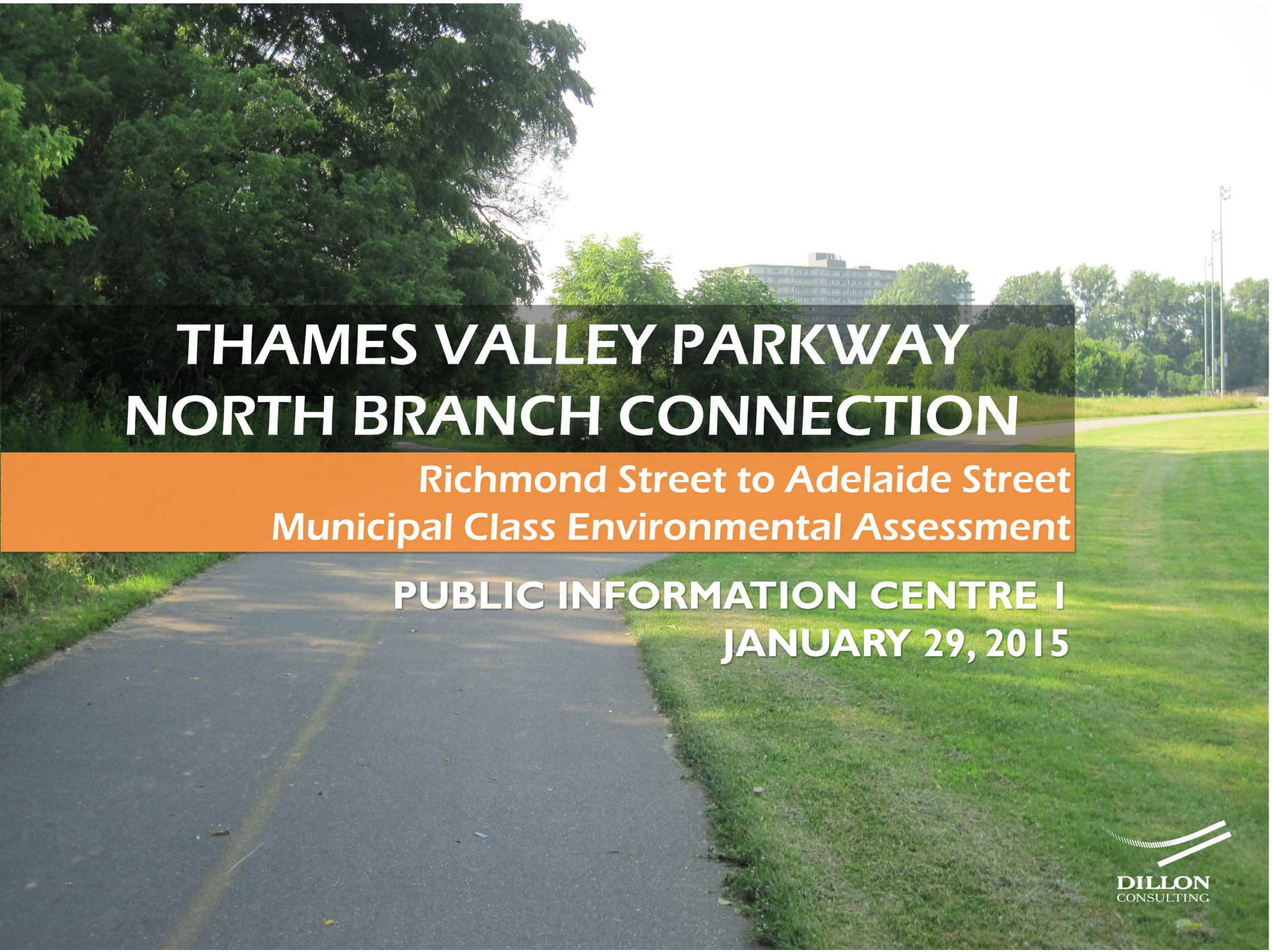


THAMES VALLEY PARKWAY NORTH BRANCH CONNECTION

Richmond Street to Adelaide Street
Municipal Class Environmental Assessment

PUBLIC INFORMATION CENTRE 1
JANUARY 29, 2015

DILLON CONSULTING

London CANADA

WELCOME!

The Thames Valley Corridor is London's *most important natural, cultural, recreational and aesthetic resource.* The river corridor is a complex system of sensitive ecological habitats, intensive public recreation areas and developed urban lands which are all interconnected by a municipal pathway system, the *Thames Valley Parkway (TVP).*

Today's Objectives

- **OUTLINE** why the TVP North Branch Connection EA study was initiated by the City
- **SUMMARIZE** existing ecological features within the study area
- **IDENTIFY** alternative TVP alignments being considered
- **RECEIVE** public and agency input on the proposed alternatives and upcoming decision making process
- **OUTLINE** the next steps in the study

THAMES VALLEY PARKWAY

DILLON CONSULTING

London CANADA

The Thames Valley Parkway (TVP) is a 3-4 m wide multi-use recreational pathway that provides a beautiful context for walking, running, roller blading, and cycling. It links many destinations across the City, is free to use and fully accessible to all Londoners

STUDY PROCESS

PHASE 1: Problem/ Opportunity

- ✓ Confirm the study purpose and justification

PHASE 2: Alternative Solutions

- ✓ Identify reasonable alternative solutions to the problem/opportunity
- ✓ Overview of existing conditions
- ✓ Consult review agencies and the public
- ✓ Evaluate alternatives and recommend a solution
- ✓ Select the preferred solution
- ✓ Document the decision making process in a Project File Report (for a Schedule B undertaking)

PUBLIC INFORMATION CENTER 1
Jan 29 2014

★ WE ARE HERE

PHASE 3: Alternative Design Concepts for Preferred Solution

- ✓ Identify alternative design concepts
- ✓ Detailed review existing conditions
- ✓ Evaluate alternatives and select a recommended design
- ✓ Consult review agencies and the public.
- ✓ Complete the Environmental Impact Study
- ✓ Select the preferred design.

PUBLIC INFORMATION CENTER 2
Spring 2015

PHASE 4: Environmental Study Report

- ✓ Document the decision making process in an Environmental Study Report (ESR) for a Schedule C project

PHASE 5: Implementation

- ✓ Design phase
- ✓ Proceed to design/construction of the project
- ✓ Monitor for environmental provisions and commitments

The Study will follow the requirements of the Municipal Class Environmental Assessment (EA) (2011).

