



# Welcome

MULTI-USE TRAIL MUNICIPAL CLASS  
ENVIRONMENTAL ASSESSMENT,  
SCHEDULE C



[themeadowway.ca](http://themeadowway.ca)



# Public Information Centre #2



## Purpose

Provide an update on The Meadoway Multi-Use Trail Municipal Class Environmental Assessment, Schedule C (Class EA), and seek feedback on the:

- Preliminary evaluation of the alternative multi-use trail alignments
- Proposed preferred multi-use trail alignments

## Format

### OPEN HOUSE

4:30 p.m. - 7:30 p.m.

### GUIDED WALKS OF THE MEADOWAY

Every 15 minutes from  
5 p.m. to 7 p.m.

The Meadoway is led by Toronto and Region Conservation Authority (TRCA) and Toronto and Region Conservation Foundation in partnership with the City of Toronto, Hydro One and The W. Garfield Weston Foundation.

### *Stay in Touch!*

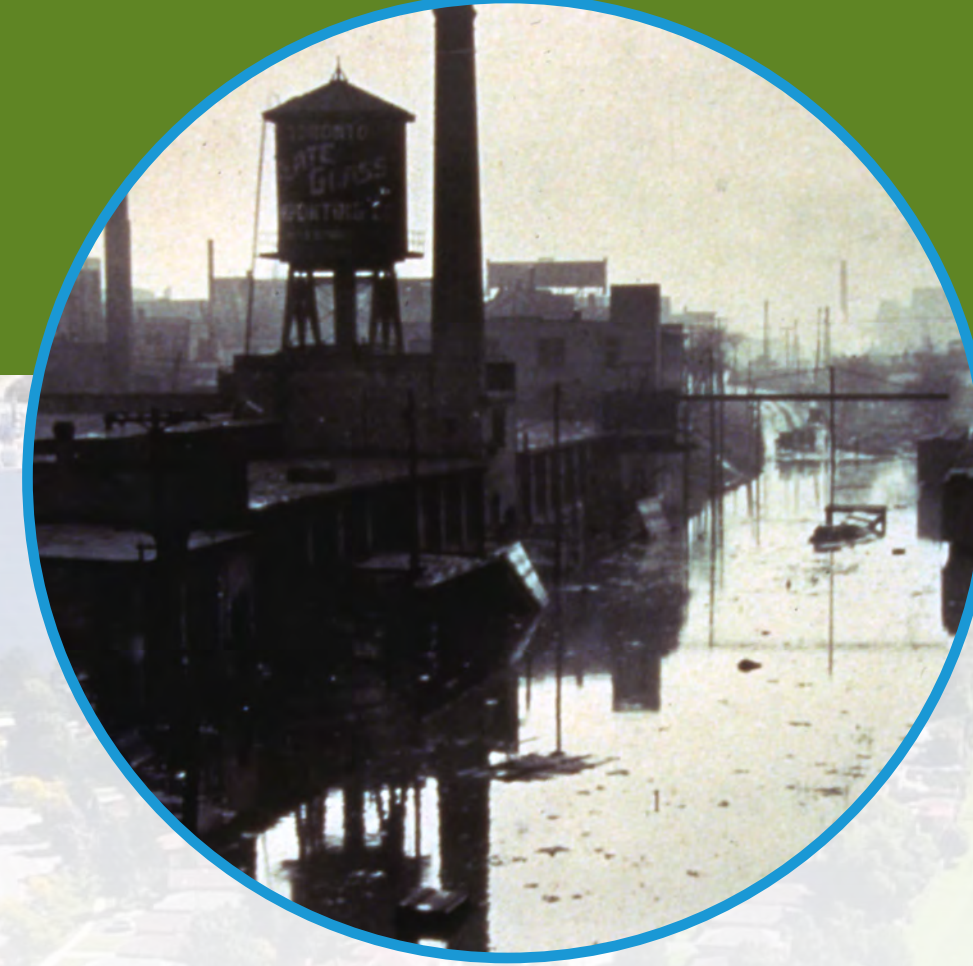
Stay informed and provide your input at any stage of the process by subscribing to our mailing list or by visiting the website or social media pages!

[themeadoway.ca](http://themeadoway.ca) | [info@themeadoway.ca](mailto:info@themeadoway.ca)





# 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 (RNUP) 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





# Exploring History Along The Meadoway



The Meadoway extends through an area that is rich in history and just waiting to be explored! The Meadoway will serve as a corridor that leads users to a number of historically significant areas in Scarborough.

## **Ravine Systems**

The Meadoway spans the Don River, Highland Creek and Rouge River watersheds which provided humans an array of natural land resources to live off for thousands of years. With a variety of trees, fruit-bearing bushes, diverse wildlife, and hunting and fishing opportunities, Indigenous communities, as well as European settlers, utilized these areas to make their homes and earn a living.

## **Indigenous Village**

An Indigenous village site inhabited by early Iroquoian people was excavated in 1956 just south of The Meadoway, west of Brimley Street. At the site, more than 1,000 artifacts including pottery fragments, tools, and projectile points were uncovered.

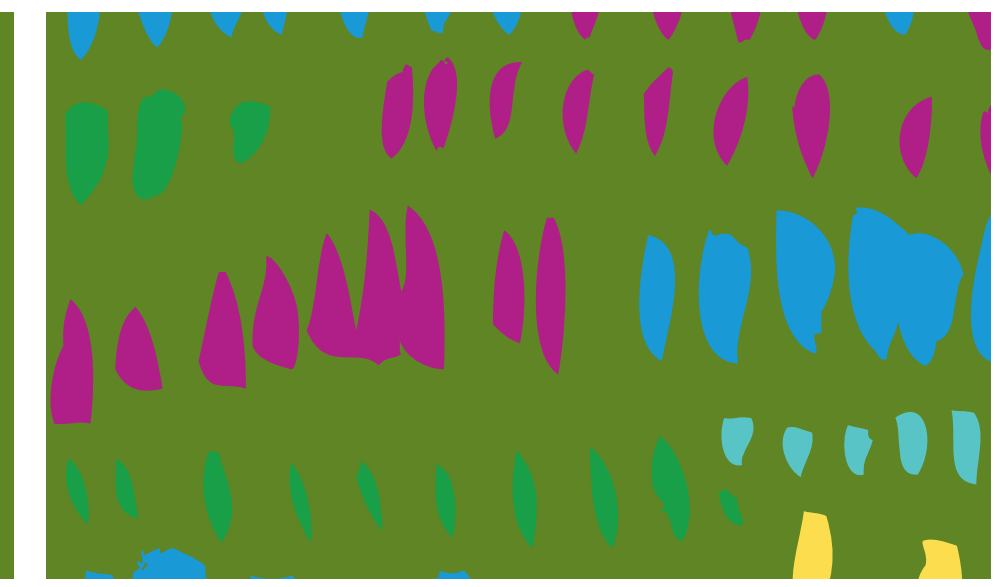
## **Tabor Hill Ossuary**

Just south of The Meadoway, off Bellamy Road, is the Tabor Hill Ossuary in Tabor Hill Park. The Ossuary, declared a historic site in 1956, is a ceremonial burial ground containing the remains of almost 500 ancestral Huron-Wendat members dating back to the 14th century.





# Exploring History Along The Meadowway



## Bendale

The area known as the Benlomond district, or Bendale, was settled in 1796 by the first pioneering family of Scarborough, the Thomson Family. The Thomson Family built the first church in Scarborough, St. Andrew's Church.



*St. Andrew's Church*

## St. Andrew Road

One of the oldest roads in Scarborough retains its narrow 19th century route and offers a glimpse into its historic, suburban landscape with five designated heritage properties found along its way: the Thomson Family homestead ("Sexton House"), Thomson Bonese House, Scarboro' Centennial Memorial Library, St. Andrew's Church and Cemetery.



*St. Andrew's Road*



*Sexton House*



# Introducing

## Guiding Principles

The six overarching guiding principles are the core elements of The Meadowway vision.



# The Meadowway

COMMUNITY POWERED GREEN SPACES

Encompassing over 200 ha and spanning 16 linear km, The Meadowway will transform the existing hydro corridor between the Don River ravine and Rouge National Urban Park into a revitalized green space and a multi-use trail. The Meadowway will connect Scarborough and beyond, enhancing Toronto's cycling network, while providing high-functioning meadow habitat.

The Meadowway is building off the success of the Scarborough Centre Butterfly Trail which restored 40 ha of mown grass into a naturalized meadow habitat and contains a fully accessible multi-use trail!



# Where is The Meadowway?



The Meadowway is located within a hydro corridor, owned primarily by the Province of Ontario and managed by Hydro One.

