



Welcome

MULTI-USE TRAIL MUNICIPAL CLASS
ENVIRONMENTAL ASSESSMENT,
SCHEDULE C



www.themeadoway.ca



Public Information Centre #1

Meeting Purpose

Introduce:

The Meadoway Multi-Use Trail Municipal Class Environment Assessment, Schedule C (Class EA)

Seek your feedback on the:

- Opportunity statement and objectives
- Existing conditions and what issues and/or concerns are important to you
- Preliminary alternative trail alignments
- Proposed criteria to evaluate preliminary alternative trail alignments
- Preliminary visualization toolkit



Meeting Format

OPEN HOUSE & WORKSHOP

6:15 p.m. - 7 p.m.

PRESENTATIONS

- Class Environmental Assessment
- Preliminary Visualization Toolkit
- Question and Answer Period

7 p.m. - 8 p.m.

OPEN HOUSE & WORKSHOP

8 p.m. - 9 p.m.

Stay in Touch!

For more information, please visit www.themeadoway.ca

Working Together



THE W. GARFIELD WESTON
FOUNDATION



Philanthropic partner

Project proponent and
lead on the implementation
of revitalization

Lead
for fundraising efforts

Project co-proponent

Project partner

Timeline

12,000 to 10,000 BP

Glaciers retreated from southern Ontario and nomadic peoples moved into the region

AD 1400

Anishinaabe peoples migrated to the Great Lakes Region

1793

The Don River was official named

1820

European settlement expanded in the region

1906

Hydro Electric Power Commission of Ontario was created

1920s

Ontario Hydro designated sections of land across the province for the transmission of electricity

1998

Scarborough was amalgamated into the City of Toronto

2015

The Rouge National Urban Park was officially designated when the RNUP Act came into force

10,000 to 2,800 BP

As climate warmed, Indigenous populations adapted to the new environment

1650 to 1778

Arrival of European settlers and fur traders

1799

Military Trail was built as the first highway in Scarborough

1850

Scarborough was incorporated as a Township

1910

The first transmission towers were built

1954

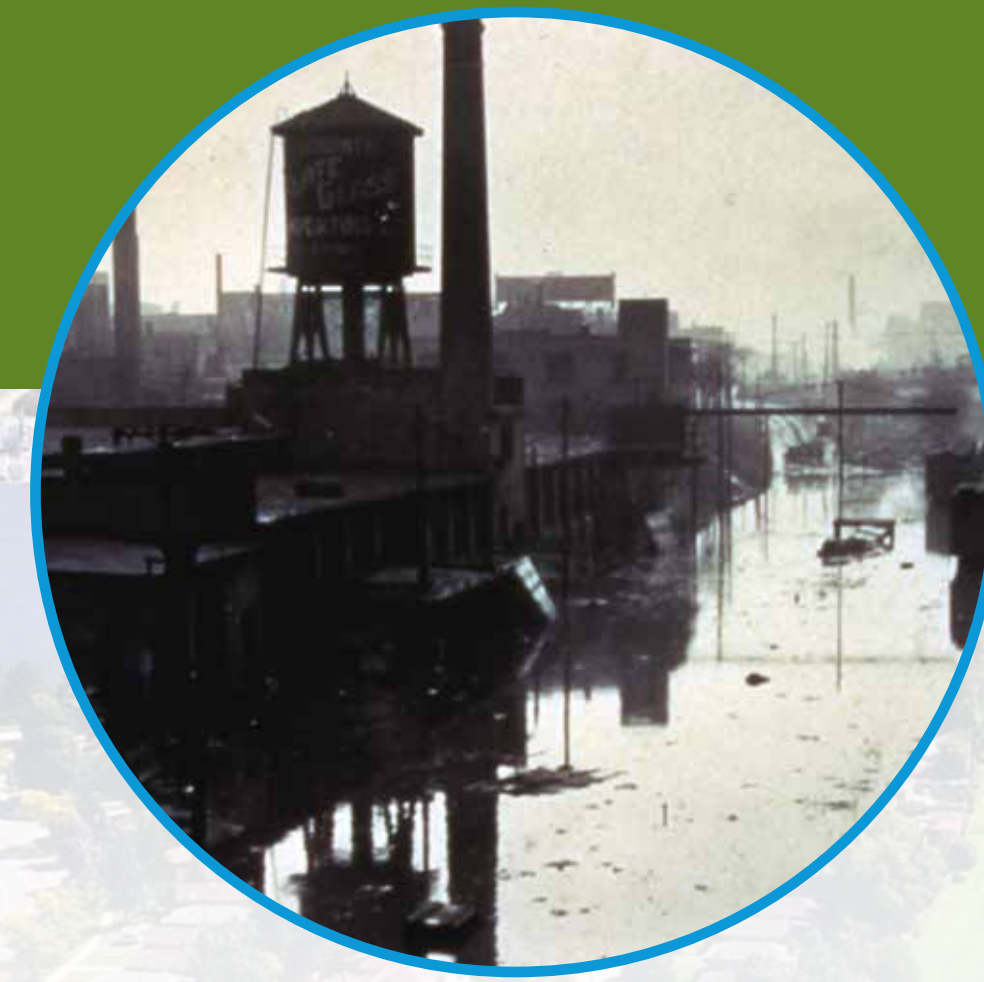
Hurricane Hazel

2012

The Scarborough Centre Butterfly Trail revitalization pilot project commenced

2018

The Meadoway Class Environmental Assessment commenced



Reimagining Hydro Corridors



Before

As Toronto grows, access to greenspace and alternative forms of transportation will become an ever-growing concern for residents and city planners alike.

Historically underutilized, hydro corridors have emerged as untapped and unlikely candidates for improving urban greenspace and active transportation in the Greater Toronto Area.

The Scarborough Centre Butterfly Trail (SCBT), in partnership with The W. Garfield Weston Foundation, tested the viability of this transformational opportunity.

The Scarborough Centre Butterfly Trail

- Prior to 2011, 40 ha of grass was mown up to eight times annually.
- Restored over a four year period (2012 - 2016).
- Transformed a 3.5 km, 40 ha area of the hydro corridor into a naturalized meadow habitat.
- Contains a fully accessible paved multi-use trail.
- Created with community support, making the SCBT one of the most successful restoration projects undertaken by Toronto and Region Conservation Authority (TRCA).

After

Introducing

The Meadoway

COMMUNITY POWERED GREEN SPACES

MEADOWAY QUICK FACTS

- Will include over 16 km of multi-use trail encompassing over 200 hectares
- Millions of wildflowers and thousands of shrubs will be planted
- Connects 13 neighbourhoods, 15 parks and greenspaces, and 7 river and ravine systems
- A diverse, multicultural community with a rich Indigenous history
- Will be one of the largest linear urban parks in Canada