The Class EA process ensures:

- ✓ All relevant social, environmental and engineering factors are considered in the planning and design process
- ✓ Public and agency input is integrated into the EA process

Based on the level of complexity, projects follow a prescribed project "schedule" from Schedule A (minor improvements) to Schedule C (major improvements)

The Class EA project schedule will be confirmed when the preferred alternative is selected:

- **Schedule B follows Phases 1, 2 and 5**
- **Schedule C follows Phase 1 through 5**

PROJECT JUSTIFICATION

Connecting existing "gaps" in the TVP is a priority for the City:

CURRENT OFFICIAL PLAN:

- Recommends continued development and implementation of a long-term, comprehensive recreational pathway that links parks, neighbourhoods and key destinations throughout London

RETHINK PUBLIC CONSULTATION PROCESS AND DRAFT LONDON PLAN:

- ReThink Consultation processes have reaffirmed very broad public support for park and pathway development that respects London's natural heritage system
- Recognizing the important role of the Thames Valley Corridor, the City plans to develop a continuous multi-use pathway network connecting parks and natural areas along the Thames Valley Corridor as the outdoor recreational spine of the City
- TVP is one of London's most valuable assets for **generating our prosperity**. It gives London an advantage over other cities, as it stretches from the downtown in all three directions along the north, south and main branches of the Thames River providing a beautiful context for recreational walking, running and cycling

PARKS AND RECREATION STRATEGIC MASTER PLAN:

- Places a high priority on expanding and completing gaps in the City's pathway system as it provides low cost, accessible, multi-generational recreation for all neighbourhoods

PROJECT JUSTIFICATION

BICYCLE MASTER PLAN:

- TVP is the City's primary recreational route and the existing "gaps" should be completed

LONDON STRENGTHENING NEIGHBOURHOODS STRATEGY:

- Recommends increasing opportunities for encouraging cycling and walking as a means of active transportation and improving recreation connections between neighbourhoods

SMART MOVES 2030 TRANSPORTATION MASTER PLAN:

- Goal is to provide more attractive travel choices for those who live, work and play in London by investing into and improving walking and cycling supportive infrastructure

AGE FRIENDLY LONDON ACTION PLAN:

- Recommends improving connectivity of sidewalks, trails and pathways within and between neighbourhoods

STUDY FOCUS

The study has two objectives:

1. TVP PRIMARY SYSTEM:

- Confirm the most appropriate means of addressing the current 'gap' in the TVP, **between Richmond Street and Adelaide Street**
- Consider opportunities for the TVP alignment to provide permanent operational access on the north side of the Thames River to the existing watermain that crosses the study area

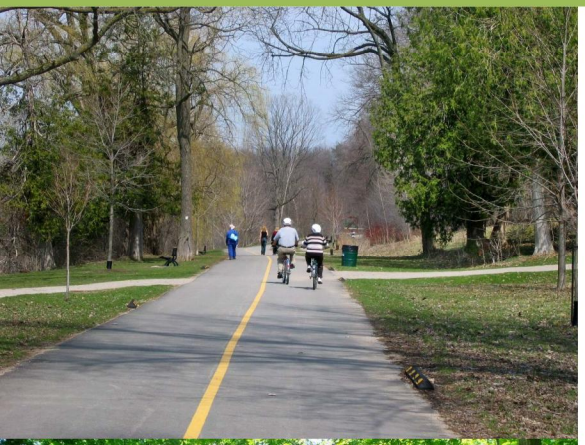
2. SECONDARY PATHWAY CONNECTIONS:

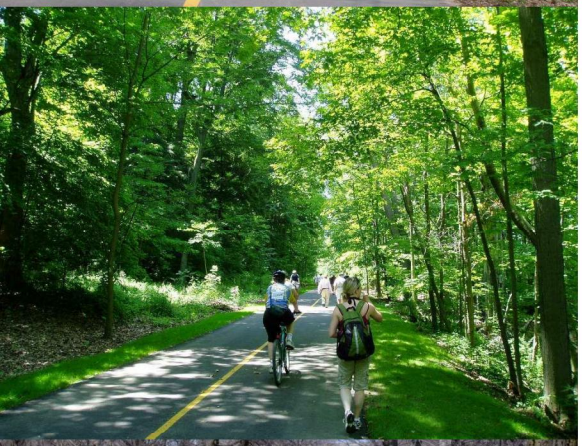
- Recommend secondary pathway alignments that link neighbourhoods within the study area to the TVP. Examples include, but are not limited to the Stoney Creek, Old North and Glenora/ Kilally North neighbourhoods
- The secondary pathway connections will be presented at **PIC 2**

Problem/Opportunity Statement:

There is a "gap" in the Thames Valley Parkway, between Richmond Street and Adelaide Street that significantly reduces the ability for the public to access this important recreational amenity in the City. There is an opportunity to address this gap due to recent land/easement acquisitions. Improving the continuity of the TVP through the City will provide increased recreational opportunities for Londoners.

KEY DESIGN CRITERIA



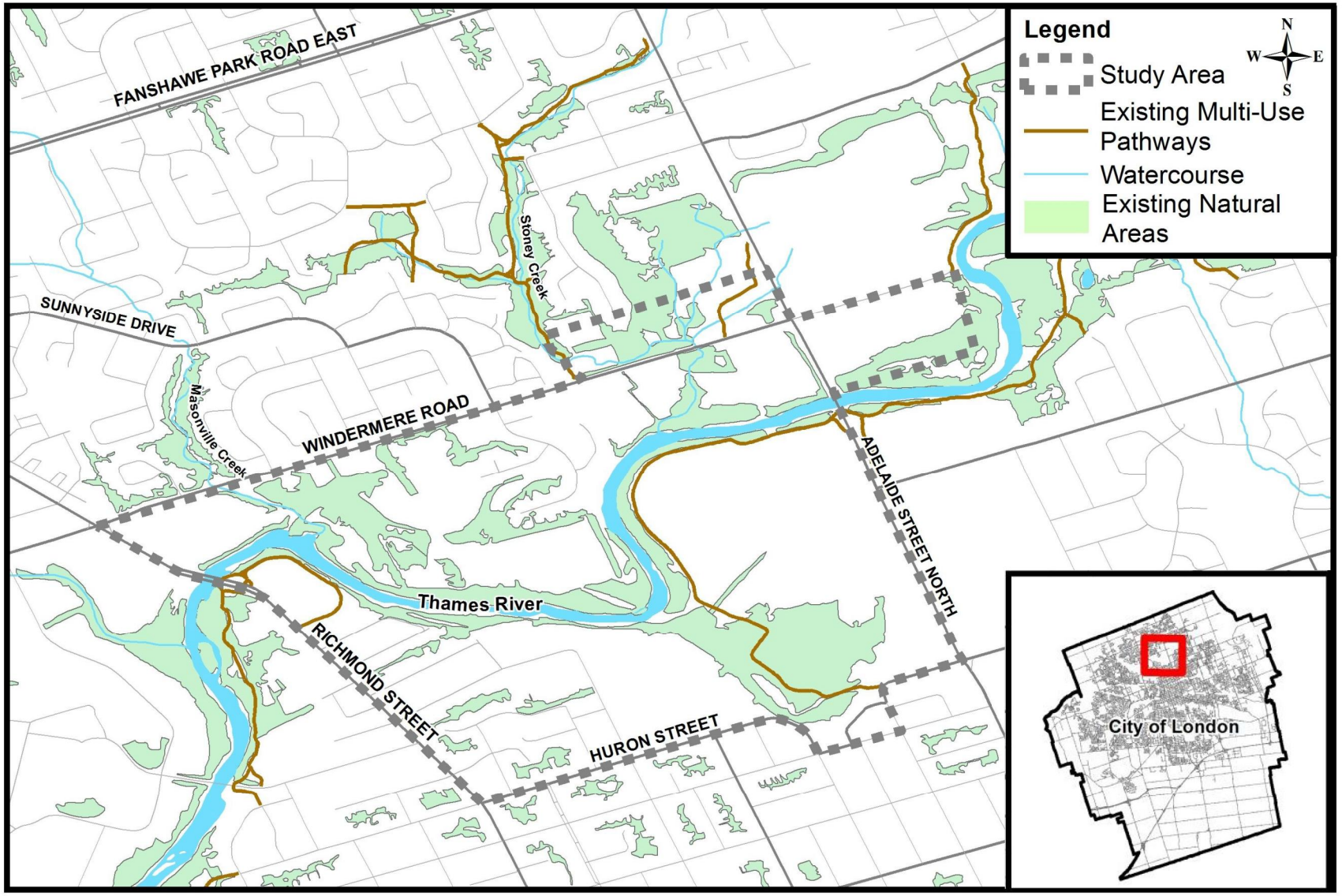


Recognizing the importance of the TVP to the City, the preferred alignment must be:

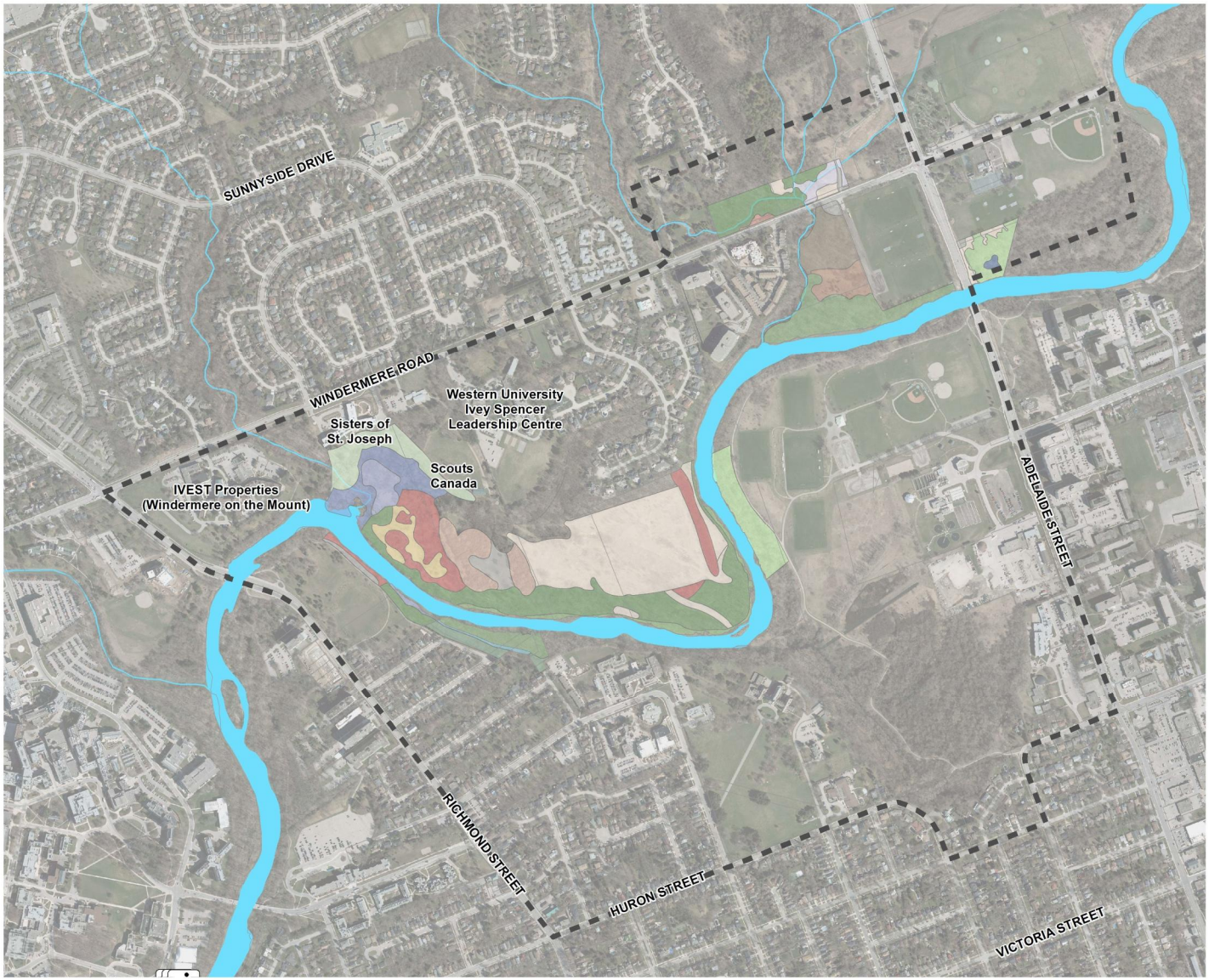
- **Functional and safe**, meeting the City's objectives as the outdoor recreational spine of the City, linking multiple origins and destinations
- **Environmentally responsible and sustainable**, protecting and enhancing where possible significant ecological features
- **Aesthetically pleasing**, providing a beautiful context for recreational activities such as walking, running, roller blading and cycling
- In a park-like setting to **promote active living** and respite from urban life
- **Fully accessible** to all Londoners

The secondary pathway connections will provide **community access** to the TVP and will follow similar design criteria outlined above.

STUDY AREA


Legend
Study Area
Existing Multi-Use Pathways
Watercourse
Existing Natural Areas
N
W
E
S
FANSHAWE PARK ROAD EAST
SUNNYSIDE DRIVE
WINDERMERE ROAD
Stoney Creek
Masonville Creek
Thames River
RICHMOND STREET
HURON STREET
ADELAIDE STREET NORTH
City of London

NATURAL ENVIRONMENT



Legend

- Study Area
- Water

Man-Made

- Anthropogenic

Meadows

- Dry – Moist Old Field Meadow
- Dry – Moist Old Field Meadow with Meadow Marsh and Mineral Cultural Savannah