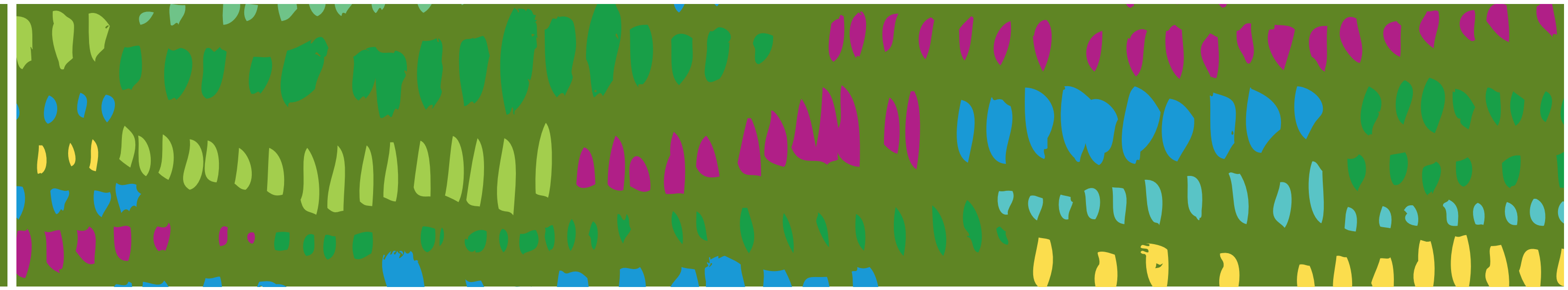
The Meadowway Class EA is divided into two distinct areas of study to assess potential project effects:

- The Local Study Area is the zone where direct effects of the project may occur.
- The 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:

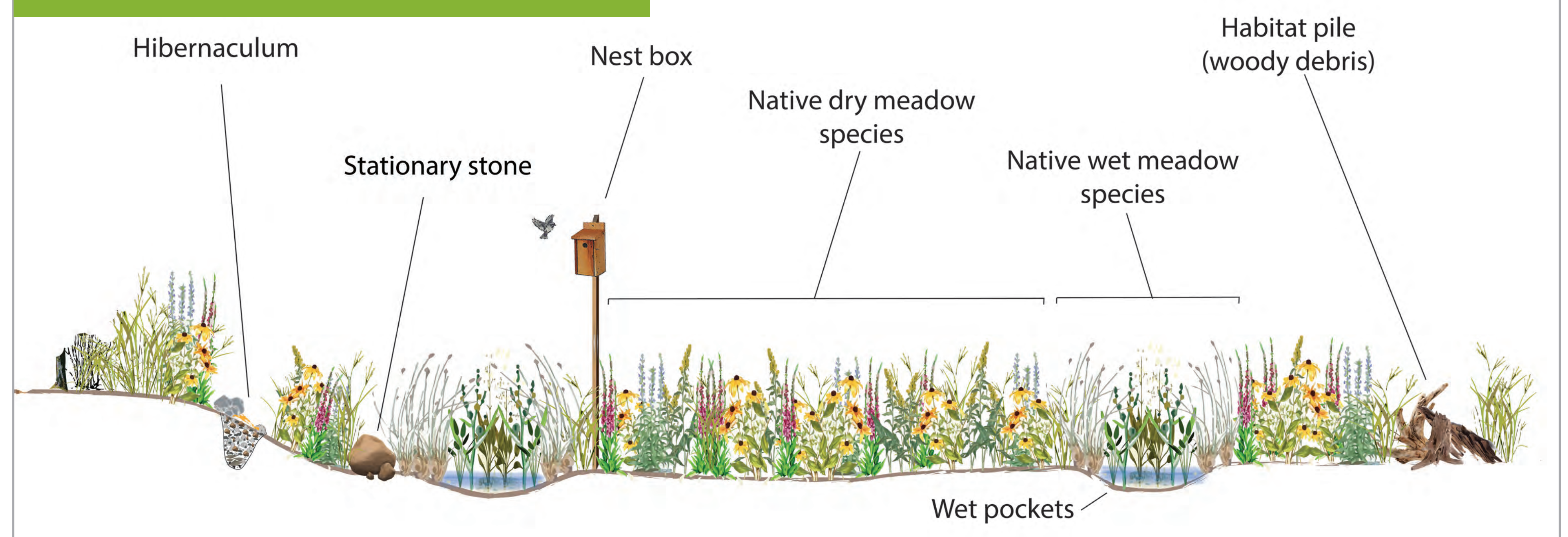
- Improves natural cover of the area increasing wildlife habitat, biodiversity and ecological function
- Increases water infiltration, due to deep root systems, thus reducing soil erosion and compaction
- Improves esthetic appeal to trail and park users with established native flowers and grasses
- Decreases 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.





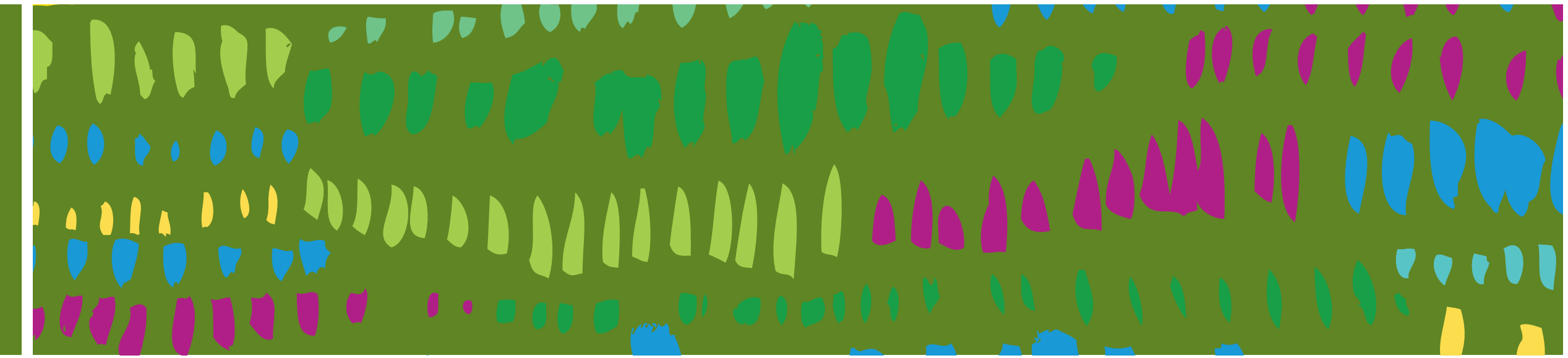
# Education, Community Learning & Stewardship



- TRCA is leading the education, community learning and stewardship initiatives for The Meadoway.
- 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 Meadoway using Geographic Information Systems.
- Schools along the hydro corridor are participating in The Meadoway! The curriculum linked program includes students growing native plants in their classrooms, class field trips to The Meadoway 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 Meadoway in nearby English as a Second Language schools.



# Municipal Class EA Process

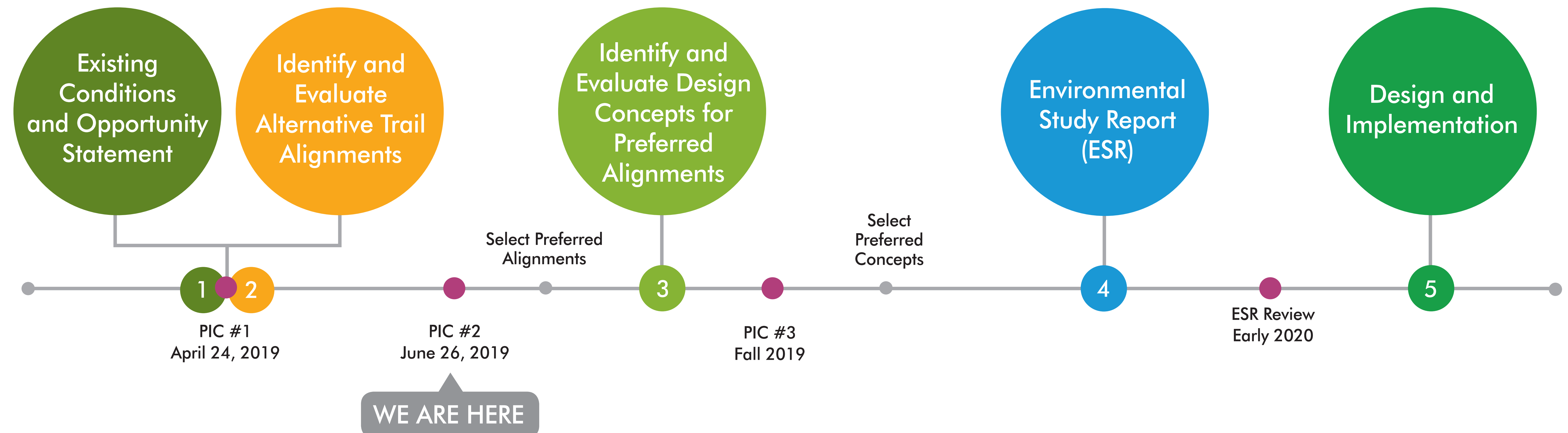


An Environmental Assessment is a process used to predict environmental impacts and effects before project implementation.

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

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.





# Public Consultation



## Consultation

Consultation provides an opportunity for individuals, groups, and Indigenous communities to contribute to decision-making in a meaningful way. A few ways this will occur for The Meadoway Class EA include:

### Public Information Centres (PIC)

- Open to the general public, these meetings are to provide information and seek input from the public.

### Community Liaison Committee (CLC)

- Comprised of stakeholder representatives and local residents, this group provides input at key stages of the process.

### Indigenous Engagement

- TRCA's jurisdiction encompasses overlapping Traditional Territories and Treaty Areas. Affected Indigenous communities will be consulted throughout the Class EA process.

