East Don Trail Environmental Assessment

Community Liaison Committee #4
August 12, 2013
6:30 pm – 8:30 pm
Flemingdon Park Library
29 St Dennis Dr, Toronto - 2nd Floor Meeting Room

Handout
Preliminary Evaluation of Alternative Trail Alignments

Please return completed Handouts to by Monday August 26, 2013 to:

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Restoration Services
5 Shoreham Drive, Downsview, ON M3N 1S4

Preliminary Evaluation of Alternative Trail Alignments

Each of the alternative trail alignments were evaluated against the specific criteria under each of the five (5) criteria themes (Functional Value, Natural and Physical Environment, Social and Cultural Environment, Cost, Technical Considerations).

An explanation of the Criteria and Indicators used under each Criteria Theme are provided below:

Criteria Theme

Criteria	Indicators	Alternative
What each alternative is evaluated for, falls into the broader themes	Specific parameters of what is accounted for when evaluating that criteria	Received a score from +2 to -2 (including 0) based on evaluation of indicators

Functional Value

Criteria	Indicators
Meets project high level goal#1: Trail is located within the valley lands	Located within natural areas and/or zoned parks
Meets project high level goal #2: Trail supports multi users	Accessibility, access grades, topography
Meets access requirements for infrastructure maintenance vehicles and for police and emergency medical services vehicles	Access grades, topography, access proximity to infrastructure, turn radius
Promotes future opportunities to create local community connections	Potential for trail to create or preclude future desired or identified community access points and trails
Meets objectives for additional planning initiatives (not related to EA objectives)	Potential to meet or eliminate objectives for additional initiative related to the study area
Functional value as a travel route	Continuity, disruptions, frequency of stops, length of trail, connections to mutli modal transportation

Natural and Physical

Criteria	Indicators
Potential impact to terrestrial vegetation and communities	Quality and quantity of vegetation removed (considering L rankings, invasive species)
Potential impact to wildlife habitat and connectivity	Location of trail through valley lands, forest, wetlands, and undisturbed areas, length of trail, and barriers
Potential to aquatic habitat	Quantity of riparian vegetation removed, number of additional bridges, distance of trail to river.
Potential impacts on surface drainage and groundwater	Potential impact on natural surface drainage paths together with potential alterations to groundwater regime
Potential impacts to East Don River processes	Potential impact on channel erosion, flood levels, channel hydraulics, water quality
Potential to provide additional benefits to the natural and physical environment	Facilitates required erosion control works, increase natural cover, protection and/or restoration of valley system

Social and Cultural

Criteria	Indicators
Impact to Public Safety Objectives	Proximity to river, rail lines, road ways, and hydro towers, sight lines and amount of turns
Disruption to local study area business and infrastructure operations and maintenance	Acquisition, easement or license agreements, potential to impede current operations and use
Aesthetics	Varying natural surroundings and vistas/views, sight barriers
Multi-User Experience	Direct, ease of use, challenging for fitness users, access to natural areas, interesting route.
Noise Level	Proximity to works yards, rail line, road, industrial/commercial areas
Potential to impact known or potential archaeological sites, built heritage sites, and cultural heritage landscape	Potential sites, known sites, trail utilizes already disturbed areas.

Cost

Criteria	Indicators
Capital Cost	Number of bridge structures, addition or movement of infrastructure, tunnels under the railway, channel restoration and slope stabilization, existing paved routes, and total length of trail through valley
Operational and Maintenance Cost	Future risks due to flooding erosion and potential groundwater issues, the number of bridge or tunnel structures, additional built infrastructure, and trail length

Technical

Criteria	Indicators
Technical Feasibility	Private property disruptions, physical constraints such as traversing steep gradients, ability to open cut rail crossings, use of at-grade rail crossings, proximity to hydro one infrastructure & practicality of slope or erosion stabilization measures
Ease of Implementation Operational and Maintenance Cost	Approvals, both community and landowner acceptance, length of time to implement, required closure of rail lines at tunnel locations

The following pages present the preliminary evaluation of the alternative trail alignments. Each Area (#1-3) will be separately evaluated to determine the highest ranking trail alignments.