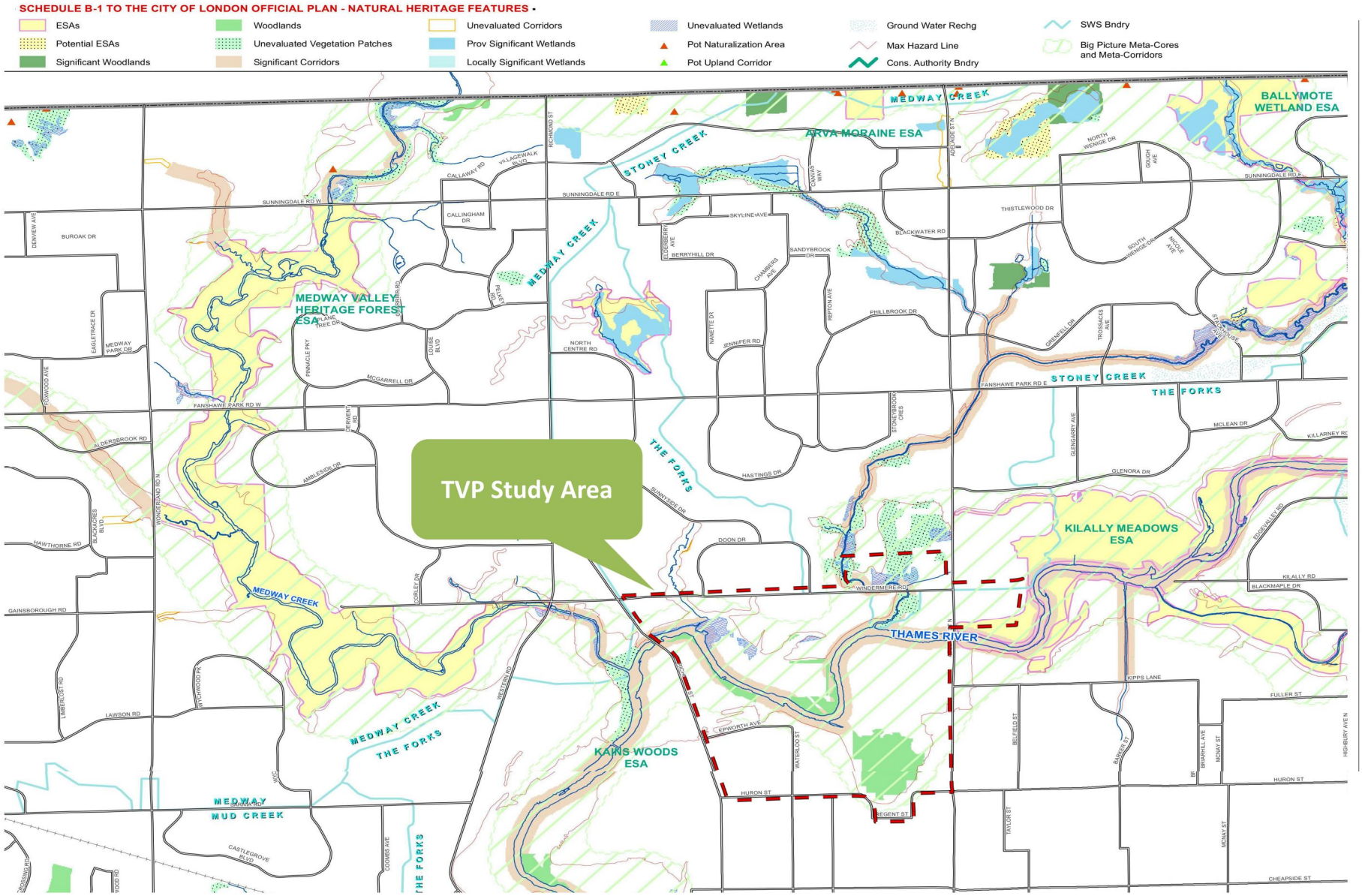
Forests/Woodlands

- Coniferous Plantation
- Cultural Thicket
- Cultural Woodland
- Mineral Cultural Savannah
- Mineral Cultural Woodland
- Fresh – Moist Sugar Maple – Hardwood Deciduous Forest
- Fresh – Moist Lowland Deciduous Forest
- Fresh – Moist Ash Lowland Deciduous Forest
- Fresh – Moist Black Walnut Lowland Deciduous Forest
- Fresh Deciduous Forest

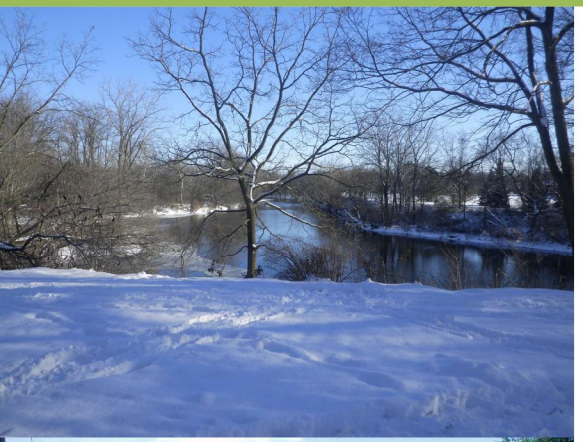
Wetlands

- Reed Canary Grass Mineral Meadow Marsh
- Forb Mineral Meadow Marsh
- Ford Mineral Meadow Marsh with Broad-leaved Sedge Mineral Shallow Marsh
- Manitoba Maple Mineral Deciduous Swamp
- Willow Mineral Deciduous Swamp

NATURAL ENVIRONMENT



NATURAL ENVIRONMENT

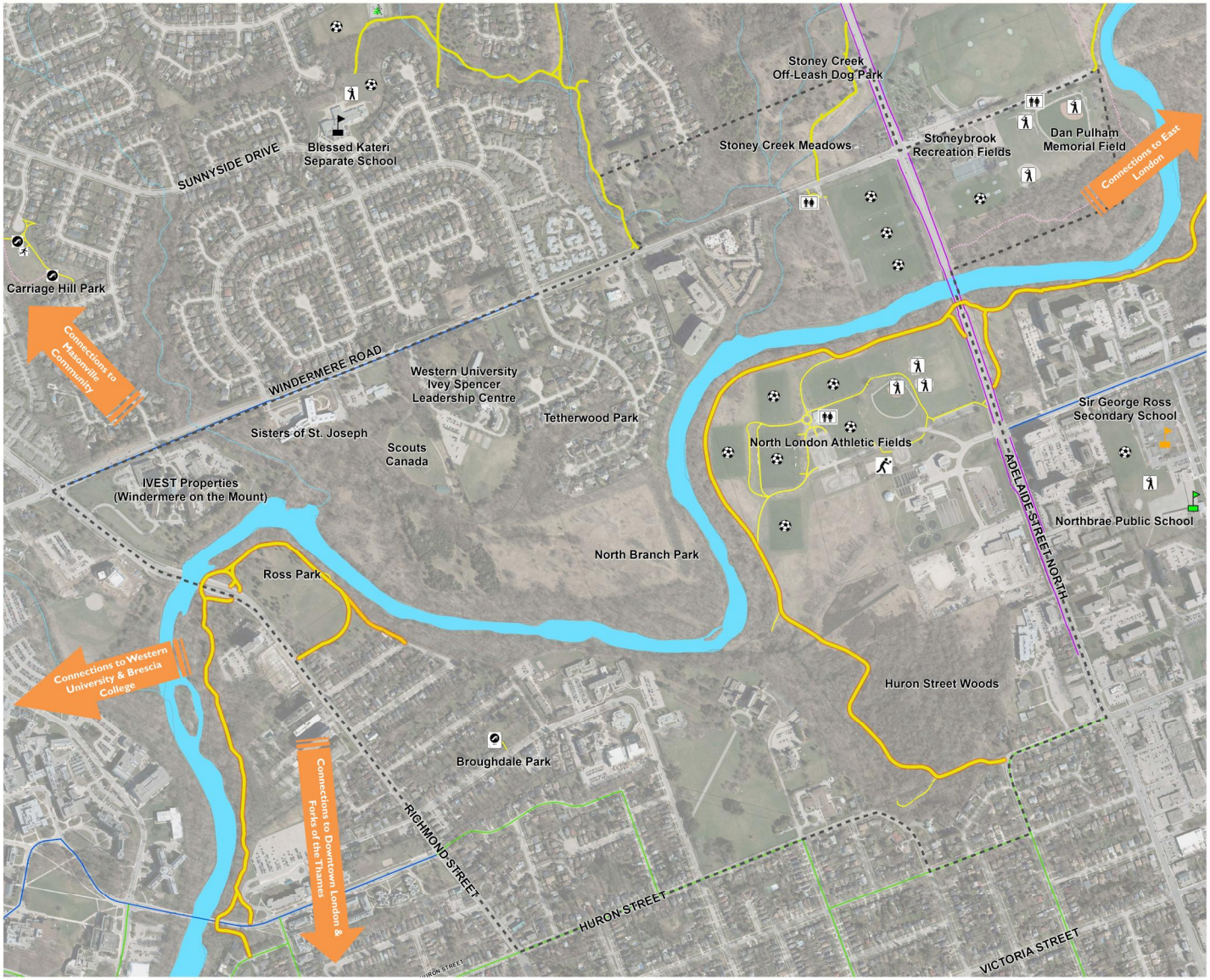


An ongoing detailed ecological inventory of the study area is being completed and will influence the EA recommendations. An Environmental Impact Study will be completed.

