

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee
From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development
Subject: Gloucester Deferred Trail Segment – Medway Valley Heritage
Forest (South) Conservation Master Plan
Date: February 21, 2024

Recommendation

That, on the recommendation of the Deputy City Manager, Planning and Economic Development;

- (a) That the portion of the pathway and trail system from Gloucester Road (Access 12) to its connection with the pathway in the valley shown on “Appendix A” of the Medway Valley Heritage Environmentally Significant Area (South) Conservation Master Plan **BE APPROVED** as a Level 2 Trail.
- (b) That Parks and Forestry **BE DIRECTED** to consult on the need to establish public access through the City owned Green Acres Drive unopened highway road allowance through to Ambleside Park and report back to the appropriate Standing Committee.
- (c) That the Medway Valley Conservation Master Plan Gloucester Deferred Trail segment item be removed from the Planning and Environment Committee Deferred Matters list.

Executive Summary

The Medway Valley (South) Conservation Master Plan (CMP) was approved in 2021, with the exception of the deferred Gloucester Trail Segment. Council’s approval of either a Level 1 or 2 trail will establish the design parameters, with the final specifications determined during the detailed design process.

Staff are recommending that this segment be approved as a Level 2 which is consistent with the approved 2021 CMP and the City’s Trail Management Guidelines. The feasibility as a Level 2 trail has been determined based on the additional works completed since 2021. A Level 2 trail would also meet Accessibility for Ontarians with Disability Act (AODA) legislated requirements to provide trail access. In addition, a Level 2 trail would provide the least environmental impact in facilitating maintenance access to the Medway Valley trunk sanitary sewer.

The Green Acres Drive unopened highway road allowance remains an unresolved issue from the 2021 Council Resolution. It is recommended that Council provide direction to Parks and Forestry to consult on the need to establish public access to determine the future use of this City owned property.

Linkage to the Corporate Strategic Plan

This recommendation supports the following 2023-2027 Strategic Plan areas of focus:

- Climate Action and Sustainable Growth
 - Waterways, wetlands, watersheds, and natural areas are protected and enhanced.
 - Protect natural heritage areas for the needs of Londoners now and into the future.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

July 26, 2021 – Planning and Environment Committee – Medway Valley Heritage Forest Environmentally Significant Area Conservation Master Plan (South) Phase II and related Official Plan Amendments (File OZ-9367)

April 16, 2018 – Planning and Environment Committee – Conservation Master Plan for the Medway Valley Heritage Forest Environmentally Significant Area (South)

February 6, 2017 – Planning and Environment Committee – Phase 1 Conservation Master Plan for the Medway Valley Heritage Forest Environmentally Significant Area (South)

June 20, 2016 – Planning and Environment Committee – Guidelines for Management Zones and Trails in Environmentally Significant Areas

1.2 Background

Environmentally Significant Areas (ESAs) are considered as the largest, highest quality areas with the City's Natural Heritage System. A Conservation Master Plan (CMP) is a tool identified by The London Plan that Council can adopt for the purposes of providing direction on the management of these areas. The CMP process is undertaken in two phases as prescribed by The London Plan and the City's Trail Management Guidelines and provides substantial opportunities for engagement and participation.

Phase 1 of the Medway Valley Heritage Forest ESA (South) CMP was approved by Council in February 2017 that provides a detailed life science inventory sufficient to formalize and refine ESA boundary delineation, defines management zones based on environmental significance (natural environment, nature reserve or cultural heritage), reviews existing trails and identifies management issues.

Phase 2 was then initiated to determine the goals, objectives, and recommendations for the future management of the ESA including ecological enhancement and restoration, trail planning and design, and priorities for implementation. A Phase 2 CMP was first presented to Council in 2018 and referred back to Staff for additional work. Staff completed the directions noted in the resolution, including removing bridges from the trails plan and completing additional consultation with First Nations, former Environmental and Ecological Planning Advisory Committee (EEPAC, now Ecological Community Advisory Committee (ECAC)), former Accessibility Advisory Committee (ACCAC, now Accessibility Community Advisory Committee (ACAC)), Upper Thames River Conservation Authority (UTRCA) and the community on the eastern side of Medway Creek.

A revised Phase 2 CMP was presented to Planning and Environment Committee on July 26, 2021. Letters of support were received from former EEPAC, former ACCAC, and UTRCA indicating that the revised CMP meets the AODA legislated requirement for establishing additional access opportunities. Letters of opposition and public participation meeting presentations from residents on the eastern side of Medway Creek were also received. Concerns mainly related to the potential pedestrian connection between Green Acres Drive and the Medway Valley trail and pathway system, and the proposed change to the existing trail beginning at the Gloucester Road Access (Access 12) from a Level 1 to a Level 2 trail.

The Medway Valley Heritage Environmentally Significant Area (South) CMP was adopted by by-law at Council on August 10, 2021 with two outstanding items.

- b) that NO ACTION BE TAKEN with respect to implementing the Green Acres Drive connection to the Medway Valley trail and pathway system at this time;*

- c) *the portion of the pathway and trail system from Gloucester Road (Access A11) to its connection with the pathway in the Valley shown on “Appendix B” of the Medway Valley Heritage Environmentally Significant Area (South) Conservation Master Plan BE DEFERRED to be considered at a future meeting of the Planning and Environment Committee following further consultation and review with the adjacent neighbours, the Upper Thames River Conservation Authority, the Environmental and Ecological Planning Advisory Committee and the Accessibility Advisory Committee.*

As the adopted CMP identifies the subject trail as Level 2, should Council confirm a Level 2 in this location, no revisions to the CMP are required. However, should Council choose to approve a Level 1 trail in this location, Staff will introduce a by-law at a future meeting to amend the CMP to identify a Level 1 trail.

This report focuses on the two outstanding items to resolve the Medway Valley South CMP in its entirety: a) whether the Gloucester deferred trail segment should be a Level 1 or Level 2 trail, and b) whether Council should direct that a process be initiated to resolve the future use of the Green Acres Drive unopened highway road allowance.

1.3 Trail Planning and Design in ESAs

Decision-making in ESAs is guided by the Council approved ‘Guidelines for Management Zones and Trails in Environmentally Significant Areas’ (Trail Guidelines). The Trail Guidelines establish policy, process and practice that must be followed when undertaking a CMP and establishing ecological management zones, reviewing existing trails, and planning new trails. Within ESAs, three management zones are to be identified as follows:

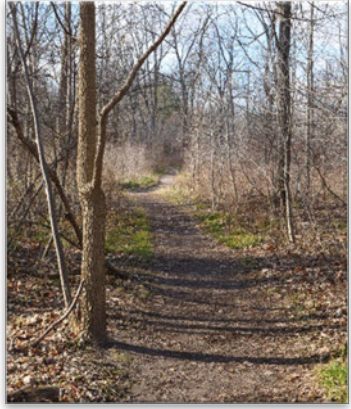


- *Nature Reserve Zone*: These areas represent natural vegetation communities that require the highest level of protection to preserve the ecological integrity of the ESA.
- *Natural Environment Zone*: These are areas with cultural vegetation communities that result from previous disturbances such as land clearing and often contain large numbers of non-native species.
- *Cultural Heritage Zone*: These areas are identified cultural and archaeological features located within an ESA but are distinct from the natural area.

In addition, ‘overlay’ zones may be applied to the underlying management zones if applicable. These include:

- *Restoration Overlay*: This overlay highlights areas within an ESA that require active ecological restoration or special management to improve ecological conditions.
- *Utility Overlay*: This overlay identifies where an existing condition such as a utility site or corridor (e.g. hydro transmission lines, sanitary sewers, gas or water pipeline, etc.) is present within the ESA that precludes ecological restoration.

Based on the identified management zones, appropriate trail types can then be determined. The Trail Guidelines contain three trail levels with Level 1 being the most ecologically sensitive. As such, within a ‘Nature Reserve Zone’, trails are restricted to Level 1. However, both Level 1 and Level 2 trails are permitted within a ‘Natural Environment Zone’ given previous disturbances and the need for restoration activities. Level 3 trails are only permitted in a ‘Cultural Heritage Zone’, areas distinct from the natural area. A summary of trail type specifications is provided below:

Table 1. Trail Type Examples

Level 1	Level 2	Level 3
		
<ul style="list-style-type: none"> • Natural surface • 1.0m (3.3') – 1.5m (4.9') wide • Can be granular in wet areas 	<ul style="list-style-type: none"> • Granular surface • 1.5m (4.9') – 2.0m (6.5') wide • Permeable 	<ul style="list-style-type: none"> • Asphalt surface • 2.0m (6.5') – 3.0m (9.5') wide

As an outcome of a detailed life science inventory, the Medway CMP identified the area containing the trail segment under review as within a 'Natural Environment Zone'. A 'Restoration Overlay' is also applied as the area was previously disturbed and there are large patches of common buckthorn, a highly invasive species that needs to be controlled and/or eradicated. Restoration work is required to restore the area to deciduous forest. As a 'Natural Environment Zone', Level 1 and 2 trails are permitted by the Trail Guidelines for the deferred trail segment. The revised Phase 2 CMP presented in 2021 recommended the trail segment under review as a Level 2 trail based on the Natural Environment Zone, Restoration Overlay, utility considerations and slope considerations.

2.0 Gloucester Deferred Trail Segment

This trail segment under review is approximately 250 metres in length and runs from Gloucester Road to the approved Level 2 trail at the bottom of the slope. It is identified within a 'Natural Environment Zone' with a 'Restoration Overlay'. The management zones and extent of the deferred trail segment are shown on Appendix A.

2.1 Existing Conditions

The trail is accessed from Gloucester Road using an unassumed highway road allowance that has an approximate width of 10 metres, approximate depth of 60 metres, and is zoned Open Space (OS5) in the Z.-1 Zoning By-law. No fixed structures and no landscaping that would inhibit existing uses are permitted within the road allowance.

The surface of the road allowance is a granular that has compacted over time. Overall, the access meets the 'firm and stable' test where it coincides with the existing graveled area. As this is an unassumed highway road allowance, any revisions to the access are required to respect the existing driveway and provide consideration for adjacent access to the east. It is noted that this road allowance is also used as a second access to a multicar garage on the adjacent property at 1607 Gloucester Road. In 2017, an addition to the garage was constructed bringing this home close to the road allowance.

The existing ESA access sign is located approximately 60 metres from Gloucester Road at the rear of the road allowance. It is barely visible from Gloucester Road. It is not evident that this is a public space and trailhead that members of the public are free to enter.

Beyond the gravel portion on the road allowance and ESA access sign, the trail descends into the Medway valley. The current path is a historic desire line with an approximate slope of 11.5 degrees. The fall line directs water down the existing trail alignment from the top of the bank into the valley. As a result, the dirt trail material has eroded and trail gouging of up to a foot in depth has occurred in places. Staff note that the trail needs to

be realigned to some degree and works need to be undertaken to address risk management and erosion issues regardless of the trail being identified as Level 1 or 2.

Council's approval of a Level 1 or a Level 2 trail will establish the design parameters, with the final specifications determined during the detailed design process. Conservation master plans lay out these conceptual trail design parameters, but the ultimate alignment, final materials and grading specifics are finalized during the detailed design process.

It is also noted that a 975 millimetre trunk sanitary sewer that services most of northwest London is located within the Medway Valley that follows the approved Level 2 trail at the bottom of the deferred trail segment. The deferred trail segment provides the only viable access for operational repairs and emergencies like sewer blockages for the portion of the trunk sewer between Miggisie Lawson Park and Elsie Perrin Williams Estate as Medway Creek prevents access to this area from the north and east, and there is a steep slope on the trail into the valley that is accessed from Windemere Road.

2.2 Trail Options

As identified in the 2021 staff report, a key element for the rationale of the deferral was to determine whether a sustainable trail at this location would require switchbacks or other works to reduce the grade of the walking surface. Since the Council deferral in 2021, two conceptual alignments have been developed to assist in assessing feasibility and implications. The two conceptual alignments (A and B) are identified in Appendix C.

Alignment A: This meander approximately follows the existing trail alignment, while increasing the run 6 metres on the upper section and 2 metres on the lower section. This increased run allows for the average slope to be reduced from approximately 11.5% to 10-11% along the upper section and to 3.5% - 4.5% along the bottom section. This alignment is the closest footprint to the current alignment that will allow for sustainable trail methods to be implemented. This alignment would facilitate a Level 1 or a Level 2 trail with grades that exceed the 10%

Alignment B: This meander extends beyond the existing alignment to facilitate greater accessibility and sustainable trail implementation methods. It proposes to increase the run 59% along the upper section and 4 metres on the lower section resulting in a decrease of the trail slope to 6-7% along the upper section and 3-4% along the bottom. The larger meander extends further into Natural Environment Zone and Restoration Overlay identified for invasive species removal. This alignment would facilitate either a Level 1 or Level 2 trail with its reduced slope able to provide for greater accessibility.

To understand the technical feasibility of the conceptual alignments, the following work has been undertaken to date:

Geotechnical Opinion Letter

Golder Associates was retained to assess the feasibility of the conceptual alignments to determine if slope stability was a concern. Both alignments were considered suitable and would not result in slope stability issues.

