



Thatcher Avenue

Barkdene Hills

Brimley Road South

<b>7</b> Mature Trees. Vegetation/trees will require removal for MUP/realignment of road	<b>8</b> Stormwater interceptor swale on both the west and east side of Brimley Road South	<b>9</b> Bluffer's Park Sign

**10**

Property Acquisition (6.5m from rear of 10 properties on 50 - 30 Larwood Blvd. to accommodate MUP on the east side. Retaining wall will be required between MUP and property line due to steep grade drop. Guardrail may be required atop of retaining wall for cyclist and pedestrian safety)



**★** Intersection Improvement: Pedestrian and cycling safety and seamless transition from on/off cycling facilities. Pavement Markings

St. John Henry Newman Catholic Highschool

**1** Utility poles and/or guy anchors, Street Lights will require relocation as a result of MUP/realignment of Brimley Rd to the West

**2** Utility pedestal/ Handholes may require relocation as a result of MUP/realignment of Brimley Rd to the West

**3** Sanitary/storm man holes and catch basins may require relocation/ adjustments ( boulevard/ swale/roadway)









**4** Entrance culvert may need replacement and relocation (Various locations - crushed pipe at outlets)

**5** Guiderail removal/replacement to accommodate MUP

**6** Gabion wall impacts with road realignment to the west, and steep embankments. Limited cut into walls due to capped former landfill





							
<b>★</b> Steep road grades of 9.47%, proposed MUP to match existing grades will not be AODA compliant and require improvements/justification	<b>★</b> Houses with decks at the top of the embankment. Pre-construction inspection, stability and vibration monitoring will be required	<b>1</b> MUP will transition and follow existing trail. Improvements/barriers/guardrail may be implemented to improve safety and restrict vehicular access to trail	<b>2</b> Catch basin/ man holes may require adjustments. Catch basins are being clogged by leaves and debris within swale	<b>3</b> Entrance/cross culvert may need replacement and relocation (various locations – crushed pipe at outlets)	<b>4</b> Guidesail removal/replacement to accommodate MUP	<b>5</b> Wildlife. Deer was spotted during site visit. Design and construction will consider safety of trail users as well as well being of wild life in the park	<b>6</b> Vegetation/trees will require removal for MUP and realignment of 355m of Brimley Road



**10** Assumed landfill contaminated soil. Soil Management Plan to be completed

**7** Stormwater interceptor swale on both the west and east side of Brimley Road South – improvements required

**8** Limited cut into embankments due to capped former landfill over ravine

**9** Existing retaining wall and fence at an entrance to a backyard

Brimley Road South





★ Steep trail grades between 6.3% to 17.0%. MUP to match existing grades will not be AODA compliant and require improvements/ landings/ justification



1 Existing concrete barriers susceptible to graffiti and vandalism in the past. Roadside safety - other options for guards at the entrances will be considered



2 Catch basins/ manholes /ditch inlets may require adjustments. Catch basins are being clogged by leaves and debris within swale



3 Entrance/cross pathway culverts may need replacement an/or relocation



4 Toronto Hydro Pad Mounted Transformer



9 Assumed landfill contaminated soil. Soil Management Plan to be completed



6 Roadside safety and Escape Lane to be reviewed for improvements



7 Vegetation/trees will require removal for MUP widening



8 Stormwater interceptor swale on east side of Brimley Road South – improvements and relocation may be required due to widening of trail



5 Street Lights will require relocation as a result of trail widening





**★** Intersection Improvement: Pedestrian and cycling safety and seamless transition from on/off cycling facilities. Pavement Markings



**★** Potential Intersection improvement and pavement markings for pedestrians/cyclists that wish turn into the Park



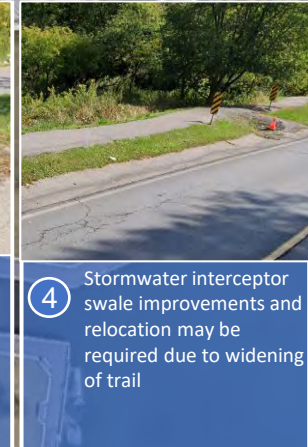
**1** Coordination & collaboration with winning consultant for seamless tie into west segment shoreline trail to the west



**2** Catch basins/ manholes /ditch inlets may require adjustments. One man hole on existing trail



**3** Entrance/cross pathway culverts may need replacement an/or relocation



**4** Stormwater interceptor swale improvements and relocation may be required due to widening of trail



**5** Vegetation/trees will require removal for MUP widening



**6** Roadside safety and Escape Lane to be reviewed for improvements



**7** Street Lights will require relocation as a result of trail widening

South Section Continued ~700m

Brimley Road South

Bluffers Park

Toronto, ON

**7** Assumed landfill contaminated soil. Soil Management Plan to be completed