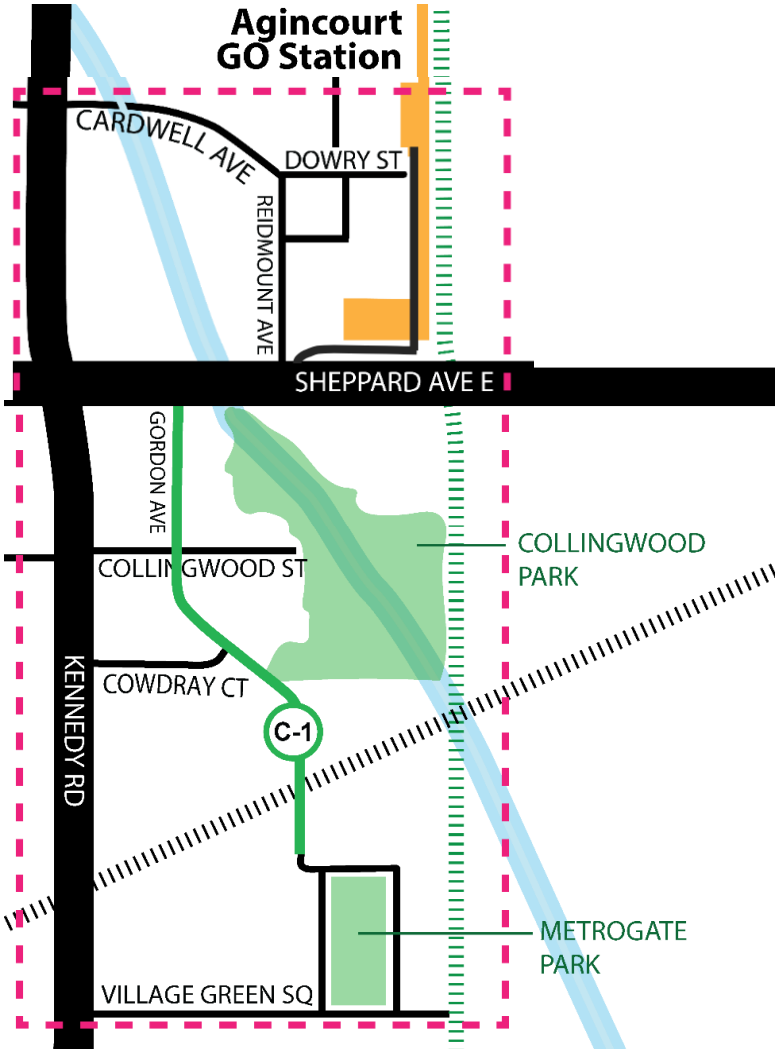
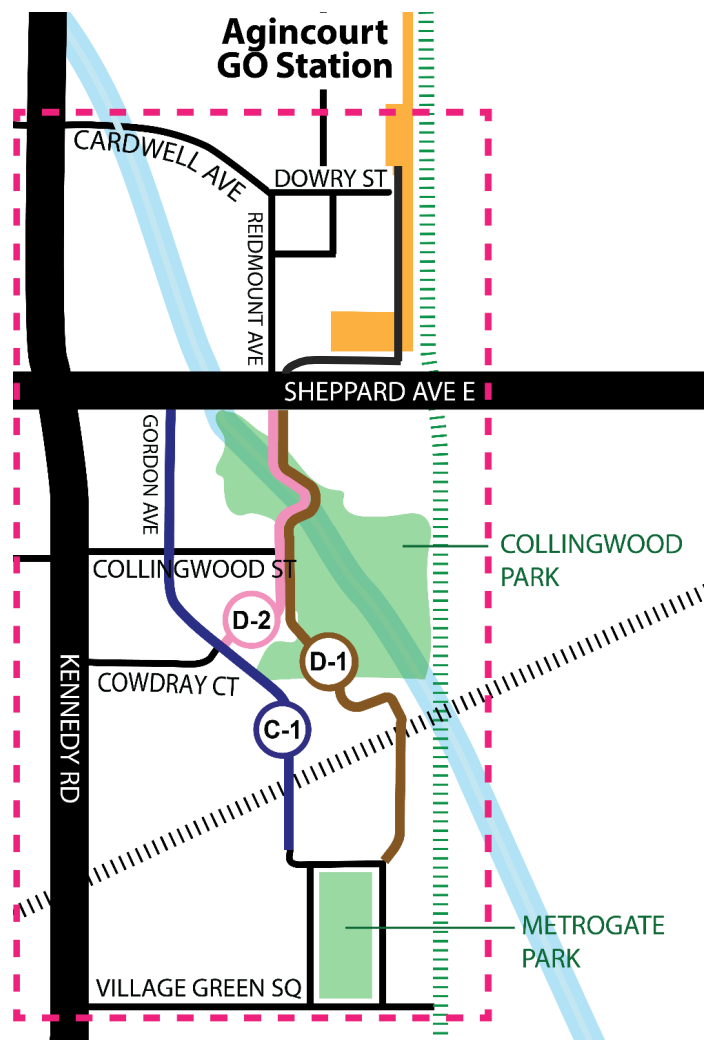
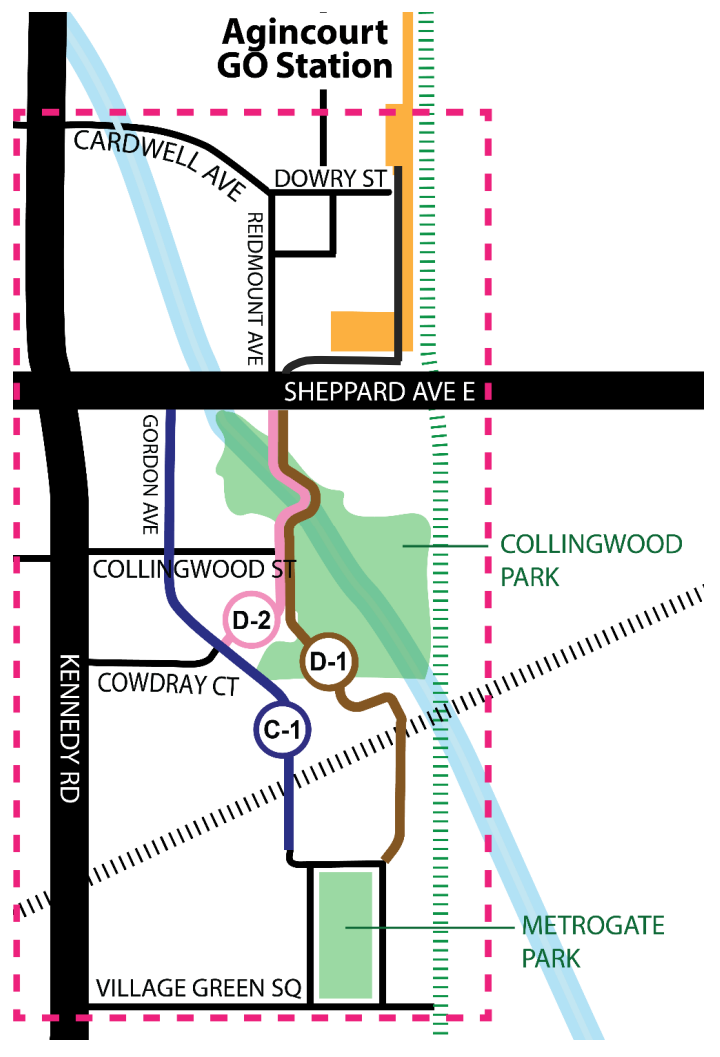