A preliminary evaluation ranking was applied to each of the alternatives for each of the criteria. A sum total was obtained of the criteria for the specific criteria themes: Functional Value, Physical and Natural Environment, Social and Cultural Environment, Cost, and Technical Considerations. The summed totals were assigned a ranking name to indicate the preferred alignment. The ranking was based on a Highest, High, Medium, Low, and Lowest scoring system to indicate which alignment was the most preferred (Highest) to least preferred (Lowest),

The alternatives that were ranked the highest within each theme have been highlighted in green.

Please read the information on the following pages and provide your feedback.

Functional Value

Forest Trail A	**Forest Trail B**
All of trail located within the valley lands Route travels through varying topography Some steep areas Improves access to some infrastructure and emergency vehicle access Allows for easy future connection to be made to Victoria village, could utilize some exiting informal trails Does not meet nor preclude any objectives for additional planning initiatives No travel disruptions and no steep access between existing East Don Trail and Area 2	All of trail located within the valley lands Route travels through varying topography Some steep areas Improves access to some infrastructure and emergency vehicle access Eliminates easy future connection to be made to Victoria village Does not meet nor preclude any objectives for additional planning initiatives No travel disruptions and no steep access between existing East Don Trail and Area 2
High	**Medium**
Do you agree with the preliminary evaluation of Functional Value in Area 1 as presented? Yes No Do you have any comments on the preliminary evaluation as presented? Please provide below	

Natural and Physical Environment

Forest Trail A	**Forest Trail B**
High amount of vegetation removed Majority of vegetation communities are ranked L4 and L5 Large community of invasive species, including Manitoba maple and scotch pine. Presence of vegetation communities ranked L3 Impact to wetland habitat, passes one and crosses one Majority of trail adjacent to river course Minor impacts to groundwater and surface drainage 6 bridges have minor impact to river processes and hydraulics	High amount of vegetation removed Majority of vegetation communities are ranked L4 and L5 Large community of invasive species, including Manitoba maple and scotch pine. Presence of vegetation communities ranked L3 Impact to wetland habitat, passes multiple and crosses one Majority of trail adjacent to river course Minor impacts to groundwater and surface drainage 4 bridges and significant erosion and slope works have moderate impacts on river processes and hydraulics Provides opportunity to remediate erosion, which would provide a benefit to the aquatic habitat
Low	**Low**

Do you agree with the preliminary evaluation of Natural and Physical Environment in Area 1 as presented?

Yes No

Do you have any comments on the preliminary evaluation as presented? Please provide below

Social and Cultural

Forest Trail A	**Forest Trail B**
Trail is adjacent to river course, poses some safety concerns No disruptions to Local Study Area business and infrastructure operations and maintenance Varying natural surroundings provide a variety of vistas and views No sight barriers present Provides some challenges for fitness users Minimal noise level disruptions No known archaeological sites Potential to contain archeological sites	Trail is adjacent to river course, poses some safety concerns No disruptions to Local Study Area business and infrastructure operations and maintenance Varying natural surroundings provide a variety of vistas and views No sight barriers present Provides some challenges for fitness users Proximity to rail line could increase noise levels and disruptions No known archaeological sites Potential to contain archeological sites
High*	**High**

Do you agree with the preliminary evaluation of Social and Cultural Environment in Area 1 as presented?

Yes No

Do you have any comments on the preliminary evaluation as presented? Please provide below

Cost

Forest Trail A	**Forest Trail B**
6 Bridges Minor channel works required Same length of trail (1.6km) Longest length of trail within floodplain	4 Bridges Significant erosion and slope stabilization required Same length of trail (1.6km) Shortest length of trail in floodplain
Low	**Medium**
Do you agree with the preliminary evaluation of Cost in Area 1 as presented? Yes No Do you have any comments on the preliminary evaluation as presented? Please provide below.	

Technical

Forest Trail A	**Forest Trail B**
Less permitting complications Shorter time to implement	Significant channel and slope works requires engineered design with lengthy permitting Longer time to implement
Medium	**Low**
Do you agree with the preliminary evaluation of Technical Considerations in Area 1 as presented? Yes No Do you have any comments on the preliminary evaluation as presented? Please provide below.	

Preliminary Evaluation of Alternative Trail Alignments in Area 1:

1. Which alternative do you prefer for Area 1 (please circle your response)?

   Forest Trail A

   Forest Trail B

2. Why?

   _____
   _____
   _____
   _____
   _____
   _____

3. Do you have any additional comments on the preliminary evaluation of alternative trail alignments in Area 1 as presented?