### Feedback from PIC#1

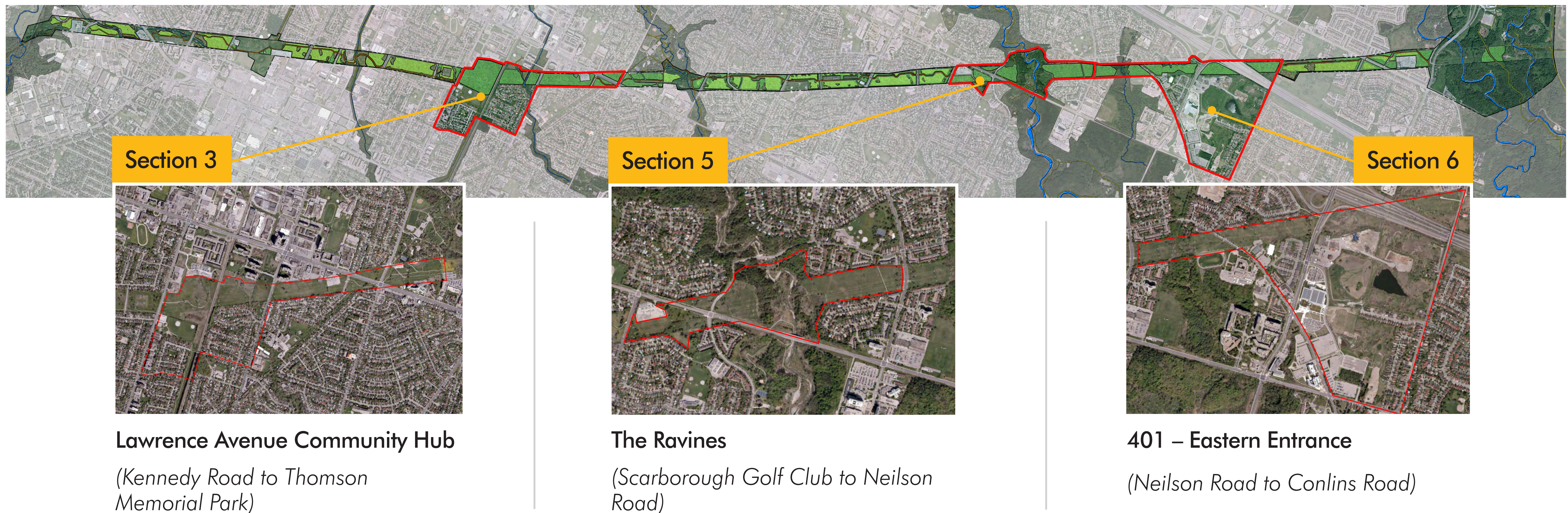
The following is a sample of what the public expressed interest in for The Meadoway at PIC#1:

- Ensuring security and safety for users
- Trail amenities, such as seating and shaded structures
- Community involvement and stewardship opportunities
- Community gardens
- Connections to other trails and cycling networks



# 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.



## Multi-Use Trails

These facilities are separated from the roadway, and support a number of accessible nonmotorized uses such as walking, running, cycling, inline skating, and dog walking, amongst others. The proposed trail will have an asphalt surface and be a minimum of 3.6 m wide where achievable.



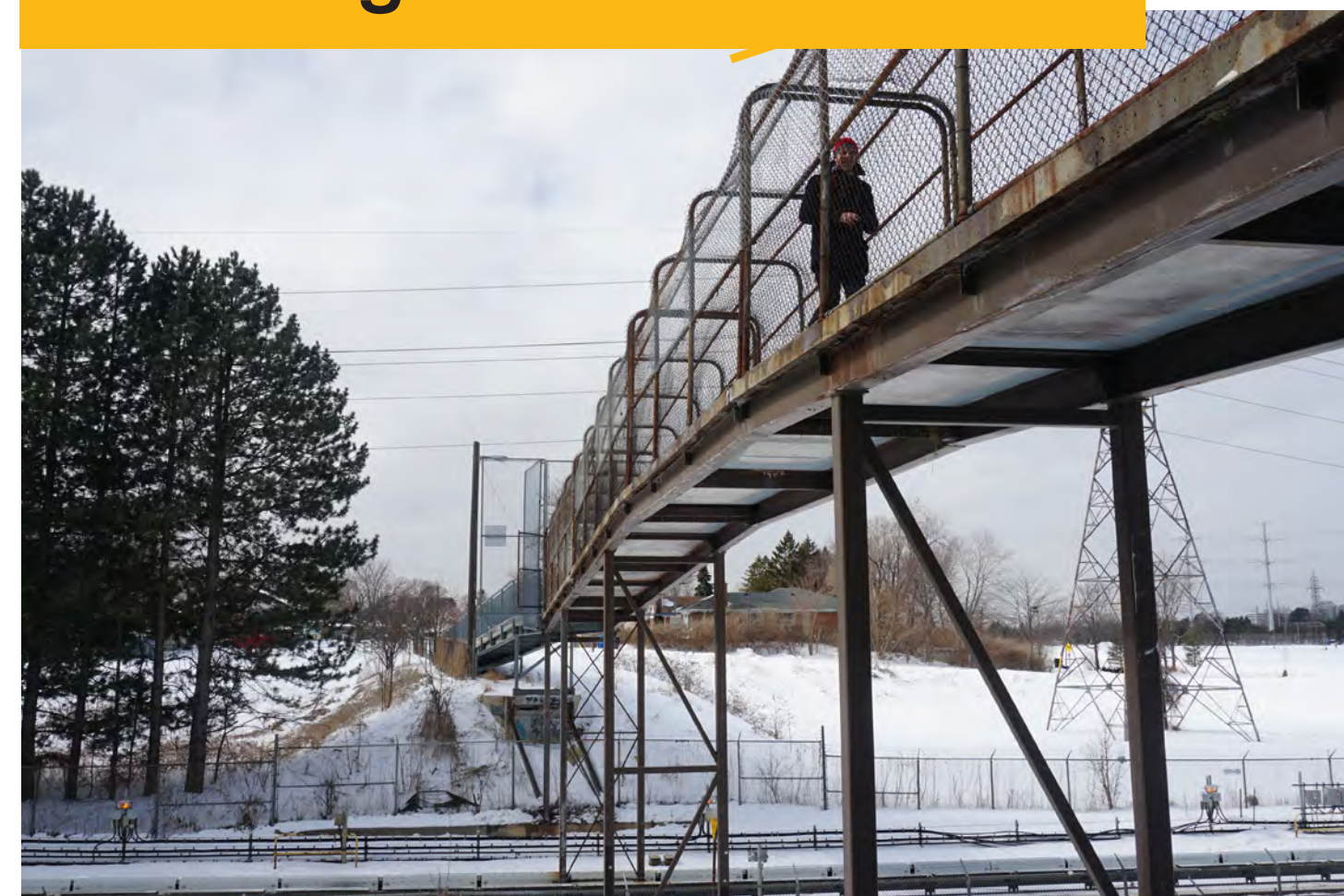
# Planning Challenges and Opportunities

Routing a multi-use trail in an active hydro corridor presents some unique challenges and opportunities, such as crossing a variety of complex terrain, natural areas, river systems, existing infrastructure, and a dynamic transportation network (e.g., 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.



**Crossing Infrastructure**



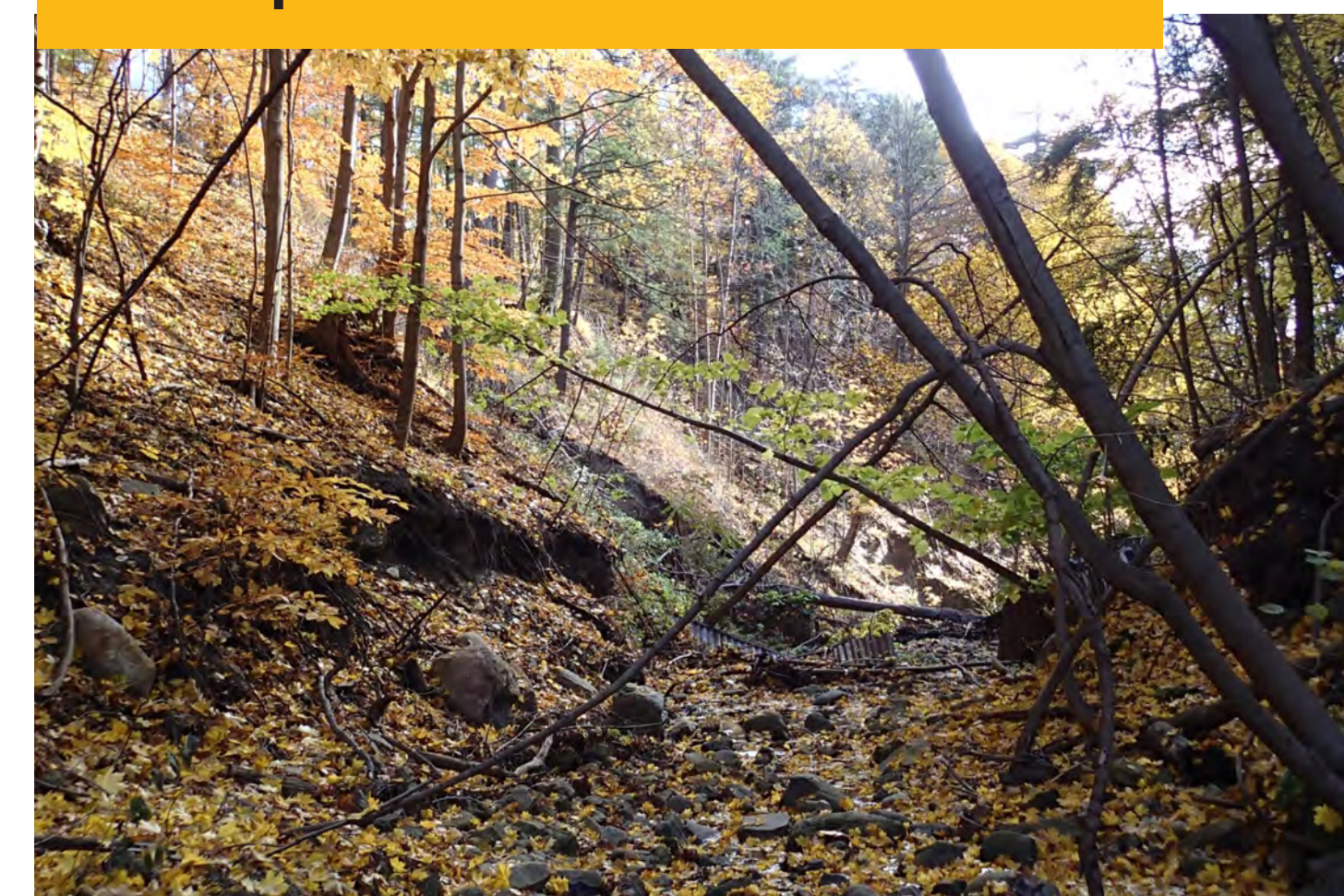
*Crossing an active rail line and roadways*

