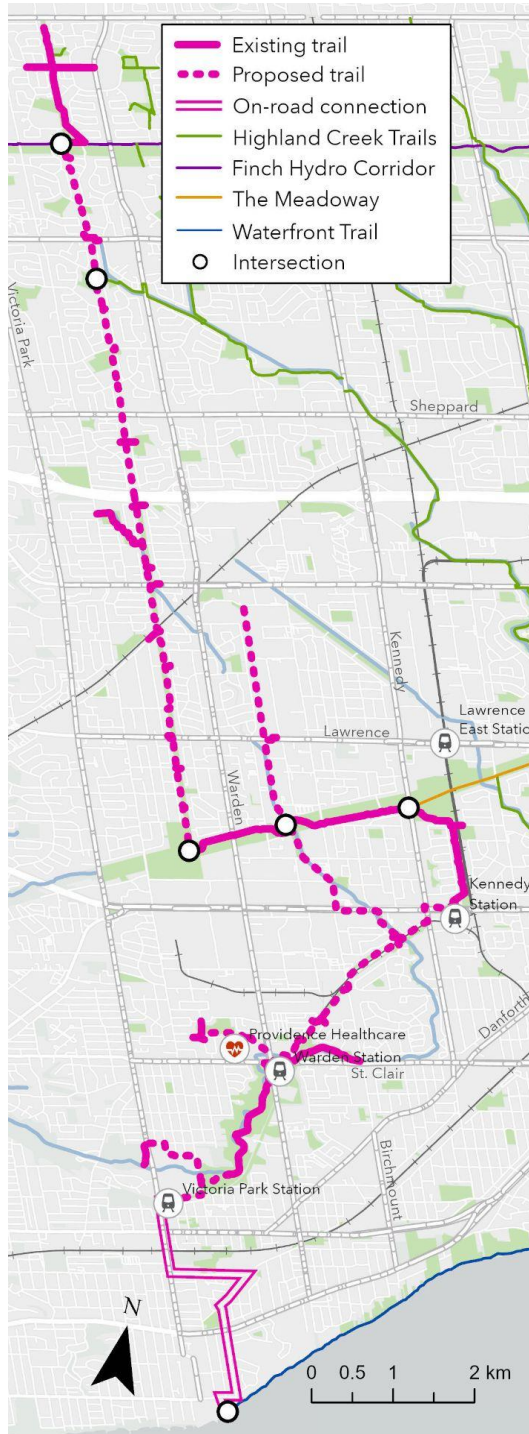


Scarborough West/Taylor Massey Creek Greenway

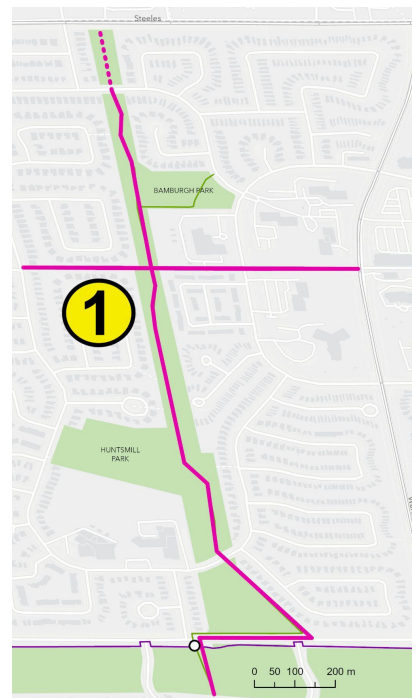
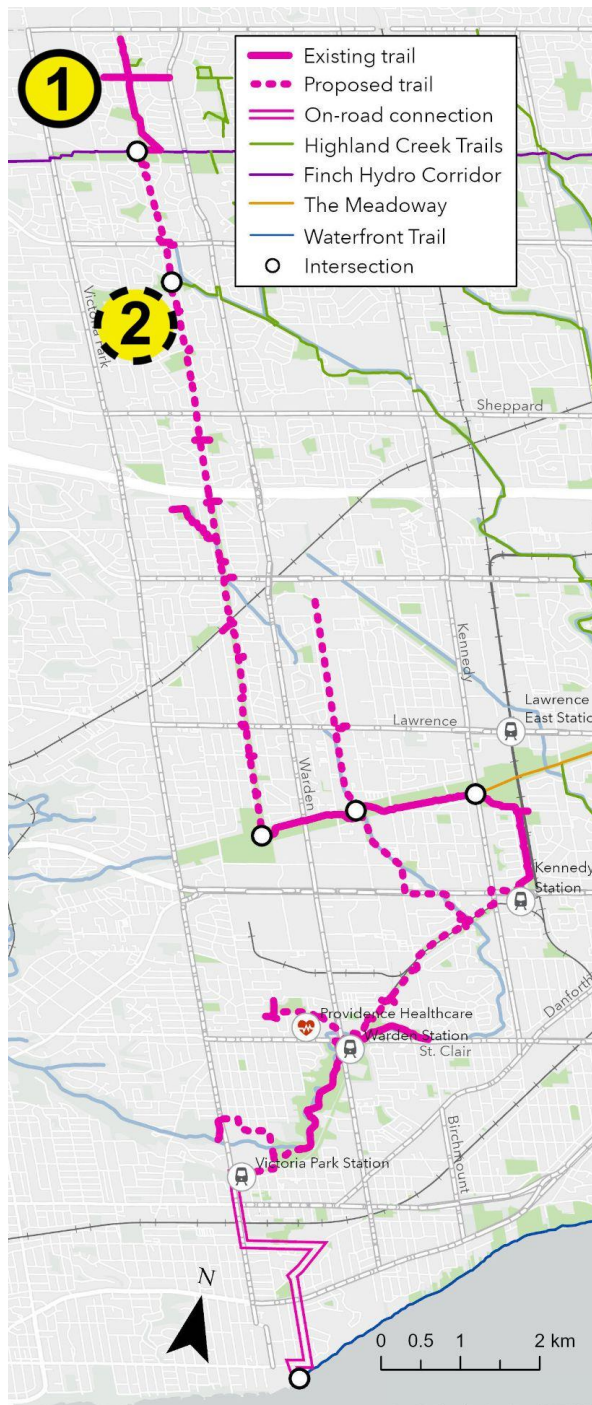
Total Length: 25 Km | 44% Existing



