

APPENDIX D

DETAILED EVALUATION OF “ALTERNATIVES TO”

Detailed Evaluation of “Alternatives To”

The two “alternatives to” (Do Nothing and Provide Multi Use trail Connection) were evaluated against the sub-evaluation criteria, organized under the six broad criteria themes (as outlined in Section 6.1.2). For each sub-evaluation criteria evaluation results included a high level impact evaluation and a summary of the evaluation to indicate the total impacts. The summary evaluation was ranked as *Least Preferred* or *Most Preferred*. If the assessed total impact of an “alternative to” was not clearly preferred the following ranking applied:

- *Intermediate Preferred*: instances where the “alternative to” would create both potential positive and negative impacts
- *Not Applicable or Unknown*: instances where the specific criteria did not apply to the “alternatives to” or the impact was unknown at the time it was assessed

Based on the outcomes of the sub evaluation criteria, an overall evaluation for each broad criterion was determined. The overall evaluation was based on the overall assessment and was assessed as either *Least Preferred* or *Most Preferred*. A table legend of the table used to conduct the detailed evaluation of the “alternatives to” is provided in Figure 1.

The detailed evaluation for the “alternatives to” can be found in Table 1, while the summary evaluation was discussed in Section 6.1.2.

Broad Evaluation Criteria		"Alternatives To" High Level Impact Evaluation			
	SUB EVALUATION CRITERIA	DO NOTHING	MULTI USE TRAIL CONNECTION	DO NOTHING	MULTI USE TRAIL CONNECTION
Sub Evaluation Criteria	FUNCTIONAL VALUE				
	Provides trail infrastructure for a variety of users within the East Don corridor	• No new trail infrastructure will be provided	• Will provide infrastructure for a broad spectrum of users	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Provides connection with existing and planned adjacent trails and uses	• No multi use trail connections will be made • A significant gap will remain in the multi use trail network	• Will provide a critical connection in the City of Toronto's multi use trail system • Will connect to existing East Don Trail, Gattineau Corridor Trail, and the Don Trail • Will improve multimodal transportation options, with the potential to connect to the Eglinton LRT system and TTC's surface bus network	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Overall Evaluation for the Broad Criteria	Provides access for a variety of users into the East Don corridor	• Access will remain the same, no additional points will be made or enhanced • Currently some informal access exists that can be unsafe and limits some users from accessing	• Will provide additional access or enhance current access points • Access points will provide safe access into the East Don Corridor for a variety of users	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	OVERALL		• Overall the Multi Use Trail Connection option is preferred from a Functional Value perspective as it meets the majority of criteria for functional value	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of Evaluation





Legend:





- ☐ Least Preferred
- ☒ Intermediate Preferred (impacts that are both preferred and not preferred)
- ☒ Most Preferred
- ☐ Not Applicable or Unknown







FIGURE 1: “ALTERNATIVES TO” DETAILED EVALUATION TABLE LEGEND











TABLE 1: EVALUATION OF ALTERNATIVE SOLUTIONS TO FOR THE EAST DON TRAIL EA











Sub Evaluation Criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
FUNCTIONAL VALUE				
<i>Provides trail infrastructure for a variety of users within the East Don corridor</i>	<ul style="list-style-type: none"> No new trail infrastructure will be provided 	<ul style="list-style-type: none"> Will provide infrastructure for a broad spectrum of users 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Provides connection with existing and planned adjacent trails and uses</i>	<ul style="list-style-type: none"> No multi use trail connections will be made A significant gap will remain in the multi-use trail network 	<ul style="list-style-type: none"> Will provide a critical connection in the City of Toronto's multi use trial system Will connect to existing East Don Trail, Gatineau Corridor Trail, and the Don Trail Will improve multimodal transportation options, with the potential to connect to the Eglinton LRT system and TTC surface bus network 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Provides access for a variety of users into the East Don corridor</i>	<ul style="list-style-type: none"> Access will remain the same, no additional points will be made or enhanced Currently some informal access exists that can be unsafe and limits some users from accessing 	<ul style="list-style-type: none"> Will provide additional access or enhance current access points Access points will provide safe access into the East Don Corridor for a variety of users 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
OVERALL		<ul style="list-style-type: none"> Overall the Multi Use Trail Connection option is preferred from a Functional Value perspective as it meets the majority of criteria for functional value 	<input type="checkbox"/>	<input checked="" type="checkbox"/>















