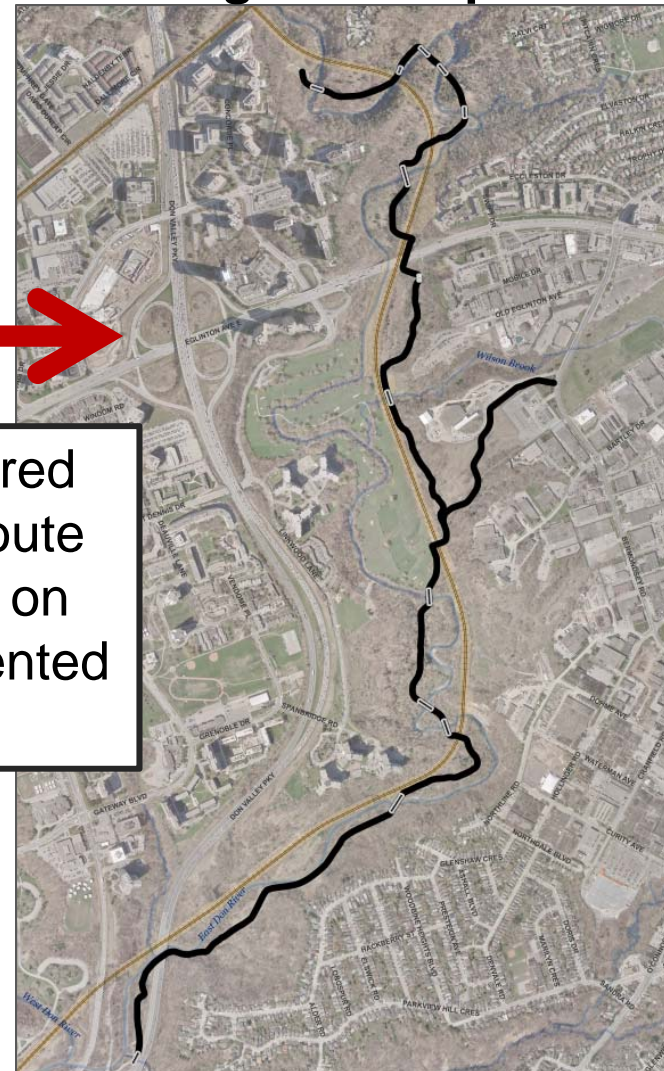
Design Concepts

Alternative Design Concepts

Alternative Design Concepts



Preliminary Preferred Design Concepts



Evaluation

Preliminary preferred Design Concept route “Outcome” based on evaluation as presented on the panels

Design Concepts

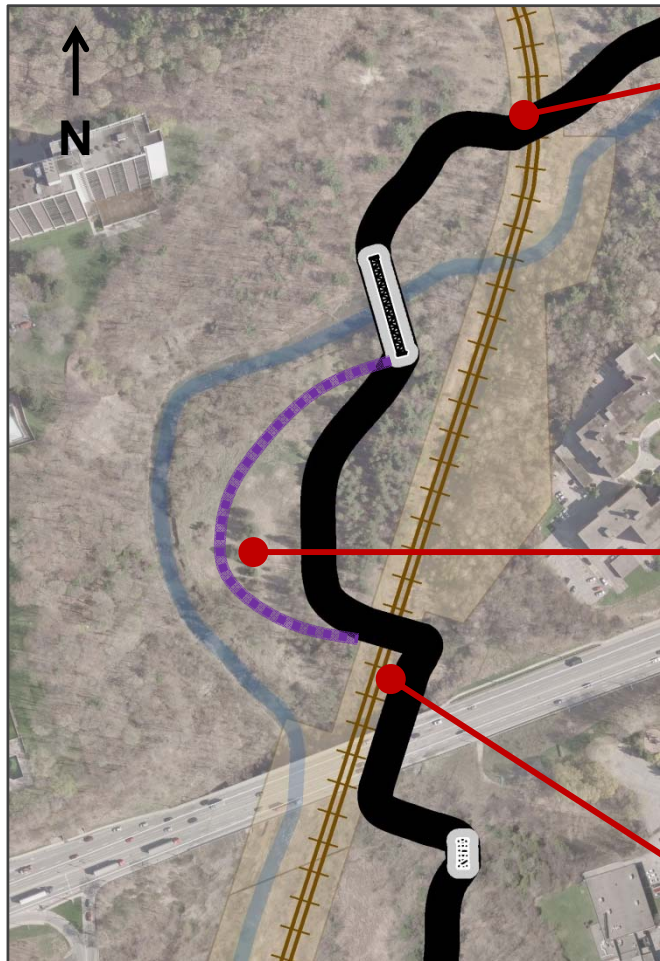
Example Outcome



The following slides will walk through of a few examples of design concept outcomes. Examples selected represent some of the different situation within the corridor.