The Scarborough West/Taylor Massey Creek Greenway will create a vital north-south off-road trail from the Finch hydro corridor to Lake Ontario for residents within and outside Scarborough. This Greenway will start at the Finch hydro corridor and extend south to the Meadowway, which will take it east to Taylor Massey Creek. Following the creek, it will then connect to Victoria Park Station on Line 2, giving access to important trails west of Scarborough, including the Lower Don Trail and Beltline Trail. From Victoria Park Station, an on-road link will connect to Lake Ontario through an approximately 12 minute bike ride or 40 minute walk. Over 190,000 residents (30% of Scarborough's population) spread across 23 neighbourhoods will be within 1km of this 2 km-long greenway. Whether by foot, bike, wheelchair, skateboard, or scooter, users of this 80% off-road multi-use trail will be connected to countless destinations to carry out their daily activities. Students from over 80 public schools will have access to this trail, encouraging more active commuting trips to and from school. As well, 8 libraries, over 100 places of worship, and the Providence Healthcare hospital will be reachable within a short 1km walk or bike ride from the Greenway, allowing residents to access valuable amenities and facilities. This trail will extend through, and connect to, over 10 parks, helping more residents experience the numerous physical and mental health benefits of being in nature. The trail will also connect to four major TTC stations (Lawrence East, Kennedy, Warden, and Victoria Park Stations), making it not only an important active transportation facility in itself, but also a way for residents to access vital public transportation networks.

About 44% of our proposed Scarborough West/Taylor Massey Creek Greenway already exists. The good news is that most of this existing infrastructure is well-designed and in relatively good condition. Out of the approximately 11km of existing trail infrastructure, around 95% is already paved, and over 70% meets or exceeds minimum multi-use trail width guidelines. For the remaining 30% or so that doesn't meet minimum width guidelines, virtually all of the trail segments can easily be widened due to available green space on one or both sides.

The existing trails along Taylor Massey Creek are calm and scenic. They are all located in parks and green spaces near residential areas, so there are often people walking their dogs and taking casual strolls. Some of these parks also contain playgrounds, as they are right by schools. For the 14km of the network that doesn't yet exist, more than 75% is either currently being studied for potential cycling facilities, or is already designated as proposed trails in the [City's Multi-Use Trail Design Guidelines](#). Overall, it will be relatively easy to build this off-road multi-use trail in western Scarborough.



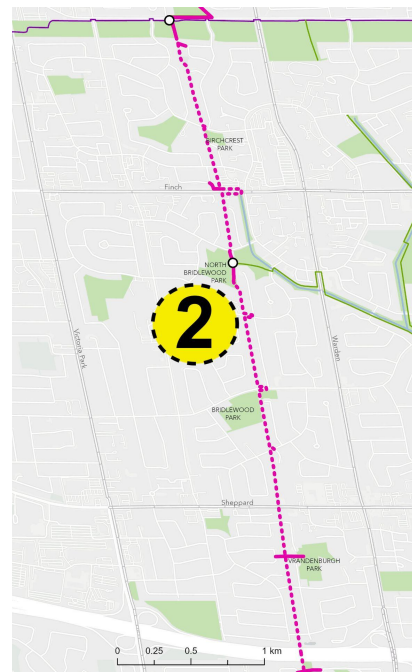
The first segment of the Scarborough West/Taylor Massey Creek Greenway starts at Steeles Ave E and extends south 1.5km to the Finch hydro corridor. This **existing** trail extends from Huntmill Blvd to McNicoll Ave, connecting Bamburgh Park to Huntmill Park. This section has an average width of 2.4m and is completely paved, although the paved surface is cracked and uneven in some places. The trail is equipped with garbage bins, but there are no light fixtures.



Figure 1. There is ample space available for widening on each side of the trail. (Photo by: Allison Oki)



Figure 2. A number of paths branch out of the trail connecting to local neighbourhoods. (Photo by: Allison Oki)



The next part of the Greenway is **proposed** to extend south along the Warden hydro corridor from the Finch hydro corridor to Highway 401. This 4.1km long segment is currently being examined by the City as part of the [Warden Corridor Bikeway Feasibility and Public Realm Study](#), which is looking at possibilities for on- and off-road cycling facilities.

