

Attachment-4: City Building priority evaluation

Decision making criteria for city building projects

The following decision making criteria guides the priorities of this plan and will also inform future annual work plans. Priority 'City Building' projects were identified by the public, stakeholders and the project team.

Fourteen City Building projects were selected as the priority projects. This does not mean that other trails are not important, it means that when ranked against the decision making they rank lower.

Phase A are projects that we will undertake immediately in the short term; Phase B are ones that we will undertake between Phase A and Phase C either because of priority, complexity or capacity; and Phase C are projects that are more complex or have mitigating issues that prevent immediate action.

In addition to the criteria in the chart, City staff will also consider these four criteria as annual work plans and capital budgets are prepared:

- Staffing resources to complete the work
- Staffing resources post construction
- Long-term life-cycling projects
- Consideration for new opportunities as they arise

Decision making criteria evaluation:

Decision making criteria	Description
Alignment with other city infrastructure projects	Projects that align with other infrastructure projects will be ranked highest as they make project implementation more efficient. There are opportunities to piggyback or find efficiencies with existing capital projects to streamline construction of multiple projects.
Adjacent to recently completed trail or active transportation routes	Projects that are beside or link to recently completed trails or active transportation infrastructure will be ranked highest. These projects may be able to find efficiencies with adjacent work and are able to complete the network in a more continuous way.
Opportunity to connect longer segments of trail by closing short gaps	There are some short gaps in the network, if completed, would create a larger continuous network. Short segments that help achieve a continuous system will be ranked highest.
Trail classification (primary, ATN, neighbourhood connector)	Investing in and promoting active transportation is a priority of the Strategic Plan, therefore routes that support active transportation will be ranked highest. Trails that are classified as primary, ATN or neighbourhood connector will be ranked highest.
Identified need, in underserved areas, densely populated areas	Implementing the network equitably is important to ensure all areas have access to trails throughout the city. Using the equity mapping including in Appendix C and the City's intensification corridors and nodes, trails close to these areas will be ranked highest. Trail segments in areas that are underserved by trails will also be ranked highest.

Cost	Higher cost projects can significantly impact financial and staff resources. Understanding how cost affects the fundability of the plan is an important consideration. Higher cost projects will need to be assessed as part of the overall budget process. Higher cost items are balanced against other initiatives across all of Parks and therefore may end up being placed further out in the capital budget, despite being identified as important to the overall network. This will effectively rank lower than lower cost projects.
Grant funding potential	Some projects may rank higher if grants are being used to fund the work or there is an indication that federal or provincial grants will be made available for the type of project proposed. Projects supporting active transportation, community partnerships or key connections would typically rank higher on grant applications. These types of projects may be easier to fund and are ranked higher.
Connection to key city destination/ transportation systems (transit, regional connection)	Trails that provide connections to commercial areas, employment lands, schools, parks or other destinations will be ranked highest. Regional connections can also be considered as key destinations. Evaluation of trails can also include walkability of the area and how the trail will improve connections in the area.
Design/regulatory complexity or feasibility	Implementing complex projects has a significant impact on staff and financial resources. Although important, complex projects will be ranked lower in order to construct some of the less complex projects first.
Community advocacy by trail user groups	Community feedback is one criteria in prioritizing work. Project with advocacy by trail user groups, council or the larger community will be ranked higher.
Willing partner and property impacts	Many trail project require a willing partner to implement the work or to acquire the land. Projects where land may be easier to acquire or a willing partner is known will be ranked higher.

Table 1. Evaluation of priority projects

	Project	Alignment with other City infrastructure projects	Adjacent to recently completed trail/AT sections	Opportunity to connect longer segments of trail by closing short gaps	Primary or ATN routes	Identified need, in underserved areas, densely populated areas	Cost	Grant funding potential	Connection to key city destination/ transportation systems (transit, regional connection)	Design or regulatory complexity	Community advocacy by trail user groups	Willing partner and property impacts	Potential phasing*
1	Complete gap in the Trans Canada Trail (north of Woodlawn Road W near Edinburgh Road). Requires consultation with private landowners, Hydro One, GJR and technical studies (rail safety, environmental) Construct Project	No	No.	Yes. Significantly improves regional connectivity	Primary route	Not in an area of need or dense population	High	Yes, high potential	Significantly improves regional connectivity	Very complex	Noted as most important project.	Moderate but very complex. Land acquisition required.	A
2	Trail connecting Old Hanlon Service Road to Stone Road West (ATN). Involves using the old service road as a trail and acquiring land to connect to Stone Road. Planning Project	No.	Alignment with planned AT route along Stone Road	Yes. Will complete gap in the ATN network	ATN	Close to an area of need and intensification corridor	Low-medium	Medium Connection to other AT routes would rank higher on grant application	Connection to Stone Road Mall and two high schools	Low to medium	Not identified as a trail user group priority project	Likely, would require working with Hydro One	A
3	Speedvale Underpass interim solution (connection from TCT to Riverside Park east) Interim solution includes moving the existing pedestrian crossing. Construct Project	Yes. Speedvale Avenue and bridge replacement project	Yes. Alignment with Speedvale Ave. reconstruction.	Yes. Connection of TCT to a major city asset.	Primary (ATN on east side of park)	Close to an area of need and intensification corridor	Medium for interim solution	Low Interim solution would rank lower on evaluation	Connection of TCT to Riverside Park and to the intensification corridor on Woolwich.	Low to medium	Yes. Identified high priority	Yes. City owned.	A
4	Trail beside Guelph Junction Railway leading from Speevale/Woowich intersection to Woodlawn Road East (behind cemetery) Requires working with Guelph Junction Railway to acquire land. Construct Project	No.	Alignment with intersection improvements at Speedvale/Woolwich and connection of TCT to Downtown	Medium. Longer new connection. Provide direct connection to employment lands and TCT	Primary	Close to an area of need and intensification corridor	Medium	Medium Connection to workplaces would rank higher on grant application	Connection to service commercial and employment lands	Medium (construction beside railway) Rail Safety Audit needed	Identified priority project for connection to TCT	GJR is a willing partner. Would need to acquire land.	B

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5	Trail beside Guelph Junction Railway leading from Arthur Street/Elizabeth Street to Stevenson Street. Requires working with Guelph Junction Railway to acquire land. Construct Project	No.	Alignment with new pedestrian bridge over Speed River	Medium. Longer new connection. Provide direct connection to Downtown from Ward	Primary	Close to an area of need and can provide a connection to the York Road intensification corridor	Medium	Medium Connection to workplaces would rank higher on grant application	Connection to downtown and employment lands	Medium (construction beside railway) Rail Safety Audit needed	Identified priority project as TCT extension	GJR is a willing partner. Would need to acquire land.	B
6	Trail gap between York Road Park and Wyndham Street (near covered bridge) (ATN). Requires working with a landowner to acquire land and environmental studies to build trail in flood plain. Planning Project	No.	Yes. Trail being built on Wyndham Street development	Yes. Will complete a gap in the ATN.	ATN	Located in the Downtown area not in an area of need	Low	Low	Medium. Alternative route available along Wyndham Street.	Complex. Requires EIS and GRCA review.	Yes.	No. Requires land owner negotiation.	B
7	Connection from Stone Road East to Cooksmill Road Involves EIS and land acquisition. Construct/Planning Project	No.	No.	Can provide regional connection.	Tertiary	No.	Low	Community partnership would rank high on an application.	Yes. Connection to Radial Line Trail and city trails along the River	Moderate. EIS and land acquisition may be required	Yes.	Maybe.	C
8	Trail along Edinburgh road from Pailsey to Woodlawn. Involves working with CNR and GJR to acquire land and railway safety audits. Planning Project	No.	No.	Medium. The longer trail will connect the CNR spurline trail and many areas of the city	Primary	Yes. Connects areas of needs to employment lands where there is a low concentration of trails.	High	Medium Connection to workplaces would rank higher on grant application	Connection to service commercial and employment lands	Complex. Requires working with railways.	Yes.	No. Requires land owner negotiation.	C
9	Speedvale Underpass full solution (connection under bridge to Riverside Park west) Replacement of the Speedvale bridge allows for a pedestrian connection. Would need to investigate river retaining walls. Construct Project	No. River retaining walls do not currently need replacement. Trail construction will be paired with this future work.	Yes. Alignment with Speedvale Ave. bridge replacement. River retaining wall needs investigating.	Yes. Connection of TCT to a major city asset.	Primary (ATN on east side of park)	Close to an area of need and intensification corridor	High	High Connection to regional trail would rank high	Connection of TCT to Riverside Park and to the intensification corridor on Woolwich.	Complex.	Yes. Identified high priority	Yes. City owned.	C

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10	Crossing of CNR railway into the Howitt Creek Flood Control Facility trails Requires railway safety audit and EIS. Planning Project	No.	No.	Yes. This connection would connect areas to a new mixed use node and the development to Downtown	Primary	Yes. Identified area of need. Silvercreek development is a community mixed-use node.	Medium	Medium Connection to mixed use node would rank higher on grant application	Connection to future community mixed use node	Complex. Requires working with railways.	No. But there is a culture of use between Howitt Creek Park and the Flood Control Facility	No. Would require discussion with CNR.	C
11	Crossing of Metrolinx railway from Paisley Road into Margaret Green Park Involves detailed technical study and working with Metrolinx Planning Project	No.	Yes. Will align with future plans for active transportation route along Paisley	Yes. Would be a major connection in the West End connecting to ATN.	Primary but connects to ATN	Yes. Area of need and currently underserved by trails.	Very High.	High. Major AT connection would rank high.	Yes. Connection to Margaret Green Regional Park	Very complex	No.	Would need to work with Metrolinx to allow crossing in this location.	C
12	Speed River Trail from skatepark under Halon Parkway to Wastewater Services Very complex and involves MTO, Dolime Quarry, technical studies. Construct/Planning Project	No.	Yes. Aligns to the recent completion of the Silvercreek Park Trail in front of the skatepark.	Yes. Would connect GTHC trails to Cambridge into Guelph trails	Primary (tertiary as interim)	No.	Low	Community partnership would rank high on an application.	Yes. Connection to Speed River Trail and city trails along the River.	Very complex as it involves Dolime Quarry, MTO and a river system	Yes. Very important.	Would need to work with MTO on connection. Involves consultation with Dolime Quarry owner.	C
13	New bridge over Speed River from Municipal Street to Silvercreek Park Planning Project	No.	Yes. Aligns with ATN improvements and new MUP on Municipal Street	Yes. Part of ATN network.	ATN.	No.	Very High.	High. Major AT connection would rank high.	Yes. Part of ATN	Very complex. Involves EA and other technical studies.	Yes from groups but requires consultation with indigenous groups.	Would need initial consultation with indigenous groups.	C
14	Trail connection from the Lawn Bowling Club to Wyndham Street as an interim measure. Construct/Planning Project	No.	Yes. Aligns with ATN improvements.	Yes. Would make valuable connection along the river	Tertiary	Located in the Downtown area not in an area of need	Medium	Low	Connects the river trail network	Moderate. Requires land negotiations	Yes.	Would need land negotiations	C

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15	Building trails in parks that don't current have them Timing depends on playground replacement program Construct Project	Yes. Alignment with playground replacement program.		No.	Secondary routes	Will provide access to green spaces in areas without access and underserved areas	Low	Medium Providing access to green space in underserved areas	Yes. Connection into existing parks and recreation facilities needed for accessibility.	Low design complexity.	No. Overall community would like improvements to existing parks.	Yes. Owned by City	A-C