Design Concepts

Example Outcome



Tunnel location – west & east of rail line



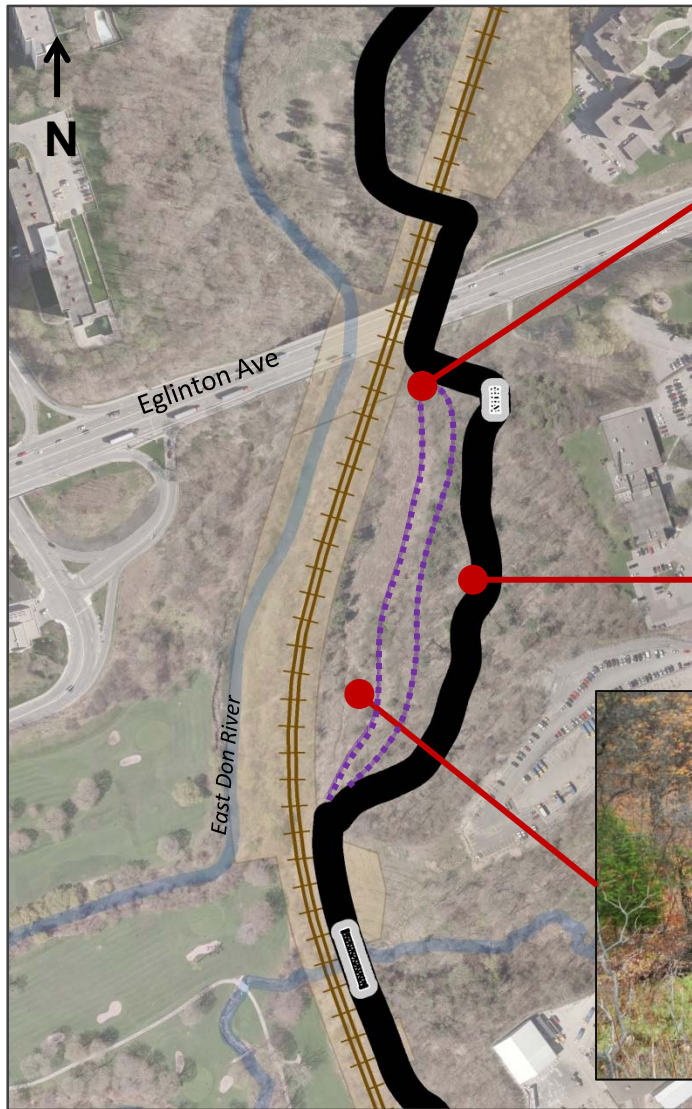
Meadow area with trees towards rail line and river