While not as wide as the section of the Warden hydro corridor south of the 401, there is still ample space to build a trail along this 13m wide stretch. Building a continuous trail along this 8.8km-long hydro corridor will provide essential connectivity, allowing travel from the north-west corner of Scarborough all the way to the Meadowway in a straight line.

The main obstacle to completing this continuous trail is Highway 401.

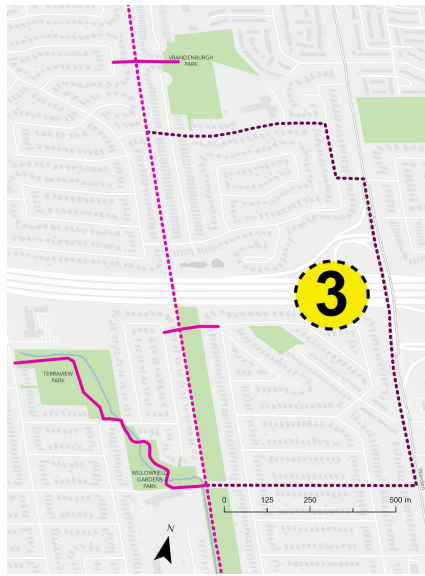
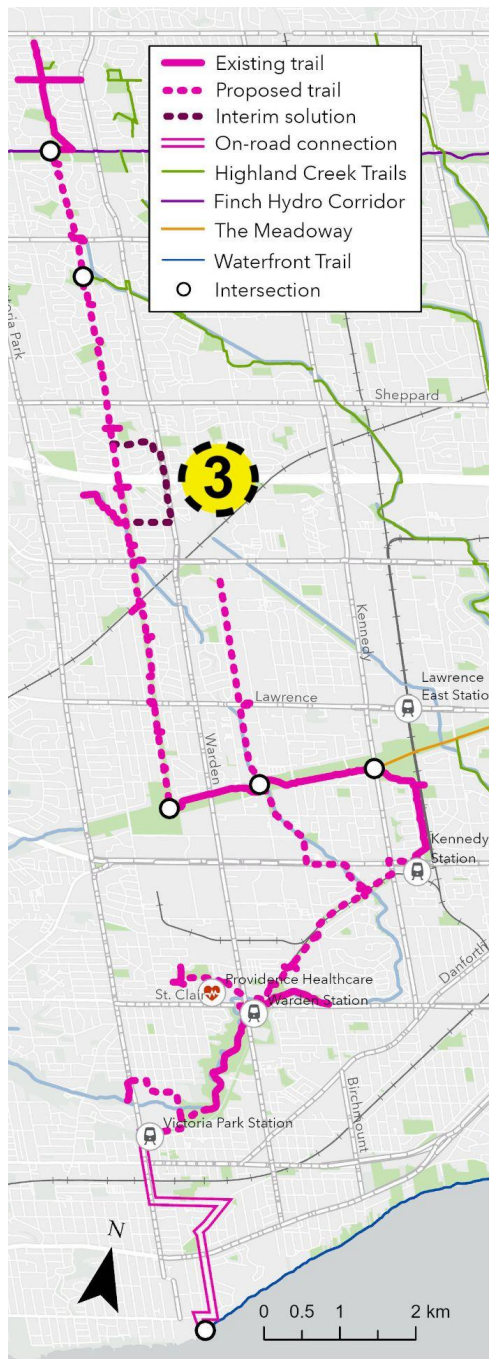


Figure 3. The fence bordering off the 401 from the corridor. (Photo by: Allison Oki)

The 401 crosses the hydro corridor that runs between Pharmacy Ave and Warden Ave. This 8.8km-long corridor makes up a vital north-south part of this network, but it is interrupted by the 401's 16 traffic lanes. So while creating a trail along the hydro corridor is relatively simple, finding a way to cross the 401 is more challenging.

Currently, one could take an on-road detour and use local residential roads to get to Warden Ave (which crosses over the 401), which will take about 25 minutes by foot and less than 10 minutes by bike. This workaround will be feasible in the short term, but will require improved on-road cycling and pedestrian infrastructure to be built to ensure safety.

However, the long-term solution will be to build a bridge or tunnel to cross the 401 to allow for a seamless connection along this route. This will eliminate the need for the 1.9km-long on-road detour and the inconvenience and safety concerns associated with having to cross multiple roads (and highway ramps) while right next to fast-moving cars. It will ensure that the Scarborough West/Taylor Massey Creek Greenway provides an excellent connection for Scarborough residents north and south of the 401. While this is no simple task, there are existing examples of such infrastructure:



Figure 4. The Pickering Pedestrian Bridge over the 401.



Figure 5. Pedestrian tunnel at Amsterdam Station.

This obstacle should not detract from the majority of the route, which is mostly either already existing, already proposed (or being studied) by the City, or in areas where it should be relatively simple to build a trail.

Just south of the 401 and east of Pharmacy Ave is Terraview Park and Willowfield Gardens, which is where the headwaters of Taylor Massey Creek are located. There is a secondary trail that runs through these parks and connects directly to the Warden hydro corridor.



This **existing** 660 m long branch off the main trail provides a model of how multi-use trails can be integrated into neighbourhoods. It has a good width of around 2.7m, and is evenly paved throughout. The trail begins at Terraview Park, which is the more active park of the two since it has an open sitting area, splashpad, and playground that is well used by kids from the local schools and the surrounding neighbourhood. Willowfield Gardens to the south has great creek access, which makes for scenic pictures and views of birds. Both parks have nice views and amenities and combine to form an Environmentally Significant Area, which gives people the opportunity to be with nature, while protecting valuable plant and animal life.