Sub Evaluation Criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
NATURAL AND PHYSICAL ENVIRONMENT				
<i>Impact on terrestrial species, communities and/or habitats</i>	<ul style="list-style-type: none"> • No change in impact • Currently unmanaged use of the area (multiple informal trails) is likely impacting terrestrial species, communities and habitats • The number and magnitude of informal trails and access points can impact habitat fragmentation 	<ul style="list-style-type: none"> • May have a negative or positive impact • Provision of a single, planned route can focus users on a single route away from more sensitive and steep areas preventing further impact • Access to the valley for maintenance vehicles can provide opportunities for restoration and management of invasive species • Some vegetation may be removed, however tree replacement will provide an opportunity to remove invasive species and replace with native species • Some wildlife and habitat may be disrupted during construction and use of the area 		
<i>Impact on aquatic species, communities and/or habitats (including wetlands, riparian, and river course)</i>	<ul style="list-style-type: none"> • No change in impact • Currently unmanaged use of the area (multiple informal trails) is likely impacting aquatic species, communities and habitats 	<ul style="list-style-type: none"> • May have a negative or positive impact • Construction of crossings can provide opportunities for restoration, mitigation and enhancements • Provision of a single, planned route can focus users on a single route away from current informal trails near riparian and wetland habitats • Trail may cross the river at sections disrupting the aquatic species and riparian habitat • Trail may cross or be located adjacent to wetland habitat 		









Sub Evaluation Criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Impact to East Don River geomorphic processes (e.g. flooding, baseflows, slope stability)</i>	<ul style="list-style-type: none"> • No change in impact • Currently unmanaged use of the area (multiple informal trails) could be impacting geomorphic processes • System is continually degrading 	<ul style="list-style-type: none"> • May have a negative or positive impact • Construction of trail can provide opportunities for remediation work • Provision of a single, planned route can focus users on a single route away from more sensitive and steep areas preventing further impact • Multi use trail surface may increase runoff entering the East Don River • Construction and use of trail may impact soil compaction and stability 		
<i>Impact on identified Species at Risk (SAR), species of concern, and/or potential ESA.</i>	<ul style="list-style-type: none"> • No change in impact • Currently unmanaged use of the area (multiple informal trails) is likely impacting SAR, species of concern, and potential ESR 	<ul style="list-style-type: none"> • May have a negative or positive impact • The trail may travel through the potential ESA area, however the number and magnitude of informal trails and access points may be reduced • Some vegetation may be removed, however tree replacement will provide an opportunity to remove invasive species and replace with native species • The route will be determined adhering to the SAR Act • Trail construction and use may disrupt the habitat of fauna species of concern • Provision of a single, planned route can focus users on a single route away from SARs, species of concern, or more ecologically sensitive areas of the potential ESA 		

Sub Evaluation Criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
OVERALL	<ul style="list-style-type: none"> Overall both the Do Nothing and the Multi Use Trail Connection options are preferred from the perspective of the Natural and Physical Environment. The Multi Use Trail Connection option is slightly preferred as impacts may occur, however this option provides an opportunity for mitigation, restoration and enhancement to improve the system 	<ul style="list-style-type: none"> Overall both the Do Nothing and the Multi Use Trail Connection options are preferred from the perspective of the Natural and Physical Environment. The Multi Use Trail Connection option is slightly preferred as impacts may occur, however this option provides an opportunity for mitigation, restoration and enhancement to improve the system 		
SOCIAL AND CULTURAL ENVIRONMENT				
<i>Impact to current valley lands users</i>	<ul style="list-style-type: none"> No change in impact 	<ul style="list-style-type: none"> Will improve trail infrastructure for current users Will provide safe access into the valley lands Potential for an increase in use of the valley lands Potential to be perceived as altering the natural, more rugged trail experience 		
<i>Impact on surrounding neighborhoods and communities</i>	<ul style="list-style-type: none"> No change in impact Potential for increase in users on existing sidewalks, as the existing East Don Trail does not connect with adjacent trails Surrounding communities cut off from direct access to adjacent trail networks 	<ul style="list-style-type: none"> Increased recreational opportunities Will provide connections to communities and adjacent trails Potential to increase adjacent property values by serving as neighbourhood amenities as well as a transportation route Potential for increase in user activity in communities at access points 		

Sub Evaluation Criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Impact on public safety</i>	<ul style="list-style-type: none"> No change in impact Some access points into the valley lands pose safety risk as they are steep and on uneven ground Safety concerns with users crossing active rail line 	<ul style="list-style-type: none"> Will improve public safety for users Multi use surface provides even unobstructed terrain Will provide opportunities for emergency vehicle access and use of wayfinding points (unique identifiers) to identify locations and assist in emergency response Will provide options for safe off road active transportation and recreational use A more consistent usership can help enhance security and safety 		
<i>Impact to overall aesthetics of study area</i>	<ul style="list-style-type: none"> No change in impact Will limit some users from enjoying aesthetic scenic views within the valley lands 	<ul style="list-style-type: none"> Will provide increased opportunity for people to enjoy aesthetic scenic views within the valley lands The trail may impact the view into the valley lands 		
<i>Impact on opportunities to access and enjoy natural areas within the City</i>	<ul style="list-style-type: none"> No change in impact Currently limited safe access for some to enjoy the natural areas within the valley lands 	<ul style="list-style-type: none"> Increases opportunities for public, and a larger spectrum of users, to access and enjoy natural areas within the City 		
<i>Impact to cultural heritage resources, including archeological resources</i>	<ul style="list-style-type: none"> Unknown at this time 	<ul style="list-style-type: none"> Unknown at this time 		
<i>Impact on public health</i>	<ul style="list-style-type: none"> No change in impact Current informal trails provide some degree of physical activity, limits some users 	<ul style="list-style-type: none"> Will provide increased opportunities for active transportation and recreation By providing an off road alternative to cyclists and pedestrians, the trail provides an alternative route with better air quality and sun(UV) exposure 		