**Natural Areas**



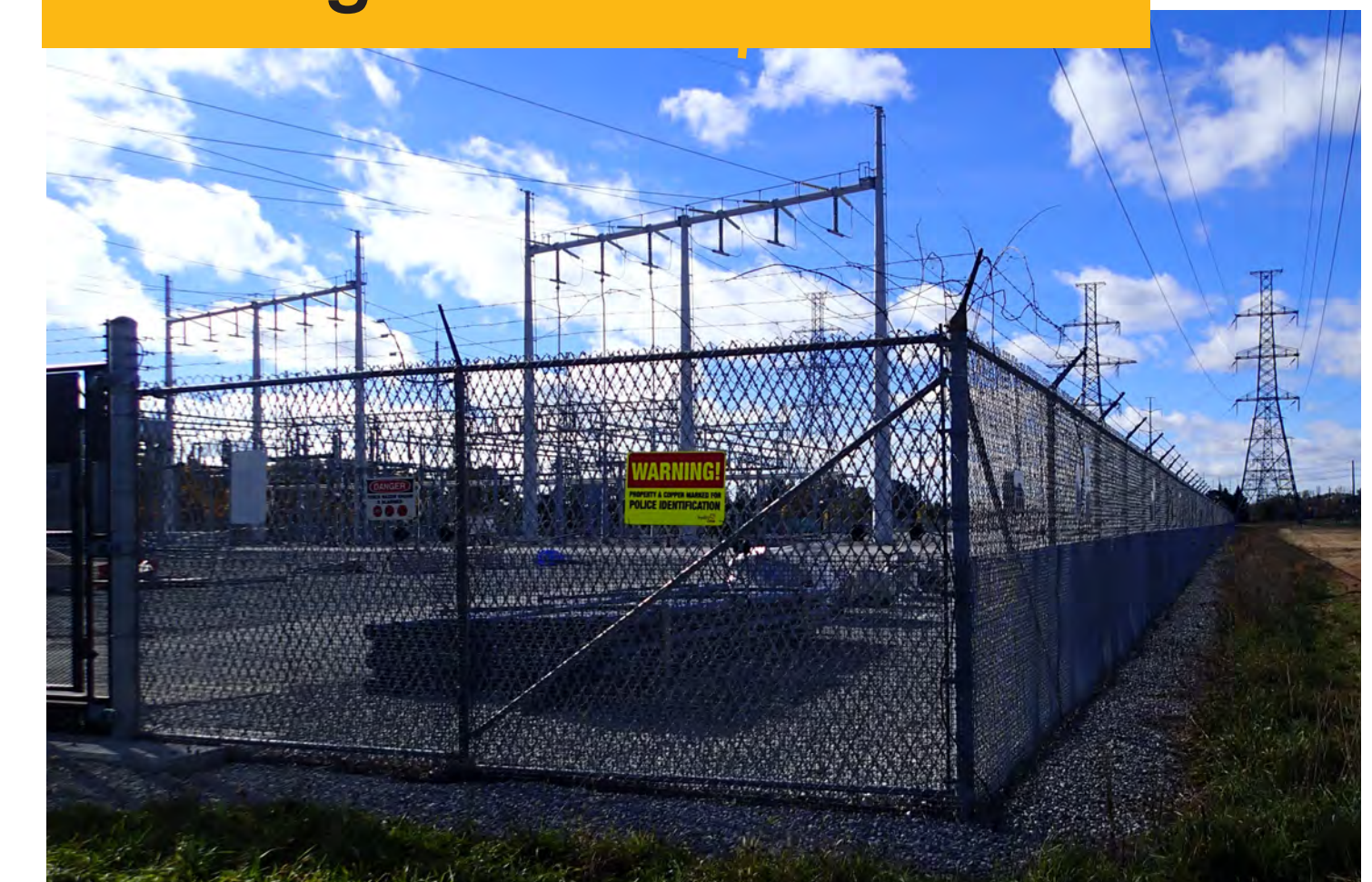
*Eroding steep banks*

**Complex Terrain**



*Vegetated areas and steep ravines*

**Existing Infrastructure**



*Hydro transformer station, towers and lines*



# Alternative Trail Alignments



Alternative trail alignments represent trail route options for providing a multi-use trail connection for The Meadoway.

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.*





# Evaluating the Alternative Trail Alignments

The Meadoway Class EA is following an objectives-based approach to evaluating the alternative trail alignments.

## Objectives Based Approach

- The objectives and opportunity statement set the framework for the decision-making process.
- Evaluation criteria are created for each objective.
- Each alternative trail alignment is evaluated based on its ability to meet the project objectives and a preferred trail alignment is then determined.

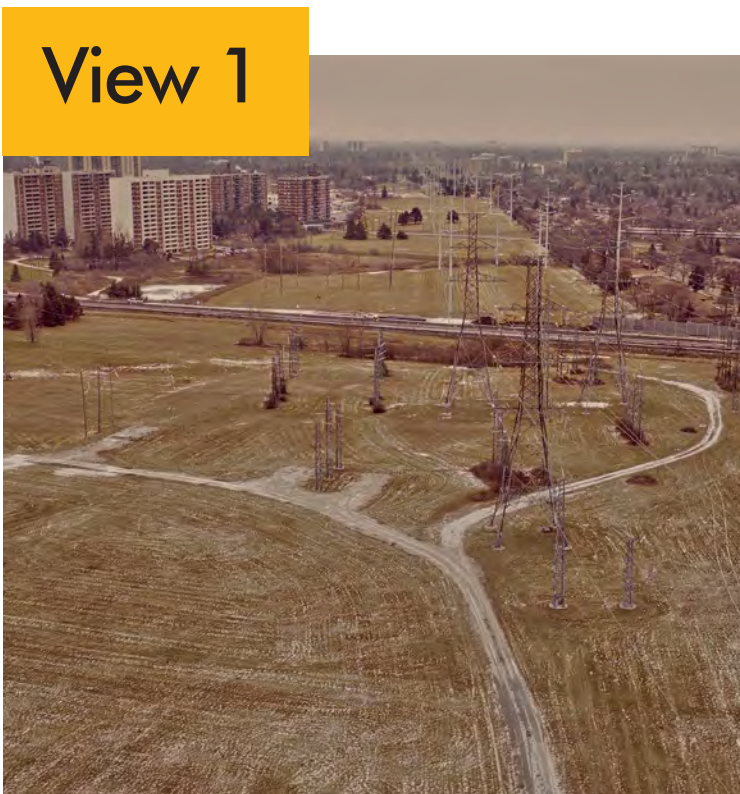
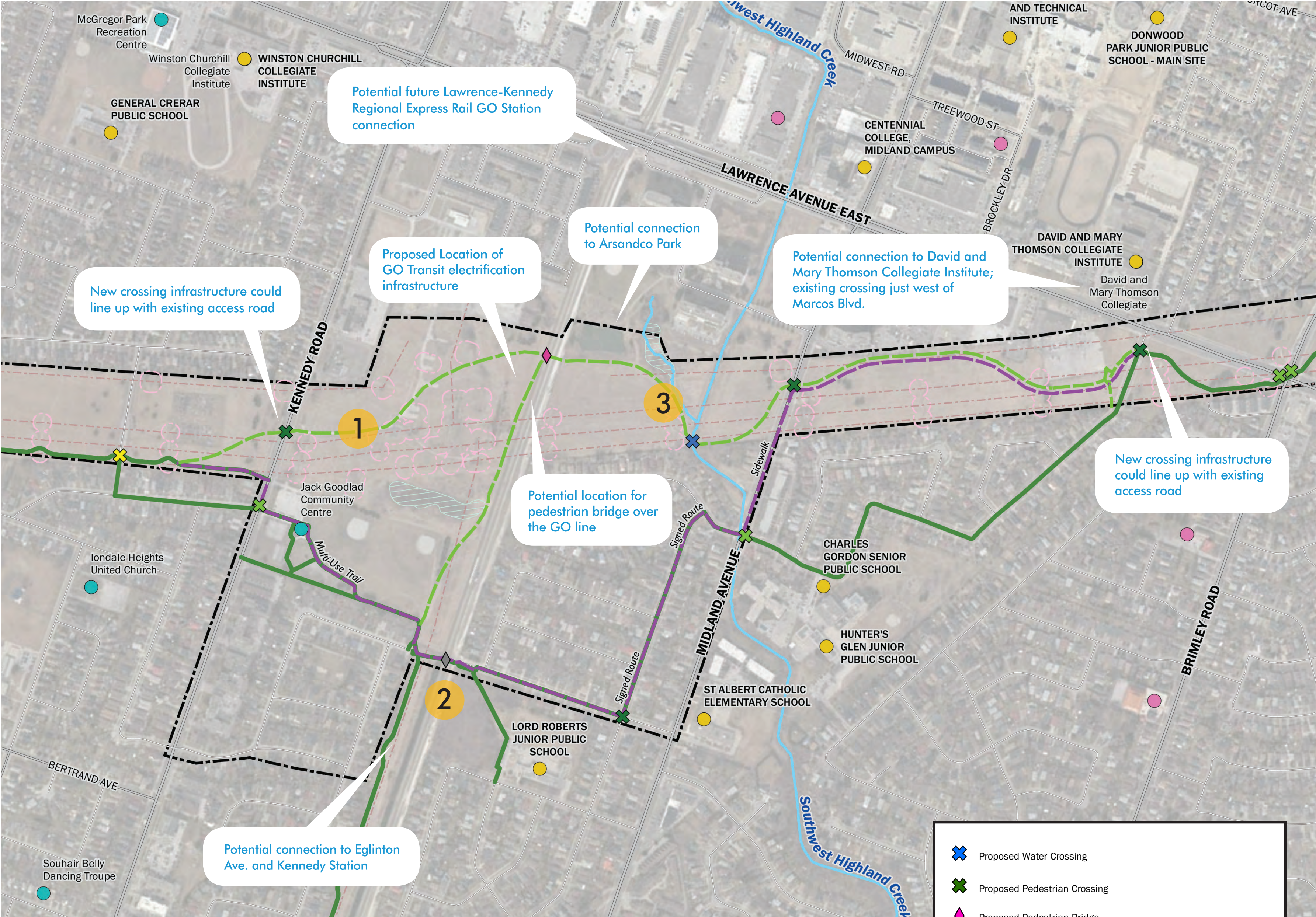
## Opportunity Statement