Figure 6. Trail entrance of Terraview Park.
(Photo by: Allison Oki)



Figure 7. Sitting area in Terraview Park. (Photo by: Allison Oki)



Figure 8. Creek from Willowfield Gardens.
(Photo by: Allison Oki)

This secondary trail feeds into the **proposed** 4.7km-long segment along the Warden hydro corridor between the 401 and the Meadowway. This segment is already designated as a proposed secondary trail in the City's Multi-Use Trail Design Guidelines document, and is also being studied in the Warden Corridor Bikeway Feasibility and Public Realm Study. The corridor is 45m wide, so there is plenty of room to build a trail along it. While it is currently grassy and not maintained, people already use this corridor (as shown in Figure 9). Building a trail here will not only be very simple, but it will also greatly contribute to the utility of this vast corridor.



Figure 9. Man walking his dog along the corridor.
(Photo by: Allison Oki)

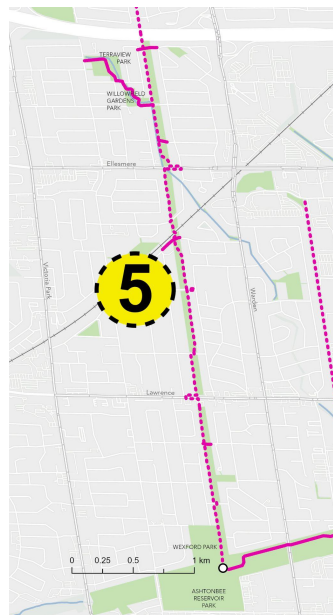
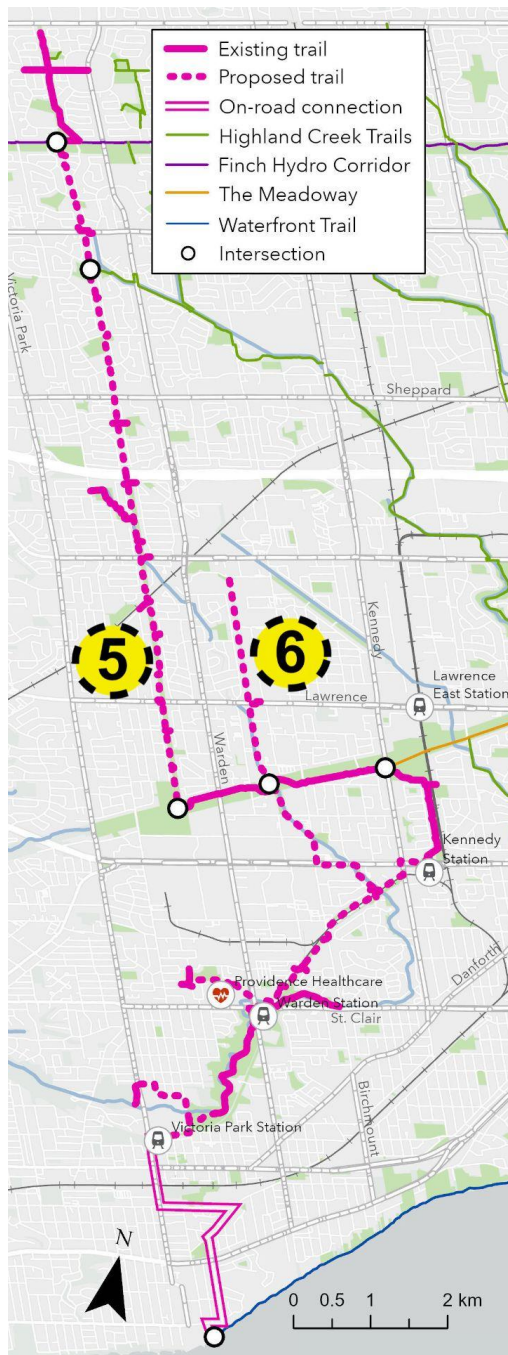
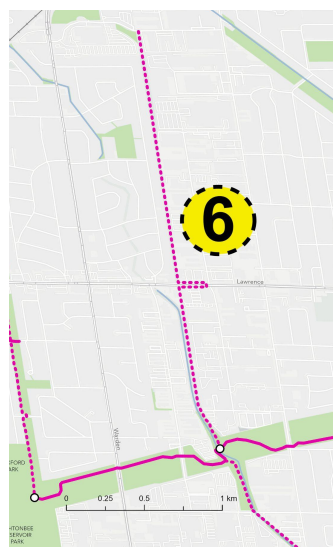


Figure 10. The Warden hydro corridor provides an ideal location for an off-road multi-use trail. (Photo by: André Sorensen)

Once the proposed trail reaches the Meadoway, it will follow it eastwards. In just over 1 km, the trail will connect back to Taylor Massey Creek between Crockford Blvd and Birchmount Rd. At this point, one can go north, south, or continue east.