Location of rail line crossing north of Eglinton Ave



Design Concepts

Example Outcomes



Low-lying wet area at base of slope, south of Eglinton

Existing informal trail along a forested slope



Low-lying wet area along forest

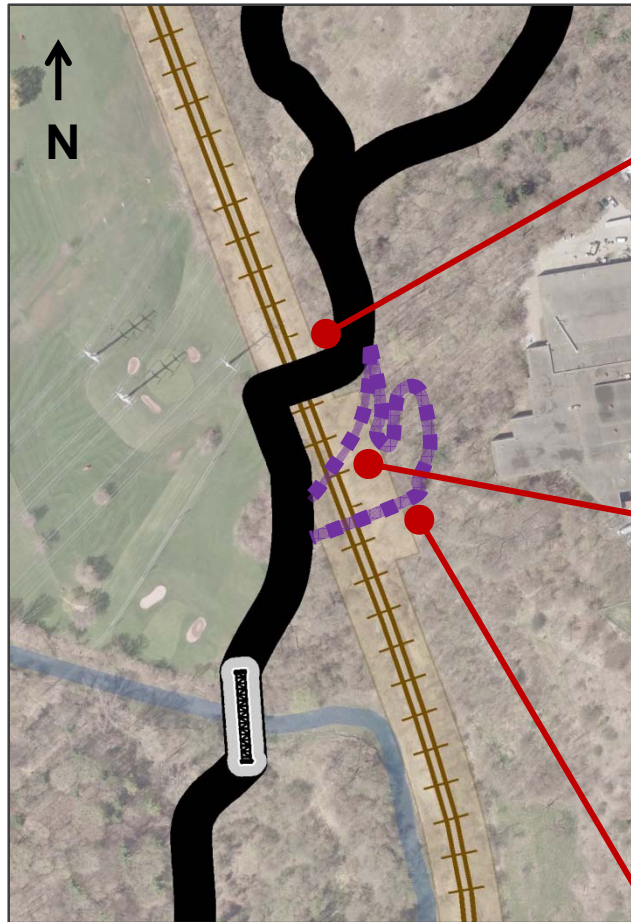
Design Concepts

Example Outcome



Design Concepts

Example Outcome



Existing maintenance level crossing



An example of a level crossing with controls



Flat area just south of existing maintenance crossing



Example trail with ramp and bridge

**Note: level crossing to undergo safety assessment and all rail crossings subject to approval by Metrolinx. Gatineau crossing location also subject to approval by Hydro One*