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 Meadoway will revitalize and restore the existing hydro corridor and establish a full connection between downtown Toronto and Rouge Nation Urban Park via an accessible multi-use trail network.

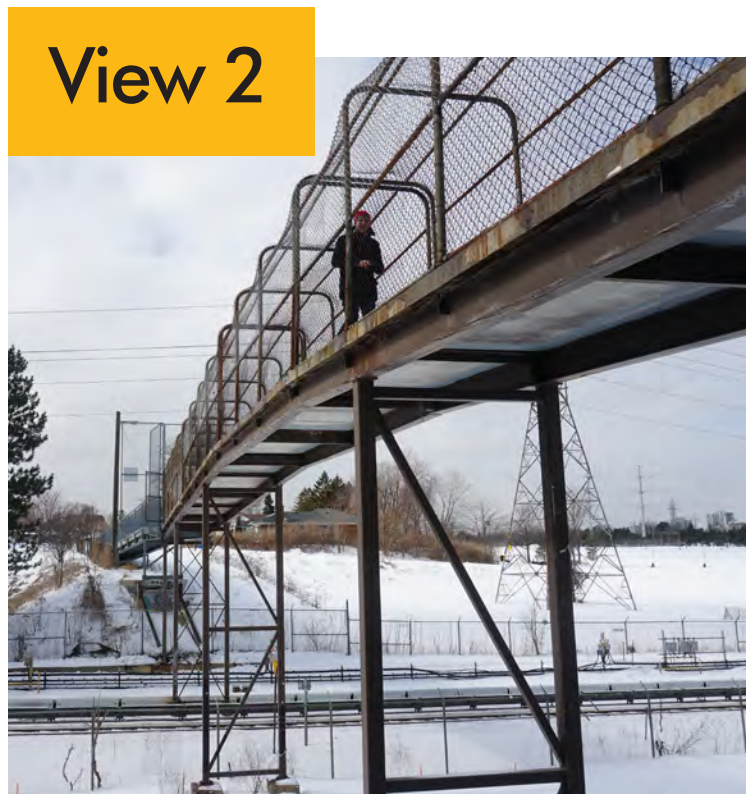
Objectives	Evaluation Criteria Considerations
Provide a positive user experience	<ul style="list-style-type: none"><li>• Maximizes interaction and connection to urban greenspace (e.g., restored meadow and natural ravine systems in the hydro corridor); provides opportunity for education and stewardship</li></ul>
Protect and enhance natural features	<ul style="list-style-type: none"><li>• Capacity to maximize and ensure the success of naturalization/restoration of the meadow</li><li>• Minimizes impact to watercourses and aquatic habitat</li><li>• Minimizes potential for impacts to valley slope (e.g., erosion) and vegetation/habitat</li></ul>
Provide connections	<ul style="list-style-type: none"><li>• Extent of linkages to multi-modal transportation</li><li>• Extent of linkages to other trails or key amenities</li><li>• Length of new trail connection (related to travel distance and time) and ease of wayfinding</li></ul>
Maintain a safe environment for all potential trail users	<ul style="list-style-type: none"><li>• Minimizes potential for concern regarding personal safety (e.g., maintenance vehicles, road traffic, intersections, human conflict, safe trail design)</li><li>• Extent of trail that can meet and/or exceed AAA (all ages and abilities) and Accessibility for Ontarians with Disabilities Act requirements for trail design</li><li>• Minimizes potential for flood risk to trail users</li></ul>
Be good neighbours	<ul style="list-style-type: none"><li>• Minimizes potential for operation and maintenance impacts on the hydro corridor and meadow</li><li>• Minimizes potential for impact on neighbours adjacent to the hydro corridor as well as road users</li><li>• Extent of support/leverage for local communities and infrastructure initiatives</li></ul>
Be cost effective	<ul style="list-style-type: none"><li>• Constructability</li><li>• Capital cost</li><li>• Operating and maintenance costs</li></ul>



# Section 3



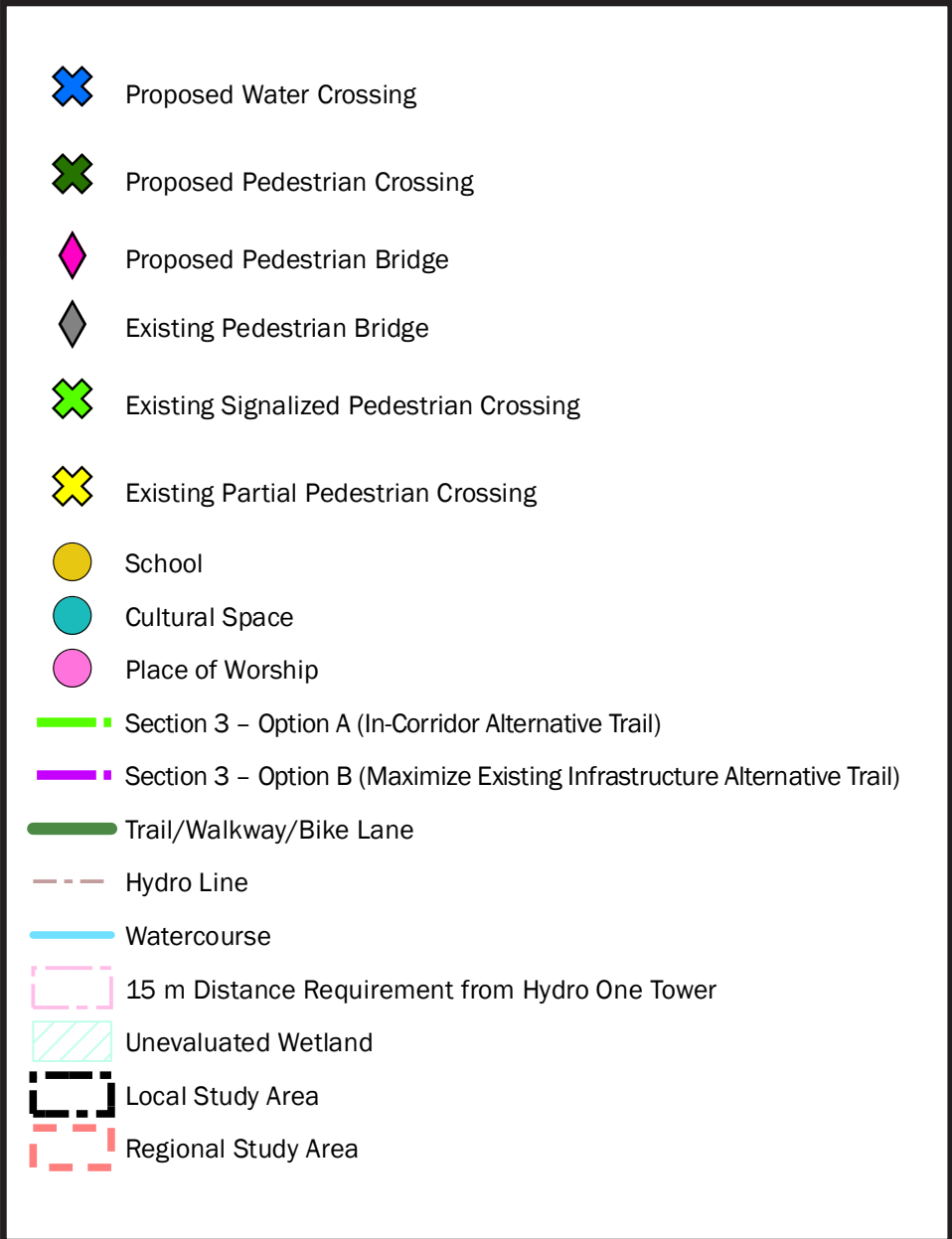
Existing hydro lines and rail corridor



Existing pedestrian bridge over rail line



Highland Creek tributary through corridor



OBJECTIVES	OPTION A: In-Corridor (2,300m)	OPTION B: Maximize Existing Infrastructure (2,460m)
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		✓
PROPOSED PREFERRED	OPTION A	