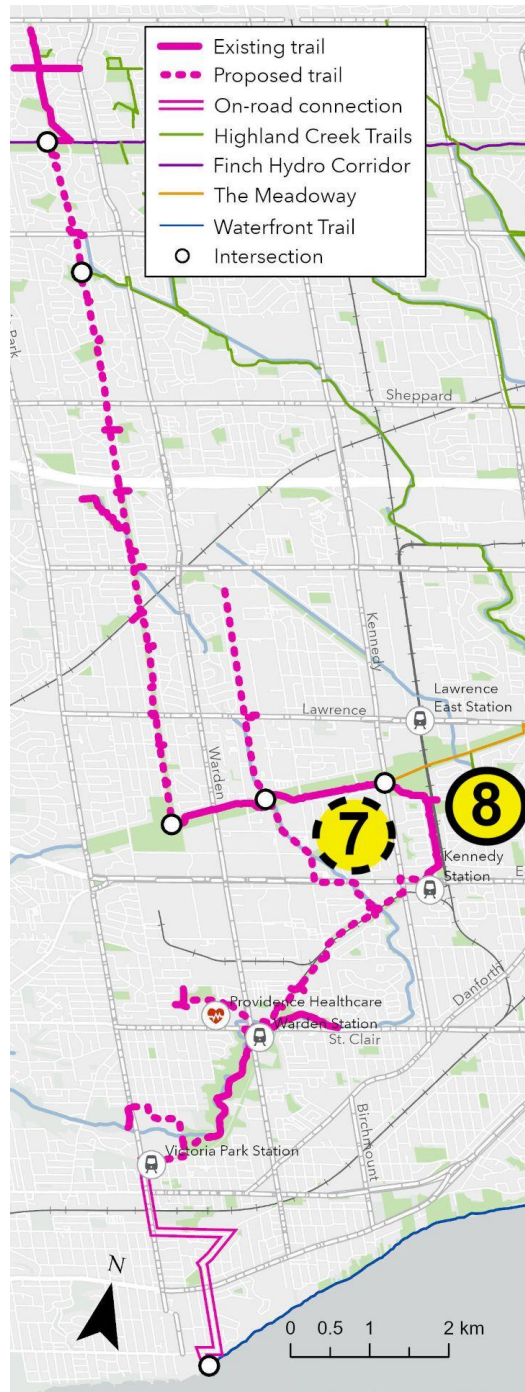


The 3.25km-long **proposed** segment that will extend north from the Meadoway will run along Taylor Massey Creek all the way up to Canadian Rd, which is just south of Ellesmere Rd. This minimum 13m-wide stretch used to be a part of the CPR. rail line, but is now just unused space. A trail here will be easy to create and will provide another valuable north-south route down to the Meadoway, which will further improve access to the network. Also, there is only one road crossing in this entire stretch, providing a practically 100% off-road addition to the main trail network.

Figure 11. Facing north on the Meadoway.

(Photo by: Allison Oki)





The next direction one could go is south. This 1.8km **proposed** trail would first extend south along the Creek from the Meadowway to Bertrand Ave. There is sufficient space to build a trail (as shown in Figure 12). From Bertrand Ave to Ashtonbee Rd, the creek is currently fenced off and channelized.. Here, the road network can be used for 700 m to go south on Birchmount Rd and east on Eglinton Ave E, to Eglinton Ravine Park. While this park doesn't have a paved trail, there is ample room to build one, and some segments already have a grassy path (Figure 13).



Figure 12. Facing north to the Meadowway on Bertrand Ave. (Photo by: Allison Oki)

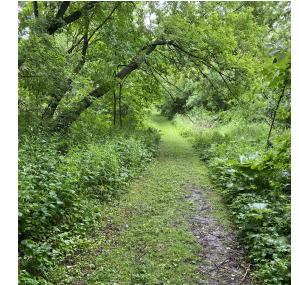
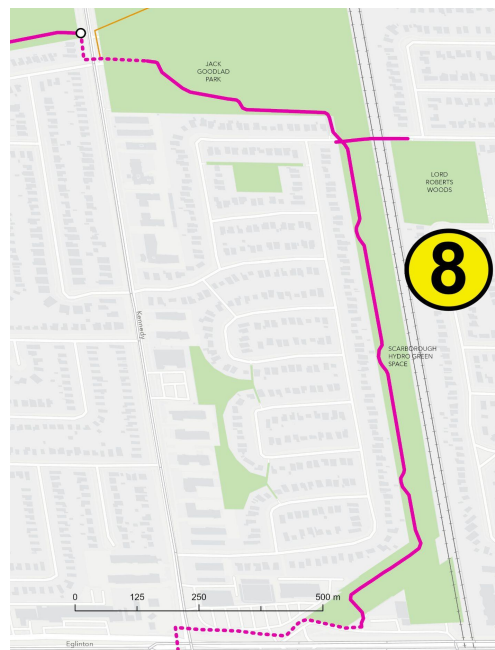


Figure 13. The grassy path in Eglinton Ravine Park. (Photo by: Allison Oki)

Eglinton Ravine Park then connects south to the rail corridor, which can also be reached by continuing 1.2km east along the Meadowway from where it intersects with the Taylor Massey Creek.