Archaeological Assessment

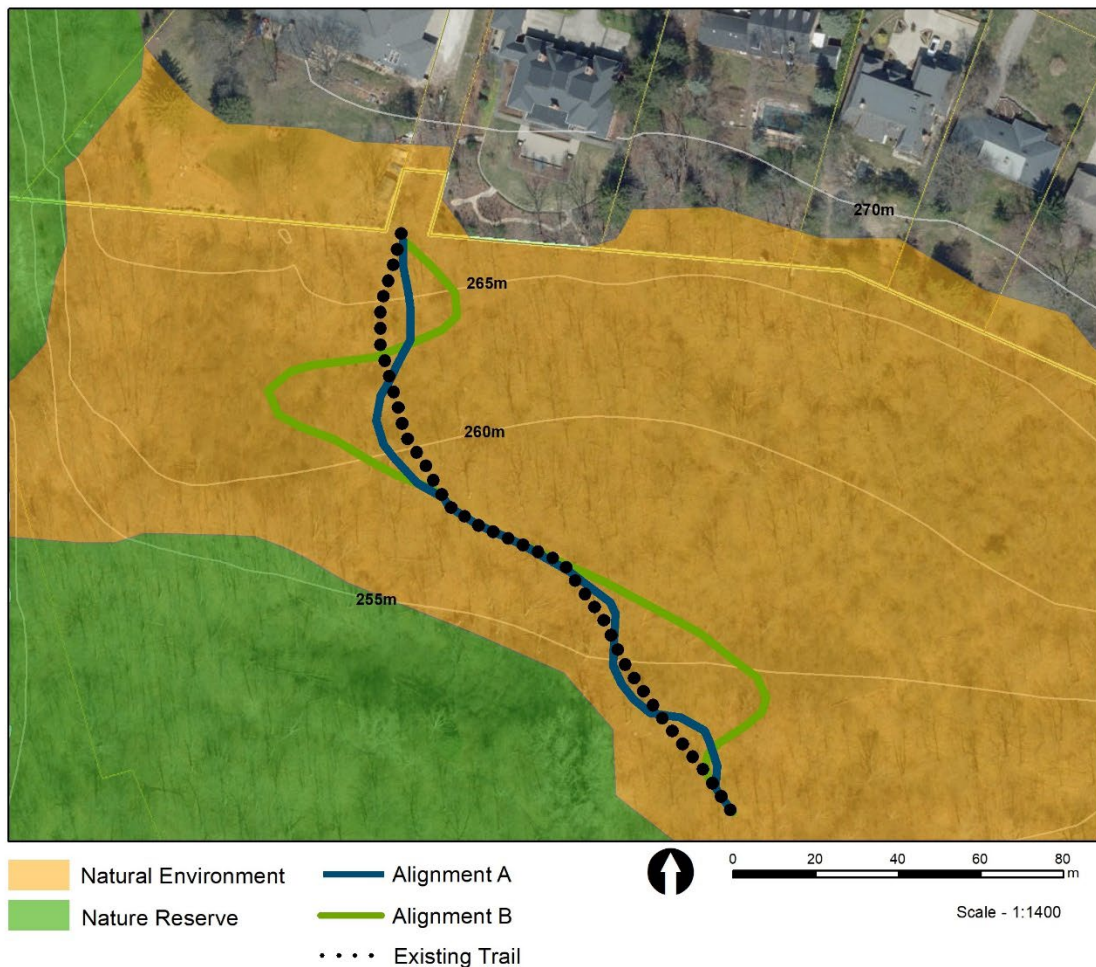
Timmins Martelle Heritage Consultants was retained to complete a Stage I Archaeological Assessment. The assessment noted that earth disturbance beyond laying material will require a Stage II assessment as the area has a high potential for archaeological significance. As such, Staff will leverage precautionary construction methods which limit ground disturbance. These methods are utilized across the City to reduce archaeological considerations and avoid Stage II and Stage III concerns.

UTRCA Regulatory Assessment

Staff consulted with the UTRCA Regulatory department to ensure that there were no concerns with the proposed alignments. UTRCA Staff identified no feasibility

concerns based on the conceptual alignments but did note that a Section 28 permit would be required if any works require base materials to be placed.

The two conceptual alignments are shown below. While both alignments have been determined to be feasible from a slope and regulatory perspective, these are conceptual. The ultimate alignment, final materials and grading specifications would be determined during the detailed design stage as routing may need to be adjusted to avoid micro-level constraints such as non-invasive trees. While Alignment B provides for greater accessibility, Staff anticipate that micro-siting constraints will result in an ultimate alignment that may be closer to Alignment A in many locations.



2.3 Community Consultation

Substantial consultation associated with this project has been undertaken over the last ten years. The 2023 process included site meetings held with the access adjacent Owners and a community meeting at Sherwood Library to share updates on the project and receive community input. A project webpage has also been active through the process to provide information and receive feedback.

Adjacent Owners to Access A12, UTRCA, ECAC and ACCAC

In November 2023, Staff met onsite with the owners adjacent to the A12 access from 1597 Gloucester Road and 1607 Gloucester Road. A representative from the Ecological Community Advisory Committee, Upper Thames River Conservation Authority's ESA Team and a delegate from the Accessibility Community Advisory Committee also attended to answer questions on sustainable trail development and how the trail segment was selected as a Level 2 trail during 2021 plan development.

The owners of 1607 Gloucester Road at that time were not supportive of any proposed changes to be made to the access area or the proposed revision of the trail to a Level 2.

The owners of 1597 Gloucester Road were not supportive of the proposed revision of the trail to a Level 2. Discreet signage and managing overland waterflow were important items noted during the meeting. They requested that any relocation of the access signage generally remain in the current location and not be brought closer to Gloucester than the existing graveled area. They were not supportive of trail realignment closer to their fencing but were receptive to being consulted as part of any future work on native species plantings that could improve privacy at the back of their property.

Meeting notes are attached in Appendix D. Despite several revisions, Staff were unable to reach a shared understanding with the owners of 1607 Gloucester Road on the contents of the November 9th meeting minutes.

Community Meeting

An open house was held on December 14, 2023 at Sherwood Forest Library from 3 pm to 6 pm. A notice of open house was circulated to residents within 120 metres from the eastern edge of the ESA property and previous registrants of the 2021 community meeting. See Appendix E for notice.

The focus of the Open House was to provide an update regarding the conceptual alignments and technical work that have taken place since 2021 and provide an opportunity to provide input on the proposed trail Level for the Gloucester deferred segment. 41 members of the public attended.

Tally votes were collected on the desired trail level (Level 1 or Level 2) along the segment as well as the trail footprint (moderate or small meander). The tally vote results from the community meeting were divided with 30 selecting Level 1, and 11 selecting Level 2. 28 favoured Option A (small meander), while 13 favoured Option B (moderate meander).

Comment sheets provided participants with an additional opportunity to communicate concerns and support.

Comments Received

Comments received through the 2023 process included support and opposition for both Level 1 or Level 2 trails, and support and opposition to updates to Access 12. Overall comment themes were similar to those identified during the 2021 consultation. Comments in opposition were received from the owners of the properties adjacent to Access 12. A previous neighbourhood petition from 2018 opposing changes was also submitted that noted concerns with safety, nuisance, no public demand or need and liability.

Other community comments received through the process related to a desire for more parking near trails city-wide and the need for an appropriate access to maintain the sewer trunk. Residents also shared confusion as to why this consultation was going forward as some understood the 2021 resolution as the final project stage and expressed general dissatisfaction with the consultation process.

Comments received through the 2023 process are found in Appendix F.

2.4 Discussion and Considerations

The existing path has an approximate slope of 11.5%. The alternative path into the valley (Access 13 from Windemere Road) traverses a Nature Reserve Zone and includes a section with a 44.5% slope. Within the definition of recreational trails, an AODA compliant slope is 10% however 8% is a best practice target. Given the Nature Reserve Zone and slope, the trail from Access 13 (Windemere) was determined to be not feasible as a Level 2.

Level 1 Trail

The current level 1 trail has never been brought up to basic sustainable trail standards and is facing increasing erosion concerns. While Level 1 trails generally have a natural earth surface, in instances of erosion on slopes, the Trail Management Guidelines in Section 7.1.1 notes *Poorly drained and permanently wet soils generally do not make for*

good trail surfaces. Where rerouting is not feasible, alternative trail surfacing such as boardwalks or granular materials should be used to prevent environmental impacts associated with compaction, trail widening and alteration of drainage. If a Level 1 is directed by Council, trail improvements would still be required and granular may still be needed along parts of this segment to address erosion concerns.

Level 2 Trail

As the existing Level 1 trail is located within a Natural Environment Zone, conversion to Level 2 is consistent with the Trail Guidelines. Level 2 trails are to have a non-erodible surface (e.g. granular) to create a firm and stable surface thereby improving accessibility for more people compared to a Level 1 trail. The Trail Guidelines in Section 2.4 note that *'firm and stable surfaces may be permitted within specified zones to accommodate persons with disabilities or to best protect the natural features from heavy use.'* To achieve this, a Level 2 trail is typically 0.5m (1.6') wider than a Level 1 trail.

Based on the life science inventory completed as part of the CMP, Natural Environment Zone, and Restoration Overlay noting management activities are required here due to large patches of buckthorn to be controlled, the long-term impacts to the natural feature are not expected to be any different than a Level 1 trail. Some residents are supportive of this trail segment as a Level 2 trail, but most in the immediate vicinity are opposed.

Utility Considerations

As noted, a large trunk sanitary sewer is located in Medway Valley which is identified in the CMP with a Utility Overlay. The trunk sanitary sewer is 36 years old and requires routine condition assessment every 3 years. For this portion of the trunk, the deferred trail segment provides the only viable maintenance and emergency access as the alternative traverses a Nature Reserve Zone and includes a section with a 44.5% slope (Access 13 from Windemere Road). It is noted that emergency access to the portion of the trunk on the west side of Medway Creek was required on September 29, 2023, to alleviate a sewage blockage. Equipment was able to use a firm and stable Level 2 trail for access.

Improved Access 12

In support of the either a Level 1 or 2 trail, minor works to formalize Access 12 would be required. A minor regrading of the existing driveway which already meets the firm and stable test, bringing forward the ESA signage approximately 5-10 metres, and adding short posts to demarcate the access would be included. Any improvements to the existing access conditions at Access 12 would be considered beneficial to its recognition as a public space and improving accessibility, mainly surface stability. Given existing erosion issues, modifications to the existing trail at the top of the trail within the City owned road allowance may also be necessary. This would also support emergency access to the trunk sanitary sewer should a blockage occur. Some residents are supportive of access revisions but most in the immediate neighbourhood are opposed.

Preferred Trail Level

As the science and policy framework that proposed the trail segment remain the same as in 2021, Staff are recommending that this segment be approved as a Level 2. This recommendation aligns with the AODA legislation to provide more access where appropriate, is consistent with the approved 2021 CMP and the City's Trail Management Guidelines and has been determined to be feasible based on the additional works completed since 2021.

Moreover, a Level 2 trail with a firm and stable surface would allow for maintenance equipment to access the sanitary sewer in response to emergencies without the need for unplanned tree removals or other environmental impacts.

3.0 Green Acres Drive Unopened Highway Road Allowance

Significant encroachments on the City unopened road allowance between 74 and 84 Green Acres Drive have been identified as an issue since at least 2005. Existing

encroachments including brick walls, wood fences, and sheds are constructed on City owned property.

The Parks and Recreation Master Plan identifies connectivity and access to recreational amenities such as playgrounds as important aspects of a liveable city. To facilitate recreational access, the City staff identified a need for a connection in 2018 and consulted with the owners at 74 and 84 Green Acres Drive in developing several options to facilitate a connection over city-owned lands from Green Acres Drive to the adjacent 257 Ambleside Drive. This would provide a connection from Green Acres Drive to Ambleside Park that would greatly reduce walking distances to playground amenities and not require use of an arterial road. Options provided consideration for the current driveway access of both properties to their garages and established a public throughway, on City owned land. The initial concepts developed in 2006 and 2010 are provided in Appendix B.

While the road allowance falls outside of the ESA, the Phase 2 CMP identified that the connection would also be able to serve as an appropriate routing of users away from rare plant communities and facilitate the closure of the North/South informal trail in the valley between Gloucester Road and Glenridge Crescent/Ambleside Park that forces trail users to trespass on private property along an eroding bank and dangerous slope.

Council direction in 2021 was that no action be taken at 'this time' to implement the Green Acres Drive connection to the Medway Valley trail and pathway system. No further actions have been taken by Staff since 2021 as directed by the Council Resolution. However, in resolving the Medway Valley CMP this outstanding issue remains.

As the encroachment issues have not been resolved and there remains the potential for improved connectivity, it is recommended that Council provide direction to consult on the need to establish public access through the unopened highway road allowance to Ambleside Park and report back to the appropriate Standing Committee. As the road allowance is located outside of the ESA, this would be facilitated by Parks and Forestry staff.

4.0 Financial Impact

There is no immediate financial impact associated with this report. Future implementation of either a Level 1 or Level 2 trail will use funds as available in the Planning and Development 'Maintain Environmentally Significant Areas' budget.

Conclusion

Staff recommend the Gloucester deferred trail segment as a Level 2 trail based on the feasibility, conformity with the City's approved Conservation Master Plan, conformity with the Trail Management Guidelines and in support the long-term ecological integrity of the Medway Valley Heritage Forest. This project meets the legislated requirements of the Accessibility Disability Ontarians Act.

Staff are requesting direction from Council on next steps to resolve the Green Acres Drive unopened highway road allowance.