Existing ecological features identified to date include:

- Wetland features north of the river, across from Ross Park
- Species at Risk identified *to date* in the Study Area include:
  - One endangered plant species
  - Three threatened bird species
  - Four species of special concern
- Significant woodlands
- Significant river, stream and ravine corridors
- Candidate significant wildlife habitat includes:
  - Amphibian woodland breeding habitat
  - Turtle nesting sites
  - Potential woodland raptor nesting habitat
  - Hibernaculum (over wintering areas for snakes)
  - Bat maternity roosts
  - Areas of sensitive nesting/breeding bird habitat

SOCIO-ECONOMIC ENVIRONMENT



Legend

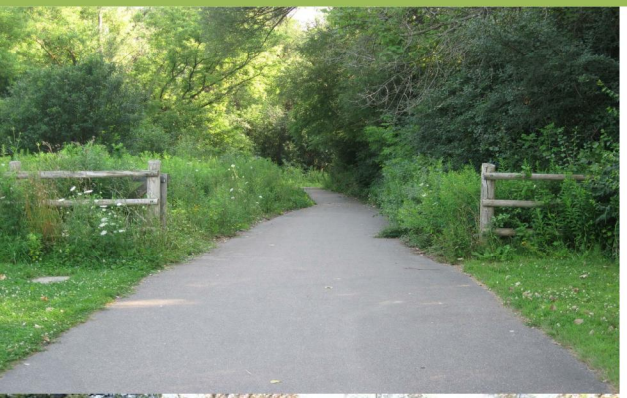
- Study Area
- Catholic Elementary School
- High School
- Public School
- Baseball Diamond
- Playground
- Soccer Pitch
- Swing Set
- Tennis Court
- Public Washroom
- Beach Vollyball Court
- Bike Lane
- Bike Road Route
- Multi-Use Path
- Path Adjacent to Street
- Hike Only Trails
- Thames Valley Parkway

EXISTING INFRASTRUCTURE

Legend

- Study Area
- Sanitary Outfall
- Storm Sewer Outfall
- Sanitary Sewer
- Stormwater Sewer
- Watermain
- Broughdale Dyke
- Waterbody

DECISION MAKING PROCESS



The Class EA process requires the full scope of the environment be considered when identifying and evaluating alternative solutions, including all relevant natural environment, socio-economic, cultural and engineering conditions.

STEP 1 (Included on next panel)

- **6 alternative alignments** initially identified
- Alternatives were "Pre-screened" based on a number of criteria
- **1 alternative** (Route F) was eliminated since it did not fully address the Problem/Opportunity Statement, study objectives and meet the design criteria
- **We are seeking your input** on the pre-screening completed and any additional alignments that should be considered

STEP 2 (In progress)

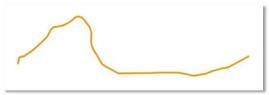
- **5 alternative alignments** and other alignments suggested by the public will be evaluated based on a more extensive set of criteria (Routes A, B, C, D, E)
- **We are seeking your input** on the proposed criteria, including any additional criteria that should be considered

STEP 1: IDENTIFY TVP ALTERNATIVES

The study will evaluate a number of different alignments, each with varying anticipated impacts, cost and mitigation requirements. Alignment alternatives were identified, in part, based on initial discussions with private property owners regarding the potential to obtain a pathway easement.

Route A: Carried Forward

- Connects to existing TVP at Ross Park, North London Athletic Fields
- Requires 2 bridges over Thames River
- Approx. 950 m long



Route B: Carried Forward

- Connects to existing TVP at Richmond Street and North London Athletic Fields
- Requires bridges over Masonville Creek and the Thames River
- Approx. 1,680 m long

Route C: Carried Forward

- Connects to existing TVP at Ross Park, North London Athletic Fields
- Extends east of Ross Park and crosses river north of Meadowndown Drive
- Requires 2 bridges over Thames River
- Approx. 1,100 m long

Route D: Carried Forward

- Connects to existing TVP at Richmond Street and Adelaide Street
- Requires bridges over Masonville Creek and Stoney Creek
- Potential slope stabilization/retaining walls south of Exmoor Place
- Approx. 2,800 m long

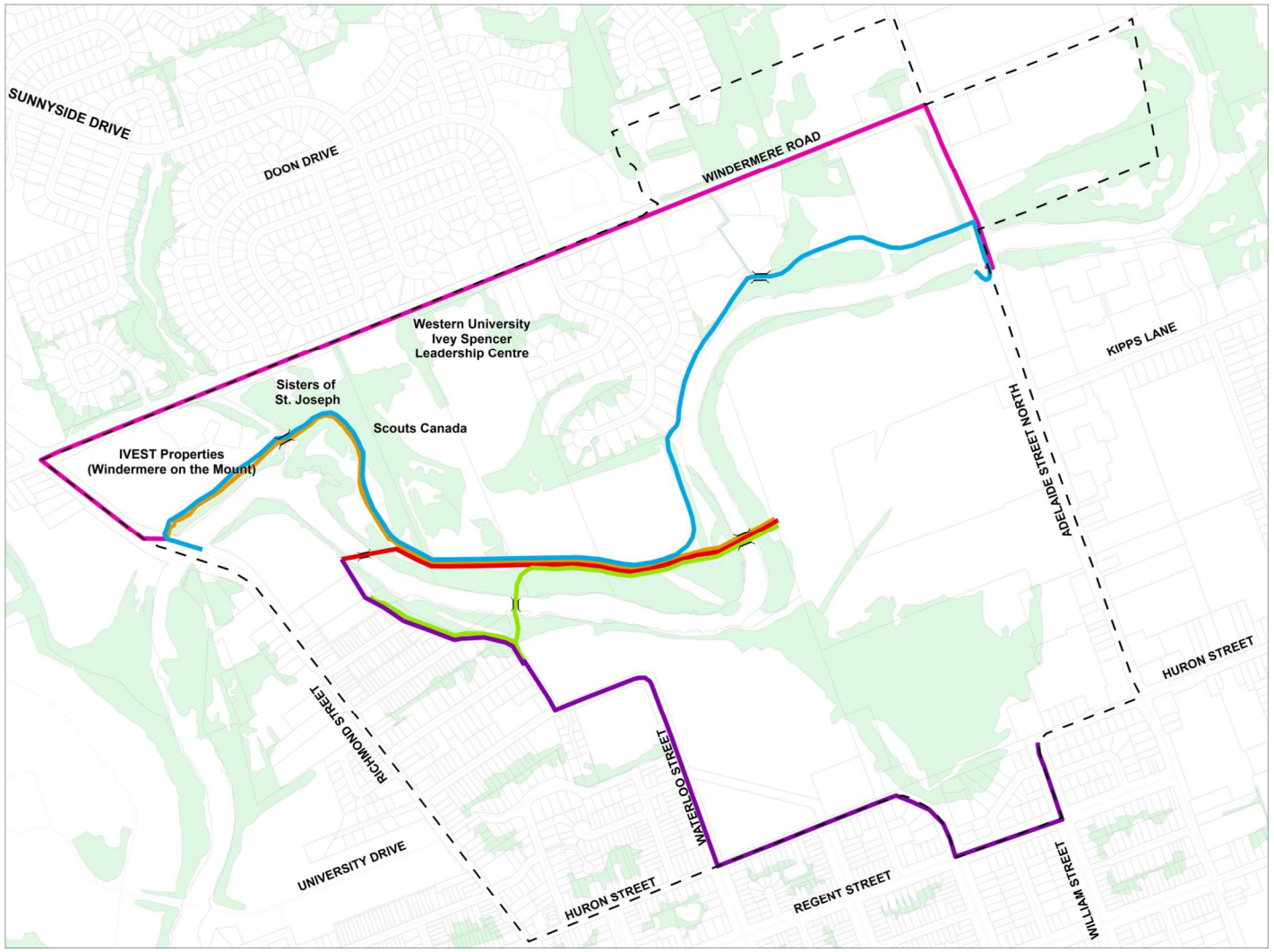
Route E: Carried Forward

- Connects to existing TVP at Ross Park and the Huron Street Woods
- Includes improvements along the roadways to accommodate the TVP, which may include eliminating on-street parking. TVP would not be a fully separate multi-use pathway
- Approx. 2,250 m long