✓ = Best meets the project objective

## Option A is the Proposed Preferred:

### Maximizes:

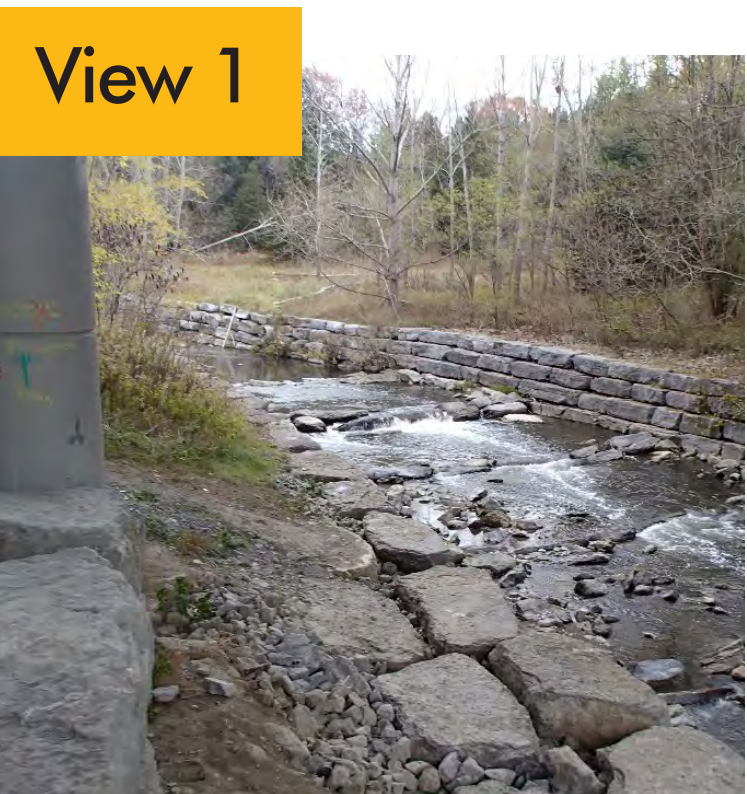
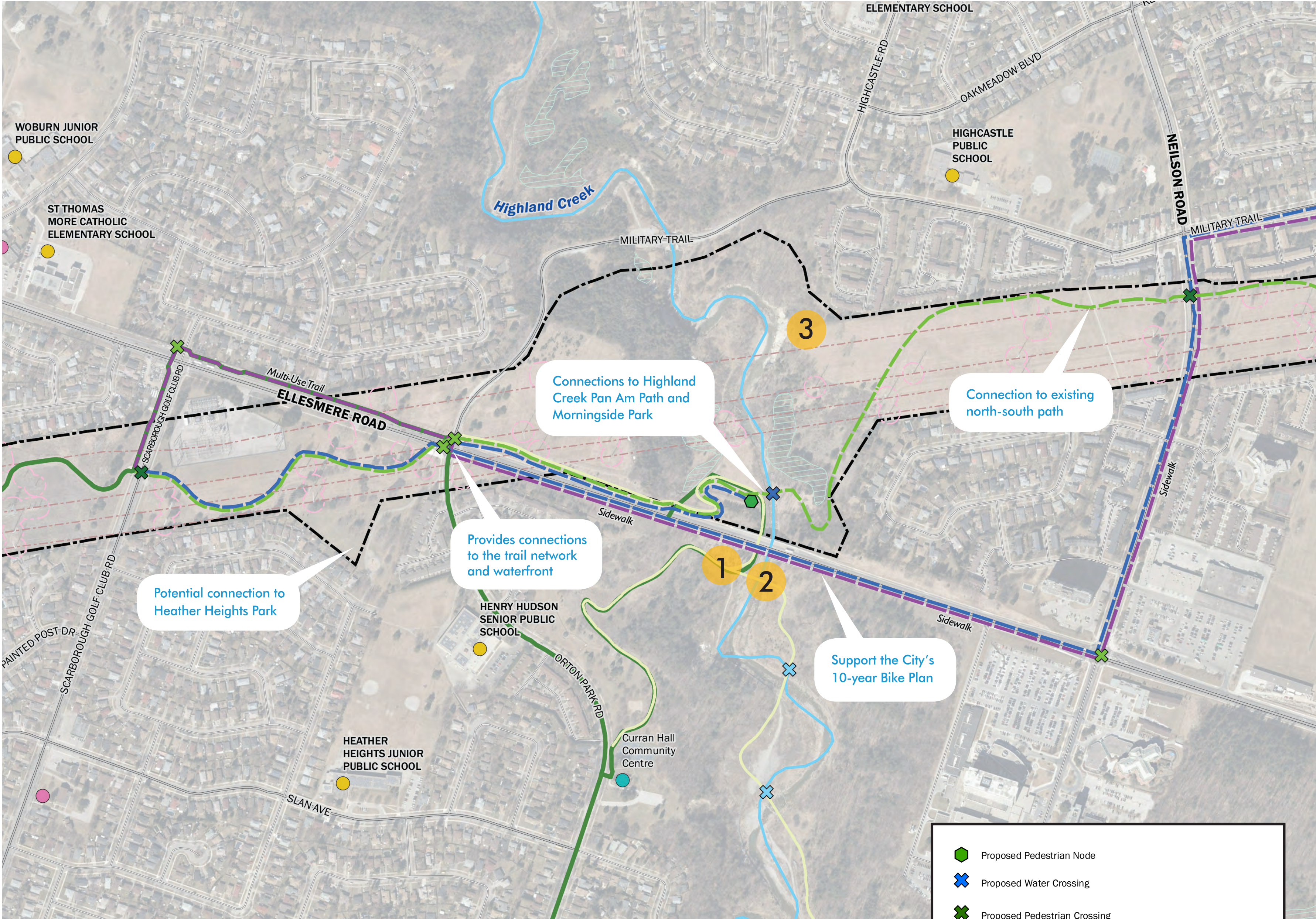
- Interactions with nature
- Meadow restoration opportunities and success (by reducing trampling of meadows via informal trails)
- Equitable access to all communities, while reducing impacts to adjacent neighbours
- User safety by reducing interactions with vehicles
- Connections to trails and amenities; it is the shortest, most direct route

### Cost and maintenance considerations:

- Full multi-use trail, a rail corridor, and a water crossing



# Section 5



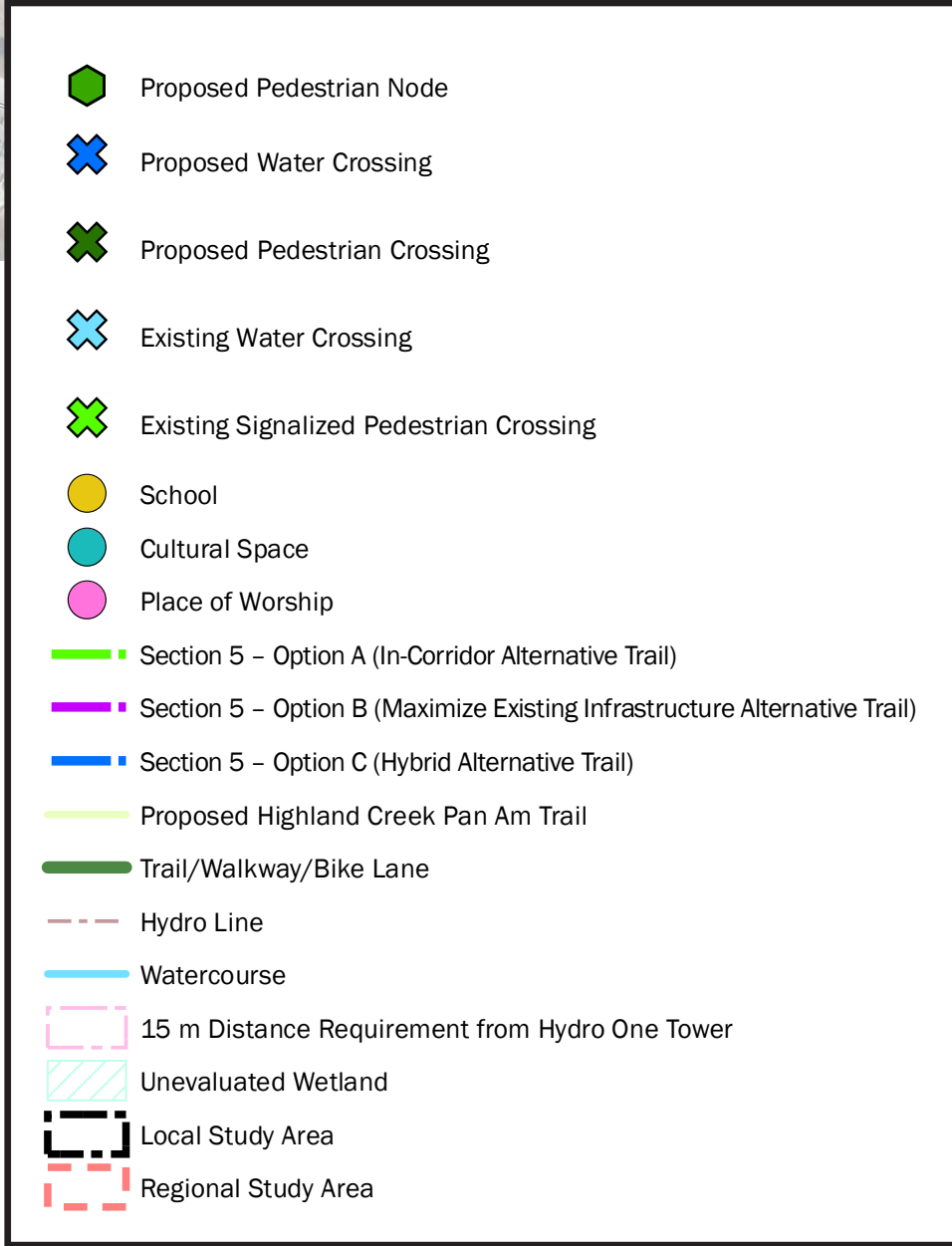
View 1  
Revetment work along Highland Creek