Sub Evaluation Criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
OVERALL		<ul style="list-style-type: none"> Overall the Multi Use Trail Connection option is preferred from the Social and Cultural perspective as it will provide recreational opportunities, increase public safety (trail use and access), connect adjacent communities and neighborhoods, and increase opportunities to enjoy and appreciate nature 		
COST				
<i>Capital cost (cost to design and implement associated works)</i>	<ul style="list-style-type: none"> No additional cost associated 	<ul style="list-style-type: none"> A cost will be associated with this option Funding currently allocated in capital budget for implementation 		
<i>Operation and maintenance cost</i>	<ul style="list-style-type: none"> Ongoing costs that are currently not factored into budget planning, including emergency and maintenance access, and management of informal use 	<ul style="list-style-type: none"> A cost will be associated with this option May decrease some maintenance costs for current infrastructure located in the valley 		
OVERALL	<ul style="list-style-type: none"> Overall both the Do Nothing and the Multi Use Trail Connection options are preferred from the Cost perspective. The Multi Use Trail Connection Option will include a cost; however funding has already been allocated. The Do Nothing option currently has costs associated that are above and beyond the current budget 	<ul style="list-style-type: none"> Overall both the Do Nothing and the Multi Use Trail Connection options are preferred from the Cost perspective. The Multi Use Trail Connection Option will include a cost; however funding has already been allocated. The Do Nothing option currently has costs associated that are above and beyond the current budget 		
TECHNICAL				
<i>Geotechnical considerations/feasibility</i>	<ul style="list-style-type: none"> Not applicable 	<ul style="list-style-type: none"> Feasible from a geotechnical perspective 		

Sub Evaluation Criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Utility and infrastructure impacts</i>	<ul style="list-style-type: none"> No impact Limits access for utility and park maintenance vehicles and activities in the valley lands 	<ul style="list-style-type: none"> Feasible considering the current utilities and infrastructure Potential to negatively impact some existing infrastructure and improve others Supports access for utility and park maintenance vehicles/activities (located within the East Don corridor) 		
<i>Constructability</i>	<ul style="list-style-type: none"> Not applicable 	<ul style="list-style-type: none"> Feasible from a construction perspective 		
OVERALL		<ul style="list-style-type: none"> Overall the Do Nothing and the Multi Use Trail Connection options are technically feasible. The Multi Use Trail Connection option is preferred from the Technical perspective as it will support access for utility and park maintenance activities 		
SUPPORTS PLANNING INITIATIVES				
<i>Bikeway Trails Implementation Plan</i>	<ul style="list-style-type: none"> Does not meet the objectives 	<ul style="list-style-type: none"> Adheres to planning initiatives and objectives 		
<i>A Healthy Toronto By Design Report: Road to Health: Improving Walking and Cycling in Toronto. April 2012</i>	<ul style="list-style-type: none"> Does not support 	<ul style="list-style-type: none"> Adheres to planning initiative 		
<i>City of Toronto Walking Strategy</i>	<ul style="list-style-type: none"> Does not support 	<ul style="list-style-type: none"> Adheres to planning initiative 		
<i>City of Toronto Parks Plan 2013-2017, Parks, Forestry and Recreation</i>	<ul style="list-style-type: none"> Does not meet the objectives 	<ul style="list-style-type: none"> Adheres to planning initiatives and objectives 		

Sub Evaluation Criteria	Do Nothing	Multi Use Trail Connection	Do Nothing	Multi Use Trail Connection
<i>Eglinton Crosstown LRT EA Study</i>	• Does not support	• Adheres to planning initiative		
<i>Terrestrial Natural Heritage System Strategy (TNHSS)</i>	• Meets some of the planning initiatives	• Meets some of the planning initiatives		
<i>The City of Toronto Official Plan</i>	• Does not support	• Adheres to planning initiative		
OVERALL		• Overall the Multi Use Trail Connection option is preferred from a Planning Initiatives perspective as it supports a number of current planning initiatives		
PREFERRED SOLUTION:	2 of 6	6 of 6	