Prepared by: Emily Williamson, MSc
Ecologist Planner, Community Planning

Reviewed by: Kevin Edwards, MCIP RPP
Manager, Community Planning

Reviewed by: Heather McNeely, MCIP, RPP
Director, Planning and Development

**Recommended and
Submitted by:**

**Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic
Development**

Appendices

Appendix A: Gloucester Deferred Trail Segment Location Map and Utility Overlay Map

Appendix B: Previous Green Acres Drive Concept Maps

Appendix C: Conceptual Alignments

Appendix D: Access Adjacent Neighbours Meeting Notes

Appendix E: Open House Notice and Materials

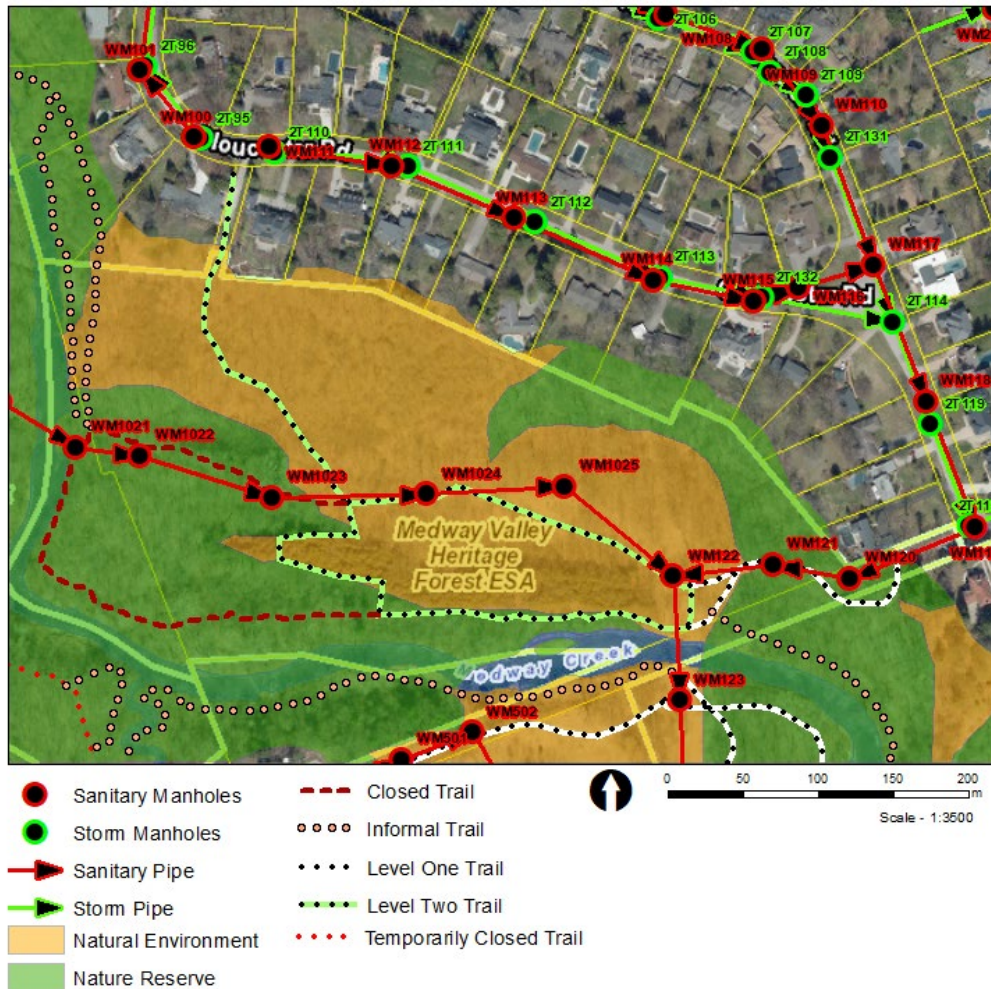
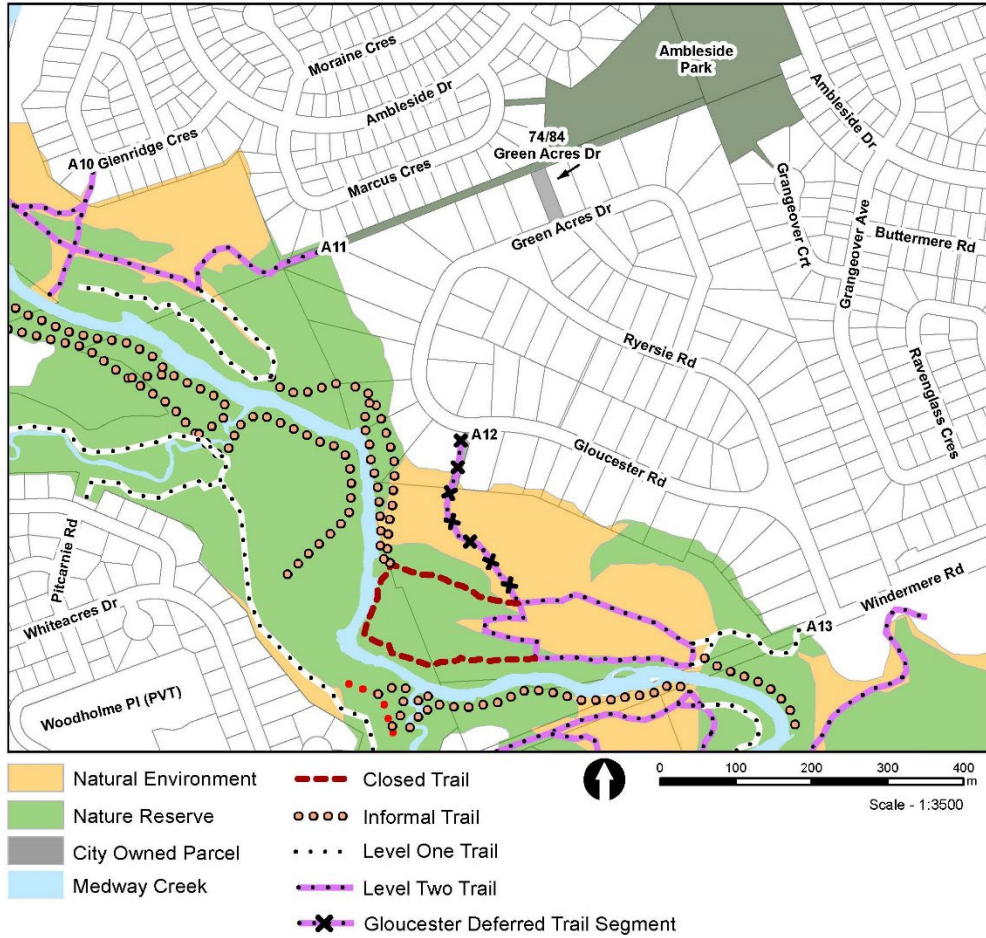
Appendix F: Public Comments

CC: Kelly Scherr, Deputy City Manager, Environment and Infrastructure

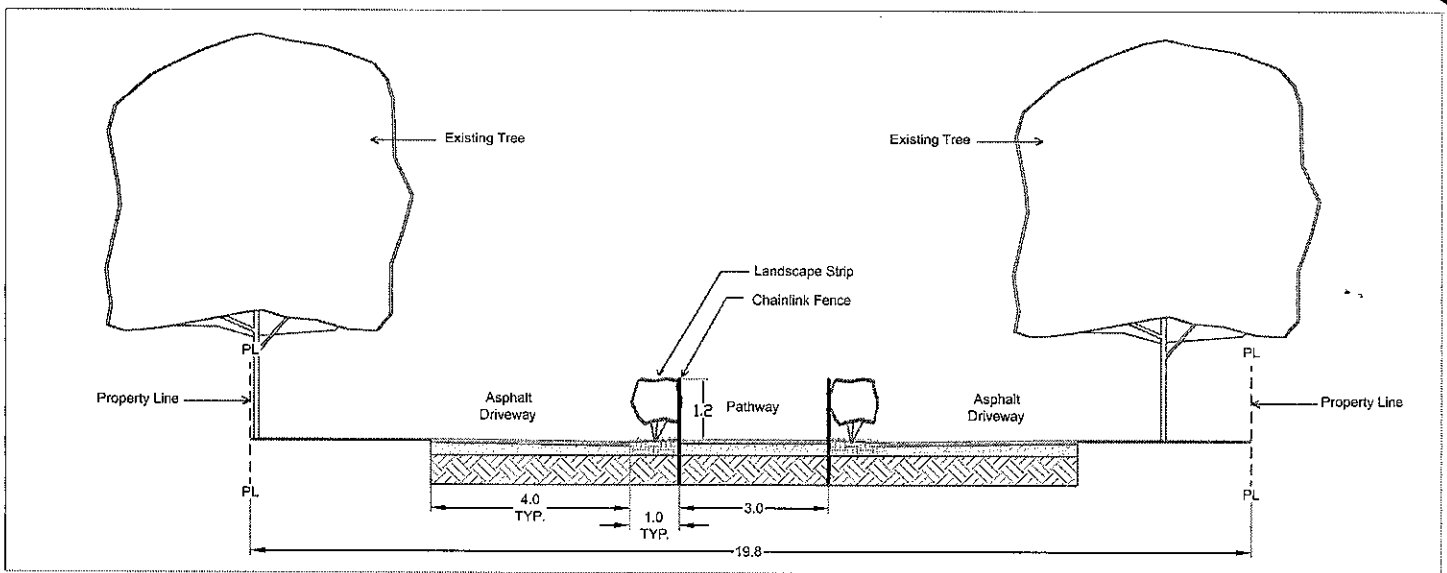
Ashley Rammeloo, Director, Water Wastewater and Stormwater

Paul Yeoman, Director, Parks and Forestry

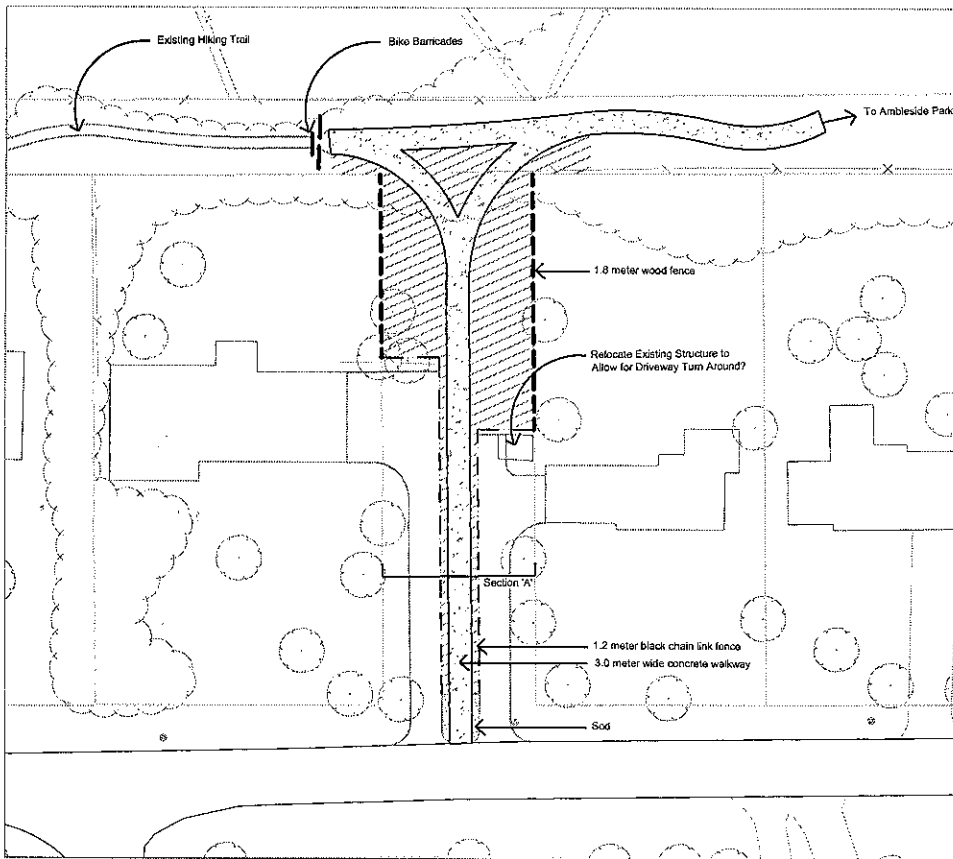
Appendix A: Gloucester Deferred Trail Segment Location Map and Utility Overlay Map



Appendix B: Previous Green Acres Drive Concept Maps



Section 'A'. Typical section of road allowance at entry off of Green Acres Drive. NTS



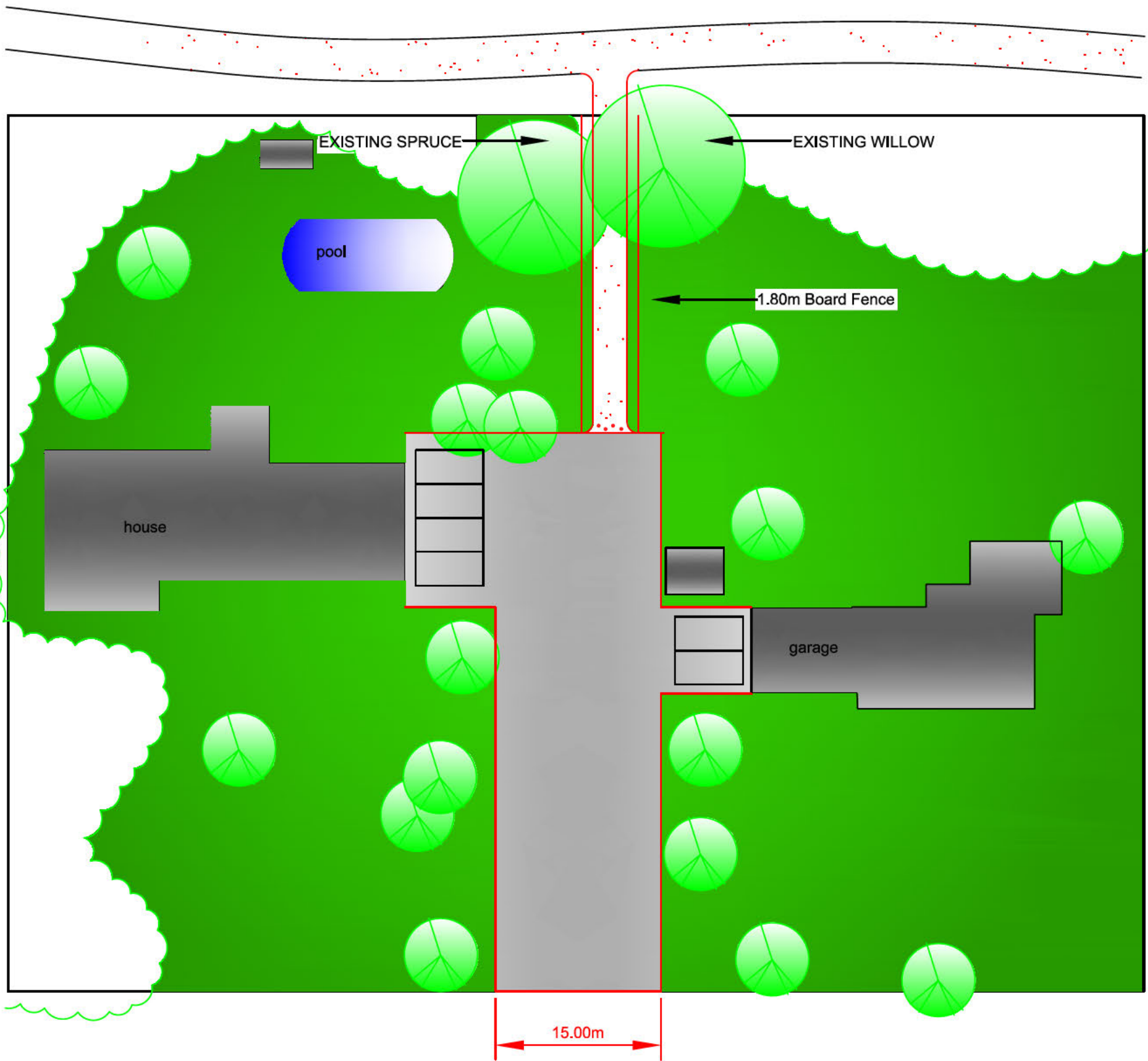
LEGEND:



- 1.2 m (4 ft) black chain link fence
- 1.8 m (6 ft) wood fencing
- Proposed pathway and existing trail system
- Proposed sod
- Proposed naturalization area - native trees, shrubs and grasses
- Existing tree to be saved

Fig 1. Preliminary Concept Layout.