View 2  
Ellesmere Bridge along Highland Creek



View 3  
Erosion along the Bluffs at Highland Creek



OBJECTIVES	OPTION A: In-Corridor (1,930m)	OPTION B: Maximize Existing Infrastructure (2,200m)	OPTION C: Hybrid (2,100m)
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		✓	✓
PROPOSED PREFERRED	OPTION A		

✓ = Best meets the project objective

## Option A is the Proposed Preferred:

### Maximizes:

- Interactions with nature
- Meadow restoration opportunities and success (by reducing trampling of meadows via informal trails)
- Equitable access to all communities
- User safety, by reducing interactions with vehicles
- Direct connections to adjacent trails; it is the shortest, most direct route

### Cost and maintenance considerations:

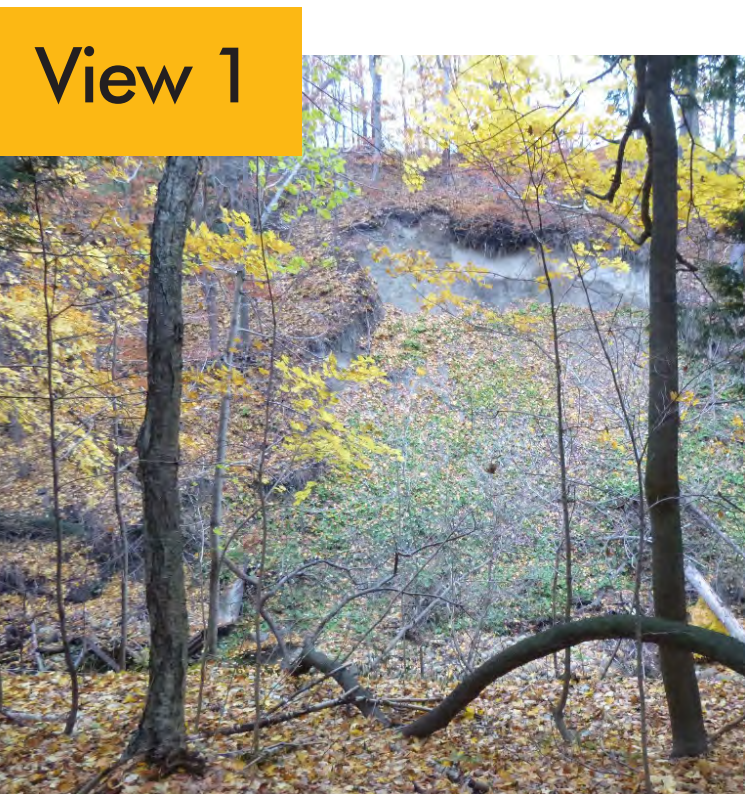
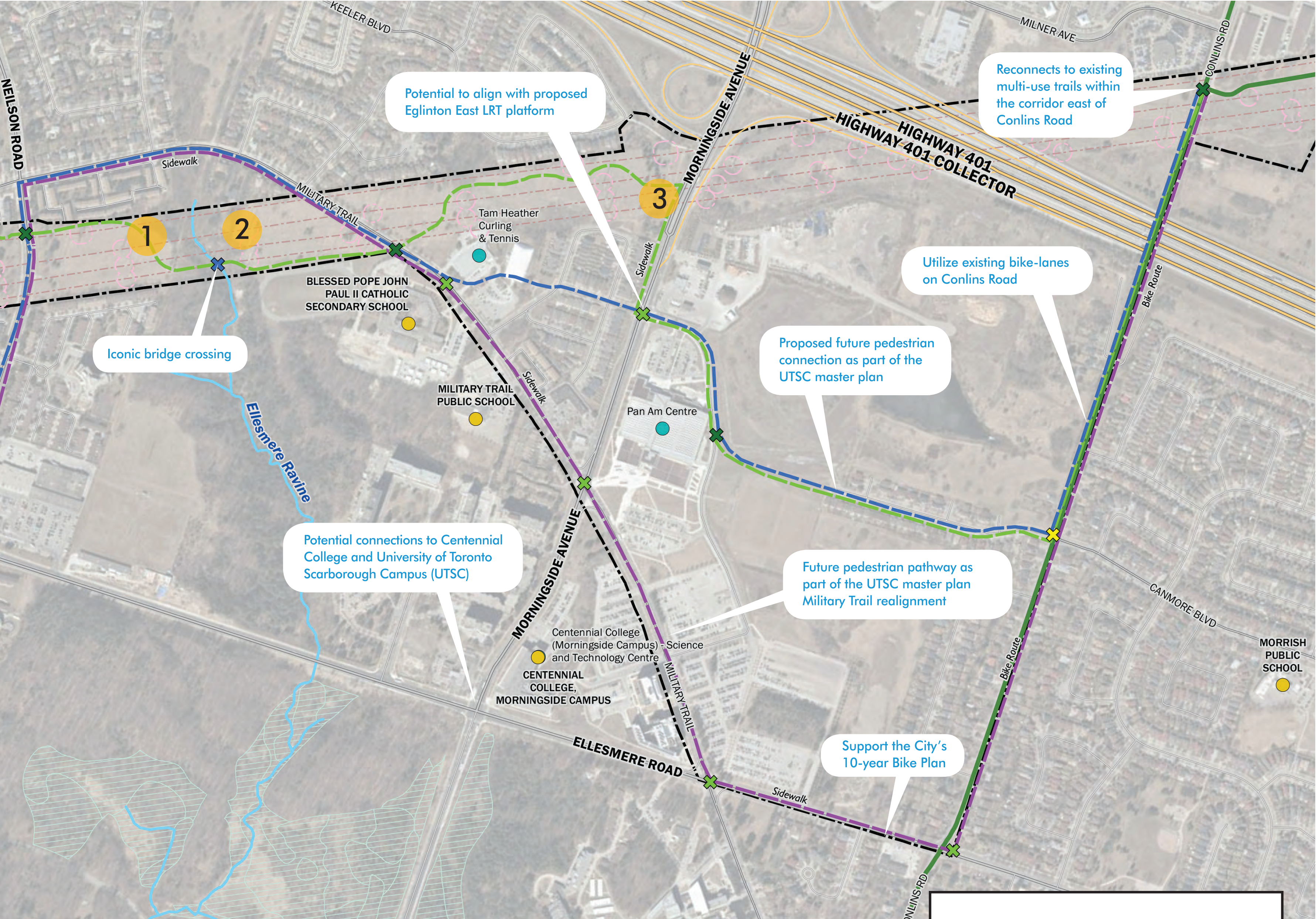
- Full multi-use trail, water course crossing, and two signalized road crossings

### Potential Impacts:

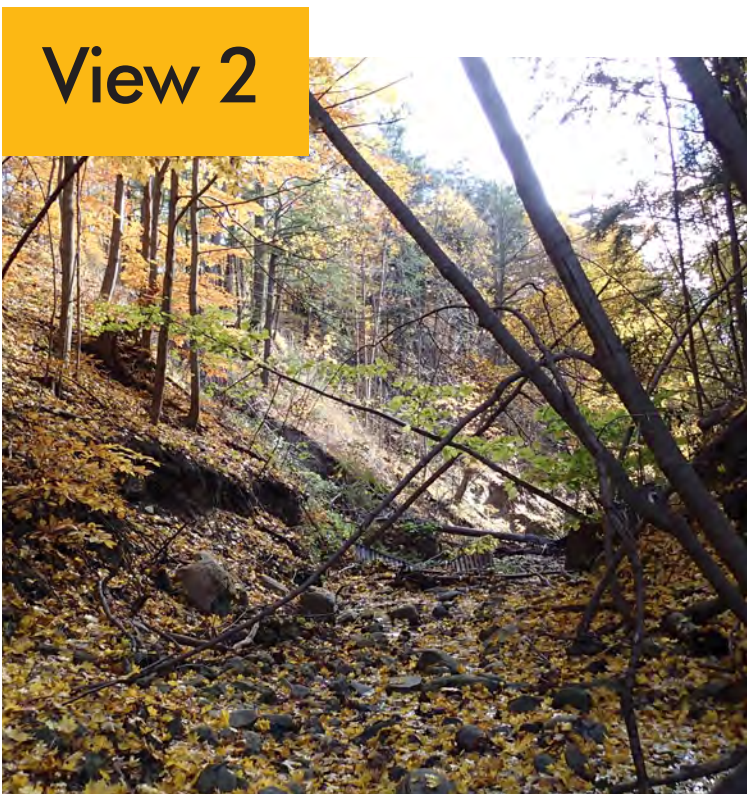
- Valley slope and ravine habitat due to bridge and trail construction
- Best practices will be used to minimize impacts