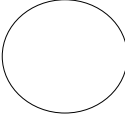

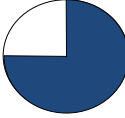
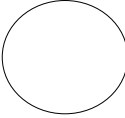
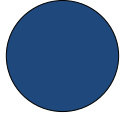
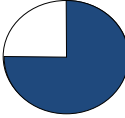
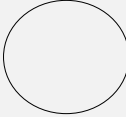


APPENDIX Q

Multi-Use Trail Evaluation

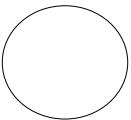
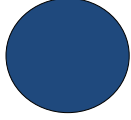
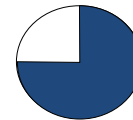
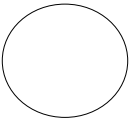
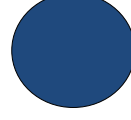
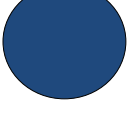
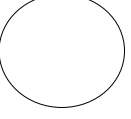

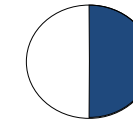
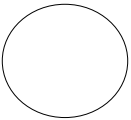
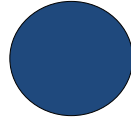
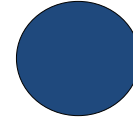
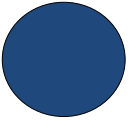
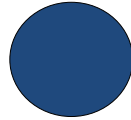
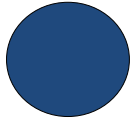
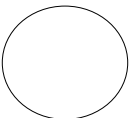