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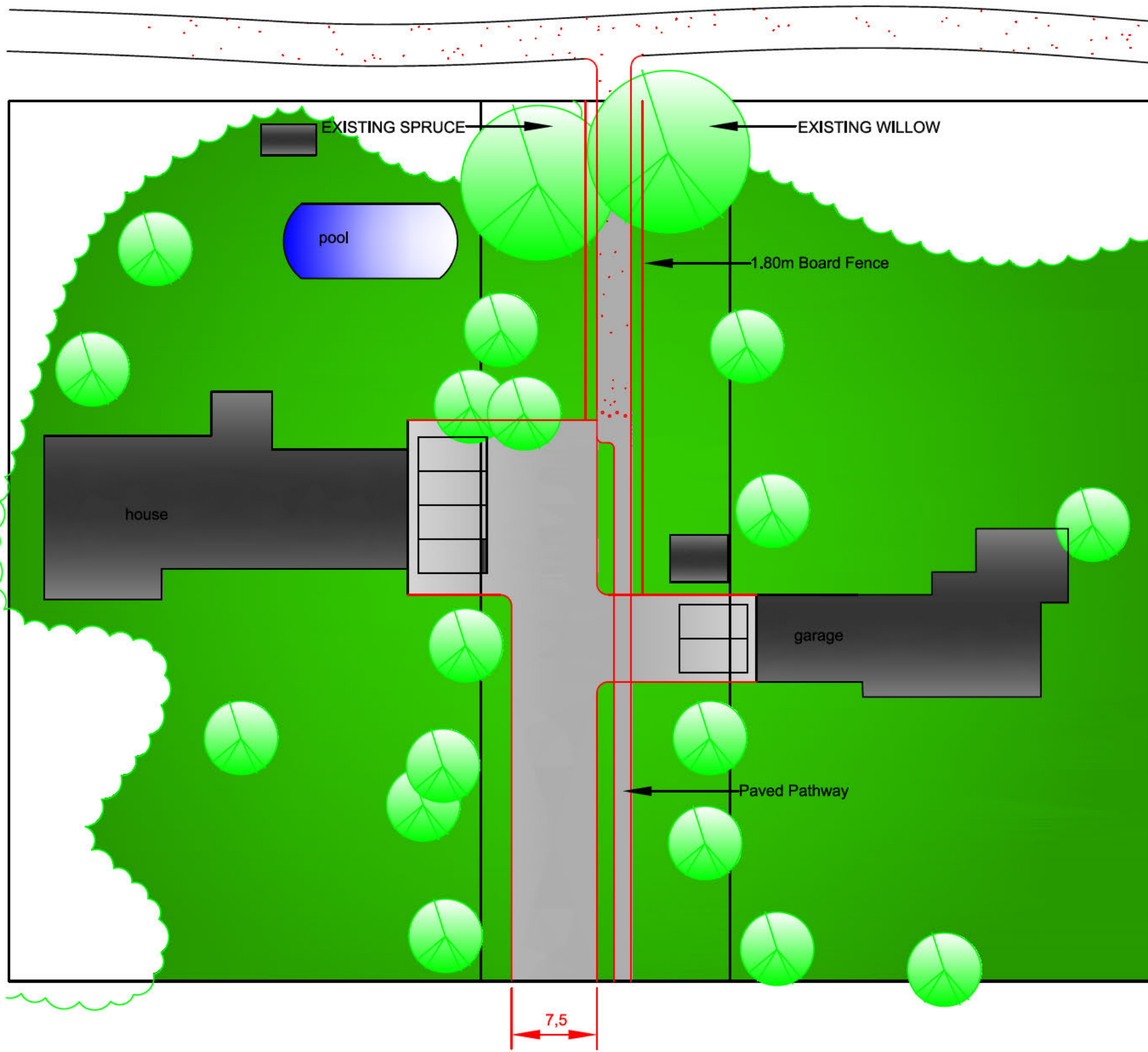
<p>CORPORATION OF THE CITY OF LONDON</p> <p>London CANADA</p>	DRAWING NAME: CONCEPT LAYOUT		
	PROJECT NAME: Road Allowance Between 74 and 84 Green Acres Drive		
PARK NUMBER: P-000	REVISION NUMBER: 1	DATE: March 13, 2006	DRAWING NUMBER: L-1
		SCALE: As Noted	





 CORPORATION OF THE CITY OF LONDON		DEPARTMENT: PARKS PLANNING AND DESIGN		
		PROJECT NAME: Easement and Road Allowance Between 74 & 84 Green Acres Drive		
PARK NUMBER: P-213	REVISION NUMBER: 1	DATE: 08/07/2010	SCALE: NTS	DRAWING NUMBER: Option A

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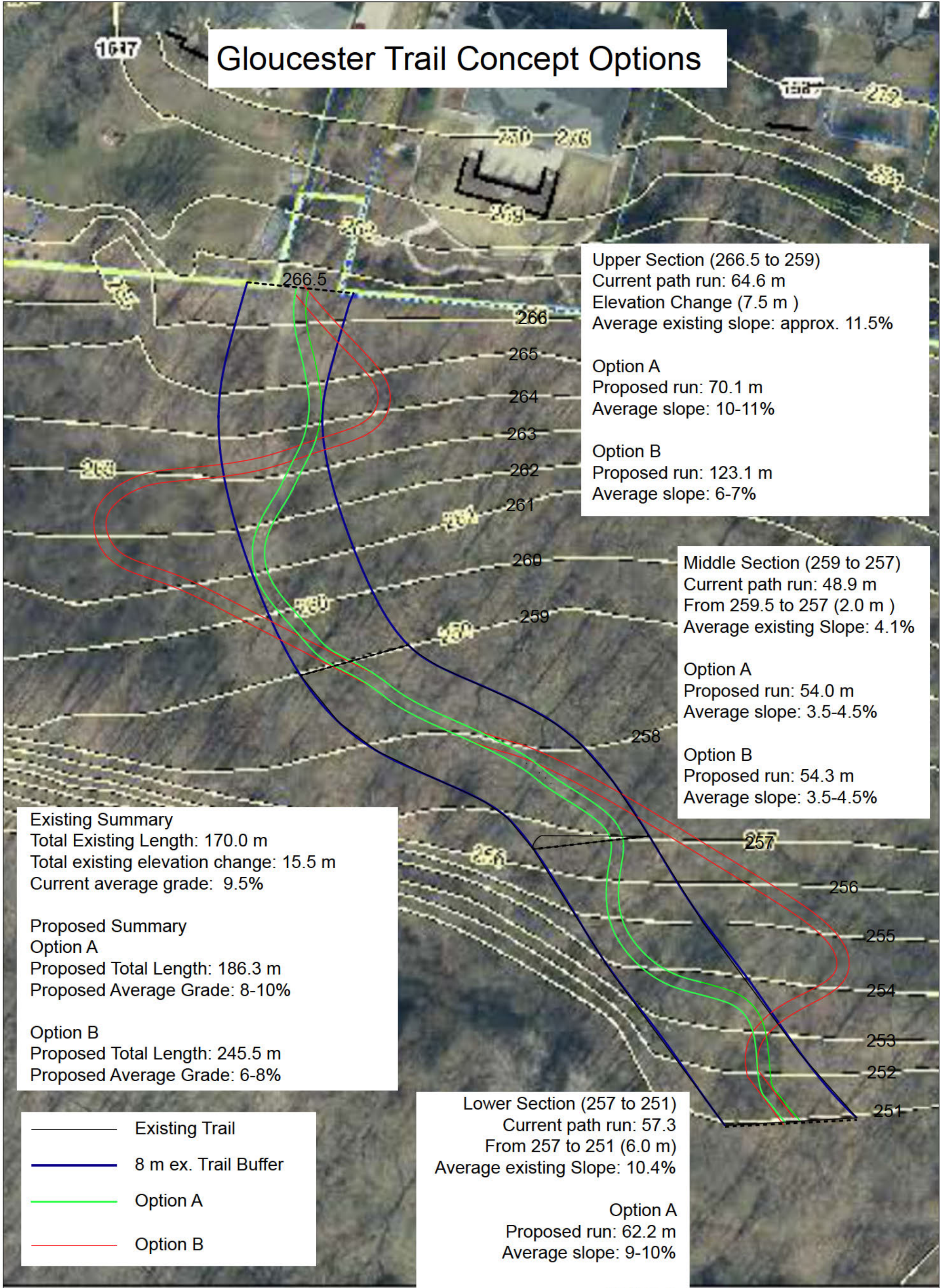
PRODUCED BY AN AUTODESK EDUCATIONAL PRODUCT



 CORPORATION OF THE CITY OF LONDON		DEPARTMENT: PARKS PLANNING AND DESIGN		
		PROJECT NAME: Easement and Road Allowance Between 74 & 84 Green Acres Drive		
PARK NUMBER: P-213	REVISION NUMBER: 1	DATE: 08/07/2010	SCALE: NTS	DRAWING NUMBER: Option B

Appendix C: Conceptual Alignments

Gloucester Trail Concept Options



Upper Section (266.5 to 259)
 Current path run: 64.6 m
 Elevation Change (7.5 m)
 Average existing slope: approx. 11.5%

Option A
 Proposed run: 70.1 m
 Average slope: 10-11%

Option B
 Proposed run: 123.1 m
 Average slope: 6-7%

Middle Section (259 to 257)
 Current path run: 48.9 m
 From 259.5 to 257 (2.0 m)
 Average existing Slope: 4.1%

Option A
 Proposed run: 54.0 m
 Average slope: 3.5-4.5%

Option B
 Proposed run: 54.3 m
 Average slope: 3.5-4.5%

Existing Summary
 Total Existing Length: 170.0 m
 Total existing elevation change: 15.5 m
 Current average grade: 9.5%

Proposed Summary
Option A
 Proposed Total Length: 186.3 m
 Proposed Average Grade: 8-10%

Option B
 Proposed Total Length: 245.5 m
 Proposed Average Grade: 6-8%

— Existing Trail
 — 8 m ex. Trail Buffer
 — Option A
 — Option B

Lower Section (257 to 251)
 Current path run: 57.3
 From 257 to 251 (6.0 m)
 Average existing Slope: 10.4%

Option A
 Proposed run: 62.2 m
 Average slope: 9-10%

Option B
 Proposed run: 68.1 m
 Average slope: 8-9%

Note: This is a concept plan for internal use only. Specific location of proposed options would be determined through survey, tree inventory and detailed design.

Appendix D: Access Adjacent Neighbours Meeting Notes



Meeting Minutes

Project Name: Medway Valley Heritage Forest Conservation Master Plan Phase 2

Attendees:

Salvator Pacifico, Access Adjacent Resident
Silvana Pacifico, Access Adjacent Resident
Samantha Pacifico, Access Adjacent Resident
Jackie Madden, Accessibility Advisory Committee
Sandy Levin, Ecological Community Advisory Committee
Brandon Williamson, Upper Thames River Conservation Authority
Kevin Edwards, City of London
Emily Williamson, City of London

CC:

Jay Menard, Accessibility Advisory Committee

Date: November 9th, 2023. 2 – 4 pm.

Re: Gloucester Deferred Trail Segment

Topic	Comments
1. Introduction	Emily Williamson: <ul style="list-style-type: none">- Overview of the project history and previous community consultation. Project spans 10 years and has numerous public consultation opportunities.- The scope of this consultation is to resolve the Council direction for additional consultation on this trail segment, atypical for such a small section and outside of the typical trails implementation process for Planning and Parks Staff.- Scope of this consultation is limited to the trail segment from Gloucester Drive to the approved Level 2 loop east of Medway Creek.- High-level summary and reminder of the difference between Level 1 and Level 2 trails in ESAs and that the Conservation Master Plan process is prescribed in the Council approved Trail Management Guidelines Document. A copy of the Trail Management Guidelines is attached to the meeting minute circulation.