This **existing** 1.55km stretch of the Meadowway runs through Jack Goodlad Park and the Scarborough Hydro Green Space, which is just east of Kennedy Rd. It is located beside the Jack Goodlad Community Centre, a basketball court, and a playground, which make it a valuable local community destination. There are bike racks and garbage bins where the Meadowway begins again (Figure 14), after being temporarily disrupted by the Kennedy Rd crossing and the parking lot. However, the parking lot has adequate room to connect the trail around it so that people can move more seamlessly along the trail. The trail itself is even and well-paved, with a width of between 3 to 3.5m, which exceeds minimum primary trail width guidelines. Benches are well dispersed along the trail through Jack Goodlad Park, but there are no proper benches for the section along the hydro space. Some sections of this trail have a line separating users (Figure 15) but this does not exist along the whole trail. There are also wayfinding signs at different points along the trail, which help with navigation along the path. From this trail, one could either go east and cross the Mooregate Bridge over the rail corridor (Figure 16), or keep going south along the network towards Kennedy Station.

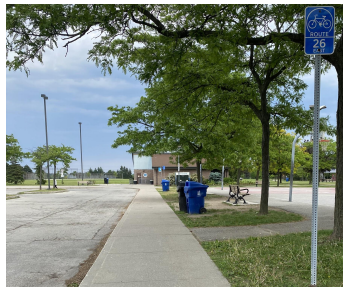


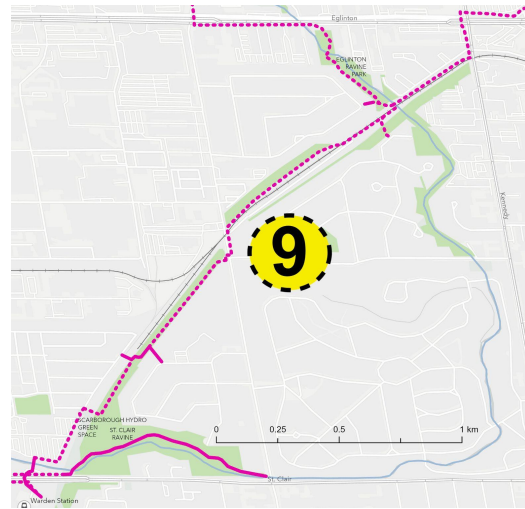
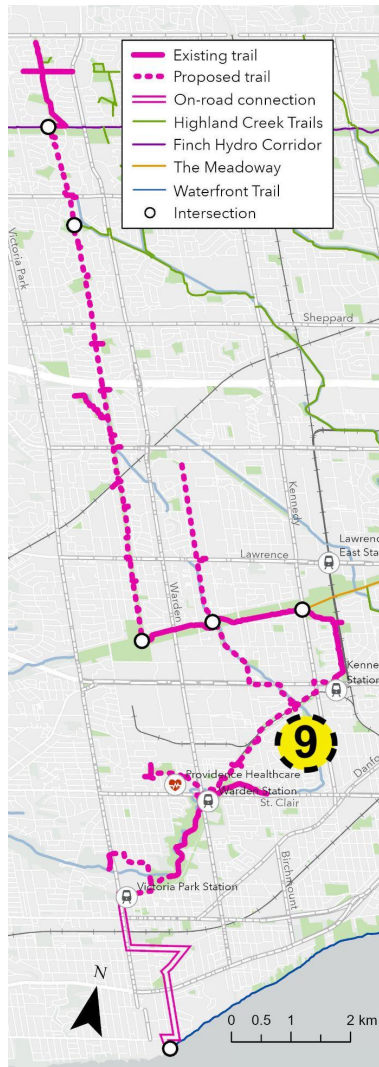
Figure 14. The entrance to the parking lot of Jack Goodlad Park and Community Centre has wayfinding signs, garbage bins, lighting and benches. (Photo by: Allison Oki)



Figure 15. The Meadowway passes by the playground and a seating area. There is a line down the middle of this section of the trail to separate users. (Photo by: Allison Oki)



Figure 16. The Meadowway continues south along the Scarborough Hydro Green Space and also connects to Mooregate Bridge. here. (Photo by: Allison Oki)



The other main addition (which is already **proposed** as a primary mixed-use trail in the City's Multi-Use Trail Design Guidelines) will be along the 2km-long segment that runs diagonally from Kennedy Rd. down to Warden Ave. There are two different contexts along this segment: from Kennedy Rd to Birchmount Ave, the proposed trail will run beside the rail corridor. Trails along rail corridors are generally not preferred, but there are several reasons why building a trail here works: the rail corridor is seldom used by trains, there is adequate space beside the trail (Figure 17), the land is relatively flat, it is already informally used by cyclists and pedestrians (Figure 18), and a trail is already proposed by the City for this location. Currently, the margin along the corridor is muddy and not maintained, so many people walk along the train tracks instead, which poses safety and accessibility concerns. Therefore, a mixed-use trail here is much needed, and will help to make an important connection between the Meadowway to the east and the Gus Harris Trail to the west. The second half of this segment, from Birchmount Rd to Warden Ave., is hydro corridor space, so there are minimal space restrictions to continuing the existing trail here (Figure 19).

the large margin of space along the north side of the tracks.