ANALYSIS AND EVALUATION OF MULTI-USE TRAIL ALTERNATIVES

<p>Evaluation Criteria</p>	<p>Baseline with C1 This scenario only includes the preferred complete street C1 alignment. Future developments in the study area cannot proceed without this new complete street.</p>	<p>Alternative D1 Multi-Use Trail Alternative D1 with Complete Street C1 - Parallel to Highland Creek via CP underpass</p>	<p>Alternative D2 Multi-Use Trail Alternative D2 with Complete Street C1 - Via Complete Street underpass</p>
<p>Key Map of Alternative</p>	 <p>The map shows the Agincourt GO Station at the top, with Sheppard Ave E running horizontally below it. A green line representing the C-1 trail alignment runs vertically from the station area, passing through Collingwood Park and Metrogate Park, and ending at Village Green Sq. Other streets shown include Cardwell Ave, Dowry St, Reidmount Ave, Gordon Ave, Collingwood St, Cowdray Ct, and Kennedy Rd.</p>	 <p>This map shows the same area as the baseline but with two additional trail alternatives. A blue line (D-1) runs from the station area, parallel to Highland Creek via a CP underpass, and then connects to the C-1 line. A brown line (D-2) runs from the station area, via a Complete Street underpass, and connects to the C-1 line. The C-1 line is shown in green.</p>	 <p>This map is identical to the Alternative D1 map, showing the same trail alignments (D-1 in blue, D-2 in brown, and C-1 in green) and street network.</p>



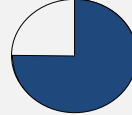
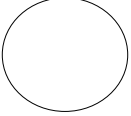

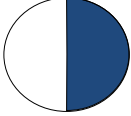
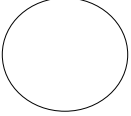

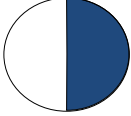


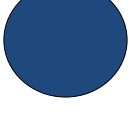
Multi-Use Trail (MUT) Evaluation Table

Evaluation Criteria	<p align="center">Baseline with C1</p> <p align="center">This scenario only includes the preferred complete street C1 alignment. Future developments in the study area cannot proceed without this new complete street.</p>	<p align="center">Alternative D1</p> <p align="center">Multi-Use Trail Alternative D1 with Complete Street C1</p> <ul style="list-style-type: none"> - Parallel to Highland Creek via CP underpass 	<p align="center">Alternative D2</p> <p align="center">Multi-Use Trail Alternative D2 with Complete Street C1</p> <ul style="list-style-type: none"> - Via Complete Street underpass
POLICY FRAMEWORK			
Policies and Guidelines	 <ul style="list-style-type: none"> • Less resiliency and alternate routing options for users 	 <ul style="list-style-type: none"> • Promotes healthy and active communities through multiple active transportation routes (i.e. Complete Street and new multi-use trail) that are safe, meet the need of pedestrians, foster social interaction and facilitates community connectivity • Provides trail frontage to Collingwood Park • A longer portion of the trail will be in the higher risk TRCA floodplain zone with higher velocity and flood depth (when compared to D2) 	 <ul style="list-style-type: none"> • Promotes healthy and active communities through multiple active transportation connections (i.e. Complete Street and partial multi-use trail) that meet the need of pedestrians, foster social interaction and facilitates community connectivity • Provides trail frontage to Collingwood Park
Addressing Problem/Opportunity Statement	 <ul style="list-style-type: none"> • Does not provide a secondary route option for active transportation users to and from the key destination - Agincourt GO Station 	 <ul style="list-style-type: none"> • Provides additional route choice for active transportation – particularly to access Agincourt GO Station 	 <ul style="list-style-type: none"> • Provides a parallel route for lands north of Cowdray Court, supporting additional route choice for active transportation – particularly to access Agincourt GO Station
Policy Framework Summary:			
<p>Based on the evaluation, Alternatives D1 and D2 are equally preferred for the following reasons:</p> <ul style="list-style-type: none"> • Alternatives D1 and D2 are generally preferred equally because they provide an additional active transportation facility and provide trail frontage to Collingwood Park. • Alternatives D1 and D2 both provide improved active transportation access to the Agincourt GO Station 			

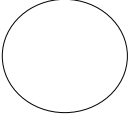
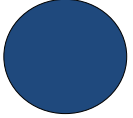