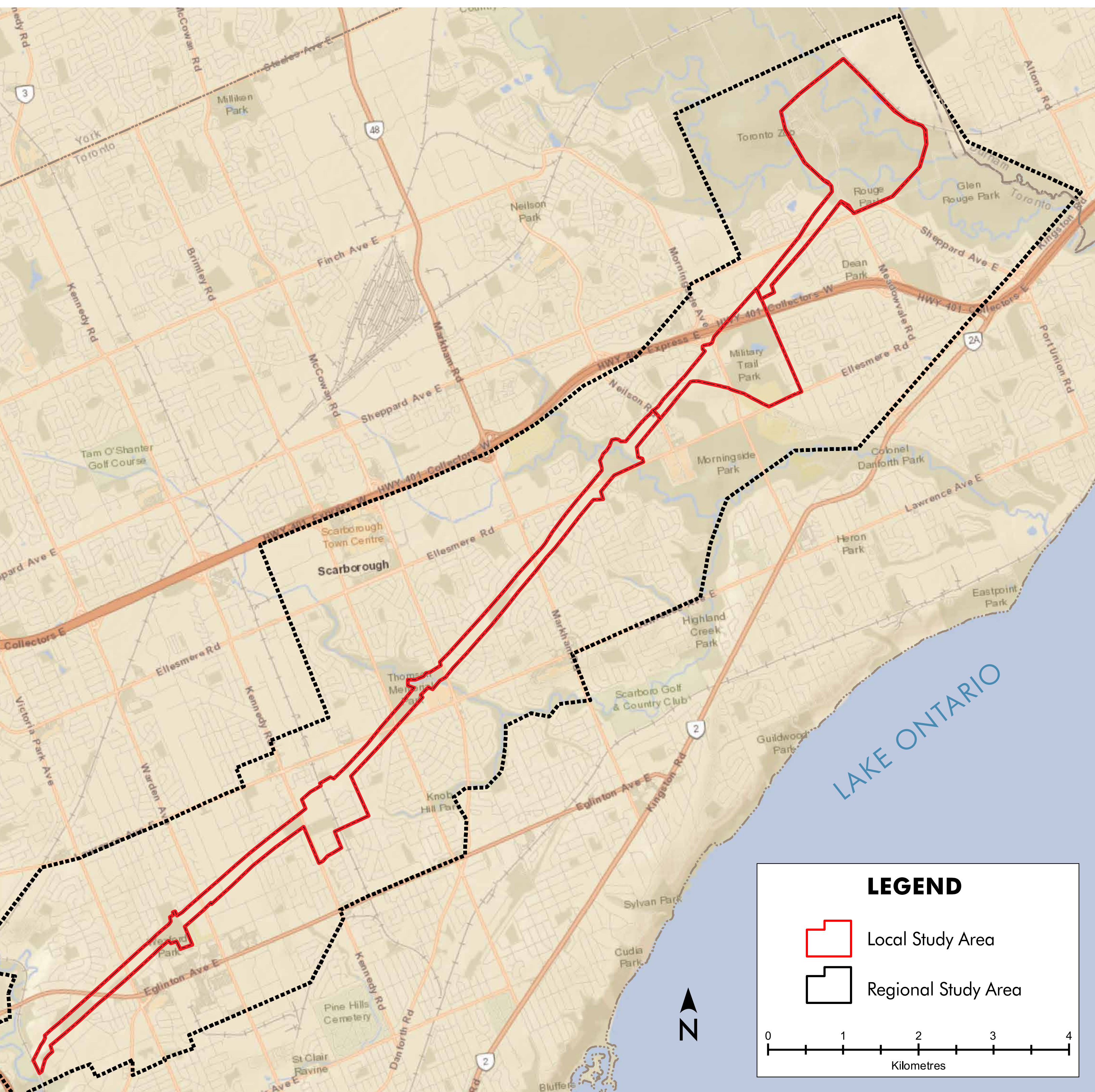
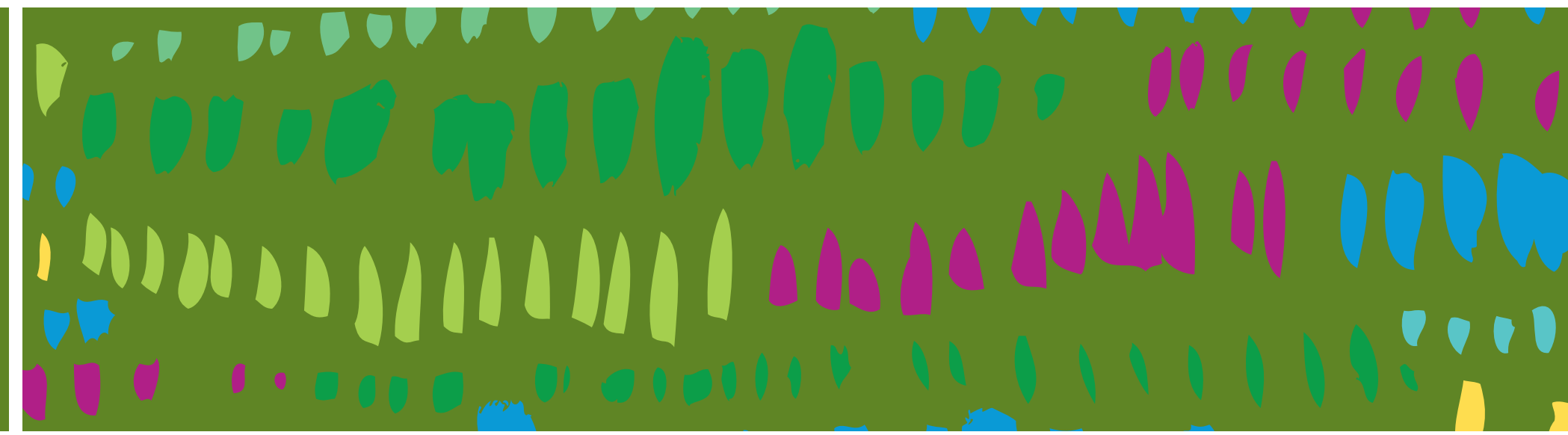
- The Meadoway will provide a green east-west link between Rouge National Urban Park and downtown Toronto.
- Building off the success of the Scarborough Centre Butterfly Trail, 16 km of underutilized greenspace within the hydro corridor will be transformed into a more cohesive and revitalized active transportation network and community space.
- Connecting greenspace across Scarborough and beyond, The Meadoway will enhance Toronto's cycling network while providing high-functioning meadow habitat on a scale never before seen in Ontario.

The Meadowway Guiding Principles

The six overarching guiding principles are the core elements of the vision for The Meadowway. They will guide the Class EA, engagement activities, and restoration for the hydro corridor.



Where is The Meadowway?



The Meadowway is located within the hydro corridor. Owned primarily by the Province of Ontario with licensing provided to Hydro One, The Meadowway spans a broad range of land uses, including commercial, industrial, residential, park and recreational space, and river valley corridors and protected floodplains.

The Meadowway Class EA is divided into two distinct areas of study to assess potential project effects:

- Local Study Area is the zone where direct effects of the project may occur.
- Regional Study Area is a larger zone where direct and indirect effects of the project may occur, taking into account the cumulative effects the project may contribute to.



Meadow Habitat 101



Benefits of Meadows in Hydro Corridors:

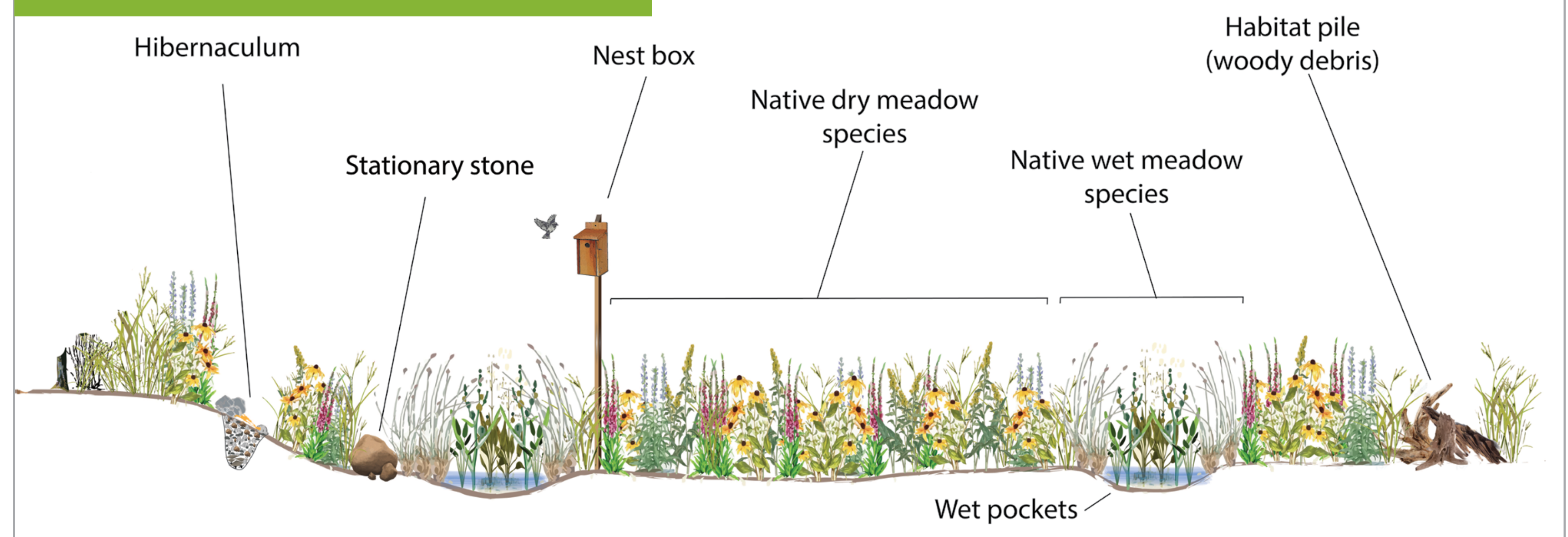
- Improves natural cover of the area increasing wildlife habitat, biodiversity and ecological function.
- Improves esthetic appeal to trail and park users with established native flowers and grasses.
- Decreases maintenance costs.
- Reduces the carbon footprint compared to traditional grass habitat.
- Contributes to habitat linkages and safe movement through corridors for wildlife.
- Provide opportunities to naturalize areas where existing infrastructure will not allow for woody trees and shrubs.