   _____
   _____
   _____
   _____
   _____
   _____

Functional Value

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Majority of trail located outside of the valley lands Very steep areas to connect spine trail in Areas 1 and 2 Does not improve access to existing infrastructure Sharp turn radius to access Gatineau (limits maintenance and emergency vehicle access)	Half of trail located outside of the valley lands Very steep areas to connect spine trail in Areas 1 and 2 Slightly improves access to some existing infrastructure	Half of trail located outside of the valley lands Very steep areas to connect to spine trail in Areas 1 and 2 Does not improve access to existing infrastructure Pinch point in width by large erosion and rail line Longest access route from Gatineau for emergency vehicles	All of trail located within the valley lands Generally flat to connect to spine trail in Areas 1 and 2 Improves access to existing infrastructure	All of trail located within the valley lands Generally flat to connect to spine trail in Areas 1 and 2 Improves access to existing infrastructure	All of trail located within the valley lands Generally flat to connect to spine trail in Areas 1 and 2 Improves access to existing infrastructure Pinch point in width by large erosion and rail line Longest access route from Gatineau for emergency vehicles	All of trail located within the valley lands Generally flat to connect to spine trail in Areas 1 and 2 Some areas blocked from improved access to existing infrastructure and emergency vehicles Sharp turn radius to access Gatineau (limits maintenance and emergency vehicle access)	All of trail located within the valley lands Generally flat to connect to spine trail in Areas 1 and 2 Some areas blocked from improved access to existing infrastructure and emergency vehicles	All of trail located within the valley lands Generally flat to connect to spine trail in Areas 1 and 2 Some areas blocked from improved access to existing infrastructure and emergency vehicles Pinch point in width by large erosion and rail line Longest access route from Gatineau for emergency vehicles
Easy connections made with Eglinton Avenue, Linkwood Lane, and Wynford Concord community	Easy connections made with Eglinton Avenue, Linkwood Lane, and Wynford Concord community	Easy connections made with Eglinton Avenue, Linkwood Lane, and Wynford Concord community	Connections can be made with Eglinton Avenue, and Wynford Concord community, easy connections can be made with Linkwood Lane and Flemingdon Park community	Connections can be made with Eglinton Avenue, and Wynford Concord community, easy connections can be made with Linkwood Lane and Flemingdon Park community	Connections can be made with Eglinton Avenue, and Wynford Concord community, easy connections can be made with Linkwood Lane and Flemingdon Park community	Connections to surrounding communities more complex or barriers present	Connections to surrounding communities more complex or barriers present	Connections to surrounding communities more complex or barriers present
Meets additional planning initiatives, including: Eglinton LRT and the Pan Am Path	Meets additional planning initiatives, including: Eglinton LRT and the Pan Am Path	Meets additional planning initiatives, including: Eglinton LRT and the Pan Am Path	Meets additional planning initiatives, including: Don Watershed Plan, Eglinton LRT, Pan Am Path, and increase in parklands	Meets additional planning initiatives, including: Don Watershed Plan, Eglinton LRT, Pan Am Path, and increase in parklands	Meets additional planning initiatives, including: Don Watershed Plan, Eglinton LRT, Pan Am Path, and increase in parklands	Meets additional planning initiatives, including: Eglinton LRT, Pan Am Path	Meets additional planning initiatives, including: Eglinton LRT, Pan Am Path	Meets additional planning initiatives, including: Eglinton LRT, Pan Am Path
Many travel disruptions and relatively long length	Many travel disruptions and relatively long length	Many travel disruptions and relatively long length	No travel disruptions with easy to follow transitions between Area 1 and 2	No travel disruptions with easy to follow transitions between Area 1 and 2. Shortest travel route from north and south	No travel disruptions with easy to follow transitions between Area 1 and 2, relatively long trail length.	No travel disruptions with easy to follow transitions between Area 1 and 2. Short trail length	No travel disruptions with easy to follow transitions between Area 1 and 2. Short trail length and quickest route	No travel disruptions with easy to follow transitions between Area 1 and 2
Low	**Medium**	**Medium**	**High**	**Highest**	**High**	**Medium**	**High**	**Medium**

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Do you agree with the preliminary evaluation of Functional Value in Area 2 as presented? Yes No Do you have any comments on the preliminary evaluation as presented? Please provide below.								