Topic	Comments
<p>2. Previous Consultation Comments</p>	<p>Sal Pacifico:</p> <ul style="list-style-type: none"> - Notes all the issues and concerns from the last round of consultation including: <ul style="list-style-type: none"> o Neighbourhood not requesting this additional access. o Suggest Level 2 trail will result in an increase in crime. Noted criminologist that participated in the consultation in 2018 and voiced opposition to any changes that would result in increased access to the neighbourhood. o Suggest that increased users will park in front of access 12 on Gloucester Road. o Parking/traffic safety issues at the parking lot and the end of Windemere. o Suggest that this will encourage more people to access the valley. In the past, notes that there have been encampments. o Notes that a resident who lives close to the Windemere access point has witnessed and documented drug use. o Suggest that Level 2 will result in increased bike use in the ESAs. - Doesn't believe that the access beside their home is useful. <p>Brandon Williamson:</p> <ul style="list-style-type: none"> - ESA Staffing does not support constant presence of enforcement officers and enforcement of City Bylaws within the ESA. ESA team completes enforcement blitz in response to ESA use concerns outside of the approved hours and suggests neighbours report instances or typical timing of concerns so that enforcement plans can be catered to address issues.
<p>3. Environmental Impacts</p>	<p>Samantha Pacifico:</p> <ul style="list-style-type: none"> - Noted previous environmental professional experiences on the West Coast as an environmental educator. Has concerns that implementing greater access into the Medway Valley. Notes similar situation in Toronto Cedarvale Ravine. Notes that residents that have been in that area for 50 years felt trails resulted in substantial degradation to the ravine associated with traffic increases. As residents they are concerned and want to keep the area naturalized. <p>Silvana Pacifico:</p> <ul style="list-style-type: none"> - Concerns about using hardening materials such as recycled asphalt material could leech contaminants in the ESA. - Believes that a Level 2 trail goes against nature. - Very concerned that the trail level will result in environmental degradation. <p>Emily Williamson:</p> <ul style="list-style-type: none"> - Noted that additional traffic and interest in the ESA without trail improvements will result in additional damage. Staff are attempting to be proactive, not reactive.

Topic	Comments
4. Planning Context	<p>Emily Williamson</p> <ul style="list-style-type: none"> - The Windemere access is approved as a Level 1. The slope on that segment would require much larger meanders and more environmental impacts to implement, generally. The portion of the consultation is complete and not being considered through this consultation. - The specific materials for the Gloucester deferred trail segment, if approved as a Level 2 trail, would be in-line with the Level 2 material guidelines noted in the Trail Management Guidelines and could include a-gravel or recycled asphalt along the slope. <p>Kevin Edwards:</p> <ul style="list-style-type: none"> - The existing access is an City owned, unassumed, public lane.
5. Accessibility Input	<p>Jackie Madden:</p> <ul style="list-style-type: none"> - Notes that the assessment of the Level 2 trail went through the consultation process prescribed by Council and found a way to meet both the AODA legislative requirements and environmental concerns addressed by ECAC. - A Level 2 trail in this location meets those requirements and can accommodate a firm and stable surface at or close to the AODA slope standard. - ACCAC is open to increasing access for everyone, expanding the user group that can use this trail segment. <p>Brandon Williamson:</p> <ul style="list-style-type: none"> - Noted that Tread Scape (https://www.treadscape.ca/) claims to be able to establish firm and stable trails without having to use a manufactured material. <p>Emily Williamson:</p> <ul style="list-style-type: none"> - Open to assessing the area with a company such as Treadscape to determine if this section could be a pilot project.
6. Consistency Across Medway Valley	<p>Sandy Levin:</p> <ul style="list-style-type: none"> - Level 2 trails and recycled asphalt are included on the main trails on the west side of Medway Creek. These trails meet the 'firm and stable' test in most conditions. <p>Brandon Williamson:</p> <ul style="list-style-type: none"> - 'Recycled asphalt' is a bad name for a good product. Present in multiple other locations in the ESA, including the west side of Medway Creek.

Topic	Comments
<p>7. Access Specific Comments</p>	<p>Sal Pacifico:</p> <ul style="list-style-type: none"> - No desire for additional signage beyond the existing sign. - On-street parking is an issue and believes approving this trail segment as a Level 2 will increase crime. - Concern that there will insufficient street parking and possibly parking in the City owned, unassumed public lane/ driveway. - Does not believe that a no parking sign on the road will address concerns about parking. - There is an insufficient turning radius on Gloucester Road to accommodate more people using the ESA than are currently using it and considers the road narrow. Concerned that there will be additional congestion. Very concerned about creating a hazardous situation for pedestrians and motorists. - Suggest that Staff and the retained consultants have an agenda they are pushing forward. - Suggest other access should be Level 2 with the parking at Windemere. <p>Emily Williamson</p> <ul style="list-style-type: none"> - Identified that there are native planting opportunities along the access and fencing to differentiate the public space from the private space.
<p>8. Trail Segment Specific</p>	<p>Brandon Williamson:</p> <ul style="list-style-type: none"> - Existing trail alignment does not meet the sustainable trail standards. - The trail segment fall line collects water that continues to erode away the surface. - Erosion issues will require a trail remediation so that trail is maintained to standard. - Seeps coming from the slope are determining the trail fall line. - Barricades are used to prevent bike access. Notes that the types of trails that mountain bikers seek out are rugged and steep like those that currently exist (single track) rather than accessible moderately sloped trails. - Most trails are created by desire lines, not be sustainable trail practices. It's then the job of the management team to find appropriate ways to increased the sustainability and reduce the impacts that these trails cause long term, while ensuring user safety. <p>Emily Williamson</p> <ul style="list-style-type: none"> - Erosion concerns may require a sustainable trail plan and associated meanders regardless of the approved Level 1 or Level 2 trail segment. It's important to also note that the material will be dependent on the specific site conditions. The trail material could include a-gravel or recycled asphalt.

Topic	Comments
9. Next Steps	<p>Emily Williamson:</p> <ul style="list-style-type: none"> - Staff will be coming forward with a recommendation to PEC in February. - A community open house will be held at Sherwood library on December 14. The notice is available on the GetInvolved website. An email will be circulated to all subscribed participants and a mailout will be completed for all residents within 120 m of the access. All those residents that submit comments and their addresses to the 2018 and 2021 PEC meetings will also be included in the mailing list. - Staff will circulate a link to the PEC report, once available. <p>Sandy Levin:</p> <ul style="list-style-type: none"> - Residents can request delegation status to speak at committee by sending a pre-emptive email to Clerks requesting that they reach out when the report is received in advance of PEC.
10. Summary	<p>Staff and ECAC/ACCAC/ UTRCA met onsite with access adjacent neighbours to discuss the deferred trail segment.</p> <p>Staff note that the policy guidance, study findings and legislative triggers to adopt this segment as a Level 2 trail remain the same from previous consultation rounds. Additional works including Geotech, Archaeology Stage 1 and a refined concept have been completed to provide the access adjacent neighbours and community with a greater understanding of the feasibility and greater design certainty of the concept for this planning process. If the segment is not approved as a Level 2, the approved Level 2 loop at the base of the slope will only be accessible by Level 1 trails.</p> <p>The Pacificos are extremely concerned that the approval of a Level 2 trail access rather than a Level 1 will result in environmental degradation. They request that Staff recommend leaving the access and trail as it is, Level 1, and that no further work is completed. They are opposed to any trail realignment or refinement that changes the current conformation. They did not express interest in access design options of fencing, signage or plantings.</p>



Meeting Minutes

Project Name: Medway Valley Heritage Forest Conservation Master Plan Phase 2

Attendees:

- George Sinker, Access Adjacent Resident
- Sydney Sinker, Access Adjacent Resident
- Cole Volkaert, Upper Thames River Conservation Authority
- Kevin Edwards, City of London
- Emily Williamson, City of London

Date: November 28th, 2023. 11– 12 pm.

Re: Gloucester Deferred Trail Segment

Topic	Comments
1. Introduction	<p>Emily Williamson:</p> <ul style="list-style-type: none"> - Overview of the project history and previous community consultation. Project spans 10 years and has numerous public consultation opportunities. - The scope of this consultation is to resolve the Council direction for additional consultation to the trail segment from Gloucester Drive to the approved Level 2 loop east of Medway Creek. <p>George/Sydney Sinker:</p> <ul style="list-style-type: none"> - Open to working with the City to align on the best approach while also noting that they may not support the final recommendation if it causes undue impacts to their property.
2. Planning Context	<p>Kevin Edwards:</p> <ul style="list-style-type: none"> - The existing access is a City owned, unassumed, public lane. <p>Emily Williamson</p> <ul style="list-style-type: none"> - The specific materials for the Gloucester deferred trail segment, if approved as a Level 2 trail, would be in-line with the Level 2 material guidelines noted in the Trail Management Guidelines and could include a-gravel, recycled asphalt or boardwalk where appropriate along the slope. - Windemere access is approved as a Level 1. The slope on that segment would require much larger meanders and more environmental impacts to implement, generally. That portion of the consultation is complete and not being considered through this consultation. <p>George/Sydney Sinker:</p> <ul style="list-style-type: none"> - Note that their property does not encroach onto the unassumed public lane.

Topic	Comments
	<p>Cole Volkaert:</p> <ul style="list-style-type: none"> - Notes that the area falls within the UTRCA Regulatory Limit. Will follow-up with the Regulatory Line.
<p>3. Access Specific Comments</p>	<p>George/Sydney Sinker:</p> <ul style="list-style-type: none"> - Open to sign being relocated forward toward Gloucester Road for greater access visibility but only to the existing graveled section ~ 8-10 m forward. Believe this will sufficiently demarcate this as a public space. - On-street parking is an issue and believes approving this trail segment as a Level 2 will increase parking infractions. Requests that should this be approved as a Level 2 segment that 'No Parking' signs are included along Gloucester Road. - Noted that erosion at the access point and down the trail is the result of filling activities at 1607 Gloucester that occurred around 2017. Substantial trees were removed and fill was placed in the back yard. Fill, logs and debris were pushed onto the western portion of the public lane, and as a result trail users are now directed to the easterly side of the access. - Noted that cedars were also planted in the lane in the same period which further direct trail users to the easterly side. - Opposed to additional fill material being added to the existing driveway surface north of the access sign. Open to regrading of existing material, however noted that the filled area adjacent to the 1607 Gloucester fenceline is already firm and stable. - Open to native plantings within the access south of the existing gravel 'driveway' and potentially behind their property to increase privacy. - Open to ESA posts demarcating the access, but don't believe that a bike barrier would be helpful. - Note that the fence at 1607 Gloucester has a 7' board on board fence, providing privacy, while 1597 Gloucester has a low iron fence which does not provide privacy. <p>Emily Williamson:</p> <ul style="list-style-type: none"> - Identified that there are native planting opportunities along the access and fencing to differentiate the public space from the private space. Suggested species could include service berries, native conifers and ninebark. - As part of any trail improvement project, the City is supportive of including the Sinkers in native planting plans for beside or behind their property. - Addressing the invasive species and dead/declining trees within the access would be the first stage in advance of the final detailed design. - Looking for opportunities to clearly define this City owned, unassumed road as a public space that welcomes users. The current access is unclear.

Topic	Comments
	<ul style="list-style-type: none"> - Note that adding road signage would be a conversation with Road Operations and that there is a mechanism to request no parking signs. <p>Kevin Edwards:</p> <ul style="list-style-type: none"> - At the height of the pandemic there were only two locations in the City where parking concerns were raised concerning ESA access points. There have been no complaints from residents since. <p>Cole Volkaert:</p> <ul style="list-style-type: none"> - Barricades are used to prevent bike access. Notes that the types of trails that mountain bikers seek out are rugged and steep like those that currently exist (single track) rather than accessible moderately sloped trails.
4. Trail Segment Specific	<p>Emily Williamson</p> <ul style="list-style-type: none"> - Erosion concerns may require a sustainable trail plan and associated meanders regardless of whether the trail segment is approved as Level 1 or Level 2. It's important to also note that the material will be dependent on the segment conditions and is finalized at detailed design. The trail material could include a-gravel or recycled asphalt. - High-level summary and reminder of the difference between Level 1 and Level 2 trails in ESAs and that the Conservation Master Plan process is prescribed in the Council approved Trail Management Guidelines Document. - Addressing the invasive species and dead/declining trees within the access would be the first stage in advance of the final detailed design. - Noted 'firm and stable earthen trail' suggestion at previous site visit. This is an unproved construction method that could be explored at detailed design. <p>Cole Volkaert:</p> <ul style="list-style-type: none"> - Existing trail alignment does not meet the sustainable trail standards. - The trail segment fall line collects water that continues to erode away the surface and create deep rills. - Erosion issues will require a trail remediation so that trail is maintained to standard. <p>George/Sydney Sinker:</p> <ul style="list-style-type: none"> - Note that the proposed meander at the top of the trail segment would be more suitable as a small meander or no meander. The bottom half of the trail segment would be suitable as a meander. - Opposed to recycled asphalt application generally as it does not keep with the naturalized character of the trail.
5. Accessibility Input	<p>George Sinker:</p> <ul style="list-style-type: none"> - Questions whether the smaller meander and revised trail surface will enable those in wheelchairs to access the trail. <p>Emily Williamson:</p> <ul style="list-style-type: none"> - ACCAC is open to increasing access for everyone, expanding the user group that can use this trail segment.