What is a Meadow?

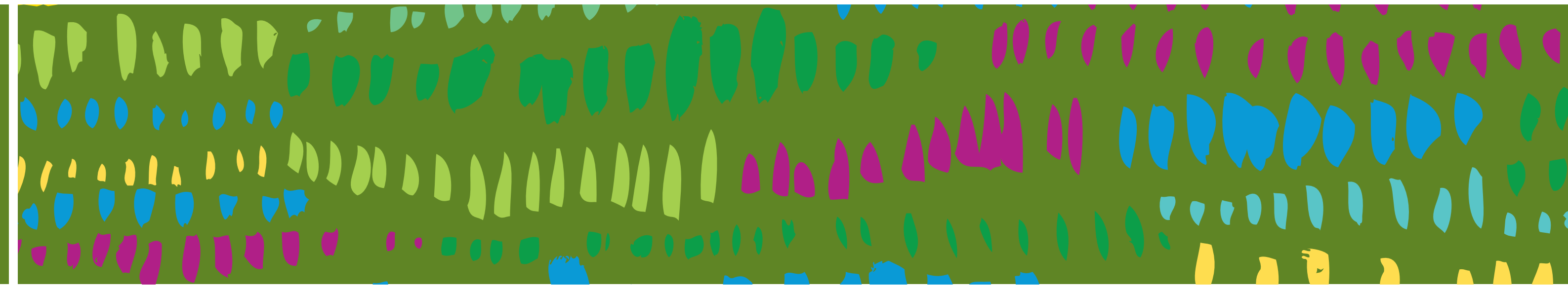
A meadow is a habitat vegetated by wildflowers and grasses with less than 10% woody plants. They are ecologically important, open, sunny areas that attract and support a variety of flora and fauna, providing wildlife with habitat for nesting, food gathering, and shelter. Meadows support an array of wildflowers making them important to pollinating insects, including bees.



Cross Section of Meadow



Meadow Restoration



How are Meadows Restored?

Meadow restoration, from seed to full establishment, can take up to five years! Every meadow is different, so our approach to restoration needs to be tailored to every site.

Year 1 - Typical

Mow, till, cover crop, treat - repeat

Suppress seed source in soil while increasing nutrients on the landscape in preparation for seeding the following year. This process varies by site and previous land use.



Year 2 - Typical

Continue to suppress invasive plants in spring and seed native wildflowers and grasses in late spring

Most wild flowers will stay dormant at this step, but you will see Black Eyed Susan and a few other species come up in late summer/fall.



Year 3 - Typical

Ongoing adaptive management and monitoring to control invasives, infill seeding, and allow wildflowers to take root

Controlling invasive species is critical at this stage to allow meadow species to take root and flourish.



Year 4/5 - Typical

One spring or fall mow every three to five years to remove shrub/tree stems and stimulate growth

Mowing will stimulate plant production, causing a spike in plant growth during the summer growing season. Adaptive management will take place throughout the year.



Education, Community Learning & Stewardship

- TRCA is leading the Education, Community Learning and Stewardship initiatives for The Meadowway.
- To date, significant milestones have been completed including the development of a three-phase school program and a comprehensive mapping analysis of communities along The Meadowway using Geographic Information Systems.
- Schools along the hydro corridor are participating in The Meadowway! The curriculum linked program includes students growing native plants in their classrooms, class field trips to The Meadowway to support restoration and stewardship activities, and follow-up learning experiences back at school.
- Canadian newcomers will also be engaged through education programs about The Meadowway in nearby English as a Second Language schools.

SCHOOL PROGRAM QUICK FACTS

Total # of participants
currently registered | ~1,400

Total # of classes
registered | 62

Total # of schools
registered | 11

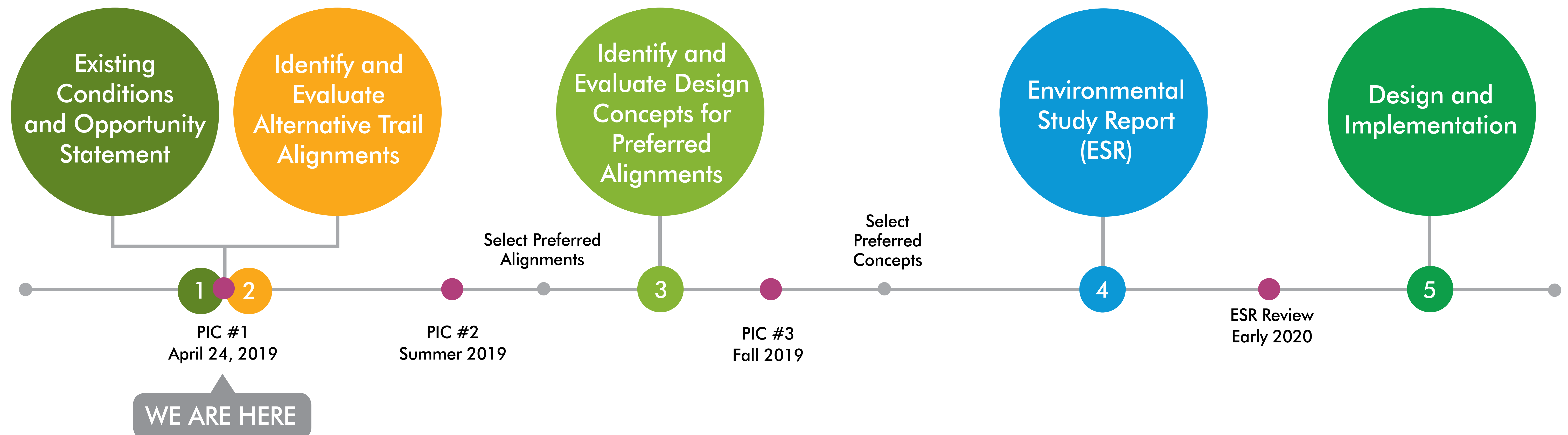
Municipal Class EA Process

An Environmental Assessment is a process used to predict environmental impacts and effects before project implementation.

Notice of Commencement for the Class EA released October 25, 2018.

Planning and design of the multi-use trail network and pedestrian bridges will follow the "Schedule C" Municipal Class Environmental Assessment process (Class EA).

The purpose of the Class EA will be to identify and evaluate a range of potential multi-use trail alignments, culminating in a preferred main trail route.



Consultation & Engagement

Consultation

Consultation is an important part of the Class EA process. It provides an opportunity for individuals, groups, and Indigenous communities to contribute to decision making in a meaningful way.

Community Liaison Committee

To facilitate ongoing stakeholder involvement at the planning level, a Community Liaison Committee (CLC) comprised of stakeholder representatives and local residents has been formed.

The purpose of the CLC is to assist TRCA in obtaining additional public and stakeholder input concerning the planning and design process for the Class EA.

Public Information Centre

Public Information Centres (PIC) are meetings in which the public are invited to learn more about the project and provide comments and input. This is the first of three PICs for The Meadow Class EA.

The CLC and PICs are two of the many community engagement tools that will be used throughout the Class EA.

Indigenous Engagement

TRCA's jurisdiction encompasses overlapping Traditional Territories and Treaty Areas. As the proponent of this EA, TRCA has a role to consult with potentially affected Indigenous communities throughout the Class EA process.