Route F: Not Carried Forward

- Connects to existing TVP at Richmond Street and Adelaide Street
- Following arterial roads - Richmond Street, Windermere Road, Adelaide Street North
- Approx. 2,700 m long

STEP 1: TVP ALTERNATIVE ALIGNMENTS



Legend

- Study Area
- Alternative Route A
- Alternative Route B
- Alternative Route C
- Alternative Route D
- Alternative Route E
- Alternative Route F
- Proposed Bridge

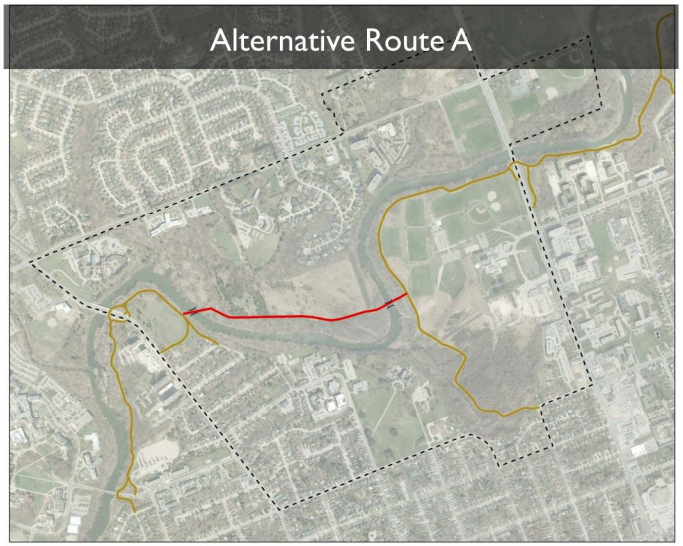
STEP 1: LONG LIST SCREENING OF TVP ALTERNATIVES

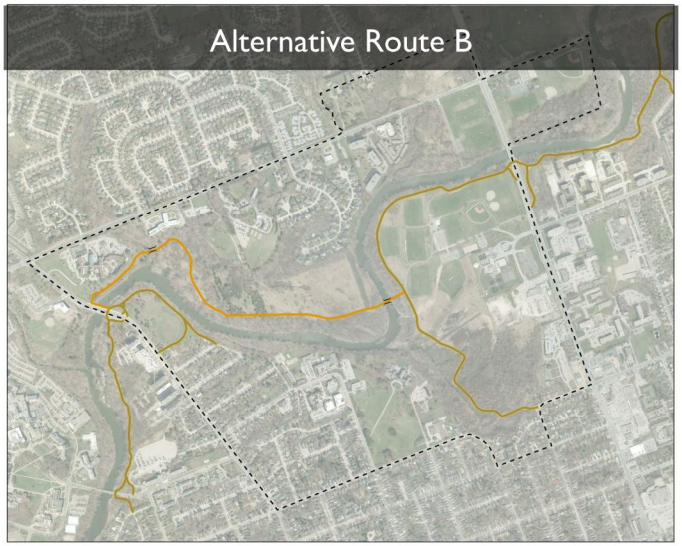
EVALUATION FACTORS	EVALUATION CRITERIA
ABILITY TO ADDRESS PROJECT OBJECTIVES & CITY DESIGN STANDARDS	. Address the problem/opportunity statement . Conform to City design standards and project objectives
TECHNICAL/ENGINEERING	. Significant technical issues, such as: . Existing slope stability and erosion impacts along the river . Construction access to sites . Construction complexity and associated risks . Impacts on municipal services/utilities . Ability to provide operational access to the existing watermain on the north side of the river
LAND USE IMPACTS	. Conform to Official Plan (current and draft) . Consistent with City Master Plans/Policy Documents: . Thames Valley Corridor Plan . Bicycle Master Plan . London Strengthening Neighbourhood Strategy . Parks & Recreation Strategic Master Plan . Smart Moves 2030 Transportation Master Plan . Age Friendly Action Plan . Potential impacts on existing residential properties
NATURAL ENVIRONMENT	. Impacts to Species at Risk in the area or their habitat identified to date . Impacts to existing trees . Natural environment impacts: terrestrial and aquatic
ECONOMIC/ FINANCIAL	. Relative cost for capital and construction costs . Long term operational costs/ life cycle renewal