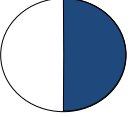


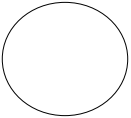


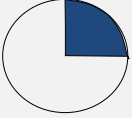


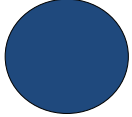

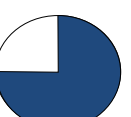
Multi-Use Trail (MUT) Evaluation Table

Evaluation Criteria	<p align="center">Baseline with C1</p> <p>This scenario only includes the preferred complete street C1 alignment. Future developments in the study area cannot proceed without this new complete street.</p>	<p align="center">Alternative D1</p> <p>Multi-Use Trail Alternative D1 with Complete Street C1</p> <ul style="list-style-type: none"> - Parallel to Highland Creek via CP underpass 	<p align="center">Alternative D2</p> <p>Multi-Use Trail Alternative D2 with Complete Street C1</p> <ul style="list-style-type: none"> - Via Complete Street underpass
<p>HEALTHY COMMUNITIES</p>			
<p>Promotion of transportation choice through the provision of well-connected, continuous, and comfortable cycling and walking routes</p>	 <ul style="list-style-type: none"> • Does not promote transportation choice – no dedicated trail for pedestrians and cyclists 	 <ul style="list-style-type: none"> • Enhanced connectivity - to Sheppard Avenue, Agincourt GO Station and parkland • Additional trail connection for residents located on the eastern side of Village Green Square. • Increased access to the Collingwood park 	 <ul style="list-style-type: none"> • Enhanced connectivity - to Sheppard Avenue, Agincourt GO Station and parkland • Increased access to the Collingwood park
<p>Potential to incorporate streetscape amenities and landscape elements</p>	 <ul style="list-style-type: none"> • There is no potential to incorporate landscaping since no new trail is proposed 	 <ul style="list-style-type: none"> • Potential for installation of streetscape amenities and landscaping along the trail 	 <ul style="list-style-type: none"> • Potential for installation of streetscape amenities and landscaping along the trail
<p>Supports accessible network for all ages and abilities</p>	 <ul style="list-style-type: none"> • Does not provide additional accessible network for users of different age and ability 	 <ul style="list-style-type: none"> • Better environment for cyclists travelling to/from Agincourt GO Station or to the east along Sheppard Avenue East - least interaction with motor vehicles, quieter, less emissions • Longer continuous trail for more consistent walking and cycling environment 	 <ul style="list-style-type: none"> • Better environment for cyclists travelling to/from Agincourt GO Station or to the east along Sheppard Avenue East - less interaction with motor vehicles, quieter, less emissions • Requires cyclists and pedestrians to transition between the uni-directional bike lane and sidewalk along the complete street and the multi-use trail at near the Cowdray Court/complete street intersection
<p>Reduce greenhouse gas emissions</p>	 <ul style="list-style-type: none"> • Does not help reduce greenhouse gas emissions 	 <ul style="list-style-type: none"> • Additional active transportation route supports a shift in modal split from driving to active transportation 	 <ul style="list-style-type: none"> • Additional active transportation route supports a shift in modal split from driving to active transportation
<p>Impacts to air quality</p>	 <ul style="list-style-type: none"> • No impacts to air quality and potential to encourage active transportation over personal automobile use 	 <ul style="list-style-type: none"> • No impacts to air quality and potential to encourage active transportation over personal automobile use 	 <ul style="list-style-type: none"> • No impacts to air quality and potential to encourage active transportation over personal automobile use
<p>Connections to Community Facilities (e.g. community centres, GO Station, Agincourt Mall)</p>	 <ul style="list-style-type: none"> • Does not provide additional connection to the Community Facilities 	 <ul style="list-style-type: none"> • Provides convenient access/routing to the Agincourt GO Station entrance and to Sheppard Avenue east of Highland Creek 	 <ul style="list-style-type: none"> • Provides convenient access/routing to the Agincourt GO Station entrance and to Sheppard Avenue east of Highland Creek

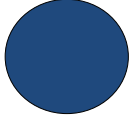
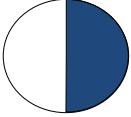

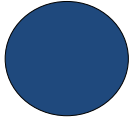

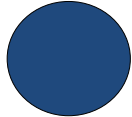
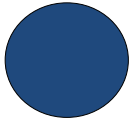
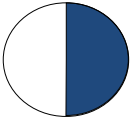

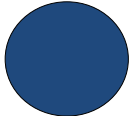
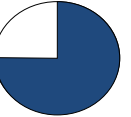
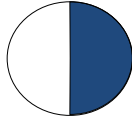


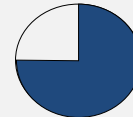
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Evaluation Criteria	<p align="center">Baseline with C1</p> <p align="center">This scenario only includes the preferred complete street C1 alignment. Future developments in the study area cannot proceed without this new complete street.</p>	<p align="center">Alternative D1</p> <p align="center">Multi-Use Trail Alternative D1 with Complete Street C1</p> <ul style="list-style-type: none"> - Parallel to Highland Creek via CP underpass 	<p align="center">Alternative D2</p> <p align="center">Multi-Use Trail Alternative D2 with Complete Street C1</p> <ul style="list-style-type: none"> - Via Complete Street underpass
Healthy Communities Summary:			
<p>Alternative D1 is preferred from a healthy community perspective for the following reasons:</p> <ul style="list-style-type: none"> • Provides a new active transportation facility which increases resilience of the community • Provides a trail connection for residents on the eastern side of Village Green Square, whereas residents on western side of Village Green Square may utilize the Complete Street alternative • Supports and encourages the use of active transportation for all ages and ability within the study area 			
EQUITABLE MOBILITY			
Provide equitable, safe & reliable access to high quality, efficient transit, walking & cycling routes	 <ul style="list-style-type: none"> • Does not provide additional access for walking and cycling 	 <ul style="list-style-type: none"> • The addition of a trail provides a high quality and efficient way of getting to the Agincourt GO Station • Trail alignment is independent of complete street C1 and more efficient for active transportation since they do not need to interface with auto traffic at Cowdray Court/Complete street C1 	 <ul style="list-style-type: none"> • The addition of a trail provides a high quality and efficient way of getting to the Agincourt GO Station • The need to transition between a multi-use trail to uni-directional cycle track at the intersection of Cowdray Court and the complete street is not as safe as option C1
Mitigate vehicular congestion (travel time & intersection operations)	 <ul style="list-style-type: none"> • Does not promote diversion of auto trips to walking or cycling 	 <ul style="list-style-type: none"> • The addition of a multi-use trail will improve convenience for active transportation and encourage a shift to active modes. • With cyclists and pedestrians gravitating to the trail, there will be lower conflicts at other study intersections 	 <ul style="list-style-type: none"> • The addition of a multi-use trail will improve convenience for active transportation and encourage a shift to active modes. • With cyclist and pedestrians gravitating to the trail, there will be lower conflicts at other study intersections • This option introduces more pedestrians and cyclists crossing at the two intersections along the complete street at Cowdray Court and Village Green Square, which are conflicting movements for motorist operations resulting in higher travel time
Compatibility with future transit infrastructure & services	 <ul style="list-style-type: none"> • Compatible with future transit infrastructure and services 	 <ul style="list-style-type: none"> • Compatible with future transit infrastructure and services 	 <ul style="list-style-type: none"> • Compatible with future transit infrastructure and services