Classs EA - Phase 1



The first phase of the The Meadowway Class EA identifies and defines existing conditions within the project area in order to create a well-defined statement of the opportunity that will be addressed via the Class EA planning framework.

Opportunity Statement

A complete active transportation system linking eastern Toronto to the downtown core is missing from the City of Toronto's existing major multi-use trail network. Opportunities to expand and construct new multi-use trail networks are limited in urbanized environments; however, hydro corridors have the potential to be repurposed as accessible, ecologically diverse greenspaces that permit active trail use. The Meadowway will revitalize and restore the existing hydro corridor and establish a full connection between downtown Toronto and the Rouge National Urban Park via an accessible multi-use trail network.

Proposed Class EA Objectives:

- Provide a positive user experience
- Protect and enhance natural features
- Provide connections
- Maintain a safe environment for all potential trail users
- Be good neighbours
- Be cost effective



Existing Conditions



Trail Network

A number of key trail routes currently run through and intersect the Regional and Local Study Areas, including the Gatineau Hydro Corridor, the West Highland Creek, and the Rouge Park Vista Trails.

Future trail routes and connections will include the East Don Trail, the Upper Highland Creek Pan Am Path, and a number of dedicated on-street cycling lanes as part of the City of Toronto’s Cycling Network 10 Year Plan.

The Meadowway will provide a complete east-to-west, multi-use trail connection between downtown Toronto and Rouge National Urban Park, linking numerous existing, as well as planned local and regional trail routes and communities along the way.



Public transit within the Regional and Local Study Area is provided by TTC Bus Service and Subway Line 3, GO Transit (Stouffville), and VIA Rail.

A circular inset image showing a green and white Ontario 611 locomotive on a railway track. The locomotive is facing left, with the number '611' and the Ontario logo visible on its side. The background shows trees and a concrete wall.

The Meadoway aligns with the City of Toronto's TransformTO Climate Action Strategy through the development and improvement of active transportation networks, providing greater access to alternative commuting modes and reducing greenhouse gas emissions.



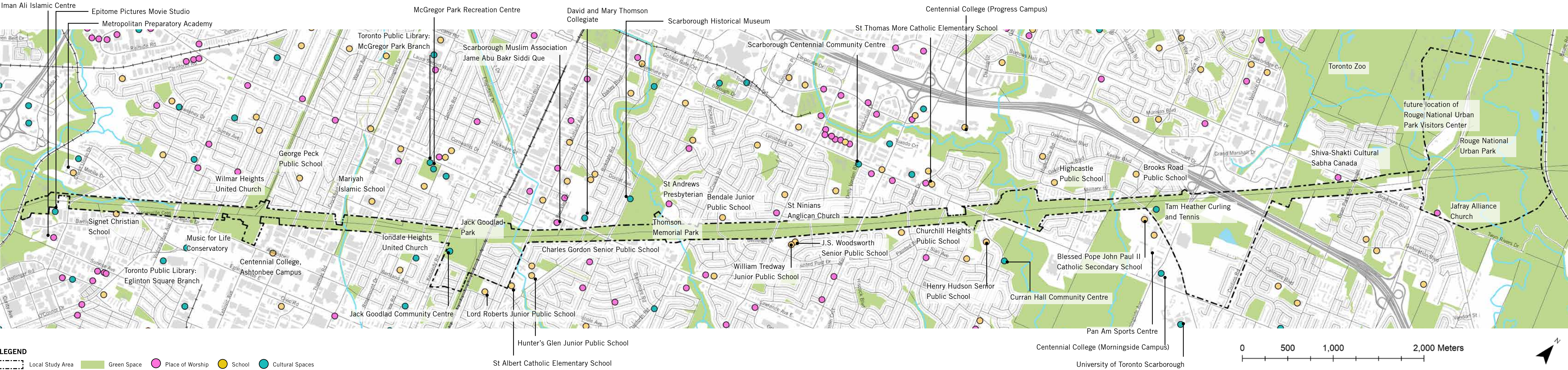
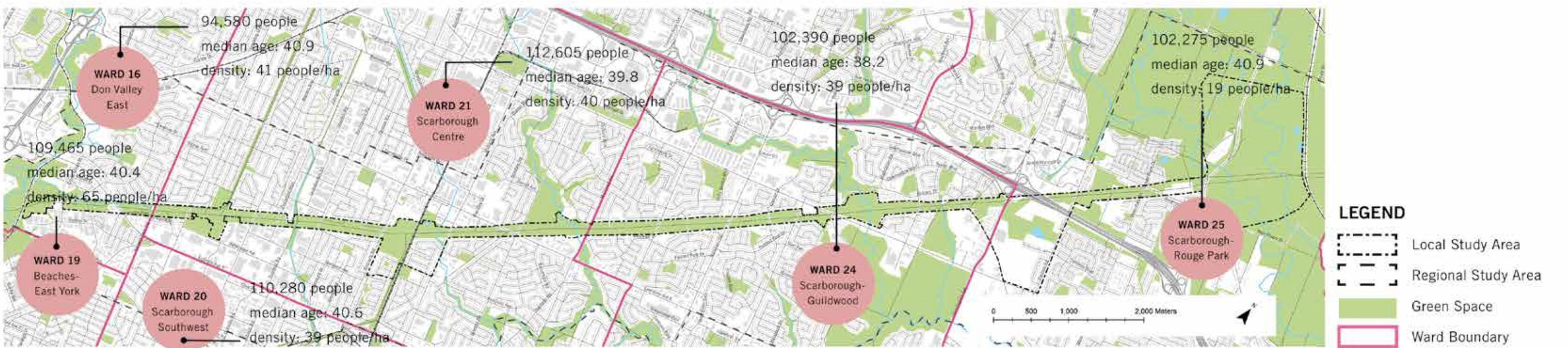
Existing Conditions



Demographics

Within the Regional Study Area, The Meadowway spans 5 municipal wards, 13 neighbourhoods, and is home to approximately 172,000 residents in 60,000 households.

The Meadowway will serve as a green corridor that brings together the diverse and unique local character of the neighbourhoods and communities it spans.



Existing Conditions

Biological inventories were completed for The Meadoway Local Study Area in 2018 to assess the progress of restoration works, examine existing conditions, and identify other potential areas for restoration.

Natural Cover and Flora

About 40% of The Meadoway is currently natural cover, while the remaining 60% is heavily managed (mostly manicured grass).

Natural Cover in The Meadoway:

- Over half is made up of meadow communities (20% of the Local Study Area)
- Invasive species are prominent
- Previous meadow restoration has helped diversify the flora species
- 499 naturally occurring flora species found, the majority of which are found in the forest and wetland patches



Cup plant



Indian grass



Big Bluestem

Existing Conditions



Eastern Kingbird

Wildlife

Running east-west, The Meadoway provides for a significant opportunity to support migrating and dispersing wildlife, such as birds, butterflies and native pollinators.

Wildlife inventories, conducted between 2009 and 2018, focused on birds and frogs, however incidental observations of other wildlife were also recorded. Surveys revealed the following:

- 46 bird species (4 of regional concern and 18 of urban concern)
- 4 herpetofauna species (1 frog, 1 toad and 2 snakes, all of local concern)
- 10 mammal species (5 of local concern)
- 25 butterfly species

Species of regional concern are those that are most sensitive to disturbance and generally only occur in high-quality natural areas.

Species of urban concern are those that are able to withstand some disturbance and are generally considered to be secure in the rural natural areas of the region.



Eastern tailed
blue butterfly



Savannah Sparrow

Completing the Multi-Use Trail

The Class EA will focus on the three “incomplete” sections of the 16 km hydro corridor, where no multi-use trail currently exists and where potential pedestrian bridges and road crossings will need to be explored.