Topic	Comments
	<ul style="list-style-type: none"> - Confirm that the intent is to provide greater accessibility and that the firm and stable surface of a Level 2 trail along the segment will enable wheelchair access in most conditions, but not in all seasons. Increased accessibility does not mean that strict AODA grades will be met, but that more people of varying abilities will be able to comfortably use the trail.
6. Consistency Across Medway Valley	<p>Emily Williamson:</p> <ul style="list-style-type: none"> - Level 2 trails with gravel and/or recycled asphalt are included on the main trails on the west side of Medway Creek. These trails meet the 'firm and stable' test in most conditions.
7. Next Steps	<p>Emily Williamson:</p> <ul style="list-style-type: none"> - Will circulate the meeting minutes for the Sinker's comment and as a summary of the discussion. - Community meeting will be held on December 14 to discuss the current project status, works completed to date, share the concept designs and provide an opportunity for the attendees to note their thoughts on which meander option they are in support of.
8. Summary	<p>Staff and UTRCA met onsite with access adjacent neighbours to discuss the deferred trail segment and access into Medway Valley.</p> <p>Staff note that the policy guidance, study findings and legislative triggers to adopt this segment as a Level 2 trail remain the same from previous consultation rounds. Additional works have been completed to provide the access adjacent neighbours and community with a greater understanding of the feasibility and greater design certainty of the concept for this planning process. If the segment is not approved as a Level 2, the approved Level 2 loop at the base of the slope will only be accessible by Level 1 trails.</p> <p>Mr. and Mrs. Sinker are concerned that the approval of a Level 2 trail access rather than a Level 1 will result in undue impacts.</p> <p>They provided suggestions in an effort to work with Staff on developing the least offensive approach to resolve the trail segment and access concerns. They note that despite this, they may be opposed to the recommendation that Staff bring forward pending the final proposal.</p> <p>They are agreeable to larger meanders at the bottom of the Valley slope and suggest a modest meander, where necessary, beginning beyond the access.</p> <p>Regarding the design of the access, they do not support additional gravel being put on the existing lane but are not opposed to regrading the existing material of this area. They are open to the addition of access point demarcation such as posts where the current cedar hedge and moving the sign closer to the road, but not beyond the current gravel firm and stable</p>

Topic	Comments
	section. Staff confirmed that the existing sign is what Staff intend to recommend as a larger marquee sign at this access wouldn't make sense.

From: [REDACTED]
To: [Williamson, Emily](mailto:ewilliam@london.ca)
Subject: [EXTERNAL] Re: Gloucester Deferred Trail Segment - November 29 Draft Meeting Minutes and Access Concept
Date: Monday, December 11, 2023 2:40:57 PM

Good Afternoon Emily

We have reviewed your notes relating to our recent meeting. If you wish to include your notes in any discussions with staff, councillors or publicly in any other way we feel it would only be appropriate if your notes are accompanied by a copy of our email to you dated December 4th 2023 together with this email. We continue to feel that your failure to disclose a potential change in the status of the Green Acres access was disingenuous at a minimum.

It appears to us that the cart has been put before the horse. The major reason for the proposed change of the Gloucester access and the actual change of the relevant trail related thereto on the valley floor to level 2 was to service additional traffic generated by the proposed change of the Green Acres access to level 3.

Unless and until the Green Acres access becomes a reality, there appears to be no reason to complete level 2 improvements to either the deferred Gloucester access or the trail to which it connects.

With respect to the placement of the sign, we agreed that it should either stay where it is or be moved marginally forward and not to be closer to the road than the beginning of our neighbour's fence.

George and Sydney


Sent from my iPhone

On Dec 11, 2023, at 1:57 PM, Williamson, Emily <ewilliam@london.ca> wrote:

Good Afternoon Mr. and Mrs. Sinker,

Just following up on these – please let me know if you have any revisions.

Best Regards,

< **Emily Williamson, MSc.**
Ecologist | Planner
Community Planning
Planning and Economic Development
City of London

300 Dufferin Ave PO Box 5035 N6A 4L9
P: 519.661.CITY(2489) x 5076
ewilliamson@london.ca | www.london.ca

From: Williamson, Emily
Sent: Friday, December 1, 2023 9:11 AM
To: George Sinker [REDACTED]; Cole Volkaert
<volkaertc@thamesriver.on.ca>
Cc: Edwards, Kevin <kedwards@london.ca>
Subject: Gloucester Deferred Trail Segment - November 29 Draft Meeting Minutes and Access Concept

Hello Mr. and Mrs. Sinker,

Thank you for meeting with Staff to discuss the Gloucester deferred trail segment and Access 12. Staff appreciate your time and input. I've included my best account of our meeting and should you have revisions or concerns, please feel free to let me know. Also attached is a figure that depicts a proposed concept based on our discussion.

Please note that commentary was grouped by general theme based on notes taken during the meeting. If this does not agree with your records of the meeting, or if there are any omissions, please advise. Otherwise, we will assume the contents to be correct.

Next steps:

- Staff will be coming forward with a recommendation to PEC in February.
- As you are aware, a community open house will be held at Sherwood library on December 14. The notice is available on the GetInvolved website. An email was circulated to all subscribed participants and a mailout was completed for all residents within 120 m of the access. All those residents that submitted comments and their addresses to the 2018 and 2021 PEC meetings were also be included in the mailing list.
- Staff will circulate a link to the PEC report, once available.
- Residents can request delegation status to speak at committee by sending a pre-emptive email to Clerks requesting that they reach out when the report is received in advance of PEC.

Happy to discuss specifics over a quick phone call if preferred.

Best Regards,

<image001.png> **Emily Williamson, MSc.**
Ecologist | Planner
Community Planning
Planning and Economic Development
City of London

Appendix F: Public Comments



COMMUNITY OPEN HOUSE

Gloucester Deferred Trail Segment

YOU ARE INVITED!

The City of London will be hosting a drop-in open house seeking public input on the work currently underway for the deferred Gloucester Trail Segment within the Medway Valley Heritage Forest Environmental Significant Area Conservation Master Plan (2021). The open house will include project boards with staff available to update residents on additional works that have been completed since 2021. It will also provide an opportunity for feedback on this proposed level 2 trail segment and access. No formal presentation will take place.

Registration is required for this event. Please register by December 12, 2023 through the City's website: getinvolved.london.ca/medway-valley-cmp

Meeting Location: Sherwood Library, Meeting Room B

#32-1225 Wonderland Rd. N., London, ON

Meeting Date: December 14, 2023

Meeting Time: 3:00pm to 6:00 pm

LEARN MORE & PROVIDE INPUT

For more information contact:

Emily Williamson, MSc.

ewilliamson@london.ca

519-661-CITY (2489) ext. 5076

Planning and Development, City of London

300 Dufferin Avenue, London ON N6A 4L9

getinvolved.london.ca/medway-valley-cmp

Please Note: This meeting is a non-statutory public information meeting which the City's Planning and Development Department at times convenes when, in the opinion of the Director, Planning and Development, that the community should have a further opportunity to obtain information regarding a planning process.

If you are a landlord, please post a copy of this notice where your tenants can see it. We want to make sure they have a chance to take part.



Medway Valley Heritage Forest CMP Gloucester Deferred Trail Segment

Sherwood Forest Library - December 14, 2023

Project Background

Environmentally Significant Areas (ESAs)

- Largest, core features of the Natural Heritage System
- Includes Medway Valley Heritage Forest
- Governed by London Plan Policy
- Management Prescribed by Conservation Master Plans (CMPs)
- Council approved Trail Management Guidelines outline the process and framework for trail works within London's ESAs

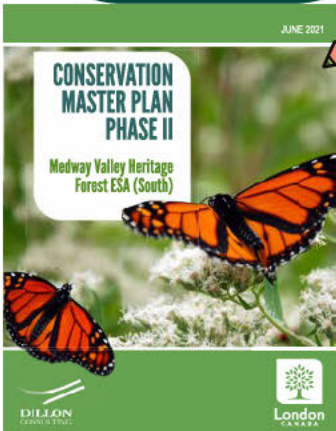
Phase 1

- Community Engagement and Participation
- Life Science Inventory and Evaluation
- Boundary Delineation
- Application of Management Zones and Review of Existing Trails
- Identification and Management Issues



Phase 2

- Community Engagement and Participation
- Goals, Objectives and Recommendations
- Ecological Protection, Enhancement and Restoration
- Trail Planning and Design Process
- Priorities for Implementation
- Final Conservation Master Plan



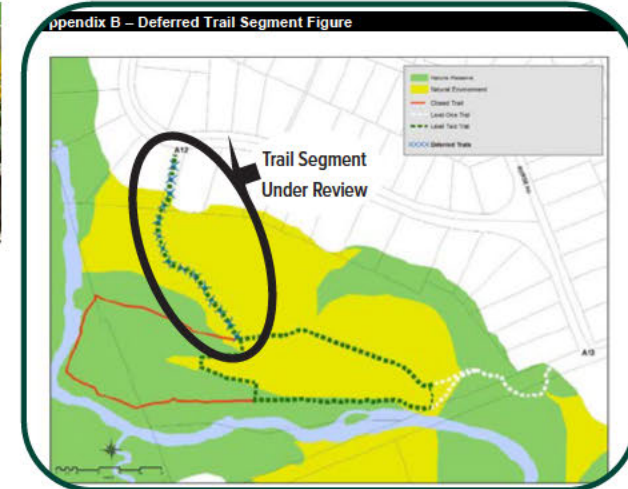
Project Timeline

- 2013 - Phase 1 Conservation Master Plan is initiated
- 2015 - Phase 1 Conservation Master Plan is approved
- 2018 - Phase 2 Conservation Master Plan referred back to staff
- 2019 - Consultation with EEPAC, UTRCA, ACCAC, and Community
- 2021 - Phase 2 Conservation Master Plan is approved by Council with Gloucester deferred Segment
- 2023/2024 - Addressing Council Resolution
 1. Complete additional feasibility assessment:
 - Stage 1 Archaeological Assessment
 - Geotechnical Opinion Letter
 - UTRCA consultation on Section 28 requirements
 - Sustainable Trail
 2. Access Adjacent Neighbours Site Visits
 3. Community Meeting
 4. Febuary PEC Meeting.

2021 Council Resolution

Medway Valley South Conservation Master Plan was approved, save and except

- That **NO ACTION BE TAKEN** with respect to implementing the Green Acres Drive connection to the Medway Valley trail and pathway system at this time; and
- The portion of the pathway and trail system from Gloucester Road (Access A12) to its connection with the pathway in the Valley shown on "Appendix B" **BE DEFERRED** to be considered at a future meeting following further consultation and review with the adjacent neighbours, the Upper Thames River Conservation Authority, the Environmental and Ecological Planning Advisory Committee and the Accessibility Advisory Committee:



We Are Here



Medway Valley Heritage Forest CMP Gloucester Deferred Trail Segment

Sherwood Forest Library - December 14, 2023

Trail Review Considerations

Review Level 1 and Level 2 Trail Options based on

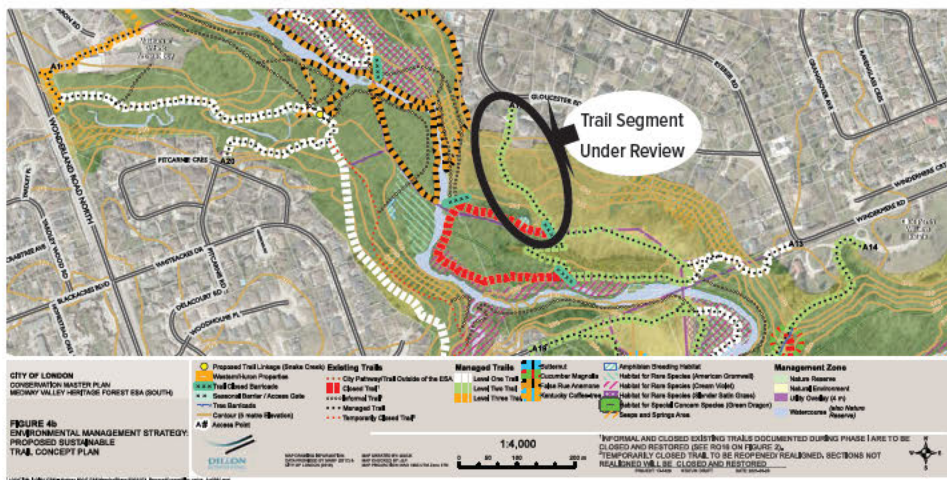
- Council approved Guidelines for Management Zones & Trails in ESAs
- Neighbourhood Consultation
- Ecological Sensitivity
- Addressing Erosion Issues along Trail Segment
- Sanitary Sewer Maintenance Access
- Accessibility for Ontarians with Disabilities Act (AODA)
- Feasibility of Construction

A12 Access

A12 Street View
20 m City owned, unassumed public lane
Sign view from street

A12 Halway to Entrance
Granular material, grass and driveway use.

Wychwood Access
Known public space
Includes barriers and ESA sign



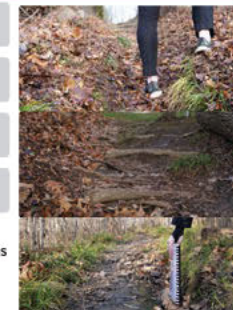
Sanitary Sewer Considerations



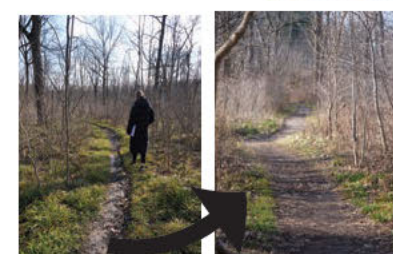
- The CMP identifies utility overlays require access for operational maintenance
- A 975mm trunk sanitary sewer that services most of Northwest London is located within the Medway Valley
- The sewer is 36 years old and requires routine condition assessments every 3 years.
- Emergency access for the trunk sanitary sewer was needed on September 29, 2023, on the west side of Medway Creek to alleviate a sewage blockage.

Technical Work Completed

- Archaeology Stage 1
- Geotechnical Opinion
- UTRCA Section 28 Requirements
- Current Sewer Infrastructure Access Needs



Erosion Issues Identified
1' Drop in trail along water fall line in areas
Exposed tree roots
Inconsistent trail surface.