Natural and Physical Environment

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
High amount of vegetation removed Travels through a restored terrestrial area Travels through a forested area (Gatineau access) Highest amount of forest land traveled through A portion adjacent to river course Impact to wetland habitat Longest trail length through wildlife habitat	High amount of vegetation removed High amount of invasive species No significant terrestrial species Highest amount of forest land traveled through A portion adjacent to river course Impact to wetland habitat Median trail length through wildlife habitat	High amount of vegetation removed Presence of invasive species Presence of an L2 ranked vegetation community Majority of trail away from river course Impact to wetland habitat Median trail length through wildlife habitat	Lowest amount of vegetation removed High amount of invasive species Travels through a forested area (Gatineau access) Majority adjacent to river course No impact to wetland habitat Median trail length through wildlife habitat Highest potential to flood	Lowest amount of vegetation removed High amount of invasive species No significant terrestrial species Majority adjacent to river course No impact to wetland habitat Shortest trail length through wildlife habitat Highest potential to flood	Lowest amount of vegetation removed Highest amount of invasive species Presence of an L2 ranked vegetation community Majority adjacent to river course Impact to wetland habitat Shortest trail length through wildlife habitat Highest potential to flood	Highest amount of vegetation removed High amount of invasive species Travels through a forested area (Gatineau access) High amount of forest land traveled through A portion adjacent to river course No impact to wetland habitat Median trail length through wildlife habitat Fenced area creates barrier to wildlife movement	High amount of vegetation removed High amount of invasive species No significant terrestrial species A portion adjacent to river course No impact to wetland habitat Median trail length through wildlife habitat	Highest amount of vegetation removed Highest amount of invasive species Presence of an L2 ranked vegetation community A portion adjacent to river course Impact to wetland habitat Longest trail length through wildlife habitat Fenced area creates barrier to wildlife movement

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Low amount of bridges Road has least impacts on river processes and groundwater Link A has median level impacts on river processes and groundwater Does not provide additional opportunities to benefit environment	Low amount of bridges Road has least impacts on river processes and groundwater Link B has least impacts on river processes and groundwater Does not provide additional opportunities to benefit environment	Low amount of bridges Road has least impacts on river processes and groundwater Link C has greatest impacts on river processes and groundwater Provides opportunity to remediate significant erosion	Medium amount of bridges River section has greatest impact on river processes and groundwater Link A has median level impacts on river processes and groundwater Provides opportunity for restoration and regeneration of valley lands (golf course lands)	Medium amount of bridges River section has greatest impact on river processes and groundwater Link B has least impacts on river processes and groundwater Provides opportunity for restoration and regeneration of valley lands (golf course lands)	High amount of bridges River section has greatest impact on river processes and groundwater Link C has greatest impacts on river processes and groundwater Provides opportunity for restoration and regeneration of valley lands (golf course lands) Provides opportunity to remediate significant erosion	Medium amount of bridges Rail section has median level impacts on river processes and groundwater Link A has median level impacts on river processes and groundwater Does not provide additional opportunities to benefit environment	Medium amount of bridges Rail section has median level impacts on river processes and groundwater Link B has least impacts on river processes and groundwater Does not provide additional opportunities to benefit environment	Largest amount of bridges Rail section has median level impacts on river processes and groundwater Link C has greatest impacts on river processes and groundwater Provides opportunity to remediate significant erosion
Low	**Low**	**Low**	**Low**	**Medium**	**Low**	**Lowest**	**Medium**	**Lowest**

Do you agree with the preliminary evaluation of Natural and Physical Environment in Area 2 as presented?

Yes No

Do you have any comments on the preliminary evaluation as presented? Please provide below.