Section 3



Lawrence Avenue Community Hub

(Kennedy Road to Thomson Memorial Park)

Section 5



The Ravines

(Scarborough Golf Club to Neilson Road)

Section 6



401 – Eastern Entrance

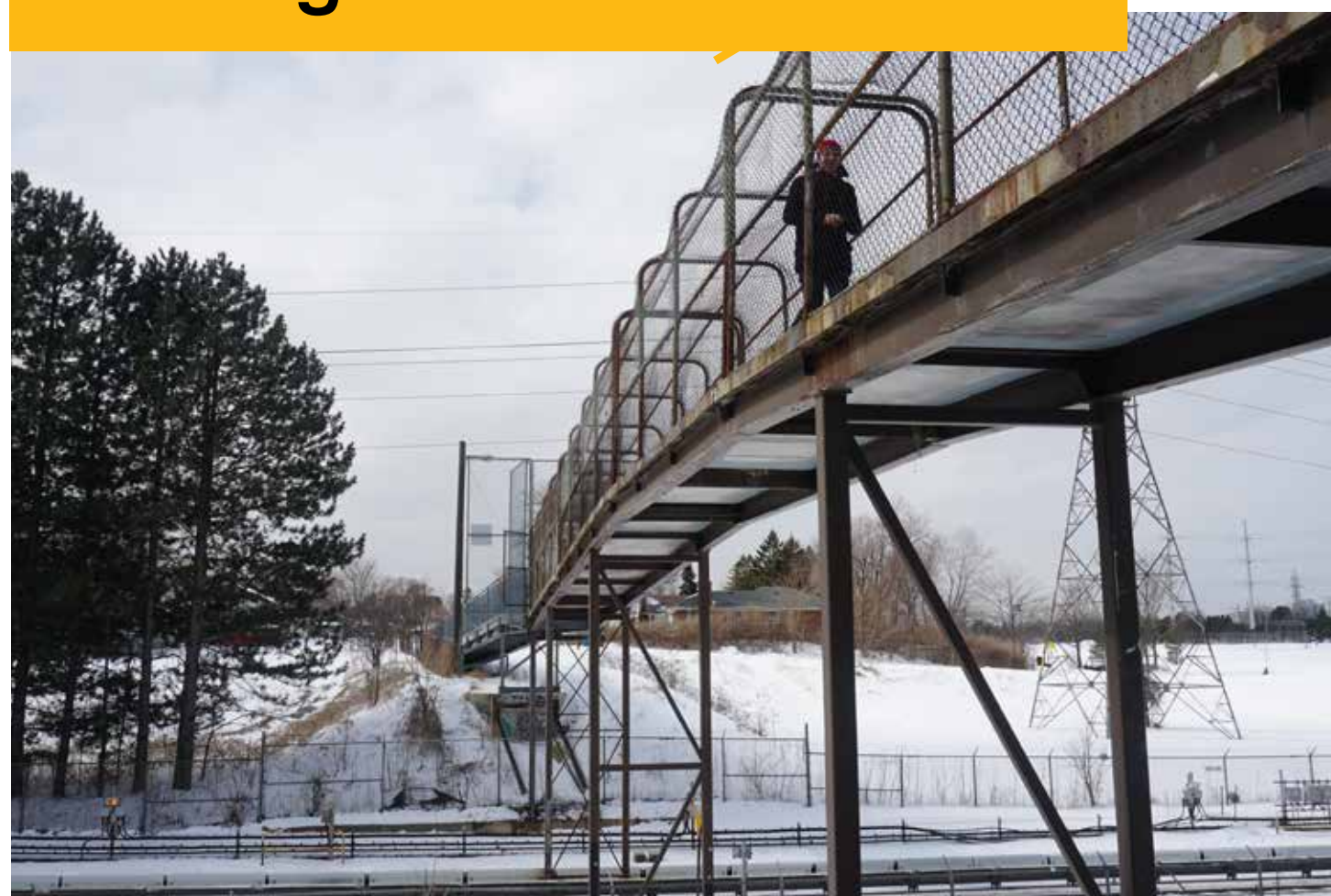
(Neilson Road to Conlins Road)

Planning Challenges in The Meadoway

The planning, design, and implementation of a multi-use trail within an active hydro corridor across a variety of complex terrain presents some unique challenges that will be carefully considered.