Figure 17. This shot was taken facing west on Kennedy Rd, and shows

the large margin of space along the north side of the tracks. (Photo by: Allison Oki)



Figure 18. Building a separated paved trail beside the tracks will revitalize the corridor and eliminate the

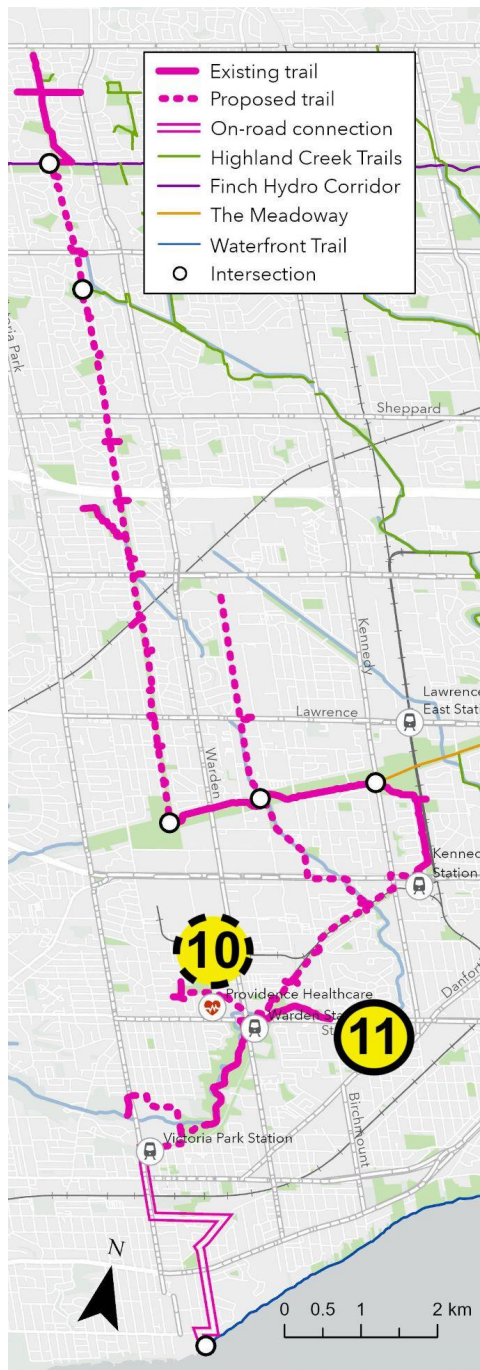
need for people to walk on top of the bumpy and uneven tracks. (Photo by: Allison Oki)



Figure 19. There is already a trail along a section of the hydro corridor. Continuing this existing trail will help people connect from

Birchmount Rd to Warden Station while staying off-road. (Photo by: Allison Oki)

Moving south, the trail reaches the Warden Ave & St. Clair Ave E intersection, where one can go west, east, or continue south..



Going west from the Warden Ave & St. Clair Ave E intersection will connect to Clairlea Park.

There is already a desire line stemming from Warden Ave (Figure 20), so people are already cutting through here to get to the nearby condominium complex and Providence Healthcare hospital.

This **proposed** secondary trail will pass by these two destinations through the edge of their parking lots, which have adequate space to build a trail. There already exists a wide rocky path that connects the two parking lots, which just needs to have a portion paved so that pedestrians and cyclists can more easily cross. This secondary trail will then feed through to Clairlea Park and connect to the smaller existing feeder trails there. Clairlea Park is a worthy destination to connect to because it connects to four different residential streets, fostering more neighbourhood connections to help residents gain access to the whole trail network.



Figure 20. Desire line through the fence west of Warden Ave. (Photo by: Allison Oki)



Figure 21. The parking lots are connected by this wide rocky path, which has a bench. (Photo by: Allison Oki)



Figure 22. Cyclist riding along trail in Clairlea Park. (Photo by: Allison Oki)

The **existing** St. Clair Ravine Park trail stems east from the Warden Ave & St. Clair Ave E intersection.

This trail spans 900m along the Taylor Massey Creek and is in good condition. It is well-lit by lighting fixtures, and includes trail maps at each of the entrances (Figure 23) for smoother navigation. While the trail is well-paved, there is no separation of users and some sections fall below the 2.7m minimum secondary trail width guideline. However, such parts of the trail have room to be easily widened due to available space on both sides. There could be more benches spaced throughout the trail there is only one, located at the entrance through Anaconda Ave (Figure 24). Overall, this trail is very nice to walk along, and there is access to the Creek to take some photos. To ensure safety, there are also life preservers where the Creek is most open.

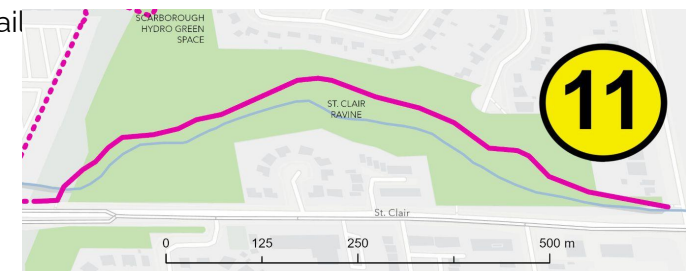




Figure 23. These signs are at each entrance of the park and help with wayfinding.
(Photo by: Allison Oki)



Figure 24. Bench and trash bins are located at the northern entrance of the park.
(Photo by: Allison Oki)



Figure 25. The trail along the creek is pleasant and quiet, and has lighting throughout for safety.
(Photo by: Allison Oki)

The Gus Harris Trail runs through Warden Woods, extending 1.96km from the Warden Ave & St. Clair Ave E intersection down to Pharmacy Ave.