Multi-Use Trail (MUT) Evaluation Table

Evaluation Criteria	<p align="center">Baseline with C1</p> <p align="center">This scenario only includes the preferred complete street C1 alignment. Future developments in the study area cannot proceed without this new complete street.</p>	<p align="center">Alternative D1</p> <p align="center">Multi-Use Trail Alternative D1 with Complete Street C1</p> <p align="center">- Parallel to Highland Creek via CP underpass</p>	<p align="center">Alternative D2</p> <p align="center">Multi-Use Trail Alternative D2 with Complete Street C1</p> <p align="center">- Via Complete Street underpass</p>
<p>New/improved pedestrian and cycling routes and connections</p>	 <ul style="list-style-type: none"> There will not be a new/improved pedestrian and cycling route and connection provided 	 <ul style="list-style-type: none"> The MUT can be used by pedestrians and cyclists and forms a secondary route for users both north and south of the CP Rail corridor. This alternative provides redundancy in the network in the event of an incident or maintenance requires closure of the street underpass at the CP Rail corridor Improved access to park space 	 <ul style="list-style-type: none"> The MUT can be used by pedestrians and cyclists and forms a secondary route – primarily for users in the study area north of Cowdray Court only Improved access to park space
<p>Traffic impacts to existing streets/residents</p>	 <ul style="list-style-type: none"> Increased pedestrian and cyclist volumes on the existing streets, which may impede traffic operations in the study area 	 <ul style="list-style-type: none"> The addition of a multi-use trail will decrease pedestrian/cycling volumes on the area streets, reducing constraints to traffic 	 <ul style="list-style-type: none"> The addition of a multi-use trail will decrease pedestrian/cycling volumes on the area streets, reducing constraints to traffic
<p>Network resiliency for emergency service vehicles</p>	 <ul style="list-style-type: none"> Does not address emergency vehicle routing resiliency 	 <ul style="list-style-type: none"> Does not address emergency vehicle routing resiliency Provides access to park and creek for emergency response on bike or on foot 	 <ul style="list-style-type: none"> Does not address emergency vehicle routing resiliency Provides access to park and creek for emergency response on bike or on foot
<p>Equitable Mobility Summary:</p>			
<p>Alternative D1 is the preferred option, because:</p> <ul style="list-style-type: none"> Alternative D1 provides a separate multi-use trail that can serve communities north and south of the CP Rail corridor independent of the complete street. This provides resiliency in the active transportation network and a more consistent user environment along the trail. D1 provides a direct connection to/from the Agincourt GO Station entrance vicinity as well as those traveling to/from the east along Sheppard Avenue. D1 enhances emergency access to the park and creek 			
<p>CONSTRUCTABILITY & DESIGN</p>			
<p>Construction Costs</p>	 <ul style="list-style-type: none"> No cost to build a MUT 	 <ul style="list-style-type: none"> Has the highest construction cost since the MUT length is longer (approximately 645m) than D2 and requires a crossing through the CP Rail abutments. Approximate magnitude of order cost: \$400,000 	 <ul style="list-style-type: none"> Costs associated with building the MUT north of Cowdray Court. Magnitude of order estimate for the approximately 345m long trail: \$150,000 (Note: this assumes that the underpass through the CP Rail corridor is already built as part of complete street C1)