Existing Infrastructure



Crossing an active rail line and roadway

Natural Areas



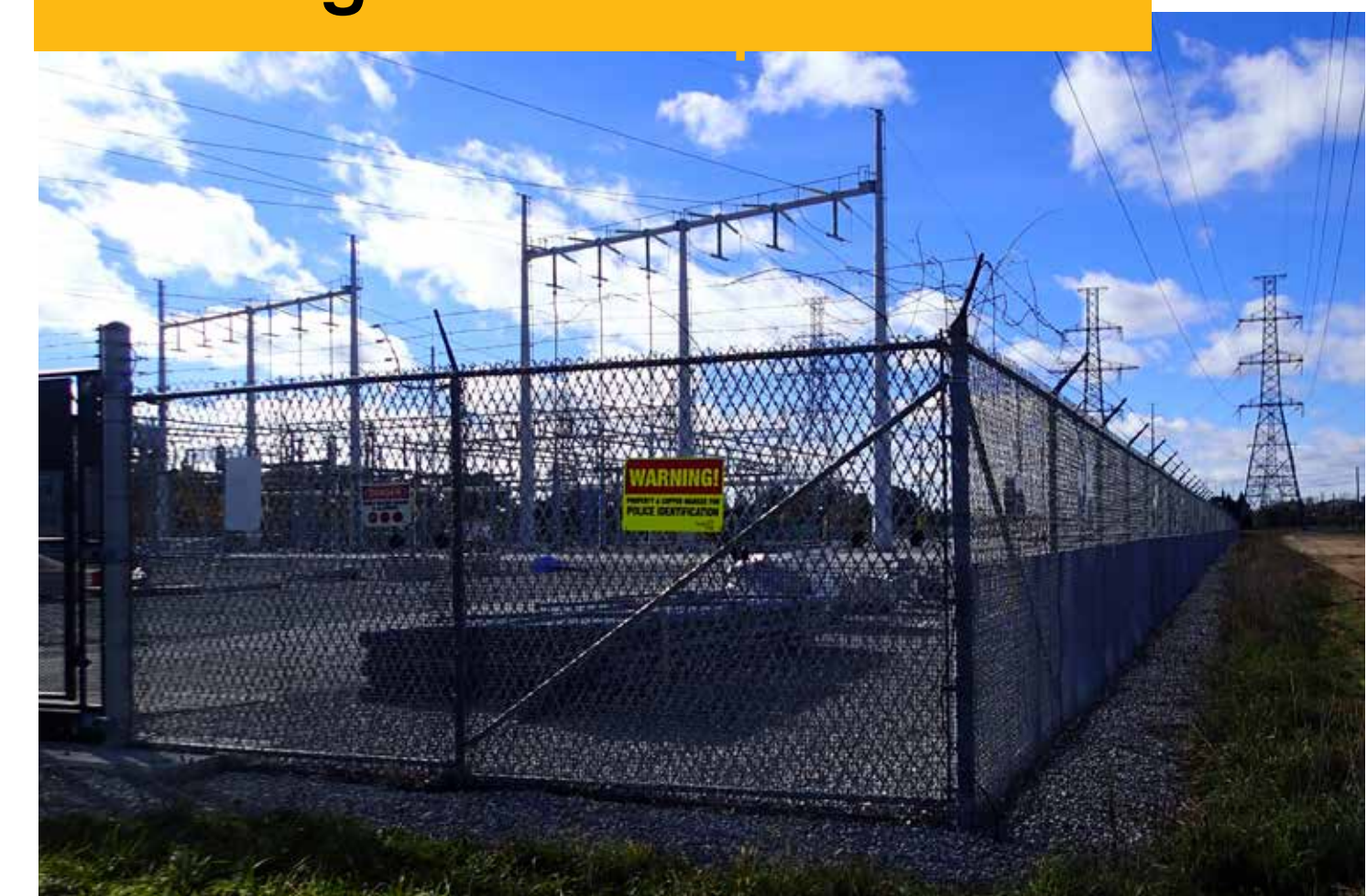
Eroding steep banks

Natural Areas



Vegetated steep ravines

Existing Infrastructure



Hydro transformer station, towers and lines

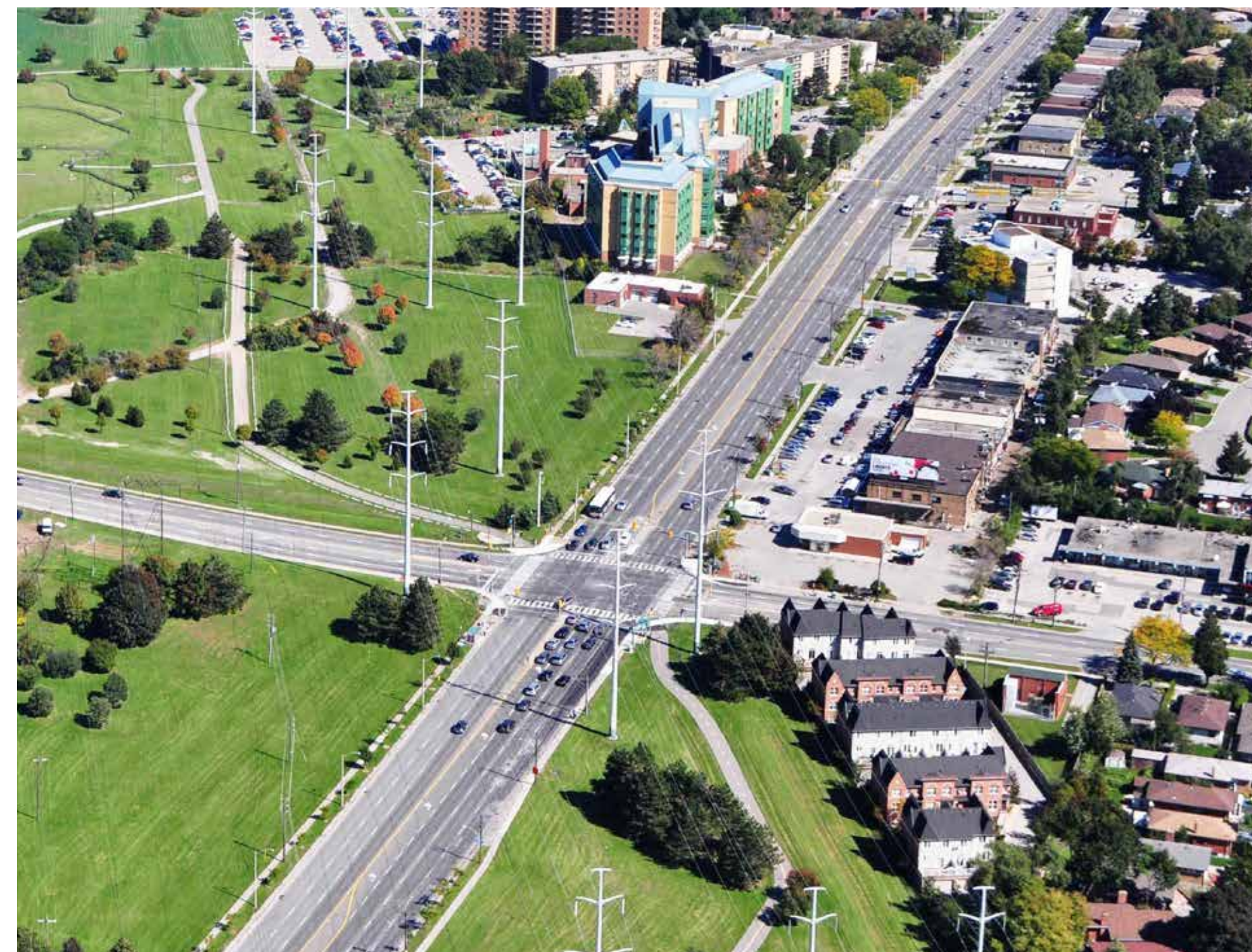
Pedestrian Bridges & Road Crossings

The Meadowway multi-use trail will span some complex natural and urban terrain, including three watersheds, three river systems, and a dynamic transportation network which includes numerous roads, railways, and light rail transit.

Through the Class EA process, a number of technical studies are underway that will explore the planning, design, and feasibility of constructing road crossings and pedestrian bridges to safely cross these features while minimizing impacts to the natural environment.



East of Kennedy Road exists an active railway line used for TTC Line 3 and Go Transit's Stouffville Line

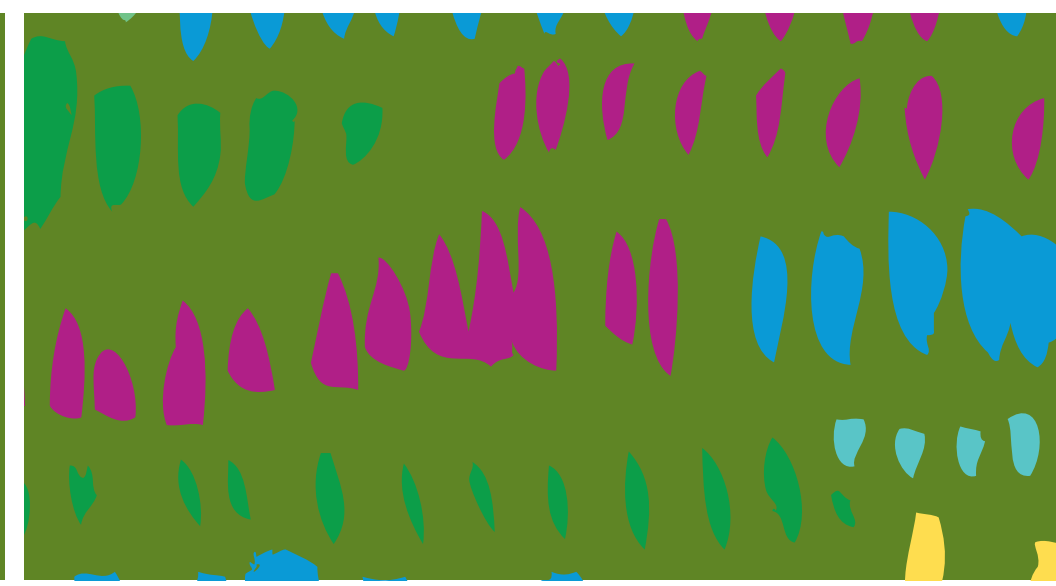


Safe road crossings will be explored, the type of road crossing will be site specific



A number of significant ravines cross The Meadowway, including Highland Creek

Proposed Alternative Trail Alignments

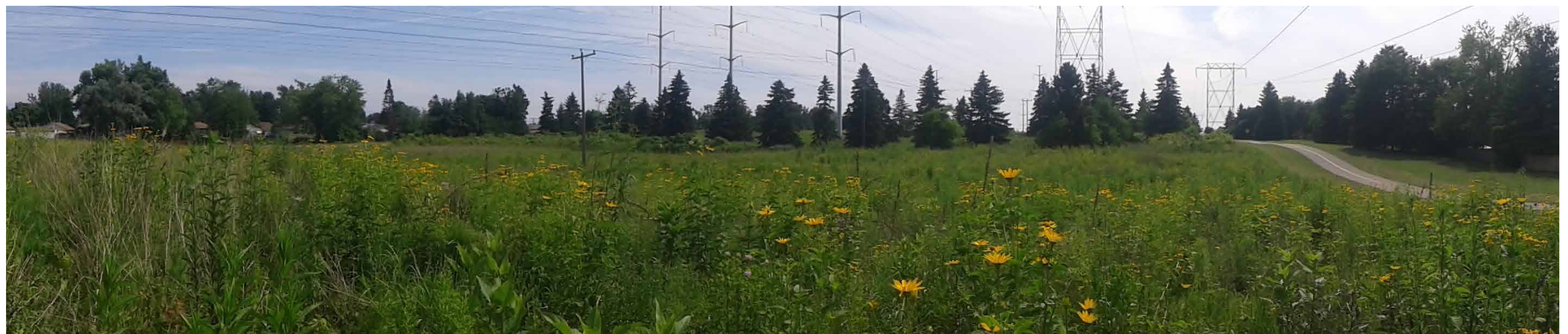


Alternative trail alignments represent trail route options for providing a multi-use trail connection for The Meadoway. Proposed alternative trail alignments have been identified and will be evaluated following input received from the public.