Social and Cultural

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Portion of trail adjacent to road and will require crossing of road	Portion of trail adjacent to road and will require crossing of road Trail travel between hydro towers and adjacent to a generating station	Portion of trail adjacent to road and will require crossing of road Trail travel between hydro towers and adjacent to a generating station	Portion of trail adjacent to river course	Portion of trail adjacent to river course Trail travel between hydro towers and adjacent to a generating station	Portion of trail adjacent to river course Trail travel between hydro towers and adjacent to a generating station	Portion of trail travels along rail line right of way and is adjacent to golf course Rail line crossing would be at a sharp turn limiting visibility	Portion of trail travels along rail line right of way and is adjacent to golf course Trail travel between hydro towers and adjacent a generating station	Portion of trail travels along rail line right of way and is adjacent to golf course Trail travel between hydro towers and adjacent a generating station
License agreement or easement necessary from Golf course or Go/Metrolinx, but would not impact operations	License agreement or easement necessary from Golf course or Go/Metrolinx, but would not impact operations License agreement with Hydro Once necessary, but would not impact operations	License agreement or easement necessary from Golf course or Go/Metrolinx, but would not impact operations License agreement with Hydro Once necessary, but would not impact operations	Acquisition of golf course necessary, cease of operation needed	Acquisition of golf course necessary, cease of operation needed License agreement with Hydro Once necessary, but would not impact operations	Acquisition of golf course necessary, cease of operation needed License agreement with Hydro Once necessary, but would not impact operations	License agreement or easement of rail line right of way necessary, but would not impact operations	License agreement or easement of rail line right of way necessary, but would not impact operations License agreement with Hydro Once necessary, but would not impact operations	License agreement or easement of rail line right of way necessary, but would not impact operations License agreement with Hydro Once necessary, but would not impact operations
Trail travels between two (2) City of Toronto Works properties which could be loud			Trail travels between two (2) City of Toronto Works properties which could be loud			Trail travels between two (2) City of Toronto Works properties which could be loud Golf course and rail line increase noise levels and disruptions	Golf course and rail line increase noise levels and disruptions	Golf course and rail line increase noise levels and disruptions
Road would block some views and vistas into the valley lands Travel between two (2) City of Toronto Works properties can cause a visual distraction.	Road would block some views and vistas into the valley lands	Road would block some views and vistas into the valley lands	Trail travels through a variety of vistas Travel between two (2) City of Toronto Works properties can cause a visual distraction.	Trail travels through a variety of vistas	Trail travels through a variety of vistas	Provides opportunities to view natural areas Travel between two (2) City of Toronto Works propertys can cause a visual distraction.	Provides opportunities to view natural areas.	Provides opportunities to view natural areas,
Limited access to natural areas Provides a challenging use for fitness users Not a direct travel route for connection with Areas 1 and 2	Limited access to natural areas Provides a challenging use for fitness users Not a direct travel route for connection with Areas 1 and 2	Limited access to natural areas Provides a challenging use for fitness users Not a direct travel route for connection with Areas 1 and 2	Trail travels through a variety of natural landscapes Provides an interesting and easy to follow trail and access route Increases access to natural areas	Trail travels through a variety of natural landscapes Provides an interesting and easy to follow trail and access route Increases access to natural areas	Trail travels through a variety of natural landscapes Provides an interesting and easy to follow trail and access route Increases access to natural areas	Limits some access to natural areas Provides an interesting and easy to follow trail and access route Direct travel route for connection with Areas 1 and 2	Limits some access to natural areas Provides an interesting and easy to follow trail and access route Direct travel route for connection with Areas 1 and 2	Limits some access to natural areas Provides an interesting and easy to follow trail and access route Direct travel route for connection with Areas 1 and 2

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
No known archaeological sites Potential to contain archeological sites, however within a disturbed area	No known archaeological sites Potential to contain archeological sites, however within a disturbed area	No known archaeological sites Potential to contain archeological sites, however within a disturbed area	No known archaeological sites Potential to contain archeological sites	No known archaeological sites Potential to contain archeological sites	No known archaeological sites Potential to contain archeological sites	No known archaeological sites Potential to contain archeological sites	No known archaeological sites Potential to contain archeological sites	No known archaeological sites Potential to contain archeological sites
Lowest	**Low**	**Low**	**Low**	**Medium**	**Low**	**Lowest**	**Low**	**Low**
Do you agree with the preliminary evaluation of Social and Cultural Environment in Area 2 as presented? Yes No Do you have any comments on the preliminary evaluation as presented? Please provide below.								