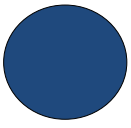
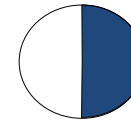
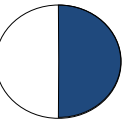
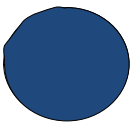
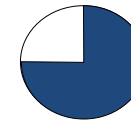
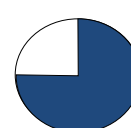
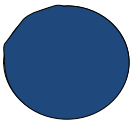
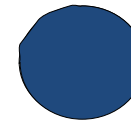
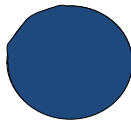
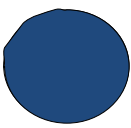
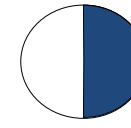
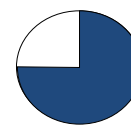
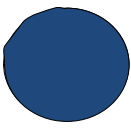
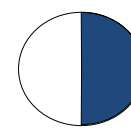
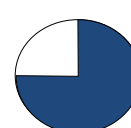
Multi-Use Trail (MUT) Evaluation Table

Evaluation Criteria	<p align="center">Baseline with C1</p> <p align="center">This scenario only includes the preferred complete street C1 alignment. Future developments in the study area cannot proceed without this new complete street.</p>	<p align="center">Alternative D1</p> <p align="center">Multi-Use Trail Alternative D1 with Complete Street C1 - Parallel to Highland Creek via CP underpass</p>	<p align="center">Alternative D2</p> <p align="center">Multi-Use Trail Alternative D2 with Complete Street C1 - Via Complete Street underpass</p>
Impact on Floodplain	 <ul style="list-style-type: none"> No additional impact on the floodplain 	 <ul style="list-style-type: none"> Minor impact to flood storage volumes. Undetectable increase to flood elevations & velocities Exposure of trail pathway to flood impacted areas Exposure of trail to fast moving flood waters near railway crossing (rare instances) 	 <ul style="list-style-type: none"> Reduced minor impact to flood storage volumes. Undetectable increase to flood elevations & velocities Reduced exposure of trail pathway to flood impacted areas Minimal exposure to high flood velocity
Impact on Utilities	 <ul style="list-style-type: none"> No additional utility impact 	 <ul style="list-style-type: none"> If lighting is desired along the trail, it may involve some power extension – typically from the adjacent public streets such as Village Green Square, Cowdray Court and Collingwood Street. Solar options may also be available 	 <ul style="list-style-type: none"> If lighting is desired along the trail, it may involve some power extension – typically from the adjacent public streets such as Village Green Square, Cowdray Court and Collingwood Street. Solar options may also be available.
Lifecycle / Operations and maintenance costs of new infrastructure	 <ul style="list-style-type: none"> No additional maintenance or operating cost for a MUT 	 <ul style="list-style-type: none"> Higher maintenance and operating costs than Alternative D2 since the length of the trail is notably longer than D1. May have maintenance costs associated with CP Rail underpass crossing 	 <ul style="list-style-type: none"> Ongoing maintenance and operating costs (i.e., buffer maintenance, snow clearance, pavement fixes) along the trail
Construction phasing	 <ul style="list-style-type: none"> No additional construction required 	 <ul style="list-style-type: none"> Access impacts to Collingwood Park during construction The construction of the trail under the CP Rail corridor would need to be coordinated with the rail authority to ensure minimal disruption to rail operations Flexibility to construct the MUT in parallel or independent of complete street C1 	 <ul style="list-style-type: none"> Access impacts to Collingwood Park during construction Construction phasing partially dependent on the timing of complete street C1 – particularly near the intersection with the complete street and Cowdray Court
Constructability & Design Summary:			

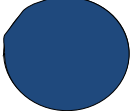









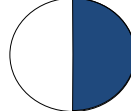







Notwithstanding the 'Do Nothing' option which ranks the highest since it does not involve any new trail construction, Alternative D2 is preferred over Alternative D1 for the following reasons:

- D1 involves a longer trail and thus higher capital and maintenance costs
- The crossing of D1 via the CP Rail abutment is in a vicinity where more complicated staging is involved
- D1 results in slightly more impact to the floodplain system than D2

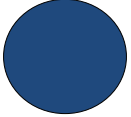
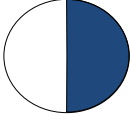
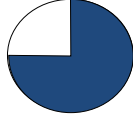



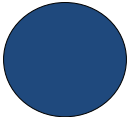
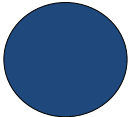