Existing Trail
Water travels on the fall line down the hill

Level 1 transitioning to level 2

AODA Trail Type Examples





London
CANADA

Concept Drawing

Trail Type

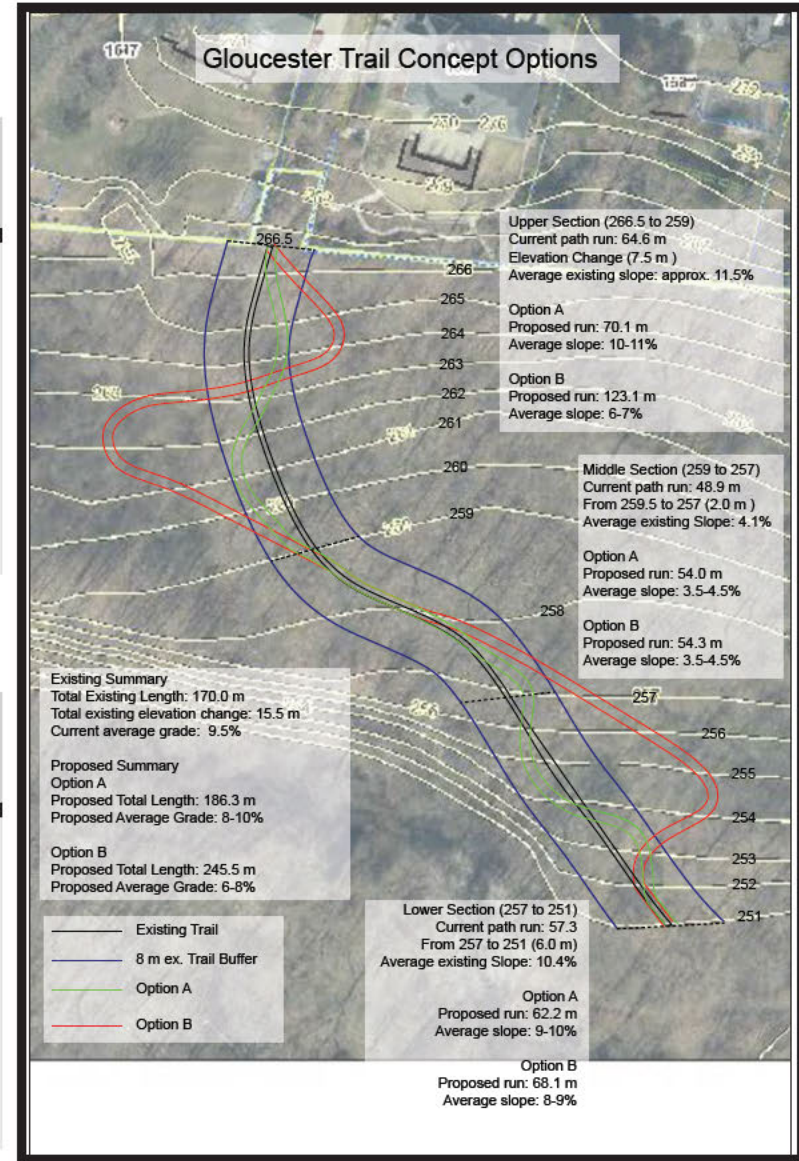
Level 1

Level 2

Trail Meander

Option A

Option B



Appendix E: Open House Notice and Materials

From: [REDACTED]
To: [Williamson, Emily](#)
Subject: [EXTERNAL] Medway Valley A12 Access
Date: Wednesday, November 29, 2023 6:49:49 PM

Good Evening Emily,

George and I have spent a few hours today reviewing our file with respect to the elevation of the A12 Medway Valley access from level one to level two. We have come to the conclusion that this is not necessary for the following reasons.

1. The proposed level 3 trail outside the ESA over lands behind Marcus Crescent, Green Acres Drive and Gloucester Road and over Green Acres Drive and Gloucester Road was not approved by council and it directed that no further action be taken in this regard. Accordingly, as this is a dead issue, pedestrian use of the A12 access will be significantly reduced by this decision. There appears to be no compelling reason for elevating the A12 trail access to level 2.
2. The A12 access leads to a trail to nowhere. It consists of a small closed loop mainly through meadow on the floor of the valley. There is no connectivity. Furthermore this trail does not appear to need improvement to level 2. It appears to be stable.
3. We are concerned that you personally have no control over the installation of the remedial measures we discussed at our November 28th meeting.
4. It occurs to us that the sole purpose of elevating access A12 to level 2 is to facilitate construction access to the valley in order that the closed loop may be "improved" now that the City has allocated funds for same. This is a waste of taxpayers money.

For the above reasons we will be objecting to the access level change and mobilizing the neighbourhood in this regard.

George and Sydney Sinker
Sent from my iPhone

From: [REDACTED]
To: [Williamson, Emily](#); [REDACTED]; [Rahman, Corrine](#); [City of London, Mayor](#)
Subject: [EXTERNAL] Re: Medway Valley Heritage Forest ESA - deferred Gloucester Trail Segment
Date: Wednesday, November 29, 2023 12:45:28 PM

Emily and related stakeholders

My family utilizes the Medway valley system on a daily basis. We enjoy the valley as presently is. I personally have been hearing about the City of London proposed changes for years. In truth since I was a kid (I am 64 years old). Nothing much happens in the Medway valley and that seems logical. So I will respectfully decline another presentation with the hope that the City listens to their constituents/taxpayers and prioritizes other more important projects.

On a related note I have lived in this community for much of my life. I believe that the asphalt on Windemere Rd. is the same asphalt surface (with spotty maintenance) as the asphalt that was there 50 years ago. Windemere Road is the only access to our community and it is in terrible shape. I would think taxpayers dollars might be spent more wisely on this project rather than a new Medway valley pathway system that no one is asking for.

Thanks
Michael Smith
[REDACTED]

On Nov 29, 2023, at 11:50 AM, Williamson, Emily <ewilliam@london.ca> wrote:

YOU ARE INVITED!

The City of London will be hosting a drop-in Open House seeking input on the work currently underway for the deferred Gloucester Trail Segment within the Medway Valley Heritage Forest Environmental Significant Area Conservation Master Plan (2021).

The Open House will include project boards with staff available to update residents on additional works that have been completed since 2021. It will also provide an opportunity for feedback on this proposed level 2 trail segment and access. No formal presentation will take place.

Meeting Location: Sherwood Library, Meeting Room B

#32-1225 Wonderland Rd. N., London, ON

Meeting Date: December 14, 2023

Meeting Time: 3:00 to 6:00 p.m.

Registration is required for this event. Please register by December 12, 2023 through the City's [engagement website](#).

For more information contact:

Emily Williamson, MSc.
ewilliamson@london.ca
519-661-CITY (2489) ext. 5076
Planning and Development, City of London
300 Dufferin Avenue, London ON N6A 4L9

From: [REDACTED]; [Williamson, Emily](#); [REDACTED]; [Rahman, Corrine](#); [City of London, Mayor](#)
Subject: [EXTERNAL] RE: Medway Valley Heritage Forest ESA - deferred Gloucester Trail Segment
Date: Wednesday, November 29, 2023 9:54:17 PM
Attachments: [Petition Gloucester Rversie Green Acres.pdf](#)
[med-resoultion-2018.pdf](#)
[2021-08-11 Resolet 3.9-11-PEC.pdf](#)
[Windermere #5.jpg](#)
[Windermere #6.jpg](#)
[Windermere #7.jpg](#)
[Windermere #8.jpg](#)

Dear Mayor Morgan, Councillor Rahman and Ms. Williamson,

I have registered to attend the public meeting on December 14 with my wife Carey.

If you recall, this same issue has been raised by the City twice previously. Attached is the petition against this initiative, albeit a slightly different initiative, that was signed by most of our Medway Heights neighbours in 2018. Pretty much the entire neighbourhood opposed this initiative when the City brought it forward again in 2021. I am aware of 45 letters that were written opposing this in 2021 which led to the City agreeing not to proceed. Fast forward another two years and here we are again opposing the same initiative.

In a time of limited resources, soaring interest rates, record inflation, record proposed increase to property taxes in this City, labour shortages and a need to deploy funding to decaying infrastructure like the one project mentioned by Michael Smith below, what on earth is driving the City's desire to pave the forest?

Please excuse my emotion on this, but I think this is one of the most asinine adventures in wasting time and money I have come across in recent times. I am not aware of any support for this initiative outside of City Hall and, instead, almost unanimous opposition.

If you are looking for good projects to spend money on, I would be pleased to name a number.

Regards,

Holden and Carey Rhodes
[REDACTED]

From: Michael Smith [REDACTED]
Sent: Wednesday, November 29, 2023 12:45 PM
To: Williamson, Emily <ewilliam@london.ca>; [REDACTED]
[REDACTED]; crahman@london.ca; mayor@london.ca
Subject: Re: Medway Valley Heritage Forest ESA - deferred Gloucester Trail Segment

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Emily and related stakeholders

My family utilizes the Medway valley system on a daily basis. We enjoy the valley as presently is. I personally have been hearing about the City of London proposed changes for years. In truth since I was a kid (I am 64 years old). Nothing much happens in the Medway valley and that seems logical. So I will respectfully decline another presentation with the hope that the City listens to their constituents/taxpayers and prioritizes other more important projects.

On a related note I have lived in this community for much of my life. I believe that the asphalt on Windemere Rd. is the same asphalt surface (with spotty maintenance) as the asphalt that was there 50 years ago. Windemere Road is the only access to our community and it is in terrible shape. I would think taxpayers dollars might be spent more wisely on this project rather than a new Medway valley pathway system that no one is asking for.

Thanks

Michael Smith
[REDACTED]
[REDACTED]

On Nov 29, 2023, at 11:50 AM, Williamson, Emily <ewilliam@london.ca> wrote:

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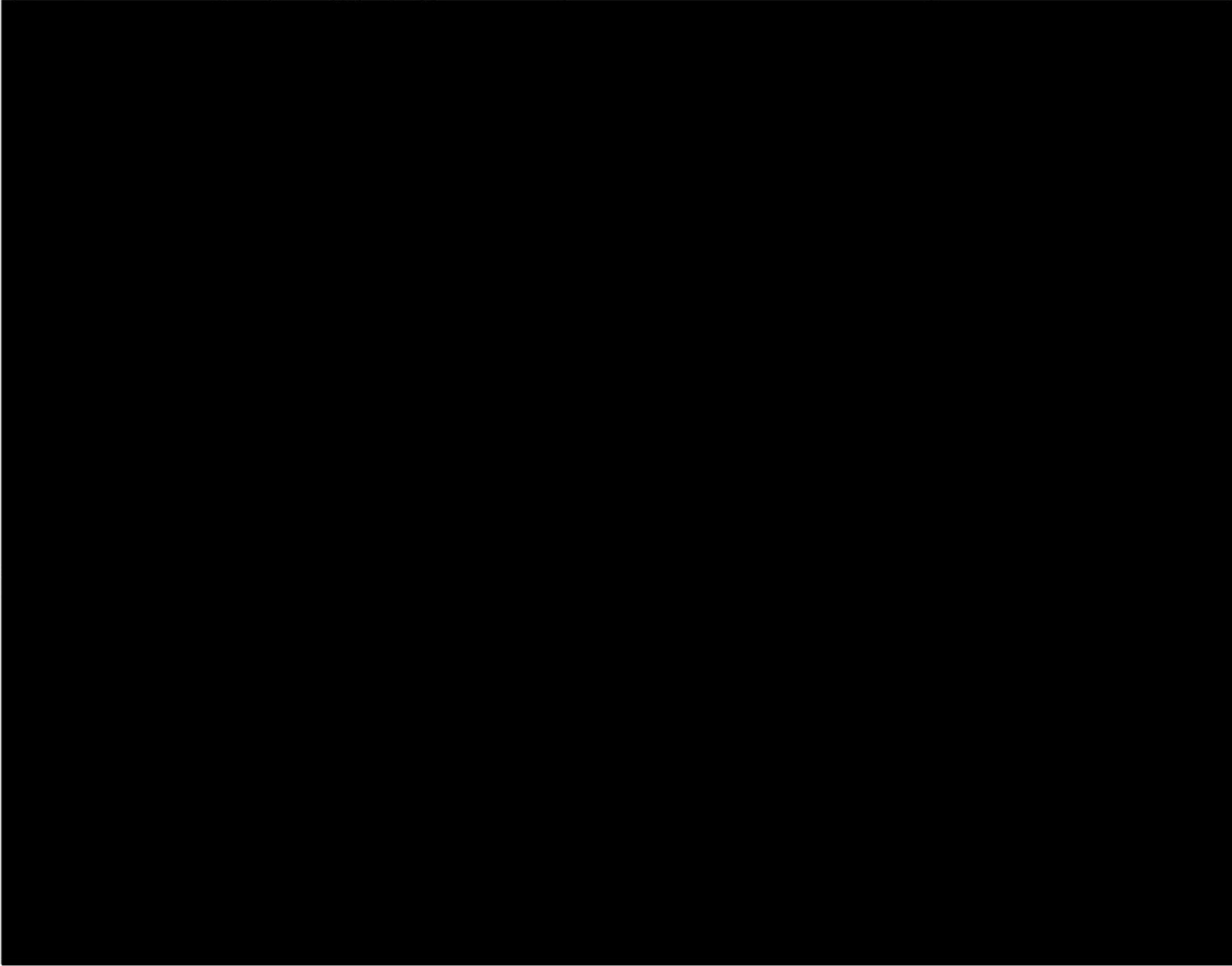
[Unsubscribe](#)

**Petition to City of London
 Planning and Environment Committee
 Conservation Master Plan Phase II – Medway Valley Heritage Forest ESA (South)
 March 22, 2018**

Petition summary and background	The neighbourhood residents that own the properties that abut Gloucester Road, Ryersie Road, and Green Acres Drive, otherwise known as the Medway Heights neighbourhood, have recently become aware that, among other intended changes to the Medway Valley trail system, the City of London, through its Planning and Environment Committee, plans on establishing a connection outside of the ESA boundaries and utilizing the City right-of-ways, existing City trails outside the ESA, and Green Acres Drive/Gloucester Road to connect Access #11 and Access #12 in accordance with Figure 4 of the Conservation Master Plan, an excerpt of which is attached to this petition as Schedule A. For the reasons set out on Schedule B to this petition the undersigned are petitioning the City of London for the Action identified below.
Action petitioned for	We, the undersigned, are concerned citizens who urge the City of London, through its Planning and Environment Committee and ultimately, through Council, to (i) remove the connection along Gloucester Road between Access #11 and Access #12, and to (ii) consider closing up the rights of way to Access #11 and Access #12.

Date
Apr 4/18
Apr 18 th /18
Apr 4/18
Apr 26/18
Apr 4/18

Printed Name	Signature	Address	Comment	Date
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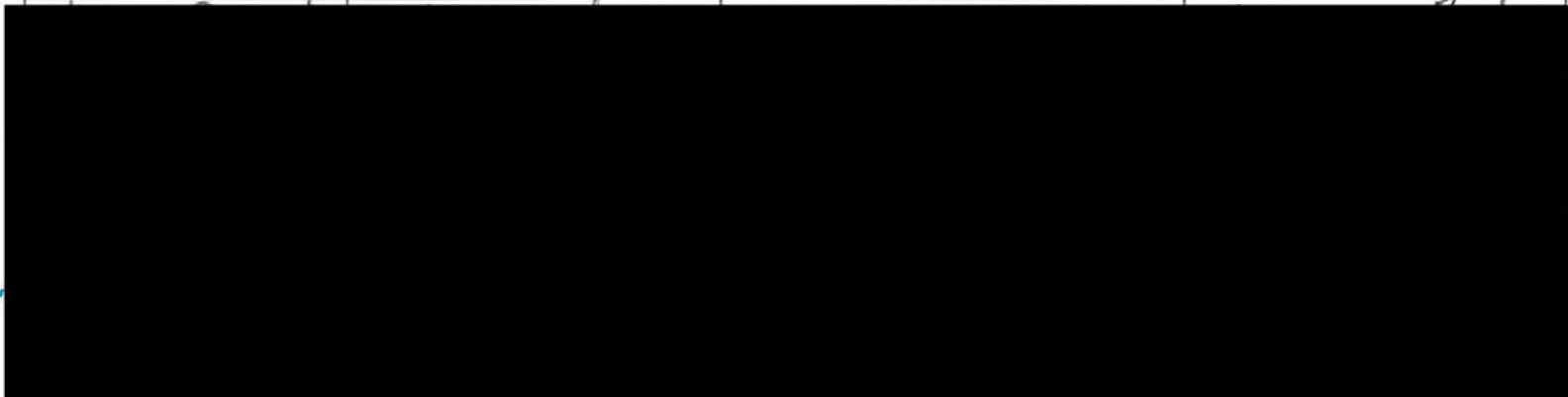
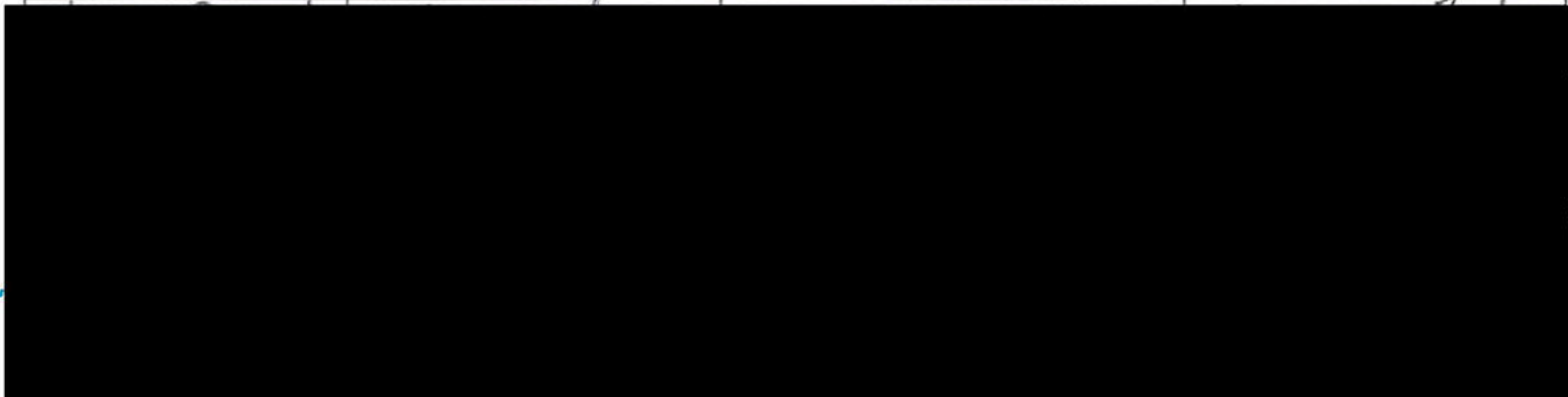
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				March 27 2018
				Apr 4/18
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				MARCH 31, 2018
				APRIL 4/18.
				March 28/18
				Mar 29/18
				March 29/18
				April 4/18.

Printed Name	Signature	Address	Comment	Date
				March 29, 2018
				MAR. 28/18
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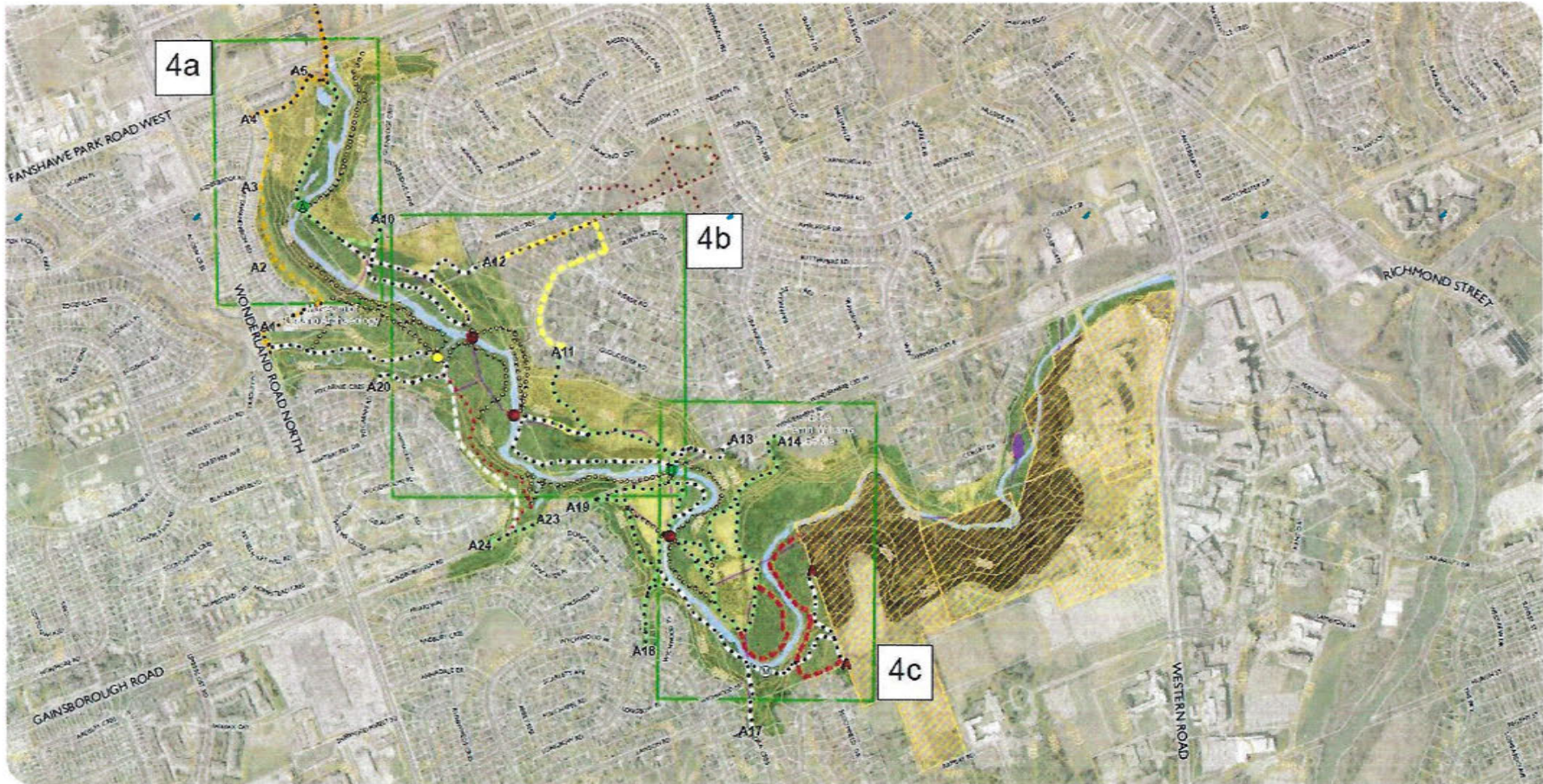
Printed Name	Signature	Address	Comment	Date
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				Apr 6/2018
				Mar. 29/2018
03/28/2018				
4/17/18				

Printed Name	Signature	Address	Comment	Date
[REDACTED]				Apr 7/18
				MAR. 29/18
				April 7/18
				Mar 28/18
				APRIL 8 2018
				Apr. 7/18
				Mar 28/18

Printed Name	Signature	Address	Comment	Date
				
				APR 7/18
				APR 7/18

A petition signed by approximately 57 individuals is on file in the City Clerk's Office.

Schedule "A"



CITY OF LONDON
 CONSERVATION MASTER PLAN
 MEDWAY VALLEY HERITAGE FOREST ESA (SOUTH)

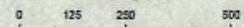
FIGURE 4
 ENVIRONMENTAL MANAGEMENT STRATEGY:
 PROPOSED SUSTAINABLE TRAIL
 CONCEPT PLAN

- | | | | | |
|--|---|--|--|---|
| <ul style="list-style-type: none"> ● Proposed Trail Linkage (not recommended for implementation) ● Proposed Trail Linkage (Medway Creek) ● Proposed Trail Linkage (Snake Creek) ● Existing Trail Linkage (Metamora Bridge) ● Potential Future Access (PFA) A # Access Point | <ul style="list-style-type: none"> --- Existing Trails --- City Trail Outside of ESA --- Closed Trail¹ --- Informal Trail² --- Managed Trail --- Temporarily Closed Trail² | <ul style="list-style-type: none"> --- Managed Trails --- Future Connection Outside the ESA --- Level One Trail --- Level Two Trail --- Level Three Trail --- Improved Trail Surface | <ul style="list-style-type: none"> --- Contour (5 metre Elevation) --- Property Boundaries --- Utility Overlay (4 m) --- Western/Huron Properties --- Watercourse (also Nature Reserve) | <ul style="list-style-type: none"> --- Management Zone --- Nature Reserve --- Natural Environment |
|--|---|--|--|---|

THE PROPOSED CONCEPT PLAN COMPLIES WITH THE
 COUNCIL APPROVED GUIDELINES FOR MANAGEMENT
 ZONES AND TRAILS IN ESAS (2016) AND AODA LEGISLATION

MAP DRAWING INFORMATION: MAP CREATED BY: JSP
 DATA PROVIDED BY: WSP | 2017-18 | CITY OF LONDON (2016)
 MAP CHECKED BY: JSP
 MAP PRODUCTION: S40 180 17N Date: 1/24

1:10,000



¹ INFORMAL AND CLOSED EXISTING TRAILS DOCUMENTED DURING PHASE I ARE TO BE CLOSED AND RESTORED (SEE R016 ON FIGURE 2).
² TEMPORARILY CLOSED TRAIL TO BE REOPENED/ REALIGNED. SECTIONS NOT REALIGNED WILL BE CLOSED AND RESTORED

PROJECT: 17-001 - SINKHOLE DEEPT DATE: 2018-08-14

Schedule "B"

Reasons for the Petition

The residents of the Medway Heights neighbourhood (there are only 88 homes in the neighbourhood) who have signed the petition above are concerned about the City of London's decision to proceed with creating a connection between Access #11 and Access #12 on Gloucester Road and Green Acres Drive respectively. Reasons for the concern and the request to remove the connection and the access are set out below.

1. **Safety** – encouraging parking on Gloucester Road by the public in order to connect the two access points along Gloucester Road and Green Acres Drive will create safety issues of passage of other vehicular, bike and pedestrian traffic given the narrowness of the road which becomes considerably worse in winter months when snow piles up. Our neighbourhood is poorly maintained by municipal plows with them often coming several hours or days after snow falls. This creates significant ruts and very icy conditions on the street. There is no public transport that comes anywhere near our neighbourhood so the only way to get in is to drive and park. Parked vehicles on this narrow street (23' in width) will cause further safety issues for snow removal and garbage collection. Given the size of the lots, most people in the neighbourhood have lawn maintenance services in the spring, fall and winter months. These vehicles and trailers already park on the street so additional parking by people being encouraged to enter the trail system on Gloucester Road and Green Acres Drive would simply cause more congestion and issues passing by these vehicles. Additionally, there is no City maintenance or lighting of the access points so there is a danger for liability to the City and to neighbouring property owners.
2. **Inconvenient/Annoyance/Nuisance** – while safety is an issue as identified above, given there are no curbs or sidewalks in the neighbourhood, parked cars on the street will also be a nuisance to residents of the neighbourhood as they try to pass around the parked cars and we would no doubt end up with cars parking on part of the front lawns of our property and that of our neighbours. While we appreciate everyone's lawns represent a component of unopened/unused road allowance which is owned by the municipality, each resident meticulously maintains their lawns and cars parking on them would be very problematic in this regard.
3. **More than Adequate Nearby Existing Access Elsewhere** – there is plenty of access to the trail system through Elsie Perrin Estate. There is also plentiful and safe parking there. Additionally, that parking is cleared of snow and ice in the wintertime. Access #11 and #12 are not cleared of snow and ice by the City.
4. **Liability** - The risk of potential personal injury and other liabilities is much greater than the reward of public access especially since there is almost no evidence that the public is using these access points.
5. **No Public Demand** – it is extremely rare to see anyone from the neighbourhood and especially anyone from outside the neighbourhood use these access points. Unless a title search was conducted to determine where Access #11 and #12 were located, from the physical attributes of the area, members of the public would assume the property in question is owned by the neighbours and not the City.