Cost

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Medium trail length Few bridge crossings Potential relocation of existing infrastructure including hydro transformers, bus shelters, light standards Retaining wall required along St Dennis Drive segment Significant capital and maintenance costs associated with ramps into and out of valley Significant costs associated with connection to Gatineau corridor along ravine slope and rail crossing	Long trail length Few bridge crossings Potential relocation of existing infrastructure including hydro transformers, bus shelters, light standards Retaining wall required along St Dennis Drive segment Significant capital and maintenance costs associated with ramps into and out of valley Minimal construction costs associated with use of existing access route (Gatineau)	Longest trail length Few bridge crossings Potential relocation of existing infrastructure including hydro transformers, bus shelters, light standards Retaining wall required along St Dennis Drive segment Significant capital and maintenance costs associated with ramps into and out of valley Costs may include anti-climbing fencing For hydro towers	Medium trail length Medium amount of bridge crossings Portion of trail within golf course (golf cart path) already in place and may be reused Significant costs associated with Gatineau link A along ravine slope and rail crossing Frequent maintenance and monitoring required for trail with respect to flooding, erosion, sedimentation and debris buildup	Medium trail length Medium amount of bridge crossings Portion of trail golf course (golf cart path) already in place and may be reused Minimal construction costs associated with Gatineau link B as majority of trail already exists Costs may include anti-climbing fencing for hydro towers Frequent maintenance and monitoring required for trail with respect to flooding, erosion, sedimentation and debris buildup	Longest trail length High amount of bridge crossings Portion of trail within golf course (golf cart path) already in place and may be reused. Most significant costs associated with considerable alteration of major erosion scar at south extent of Gatineaue corridor connection Costs may include anti-climbing fencing for hydro towers	Shortest trail length Medium amount of bridge crossings Stream mitigation likely needed at upstream end to protect against erosion Fencing and regrading / retaining along section parallel to rail Significant costs associated with connection to Gatineau corridor along ravine slope and rail crossing Section along rail away from frequent flooding, erosion, and sediment concerns	Short Trail length Medium amount of bridge crossings Stream mitigation likely needed at upstream end to protect against erosion Fencing and regrading / retaining along section parallel to rail Minimal construction costs associated with Gatineau link B as majority of trail already exists Costs may include Hydro anti-climbing fencing	Medium trail length High amount of bridge crossing Stream mitigation likely needed at upstream end to protect against erosion Fencing and regrading / retaining along section parallel to rail Most significant costs associated with considerable alteration of major erosion scar at south extent for Gatineau link C Costs may include Hydro anti-climbing fencing

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Gatineau corridor connection a long term concerns due to grades and potential groundwater issues.	Costs may include anti-climbing fencing for hydro towers Gatineau corridor connection low in expected maintenance due to significant existing alteration providing wide, low gradient access into valley.	Long term maintenance required with slope stabilization at downsteam scar Maintenance and monitoring of trail over landfill required	Connection to Gatineau corridor a long term concern due to grades and potential groundwater issues	Gatineau corridor connection low in expected maintenance due to significant existing alteration providing wide, low gradient access into valley.	Frequent maintenance and monitoring required for trail with respect to flooding, erosion, sedimentation and debris buildup Long term maintenance required with slope stabilization at downsteam scar Maintenance and monitoring of trail over landfill required	Section downstream of golf course requires maintenance due to erosion, frequent flooding and sedimentation Gatineau corridor connection a long term concern due to grades and potential groundwater issues	Section along rail away from frequent flooding, erosion, and sediment concerns Section downstream of golf course requires maintenance due to erosion , frequent flooding and sedimentation Gatineau corridor connection low in expected maintenance due to significant existing alteration providing wide, low gradient access into valley	Maintenance and monitoring of trail over landfill required Galtineau corridor connection will require long term maintenance due to slope stabilization at downsteam scar
Low	**Medium**	**Lowest**	**High**	**Highest**	**Low**	**High**	**Highest**	**Medium**

Do you agree with the preliminary evaluation of Cost in Area 2 as presented?

Yes No

Do you have any comments on the preliminary evaluation as presented? Please provide below.