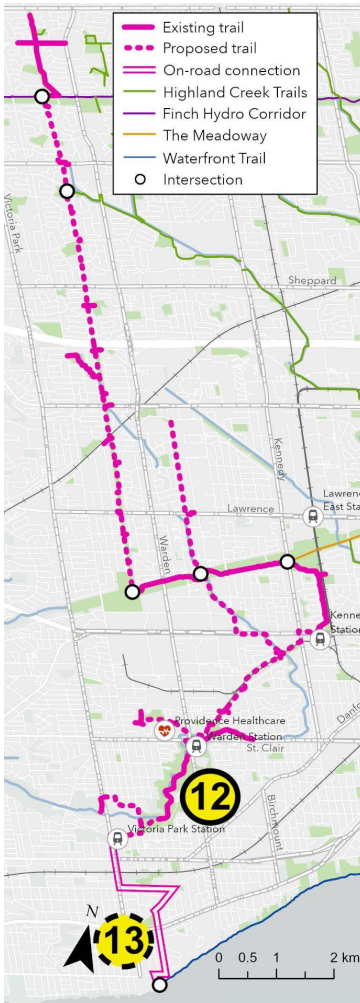


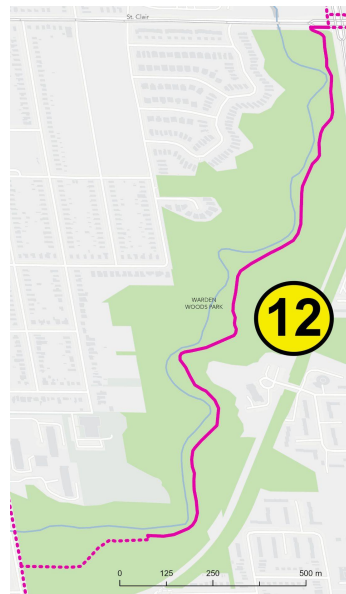
Figure 26. A cyclist riding on the north, unpaved part of the trail. (Photo by: Allison Oki)



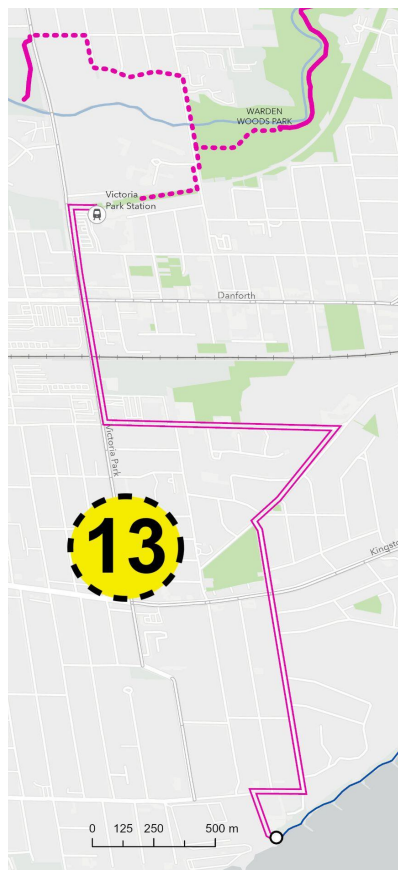
Figure 27. This bridge crosses over the creek. (Photo by: Allison Oki)



Figure 28. The south part of the trail is wide and evenly paved. (Photo by: Allison Oki)



This **existing** trail runs beside the Taylor Massey Creek, allowing for direct access to the water. There are life preservers to ensure safety, and trash bins at the entrances. Overall, the Gus Harris Trail is nice to walk along, with adequate width varying from 3 to 5m. However, only half of the trail is paved: the bridge that goes across the Creek (Figure 27) separates the north, unpaved half (Figure 26) from the south, paved half (Figure 28). So, the unpaved half needs to be paved to ensure consistency and even travel along the entirety of the trail. Since the trail is frequented by cyclists – some going quite fast – it is important for there to also be a separation of users. Similar to other trails, this one lacks benches, as there is only one bench along the entire trail (plus some big rocks by the bridges and entrances). Other than these minor improvements, the 100% off-road Gus Harris Trail is already a valuable existing piece of the broader network.



The Gus Harris Trail will then extend to Pharmacy Ave to bypass a parking lot and driveway. From this point, one could use the on-road network to connect to the Taylor Creek trail (Figure 29) and subsequent trails west of Scarborough. An off-road segment along Taylor Massey Creek from Pharmacy Ave to Victoria Park Ave is currently not possible, as the Creek runs through the Dentonia Park Golf Course (Figure 30). In the future, we hope to see a multi-use trail that runs through part of this City-owned golf course, which would help bolster the connectivity of these trails within and outside Scarborough.

One can also choose to head south to Victoria Park station and continue down towards the Waterfront to connect to our proposed Scarborough Waterfront Trail. Wayfinding signs and improved cycling and pedestrian infrastructure will be essential for these on-road connections.



Figure 29. The entrance to the Taylor Creek Trail, facing west on Victoria Park Ave. (Photo by: Allison Oki)



Figure 30. The fenced-off Dentonia Park Golf Course, facing west on Maybourne Ave. (Photo by: Allison Oki)

The proposed additions illuminate how having a Scarborough West/Taylor Massey Creek Greenway would tremendously improve connectivity in the area and allow residents to get from the northern edge of Scarborough all the way to Victoria Park Station.