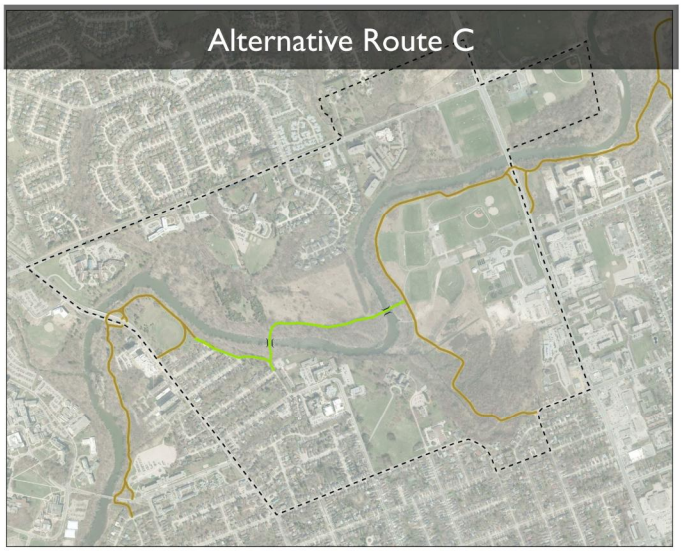
STEP 1: LONG LIST SCREENING

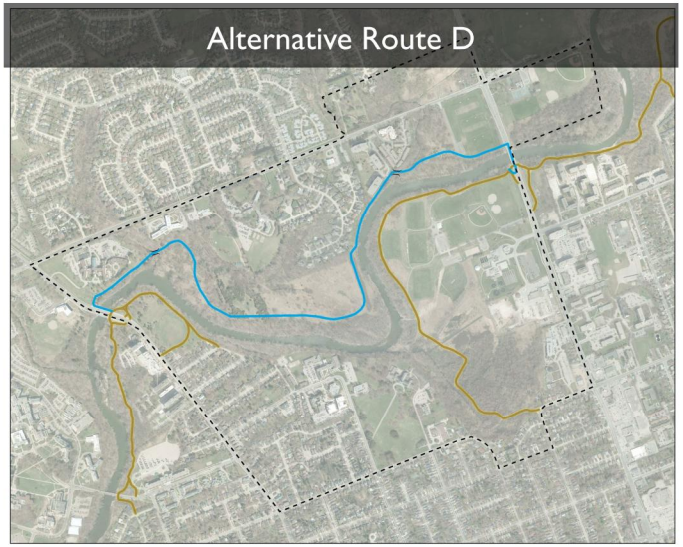
EVALUATION FACTORS	Route A 	Route B 	Route C 	Route D 	Route E 	Route F 
ABILITY TO ADDRESS PROJECT OBJECTIVE & CITY DESIGN STANDARDS	. Addresses problem statement and consistent with City objectives . Provides connection opportunities to adjacent neighbourhoods	. Addresses problem statement and consistent with City objectives . Provides some opportunity to connect adjacent neighbourhoods, however no direct connection for Old North	. Same as Route A	. Provides unimpeded access to the existing watermain on the north side of the Thames River (No bridge crossings for maintenance vehicles)	. **Does not address problem statement** . **Not consistent with recreational purpose of the TVP** . **Does not enhance current neighbourhood connections**	. **Does not address problem statement** . **Not consistent with recreational purpose of the TVP. Conflicts with recreational use and arterial roads (Richmond, Windermere, Adelaide)** . **Does not enhance current neighbourhood connections**
TECHNICAL/ ENGINEERING	. Construction access challenges for pathway and bridges . Potential for seasonal flooding along portion of the route . Improved access to existing watermain. Upgrades to 1 bridge could further enhance access	. Construction access challenges for pathway and bridges . Impacts to wetland areas increases construction complexity . Slope stability . Potential for seasonal flooding along portion of the route . Access to existing watermain (No bridge crossings for maintenance vehicles)	. Similar to Route A	. **Anticipate most complex construction** . Construction access challenges for pathway . Potential for seasonal flooding along portion of the route . Significant risk associated with active construction . Grade and access challenges for Stoney Creek crossing . Potential erosion protection/armoring may be required adjacent to Exmoor Place along the outside bend of the Thames. Challenges with access, slope and river bank constraints during construction in the same area. . Permitting challenges, including DFO involvement	. Requires some improvements along ROW to accommodate TVP . No access to existing watermain	. Similar to Route E . No access to existing watermain
LAND USE IMPACTS	. Consistent with Official Plan and other policy documents . No adjacent residential properties	. Same as Route A	. Similar to Route A, but closer to existing residential properties along Raymond Ave., Meadowdown Dr.	. Similar to Route C, with close proximity to existing residential properties along Tetherwood Blvd. and Exmoor Pl	. **Not consistent with Official Plan and other policy documents**	. **Same as Route E**
NATURAL ENVIRONMENT	. Avoids wetlands . Avoids known Species at Risk . Requires vegetation and tree removals. Route sited to minimize removal of large trees . Two river crossings requiring tree and vegetation removals, earth fill.	. **Routes B & D – greatest potential for negative impacts on wetland** . Requires vegetation and tree removals. Route sited to minimize removal of large trees . One river crossing, requiring tree and vegetation removals, earth fill	. Avoids impacts to known Species at Risk . Requires vegetation and tree removals. Route sited to minimize removal of large trees . Two river crossings, requiring tree and vegetation removals, earth fill . Shortest alignment within existing natural areas	. **Route B & D – greatest potential for negative impacts to existing wetlands** . Requires extensive tree removals along route, including adjacent to Tetherwood subdivision . In-water work required in Thames River	. Limited impacts to natural environment	. Same as Route E
ECONOMIC/ FINANCIAL	Routes A, B, C anticipated to have relatively similar costs: . Shortest new pathway . Requires two new bridges over Thames River	Routes A, B, C anticipated to have relatively similar costs: . Approx. 700 m additional pathway compared to Route A . Portion of pathway through wetland, potentially requiring alternative construction/ design measures . Required new crossing of Masonville Creek and Thames River	Routes A, B, C anticipated to have relatively similar costs: . Approx. 100 m additional pathway compared to Route A . Requires two new bridges over Thames River	Highest cost anticipated due to construction complexity and uncertainty: . Approx. 1,800 m additional pathway compared to Route A . New crossings of Masonville Creek and Stoney Creek . Highest construction complexity due to wetland, slope stability and property limit issues along north bank of Thames River	Route E expected to be the least costly alternatives: . Would require improvements within existing roadways to accommodate the TVP	Route F anticipated to be more costly than Route E: . May require new roadway bridge and change in road profile . May require some improvements within existing roadways to accommodate the TVP
Recommendation	. **Carry forward for further consideration**	. **Carry forward for further consideration**	. **Carry forward for further consideration**	. **Carry forward for further consideration**	. **Carry forward for further consideration**	. **Screened out**

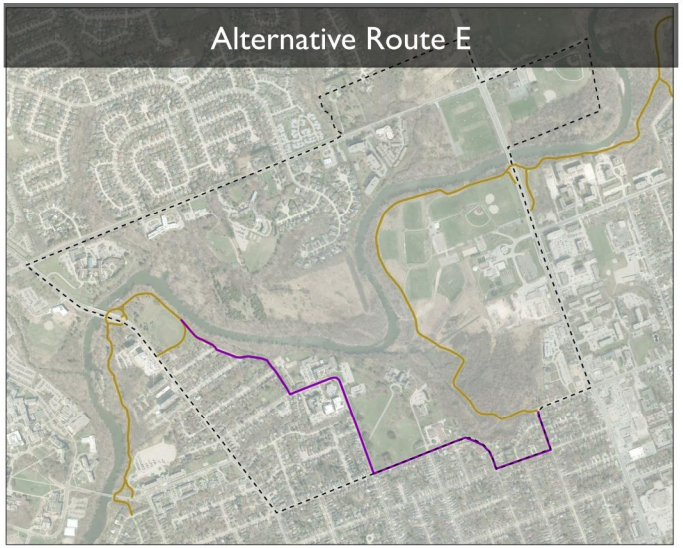
STEP 2: SHORT LIST of TVP ALIGNMENTS CARRIED FORWARD











Legend

- Study Area
- Alternative Route A
- Alternative Route B
- Alternative Route C
- Alternative Route D
- Alternative Route E
- Proposed Bridge
- Existing Thames Valley Parkway

STEP 2: SHORT LIST EVALUATION CRITERIA

The following **preliminary** set of criteria will be used to select the preferred TVP alignment. Criteria cover all relevant social, environmental and engineering considerations to thoroughly assess potential effects and will assist in the decision making process.

The following boards describe the broad categories in more detail. Please consider which criteria you think should be considered a high priority in the decision making process.

- Recreational User Experience
- Land Use Impacts
- Cultural Heritage Resources
- Aesthetics
- Engineering
- Natural Environment
- Economic/Financial

STEP 2: DRAFT EVALUATION CRITERIA

RECREATIONAL USER EXPERIENCE
How well does the route **integrate** with the existing TVP?
How well does the route **connect** to existing City amenities and recreation features?
How well does the route allow for **secondary pathway connections** to area neighbourhoods?
How well does the route **avoid user conflicts** (including vehicles) and provide a safe recreational environment?
Will the route be **easy to locate** and **navigate** for the user?
Does the route provide **opportunities** for historic/cultural **interpretive** and **educational material**?
Can the route be designed to meet **Crime Prevention Through Environmental Design** (CPTED) principles?

AESTHETICS
How well does the route provide **controlled** and **sustainable access** to the diverse natural features in the area, including view of the Thames River (from land and from proposed bridges)?
What impact does the route have on **key sightlines** for adjacent land uses and park users?