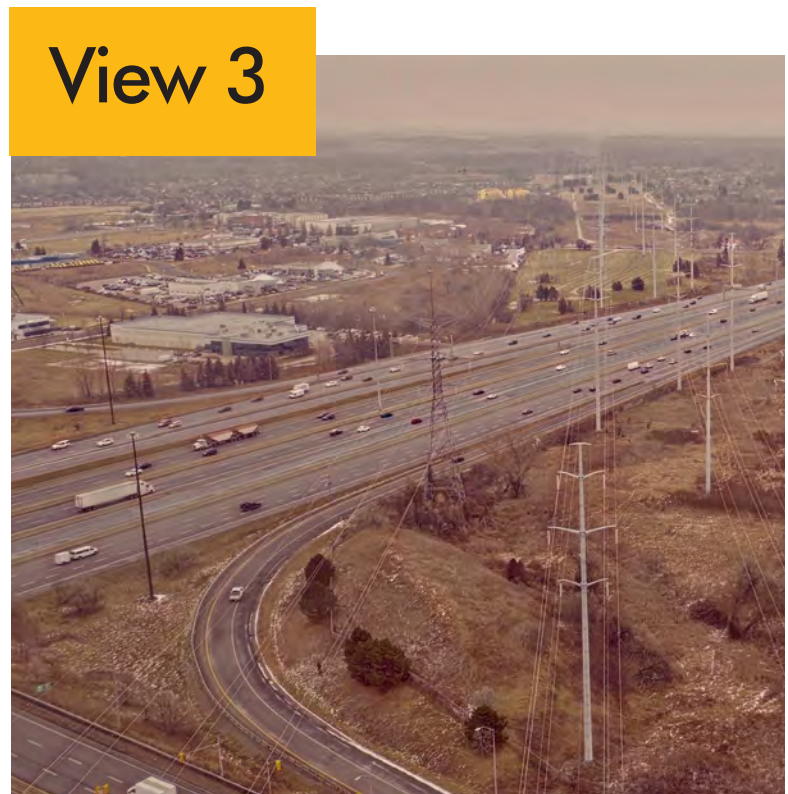
# Section 6



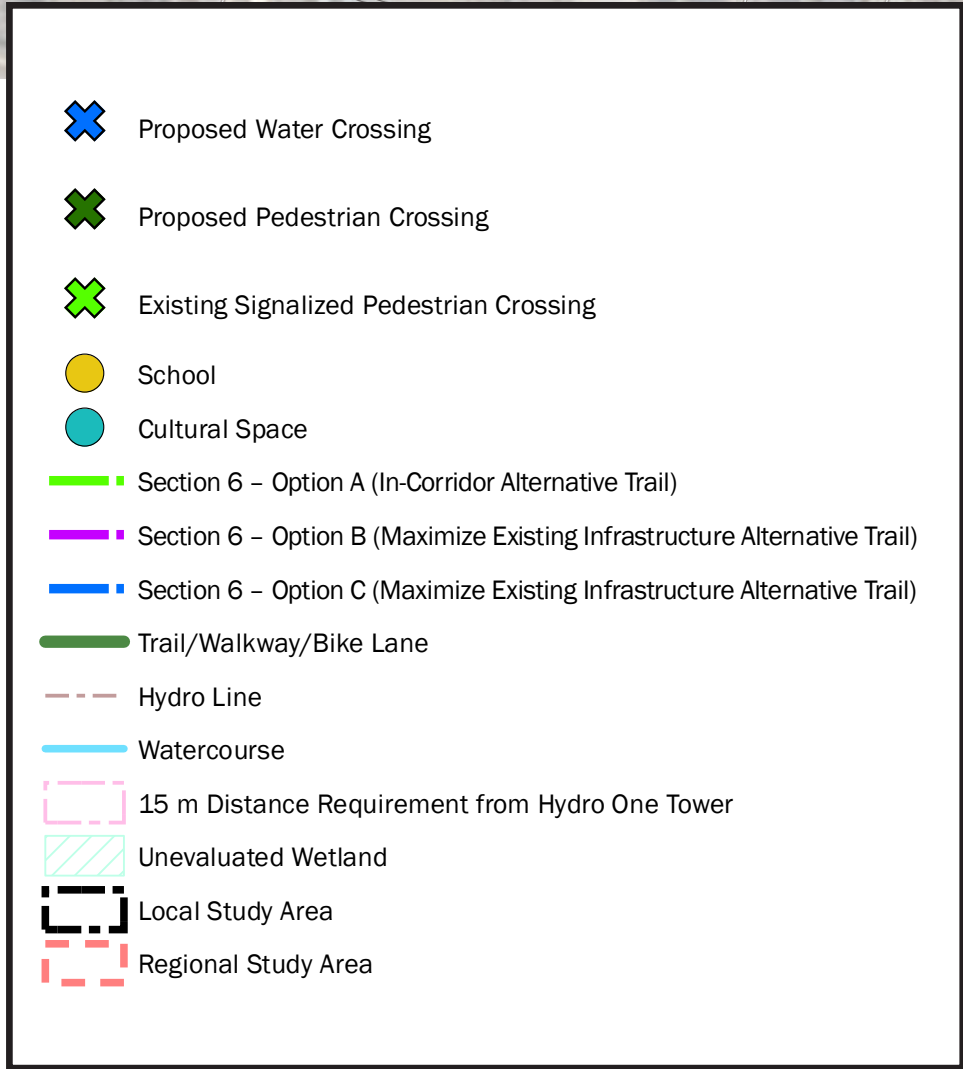
Top of Ellesmere Ravine



Bottom of Ellesmere Ravine



Highway 401 and Morningside Avenue



OBJECTIVES	OPTION A: In-Corridor (2,209m)	OPTION B: Maximize Existing Infrastructure (3,810m)	OPTION C: Hybrid (3,067m)
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		✓	✓
PROPOSED PREFERRED	OPTION A		

✓ = Best meets the project objective

## Option A is the Proposed Preferred:

### Maximizes:

- Interactions with nature
- Meadow restoration opportunities and success (by reducing trampling of meadows via informal trails)
- Equitable access to all communities
- User safety by reducing interactions with vehicles
- Connections to adjacent trails; it is the shortest, most direct route
- Connections to key amenities and the ravine system

### Cost and maintenance considerations:

- Multi-use trail, potential road enhancements, a water crossing, and four road crossings



# Thank You!

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

Please provide your feedback on this phase (Phase 2) of the Class EA by **July 10, 2019**.

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

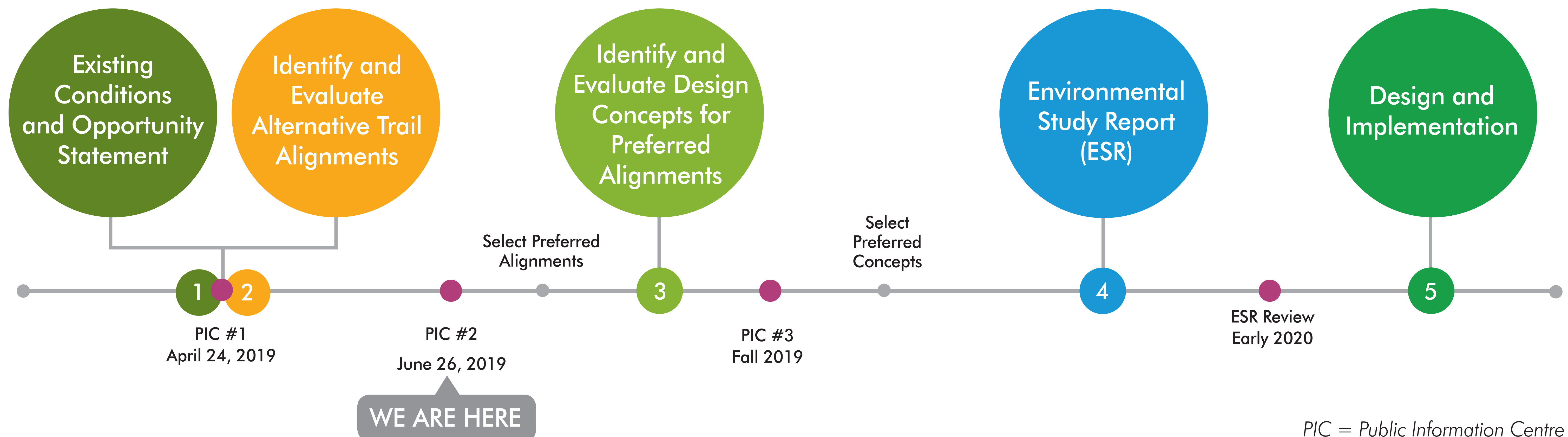
All comments will be reviewed and changes will be made as required.

### Contact Us!

Corey Wells, Project Manager

Toronto and Region Conservation Authority  
101 Exchange Avenue, Vaughan ON L4K 5R6

**416.661.6600 x5233 • [info@themeadoway.ca](mailto:info@themeadoway.ca)**



*PIC = Public Information Centre*