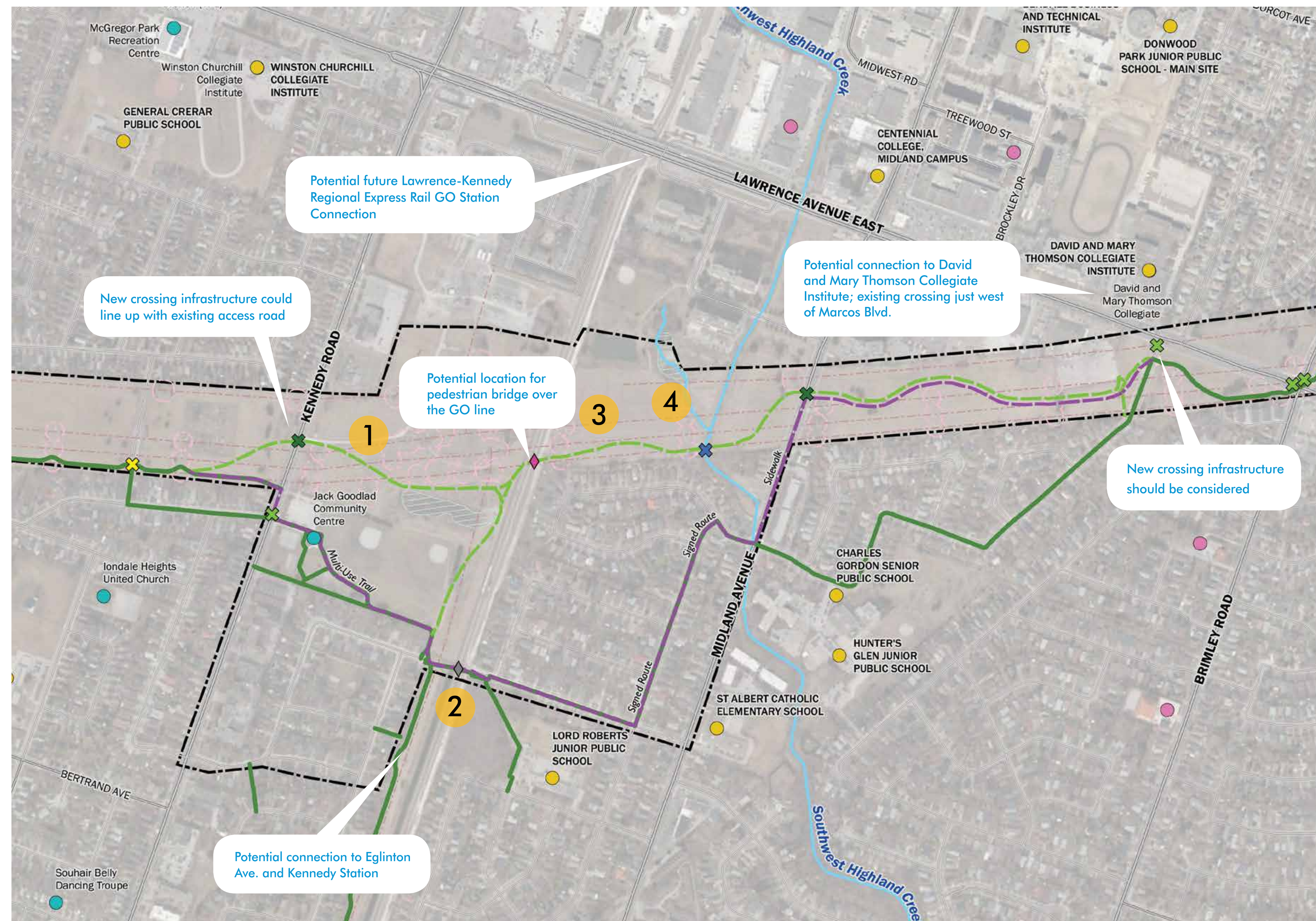
Alternative trail alignments have been identified in three sections of the corridor: Section 3, Section 5, and Section 6. For each section, two or three trail route options were explored:

- **In-Corridor Trail** - maintains the trail within the hydro corridor and avoids hydro towers and infrastructure where possible
- **Maximize Existing Infrastructure Trail** - utilizes existing established routes (including on road bike paths)
- **Hybrid Trail** - a combination of the in-corridor and maximize existing infrastructure route options

It is important to note, all alternative trail alignments, as well as all work conducted in the corridor are subject to Hydro One and Infrastructure Ontario approval.



Section 3



Option A In-Corridor Trail, 2292 m

- Within the corridor west of Kennedy Road to Lawrence Avenue East.
- A pedestrian bridge over the Southwest Tributary of the Highland Creek, two at-grade pedestrian road crossings at Kennedy Road and Midland Avenue, and a pedestrian bridge crossing over the GO rail line.
- Connections to existing and planned trails and transit.

Option B Maximize Existing Infrastructure Trail, 2292 m

- Along Kennedy Road, Tara Avenue, Fitzgibbon Avenue, and Midland Avenue, then follows the same in-corridor route as Option A from Midland Avenue to Lawrence Avenue East.
- Pedestrian crossing at Kennedy Road.
- Connections to GO Kennedy Station, local schools, and existing trails.

View 1



Existing hydro lines and rail corridor

View 2



Existing pedestrian bridge over rail line

View 3



GO Train on Stouffville Line (looking west)

View 4



Highland Creek tributary through corridor

Section 5



Option A In-Corridor Trail, 1928 m

- Within the corridor between Scarborough Golf Club Road and Nelson Road.
- Water crossing over Highland Creek and two pedestrian crossings at Scarborough Golf Club Road and Nelson Road.
- Connections to Pan Am Path and Morningside Park Trails.

Option B Maximize Existing Infrastructure Trail, 2201 m

- Along Scarborough Golf Club Road, Ellesmere Road, Nelson Rd. and Military Trail.
- Connections to existing and planned transit, a shopping plaza, local schools, the Pan Am Path and Morningside Park trails.

Option C Hybrid Trail, 2120 m

- Within the corridor from Scarborough Golf Club Road to Ellesmere Road, then follows same off-corridor route as Option B with an additional trail segment within the Highland Ravine.
- Pedestrian crossing at Scarborough Golf Club Road.
- Connections to existing and planned transit, shopping plaza, local schools, the Pan Am Path and Morningside Park trails.

View 1



Revetment work along Highland Creek

View 2



Ellesmere Bridge along Highland Creek

View 3



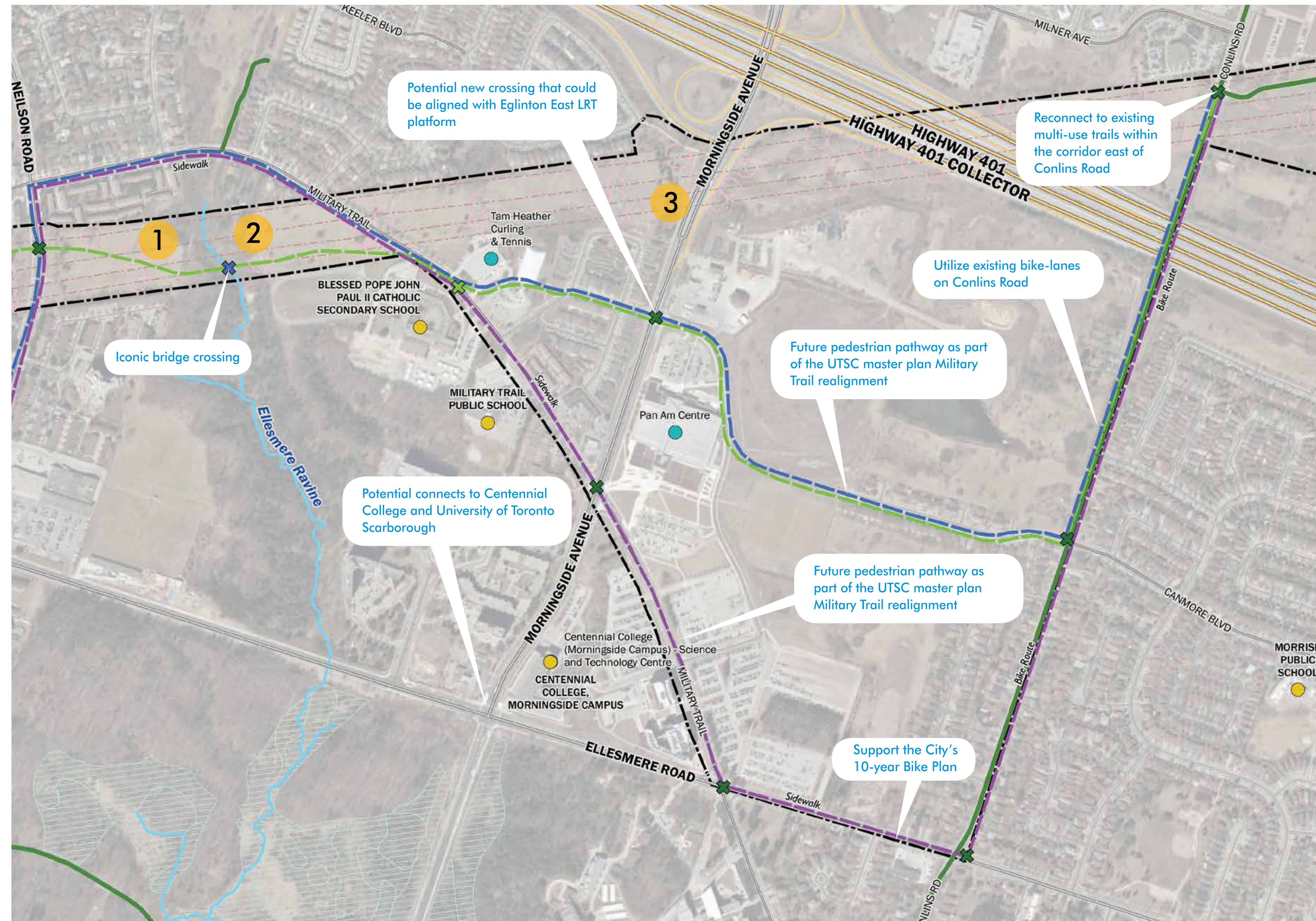
Highland Creek Ravine looking west

View 4



Erosion along the Bluffs at Highland Creek

Section 6



Top of Ellesmere Ravine



Bottom of Ellesmere Ravine



Highway 401 and Morningside Avenue

Option A - In-Corridor Trail, 2909 m

- Within the corridor west of Neilson Road and Military Trail, detours out of the corridor and extends along Bonspiel Drive, Tams Road, Chartway Boulevard and Conlins Road. Returns to the corridor north of the 401 at Conlins Road.
- Watercourse crossing over Ellesmere Ravine, and one pedestrian crossing at Morningside Avenue.
- Connections to existing and planned transit, Pan Am Centre, Tam Heather Curling and Tennis, and existing trails.

Option B - Maximize Existing Infrastructure Trail, 3807 m

- Along Military Trail, Ellesmere Road and Conlins Road to connect to the multi-use trail north of the 401 at Conlins Road.
- Aligns with the realigned Military Trail and pedestrian pathway that is included in the University of Toronto Scarborough (UTSC) Master Plan.
- Pedestrian crossing at Morningside Avenue.
- Connections to UTSC, Centennial College Morningside Campus, Pam Am Centre, Eglinton East LRT, and existing trails.

Option C - Hybrid Trail, 3067 m

- Elements from both Option A and Option B trails, runs along Military Trail, Bonspiel Drive, Tams Road, Chartway Boulevard and Conlins Road.
- Pedestrian crossing at Morningside Avenue.
- Connections to existing and planned transit, Pan Am Centre, Tam Heather Curling and Tennis, and existing trails.

Evaluating the Alternative Trail Alignments

The Meadoway Class EA is following an objectives-based approach to evaluating the alternative trail alignments within the incomplete sections of the hydro corridor.

Through this approach, the opportunity statement and overall guiding objectives for The Meadoway set the framework for the decision-making process.

Refined through public and stakeholder feedback, an objectives-based approach develops a series of evaluation criteria against which the alternative trail alignments are compared and a preferred trail alignment is selected.

Proposed Objectives	Evaluation Criteria Considerations
Provide a positive user experience	<ul style="list-style-type: none">• Maximizes interaction and connection to urban greenspace (e.g., restored meadow and natural ravine systems in the hydro corridor)• Opportunity to provide education and stewardship
Protect and enhance natural features	<ul style="list-style-type: none">• Capacity to maximize naturalization/restoration of the hydro corridor• Minimizes amount of natural habitat removed/disturbed (e.g. habitat fragmentation)• Minimizes impact to watercourses• Minimizes potential for impacts to valley slopes (e.g. erosion)
Provide connections	<ul style="list-style-type: none">• Extent of linkages to multi-modal transportation• Extent of linkages to other trails or key amenities• Length of new trail connection (related to travel distance and time)
Maintain a safe environment for all potential trail users	<ul style="list-style-type: none">• Extent and character (e.g. type of facility, width, etc.) of trail that has the ability to minimize potential conflict between trail users and vehicles along with other user types (e.g. cyclists and pedestrians)• Extent of trail that has the ability to meet and/or exceed AAA (all ages and abilities) and AODA for trail design• Minimizes potential for concern regarding personal security• Minimizes potential for flood risk to trail users
Be good neighbours	<ul style="list-style-type: none">• Minimizes potential for operations and maintenance impacts on hydro corridor and roads• Minimizes potential for impact on neighbours adjacent to the hydro corridor as well as road users• Extent of support/leverage for other infrastructure initiatives
Be cost effective	<ul style="list-style-type: none">• Constructability• Capital cost• Operating and maintenance costs

Thank You!

We appreciate the time you have taken to learn more about The Meadoway.

Please leave your comment sheet with the registration table or provide feedback by May 8, 2019.

The open house materials will be made available on the project website **www.themeadoway.ca**.

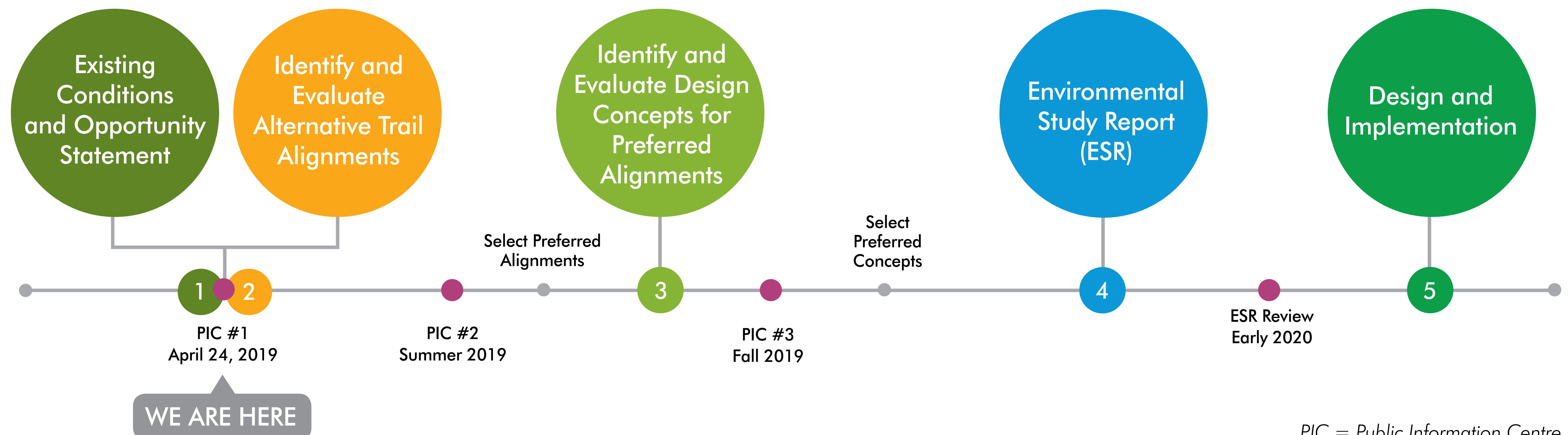
All comments will be reviewed and changes will be made as required.

Contact Us!

Corey Wells, Project Manager

Toronto and Region Conservation Authority
101 Exchange Avenue, Vaughan ON

416.661.6600 x5233 • info@themeadoway.ca



PIC = Public Information Centre