STEP 2: DRAFT EVALUATION CRITERIA

LAND USE IMPACTS

What are the potential **positive** and **negative** impacts on **adjacent land uses** due to pathway use, including private property, surrounding houses and adjacent neighbourhoods?
Is the route **compatible** with the existing **recreational infrastructure**?
Are neighbourhood links convenient connections to encourage active-living use?

CULTURAL HERITAGE RESOURCES

What is the impact to **archaeological** resources?
What is the impact to **built cultural heritage** resources and landscapes?
What is the impact the **Thames River Cultural Heritage River designation**?

NATURAL ENVIRONMENT

What are the anticipated impacts on **terrestrial resources**, including vegetation, wetlands, wildlife, Species at Risk, etc.?
What are the anticipated impacts on the **Thames River** and other **watercourses**, including fish and fish habitat?
What are the opportunities for **ecological enhancements**?
What are the opportunities for natural environment **interpretive** and **educational material**?

STEP 2: DRAFT EVALUATION CRITERIA

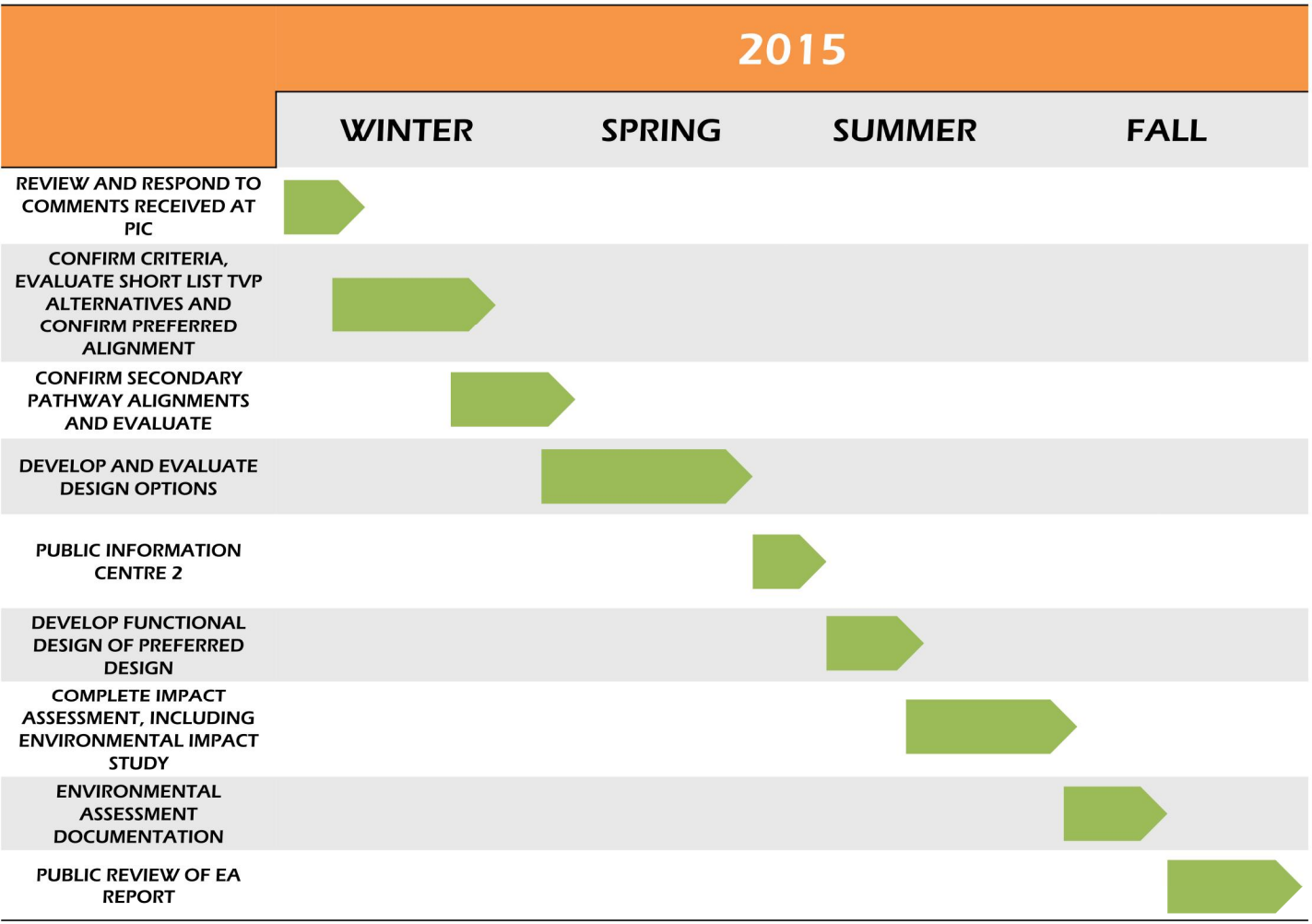
ENGINEERING
How well does the alternative address Thames River, Stoney Creek and Masonville Creek hydraulics/hydrology considerations for: . **Flooding** . **Approval** and **regulatory requirements**?
Is the alternative compatible with **existing infrastructure** in the study area, including: . Existing roadways, bridges (where applicable) . Municipal services/utilities?
What is the extent and complexity of **new infrastructure** required for: . Length of new pathway . Need for alternative construction/design techniques to address existing sensitive natural environment and ground conditions . Bridge construction . Retaining walls?
What is the extent of **on-going maintenance** and **operations** required compared to the other alternatives?
What are the anticipated **construction impacts** related to: . Adverse impacts to adjacent natural features . Access . Level of risk associated with the construction process?
Are there potential other concerns related to **slope stability, erosion** or **potential contamination**?
Does the proposed alignment provide operational access to the existing watermain north of the Thames River?

ECONOMIC/FINANCIAL
What is the relative **infrastructure capital cost** (order of magnitude)?
What is the relative **construction cost** (order of magnitude)?
What is the relative **operating** and **maintenance cost** (order of magnitude)?

STEP 2: DRAFT EVALUATION CRITERIA RANKING

EVALUATION CRITERIA	WHAT IS THE RELATIVE IMPORTANCE OF EACH CRITERIA TO YOU? Please rate the criteria by placing a "dot" on the criteria you consider to be most important for this evaluation. You may place up to 5 "dots".
RECREATIONAL USER EXPERIENCE	
AESTHETICS	
LAND USE IMPACTS	
NATURAL ENVIRONMENT	
CULTURAL HERITAGE RESOURCES	
ENGINEERING	
ECONOMIC/FINANCIAL	

NEXT STEPS



THANK YOU FOR ATTENDING

Your input is important to the outcome of this project.

Please complete a comment form and return it by

FEBRUARY 20, 2015

Personal information collected and recorded at the Public Information Centre or submitted in writing on this subject is collected under the authority of the Municipal Act, 2011 and will be used by members of Council and City of London staff in their review of this matter. With the exception of personal information, all comments will become part of the public record. Questions about this collection should be referred to Cathy Saunders, City Clerk, at 519-661-2500 ext. 4937

ACCESSIBILITY

Under the *Integrated Accessibility Standards Regulation (2011)*, the City of London is committed to ensuring the Class Environmental Assessment (EA) process is accessible to all participants. This Public Information Centre incorporates the following accessibility features:

- Accessible venue location for persons with disabilities, including wheelchair ramps, accessible washrooms and parking

- For persons requiring assistance:
  - Project team members will verbally explain presentation board content
  - Project team members will assist with the written submission of comment forms
  - Service animals are welcome

- Presentation boards and consultation materials are printed in large legible font. Reading aids (such as magnifying glasses) are available