Technical

Road Link A	Road Link B	Road Link C	River Walk A	River Walk B	River Walk C	Rail Trail A	Rail Trail B	Rail Trail C
Road least technically feasible due to significant infrastructure required, retaining features to navigate slopes and movement of hydro infrastructure.	Road least technically feasible due to significant infrastructure required, retaining features to navigate slopes and movement of hydro infrastructure.	Road least technically feasible due to significant infrastructure required, retaining features to navigate slopes and movement of hydro infrastructure.	River section moderate score of technical feasibility and ease of implementation	River section moderate score of technical feasibility and ease of implementation	River section moderate score of technical feasibility and ease of implementation	Rail most technically feasible and easiest method of implementation	Rail most technically feasible and easiest method of implementation	Rail most technically feasible and easiest method of implementation
Link A has moderate technical difficulties due to the extension of the trail along the side of the steep, wooded ravine and minor retaining structures involved.	Link B most technically feasible as majority of trail (via access route) into valley exists.	Link C least technically feasible and issues with implementation, including major slope restoration and interaction with landfill	Link A has moderate technical difficulties due to the extension of the trail along the side of the steep, wooded ravine and minor retaining structures involved.	Link B most technically feasible as majority of trail (via access route) into valley exists.	Link C least technically feasible and issues with implementation, including major slope restoration and interaction with landfill	Link A has moderate technical difficulties due to the extension of the trail along the side of the steep, wooded ravine and minor retaining structures involved.	Link B most technically feasible as majority of trail (via access route) into valley exists.	Link C least technically feasible and issues with implementation, including major slope restoration and interaction with landfill
Low	**Medium**	**Lowest**	**Low**	**Medium**	**Medium**	**High**	**Highest**	**Low**

Do you agree with the preliminary evaluation of Technical Considerations in Area 2 as presented?

Yes No

Do you have any comments on the preliminary evaluation as presented? Please provide below.

Preliminary Evaluation of Trail Alignments in Area 2:

1. Which alternative do you prefer for Area 2 (please circle your response)?

   Road Link A

   Road Link B

   Road Link C

   River Walk A

   River Walk B

   River Walk C

   Rail Trail A

   Rail Trail B

   Rail Trail C

2. Why?
   _____
   _____
   _____
   _____
   _____

3. Do you have any additional comments on the preliminary evaluation of alternative trail alignments in Area 2 as presented?
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   _____
   _____
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   _____

Natural and Physical Environment

Access Route A	Access Route B	Access Route C
2 Low amount of vegetation removed Trail utilizing existing access route that travels adjacent to wetlands Travels adjacent to river course impacting wildlife habitat and aquatic habitat Short length of new trail segments, utilizing significant length of existing trail alignment Least impacts to river processes and hydraulics Does not provide additional opportunities to benefit environment	1 Low amount of vegetation removed Trail utilizing existing access route that travels adjacent to wetlands Travels adjacent to river course impacting wildlife habitat and aquatic habitat Short length of new trail segments, utilizing significant length of existing trail alignment Minor impacts to river processes and hydraulics Does not provide additional opportunities to benefit environment	-4 Medium amount of vegetation removed Trail utilizing existing access route that travels adjacent to wetlands Largest amount of linear forest removed Trail travels through an undisturbed forested area Travels adjacent to river course, in one area traveling on both sides of the river, impacting wildlife habitat and aquatic habitat Longest length of new trail segments, utilizing significant length of existing trail alignment Minor impacts to river processes and hydraulics Does not provide additional opportunities to benefit environment
High	**Medium**	**Low**

Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented?

Yes No

Do you have any comments on the preliminary evaluation as presented? Please provide below

Functional Value

Access Route A	Access Route B	Access Route C
All of trail located within the valley lands Flat and even terrain Provides access for infrastructure maintenance and emergency vehicles Allows for easy connections to be made to Wynford Concord community Meets additional planning initiative for Pan Am Path No travel disruptions	All of trail located within the valley lands Flat and even terrain Provides most direct access for infrastructure maintenance and emergency vehicles Does not allow for easy connections to be made to communities Meets additional planning initiative for Pan Am Path No travel disruptions	All of trail located within the valley lands Majority flat and even terrain, steep areas with varying topography at the south connection Provides least direct access for infrastructure maintenance and emergency vehicles Sharp turn may provides challenge for maintenance and emergency vehicles access Connects to Taylor Creek Park area Meets additional planning initiative for Pan Am Path Longest travel route
Highest	**Highest**	**High**

Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented?