Multi-Use Trail (MUT) Evaluation Table

Evaluation Criteria	<p align="center">Baseline with C1</p> <p align="center">This scenario only includes the preferred complete street C1 alignment. Future developments in the study area cannot proceed without this new complete street.</p>	<p align="center">Alternative D1</p> <p align="center">Multi-Use Trail Alternative D1 with Complete Street C1</p> <p align="center">- Parallel to Highland Creek via CP underpass</p>	<p align="center">Alternative D2</p> <p align="center">Multi-Use Trail Alternative D2 with Complete Street C1</p> <p align="center">- Via Complete Street underpass</p>
SOCIO-ECONOMIC			
Property impacts	 <ul style="list-style-type: none"> No additional private property impact required 	 <ul style="list-style-type: none"> Private property impacts to 4061 Sheppard Avenue East and the Cowdray Court properties 	 <ul style="list-style-type: none"> Private property impacts to 4061 Sheppard Avenue East and the Cowdray Court properties
Changes in neighbourhood characteristics	 <ul style="list-style-type: none"> No change to neighbourhood characteristics 	 <ul style="list-style-type: none"> Potential for minor effects to how the existing Collingwood park space is used Increases access to Collingwood Park from Sheppard Avenue and provides easterly access for neighbourhood south of the rail corridor 	 <ul style="list-style-type: none"> Potentials for minor effects to how the existing Collingwood park space is used Increases access to Collingwood Park from Sheppard Avenue
Impacts to existing land uses	 <ul style="list-style-type: none"> No change to existing land uses 	 <ul style="list-style-type: none"> No significant changes to existing land uses 	 <ul style="list-style-type: none"> No significant changes to existing land uses
Soil contamination	 <ul style="list-style-type: none"> This option will require no additional excavation of shallow soil and existing soil cover will remain undisturbed 	 <ul style="list-style-type: none"> Contaminated soil may be encountered during construction in the vicinity and south of the CP Railway which requires further investigation during next design phase Potential to encounter contamination at 4061 Sheppard E during construction 	 <ul style="list-style-type: none"> Limited impacts due to minimal proposed cut activities associated with this alignment. Shallow soil contamination was not identified in the investigation boreholes in the vicinity of this alignment Potential to encounter contamination at 4061 Sheppard E during construction
Stormwater management	 <ul style="list-style-type: none"> No change in peak flow rates No additional loading to receiving water systems No increase in erosive energy delivered to Creek No change in runoff destination 	 <ul style="list-style-type: none"> Minor increase to peak flow rates without mitigation Minor increase to additional loadings from MUP users Minor Increase in erosive energy to Creek without mitigation Small increase in annual runoff due to additional impervious surface without mitigation Approximately 250 metres of the MUT of the trail will be in higher risk floodplain zones with the potential for higher velocity and flood depths during a storm event. However, trail users can navigate 	 <ul style="list-style-type: none"> Minor increase to peak flow rates without mitigation Minor increase to additional loadings from MUP users Minor Increase in erosive energy to Creek without mitigation Small increase in annual runoff due to additional impervious surface without mitigation Approximately 115 metres of the MUT of the trail will be in higher risk floodplain zones with the potential for higher velocity and flood depths during a storm event. However, trail users can navigate to the




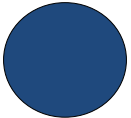

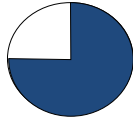


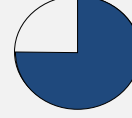
Multi-Use Trail (MUT) Evaluation Table

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		to the west (away from the flood plain) in the event of a larger storm	west (away from the flood plain) in the event of a larger storm
Noise impact management	 <ul style="list-style-type: none"> • No change 	 <ul style="list-style-type: none"> • Addition of MUT facility does not impact noise receptors 	 <ul style="list-style-type: none"> • Addition of MUT facility does not impact noise receptors
Impact to Collingwood Park	 <ul style="list-style-type: none"> • No impacts to Collingwood Park 	 <ul style="list-style-type: none"> • Impacts to the existing Collingwood Park are primarily to edge conditions or within the footprint of existing pathways 	 <ul style="list-style-type: none"> • Impacts to the existing Collingwood Park are primarily to edge conditions or within the footprint of existing pathways
Socio-Economic Summary:			
<p>Notwithstanding the ‘Do Nothing’ option which ranks the highest since it does not involve any new trail construction, Alternative D2 is slightly preferred over Alternative D1 for the following reason:</p> <ul style="list-style-type: none"> • There is greater potential to encounter additional contamination at the rail crossing for Alternative D1. 			
<p>NATURAL ENVIRONMENT</p>			
Impact to wildlife	 <ul style="list-style-type: none"> • No impact to natural features and wildlife habitat 	 <ul style="list-style-type: none"> • South of rail line, alignment travels through CUW • North of rail line, alignment travels through CUM and Parkland but is set back from riparian woodland, FOD7 • Utilizes existing crossing of FOD7/watercourse • CUW provides limited local habitat for urban wildlife species • No significant habitat or species 	 <ul style="list-style-type: none"> • Alignment travels through CUM and Parkland which provide very limited habitat for wildlife • Utilizes existing crossing of FOD7/watercourse • Impact is marginal
Impact to groundwater quality or quantity	 <ul style="list-style-type: none"> • No dewatering required 	 <ul style="list-style-type: none"> • Dewatering is not anticipated to be required for during construction. 	 <ul style="list-style-type: none"> • Dewatering is not anticipated to be required for during construction.
Impact to fish and fish habitat	 <ul style="list-style-type: none"> • No impact to fish and fish habitat • No crossing of watercourse 	 <ul style="list-style-type: none"> • No impact to fish and fish habitat • Use of existing trails and pedestrian crossing of watercourse 	 <ul style="list-style-type: none"> • No impact to fish and fish habitat • Use of existing trails and pedestrian crossing of watercourse