Steep forest area east of rail line



Example switchback

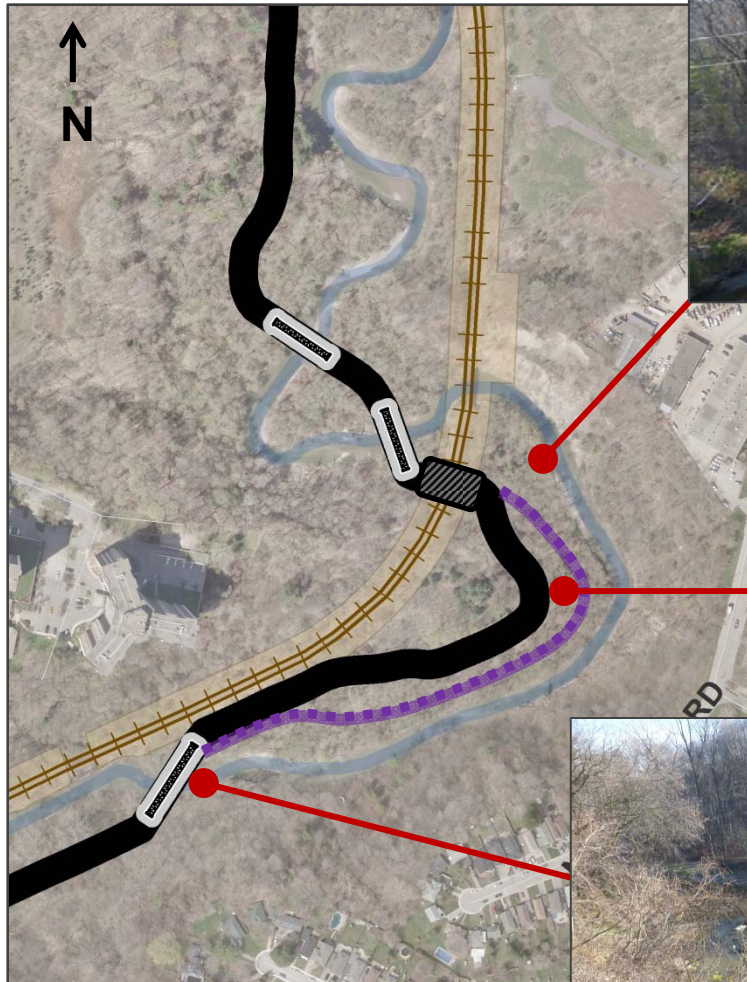
Design Concepts

Example Outcome



Design Concepts

Example Outcome



Low west bank and erosion along east river bank



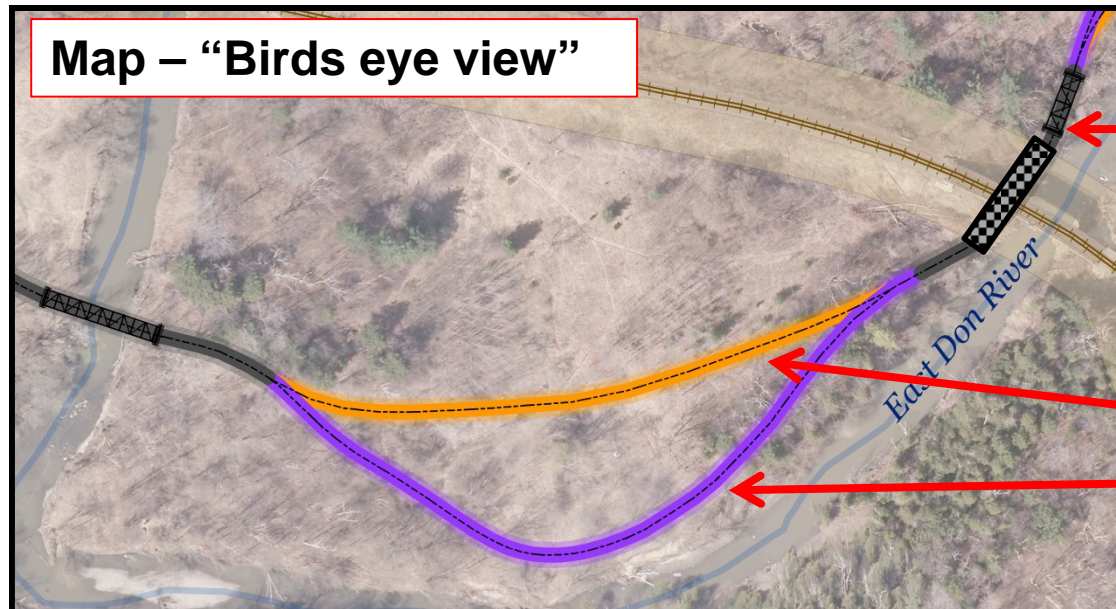
Existing informal trail along the river bank



Potential bridge location & example bridge on the Don

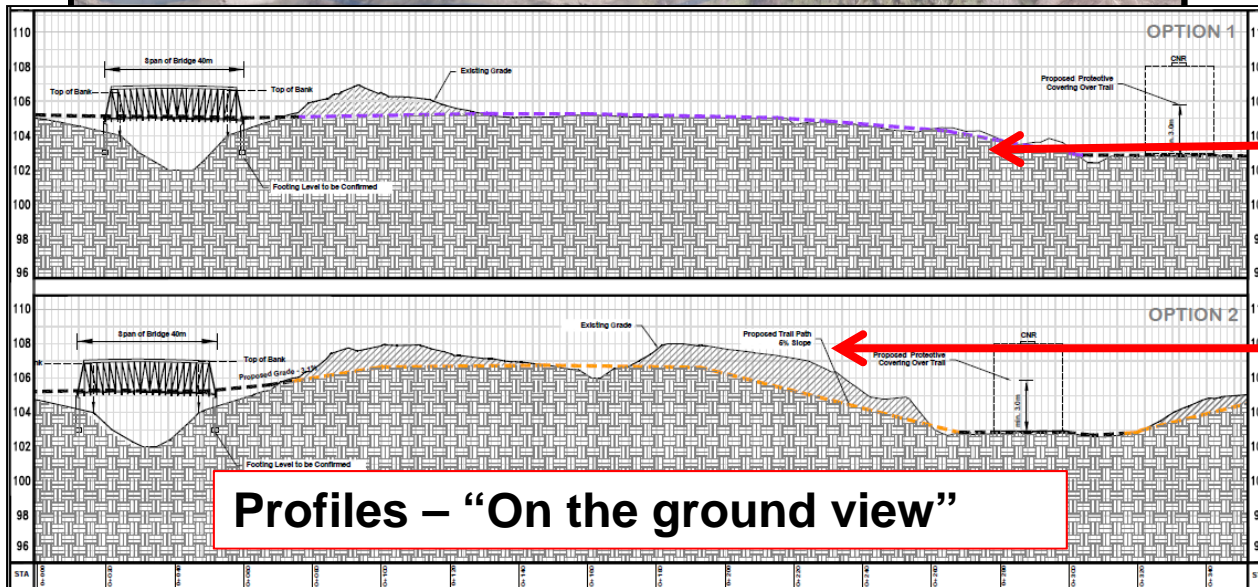
Design Concepts

How to read the panels – Maps and Profiles



Black lines = preferred segments

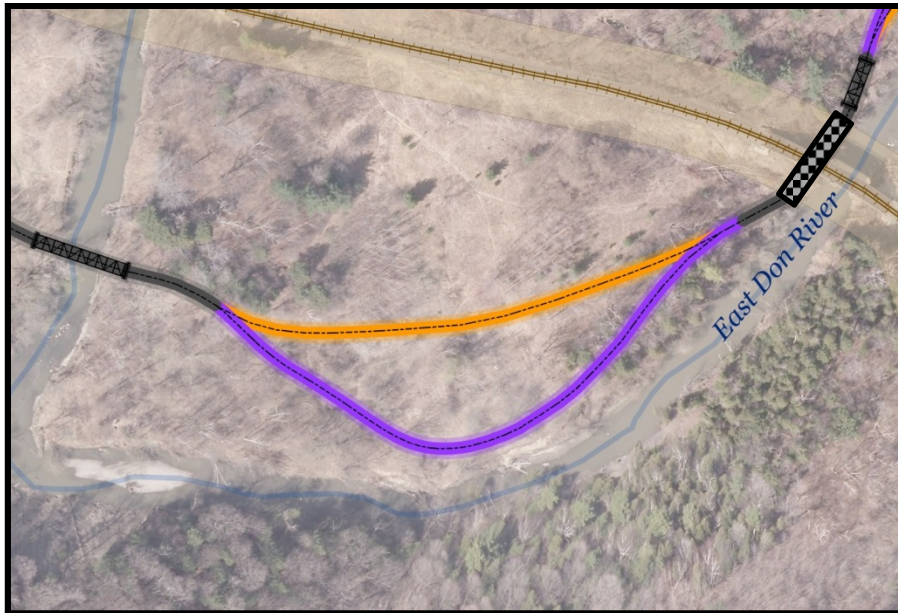
Design Concept Options



Trail location

Existing Ground

How to read the panels - Evaluation



Maps and profiles by segment above evaluation

Option 1

- Steeper grades throughout (5 to 9%)
- Lower operating/maintenance cost

Option 2

- Fewer steep grades (5 to 9%)
- Greater variety of views and landscapes
- Higher operating/maintenance cost

Option 2 Scored Higher than Option 1

Evaluation focuses on differences between the options

Preliminary preferred design concept indicated at bottom in colour of option

Next Steps

- Review public input on the recommended Design Concept
 - Fill out a questionnaire today or mail one in by July 11, 2014
- Prepare Consultation Report for the third public event
- Select a Preferred Design Concept
- File Environmental Study Report with Ministry of Environment for 30 day public review
- Detailed design and implementation*

**pending approval of the Environmental Assessment*

Feedback and Input

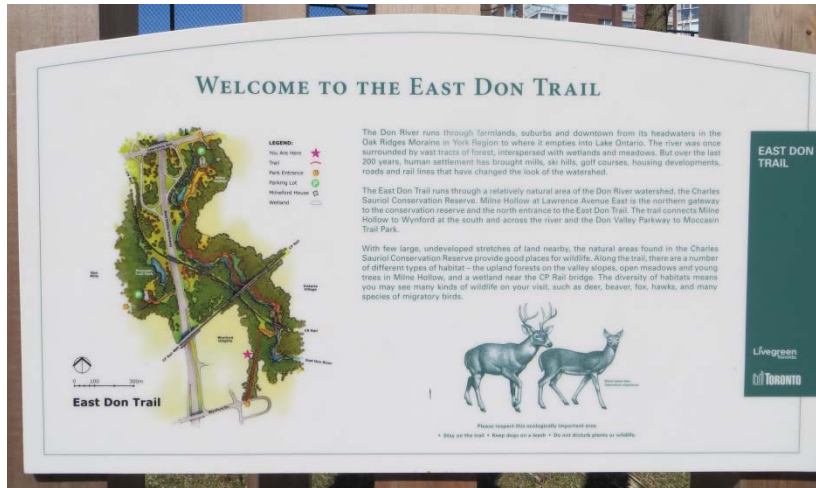
We'd like your input at this key stage of the EA process!

- Do you agree with the evaluation of the design concepts as presented on the panels?
- Do you agree with the overall preliminary preferred design concept?

As we move into detailed design, what do you value the most: Protection of natural environment, user experience & aesthetics, cost, or maintenance requirements?

Please fill out a questionnaire

Questions?



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