Yes No

Do you have any comments on the preliminary evaluation as presented? Please provide below

Social and Cultural

Access Route A	Access Route B	Access Route C
Trail adjacent to river course, poses some safety concerns	Trail adjacent to river course, poses some safety concerns	Trail adjacent to river course, poses some safety concerns One sharp turn causes sight line barriers could pose a safety concern
No disruptions to local study area business and infrastructure operations and maintenance	No disruptions to local study area business and infrastructure operations and maintenance	No disruptions to local study area business and infrastructure operations and maintenance
Varying natural surroundings providing a variety of vistas and views	Varying natural surroundings providing a variety of vistas and views	Varying natural surroundings providing a variety of vistas and views Additional landscapes views provided in south end
No sight barriers present	No sight barriers present	No sight barriers present
Provides interesting and easy to follow route	Provides interesting and easy to follow route	Provides interesting and easy to follow route
No known archaeological sites	No known archaeological sites	No known archaeological sites
Potential to contain archeological sites is median	Potential to contain archeological sites is median	Potential to contain archeological sites is high
High*	**High***	**High**

Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented?

Yes No

Do you have any comments on the preliminary evaluation as presented? Please provide below

Cost

Access Route A	Access Route B	Access Route C
2 bridges Short length of trail Crosses DVP once	2 bridges Short length of trail Crosses DVP once	1 bridge (maintain or replace other) Longest length of trail Crosses DVP 3 times
Medium*	**Medium***	**Medium**
Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented? Yes No Do you have any comments on the preliminary evaluation as presented? Please provide below		

Technical

Access Route A	Access Route B	Access Route C
Majority of trail alignment already exists No expected issues with landowners or permitting Shortest section confined between channel and DVP	Majority of trail alignment already exists No expected issues with landowners, permitting agency identified potential issues with downstream bridge placement Longest section confined between channel and DVP	Majority of trail alignment already exists No expected issues with landowners or permitting Longest section confined between channel and DVP
High	**Medium**	**High**
Do you agree with the preliminary evaluation of Functional Value in Area 3 as presented? Yes No Do you have any comments on the preliminary evaluation as presented? Please provide below		

Preliminary Evaluation of Trail Alignments in AREA 3:

1. Which alternative do you prefer for Area 1 (please circle your response)?

   Access Route A

   Access Route B

   Access Route C

2. Why?

   _____
   _____
   _____
   _____
   _____

3. Do you have any additional comments on the preliminary evaluation of alternative trail alignments in Area 3 as presented?

   _____
   _____
   _____
   _____
   _____

Overall Summary

	Area 1		Area 2									Area 3		
	Forest A	Forest B	Road A	Road B	Road C	River A	**River B**	River C	Rail A	**Rail B**	Rail C	**Access A**	**Access B**	Access C
Functional Value	**High**	Med	Low	Med	Med	High	**Highest**	High	Med	**High**	Med	**Highest**	**Highest**	High
Natural and Physical Environment	**Low**	Low	Low	Low	Low	Low	**Med**	Low	Lowest	**Med**	Lowest	**High**	**Med**	Low
Social and Cultural Environment	**High**	High	Lowest	Low	Low	Low	**Med**	Low	Lowest	**Low**	Low	**High**	**High**	High
Cost	**Low**	Med	Low	Med	Lowest	High	**Highest**	Low	High	**Highest**	Med	**Med**	**Med**	Med
Technical	**Med**	Low	Low	Med	Lowest	Low	**Med**	Med	High	**Highest**	Low	**High**	**Med**	High
Total	**4**	-3	-18	-7	-16	-2	**10**	-3	-9	**5**	-13	**16**	**14**	3
Land Acquisition Required	***no***	*no*	*no*	*no*	*no*	*yes*	***yes***	*yes*	*no*	***no***	*no*	***no***	***no***	*no*

Do you agree with the summary table showing the preliminary evaluation of trail alignments as presented above (please circle your answer)? Yes No

If you answered no, please explain.

_____

_____

_____

Do you have any comments on the summary of the preliminary evaluation as presented?

_____

_____

_____

Additional Questions

Do you have any other questions or comments related to the East Don Trail Environmental Assessment process to date?

_____
_____
_____
_____
_____

Please leave your completed questionnaire at the door on the way out or, if you'd like more time to write your comments, please send them no later than Monday August 26, 2013 to:

ATTN: Natalie Seniuk
Project Coordinator

Email: nseniuk@trca.on.ca

Mail: Toronto and Region Conservation Authority
Restoration Services
5 Shoreham Drive
Downsview, ON M3N 1S4