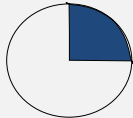

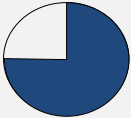
Multi-Use Trail (MUT) Evaluation Table

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Impacts to vegetation	 <ul style="list-style-type: none"> No impacts to vegetation 	 <ul style="list-style-type: none"> Minimizes impacts to trees within the TRCA's regulated area and the Cities Ravine and Natural Feature Protection Limit (RNFP) through use of existing driveway at 4061 Sheppard E, connection to an existing trail, and utilizing the existing crossing of West Highland Creek Proposed Multi-Use Trail route passes through an open canopy section of naturalized areas (i.e. Collingwood Park, and area south of existing Park) and minimizes impacts to existing trees Potential to result in minor vegetation removal and tree root impact in CUW 	 <ul style="list-style-type: none"> Minimizes impacts to trees within the TRCA's regulated area and the Cities Ravine and Natural Feature Protection Limit (RNFP) through use of existing driveway at 4061 Sheppard E and Complete Street, connection to an existing trail, and utilizing the existing crossing of West Highland Creek Proposed Multi-Use Trail route passes through an open canopy section of naturalized areas (i.e. Collingwood Park, and area south of existing Park) and minimizes impacts to existing trees, except where trail connects to the Complete Street
Impacts to species of concern (vegetation and wildlife)	 <ul style="list-style-type: none"> No significant species or habitat impacted 	 <ul style="list-style-type: none"> No significant species or habitat impacted 	 <ul style="list-style-type: none"> No significant species or habitat impacted
Fluvial Geomorphology	 <ul style="list-style-type: none"> No impacts on fluvial geomorphology 	 <ul style="list-style-type: none"> No impacts given existing crossing over the creek will be utilized 	 <ul style="list-style-type: none"> No impacts given existing crossing over the creek will be utilized
Natural Environment Summary:			
<p>Notwithstanding the 'Do Nothing' option which ranks the highest since it does not involve any new trail construction, Alternative D2 is preferred over Alternative D1 for the following reasons:</p> <ul style="list-style-type: none"> Lower impacts to wildlife and wildlife habitat. Lower impacts to vegetation. 			

Multi-Use Trail (MUT) Evaluation Table

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CUTURAL HERITAGE			
Impact to identified potential cultural heritage resources	 <ul style="list-style-type: none"> • No impacts to cultural heritage resources 	 <ul style="list-style-type: none"> • No impacts to cultural heritage resources 	 <ul style="list-style-type: none"> • No impacts to cultural heritage resources
Impact to archaeological resources	 <ul style="list-style-type: none"> • No impacts to archaeological resources are required 	 <ul style="list-style-type: none"> • Property inspection determined the area to be predominantly disturbed by modern construction activities • A number of areas exhibit archaeological potential (e.g. proximity to water sources, historic roadways) and will require Stage 2 Archaeological Assessment • Since the alignment option comes into proximity with the West Highland Creek for a much smaller portion of the trail than Alignment option 1, this option has the least archaeological potential 	 <ul style="list-style-type: none"> • Property inspection determined the area to be predominantly disturbed by modern construction activities • A number of areas exhibit archaeological potential (e.g. proximity to water sources, historic roadways) and will require Stage 2 Archaeological Assessment
Cultural Heritage Summary:			
<p>Notwithstanding the 'Do Nothing' option which ranks the highest since it does not involve additional impacts with the Complete Street option, Alternatives D1 and D2 rank equally for the following reasons:</p> <ul style="list-style-type: none"> • No impacts to potential cultural heritage resources • Both options will require Stage 2 archaeology assessment to be completed. 			

Multi-Use Trail (MUT) Evaluation Table

Evaluation Criteria	<u>Baseline with C1</u> This scenario only includes the preferred complete street C1 alignment. Future developments in the study area cannot proceed without this new complete street.	<u>Alternative D1</u> Multi-Use Trail Alternative D1 with Complete Street C1 - Parallel to Highland Creek via CP underpass	<u>Alternative D2</u> Multi-Use Trail Alternative D2 with Complete Street C1 - Via Complete Street underpass
OVERALL SUMMARY			
OVERALL EVALUATION			
CONCLUSION	<p>Overall, Alternative D1 is slightly preferred over D2 for the following reasons:</p> <ul style="list-style-type: none"> Provides a new active transportation route that is independent of the complete street. This provides flexibility in terms of delivery, construction phasing and also network resiliency for active transportation – particularly to and from Agincourt GO Station. Provides a consistent user environment along the trail as opposed to D2, where a pedestrian and cyclist may need to transition from facilities along the Complete Street to the multi-use trail environment. 		

LEGEND

Rating:

