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TO:	CHAIR AND MEMBERS COMMUNITY & PROTECTIVE SERVICES COMMITTEE MEETING ON JULY 19, 2016
FROM:	JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING & CITY PLANNER and JOHN BRAAM, P. ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER and WILLIAM C. COXHEAD MANAGING DIRECTOR, PARKS & RECREATION
SUBJECT:	THAMES VALLEY PARKWAY NORTH BRANCH CONNECTION CLASS ENVIRONMENTAL ASSESSMENT

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner and the Managing Director, Environmental and Engineering Services and City Engineer, and the Managing Director, Parks & Recreation, the following actions **BE TAKEN** in respect to the Thames Valley Parkway North Branch Connection Class Environmental Assessment:

- (a) The Thames Valley Parkway North Branch Connection Environmental Assessment Schedule 'B' Project File **BE ACCEPTED**;
- (b) A Notice of Completion for the project **BE FILED** with the Municipal Clerk; and
- (c) The Thames Valley Parkway North Branch Connection Environmental Assessment Project File **BE PLACED** on public record for a 30 day review period.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- Community & Protective Services Committee (August 25, 2014): Appointment of consulting engineers to conduct an environmental study for the Thames Valley Parkway Connection between Richmond and Adelaide Street North (RFP 14-46).

2015 - 19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus areas of *Strengthening our Community and Building a Sustainable City*. The Thames Valley Parkway North Branch Connection will promote vibrant, and connected neighbourhoods, while enhancing convenient and connected mobility choices and will create beautiful places and spaces. The project recognizes and protects the natural environment consistent with provincial policies and the City's Official Plan.

BACKGROUND

Purpose:

This report provides Committee and Council with an overview of and seeks approval to finalize the Thames Valley Parkway (TVP) North Branch Connection Environmental Assessment (EA). The completed Schedule 'B' Project File documents the EA requirement and process undertaken to address the current gap in the TVP between Richmond Street North and Adelaide Street North. Completing this gap in the TVP is a high priority for the City of London.

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Background:

The Thames Valley Parkway (TVP), the City’s primary recreational pathway system, is 42km long and runs along all three branches of the Thames River. The Council - approved Thames Valley Corridor Plan (TVCP) included 2-years of community input and recommended that the gap in the north branch of the TVP be completed. The Vision for the TVCP is:

“The Thames Valley Corridor is London’s most important natural, cultural, recreational and aesthetic resource. The City and community partners will preserve and enhance the natural environment, Thames River health, vistas, beauty and cultural heritage while accommodating compatible infrastructure, accessibility and recreation”.
(P. 2, Section 1.2, Thames Valley Corridor Plan).

This TVCP Vision Statement is included in the City’s current Official Plan. The Council - adopted London Plan continues to emphasize the important role that the TVP plays in building a strong, vibrant and sustainable community:

“The Thames Valley Parkway multi-use pathway system 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 setting for recreational walking, running, and cycling. It links many origins and destinations, providing a free and fully accessible form of mobility and active living in a park-like setting. As we continue to make the linkages that complete the Parkway over the next 20 years, it will play a major role in helping London to attract a quality labour force and investment in our city”.
(P.97, Bullet 406, Council - adopted London Plan).

Addressing gaps in the City’s recreational pathway system is a high priority for both City Council and the general public. This priority is driven by the Provincial Policy Statement and London’s Official Plan policies. Ongoing development of the TVP and London’s recreational pathway system addresses recommendations in numerous City of London policy and guideline documents, including but not limited to the following:

- Council - adopted London Plan;
- Draft London on Bikes Cycling Master Plan EA;
- Smart Moves 2030 Transportation Master Plan EA (2013);
- Age Friendly London Action Plan (2012),
- Thames Valley Corridor Plan (2011),
- London Strengthening Neighbourhoods Strategy (2009),
- Parks & Recreation Strategic Master Plan (2009),
- City of London’s original Bicycle Master Plan (2005);

The current gap in the TVP between Richmond and Adelaide Street spans approximately 850 linear meters, forcing Londoners to navigate over 2.5km of municipal streets (refer to Appendix 1). While this significant gap impacts users from the entire City, its greatest impact is felt by the 50,000 residents living in North/East London who have limited means of accessing the TVP in a safe and functional way.

ENVIRONMENTAL ASSESSMENT SUMMARY

This EA has been carried out in accordance with the Schedule “B” process of the Municipal Engineers Association Municipal Class Environment Assessment document (October 2000, as amended in 2007 and 2011). A copy of the executive summary for the Project File is contained in Appendix 2.

Study Parameters:

The two primary objectives of this EA included the following:

- Determining a preferred alignment for the Thames Valley Parkway (primary pathway system) between Richmond and Adelaide Street North.

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- Recommending preferred secondary pathway alignments that link neighbourhoods within the Study Area to the Thames Valley Parkway. Examples include, but are not limited to the Masonville, Stoney Creek, Old North and Glenora/Kilally North neighbourhoods.

The problem/opportunity statement developed for this EA was as follows:

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.

To address the gap on the north branch of the Thames River, Dillon Consulting was hired by the City following a formal request for consultant proposals in the fall of 2014 to undertake two main tasks:

- (a) **Complete a Municipal Class Environmental Assessment.** Purpose of this study was to identify and document the planning issues, public input and decision-making process leading to the development of recommendations for completing the gap in the Thames Valley Parkway between Richmond and Adelaide Street North.
- (b) **Complete an Environmental Impact Study.** Purpose of this study was to assess and describe the positive and negative environmental effects of the preferred option in detail to ensure that appropriate mitigation and compensation is identified for potential impacts on key features and functions and to make recommendations which will direct future detailed design and construction processes. The environmental impact study was completed in accordance with Official Plan, Section 15.3.3.

The geographical limits of this study area encompassed 200 meters north of Windermere Road, 200 meters west of Richmond Street, 200 meters east of Adelaide Street and south to Regent Street (refer to Appendix 3). Representatives from the Planning and Engineering Departments have worked closely with Dillon Consulting throughout the study and support the EA's recommendations.

Alternatives and Evaluation

In accordance with the Municipal Class Environmental Assessment process, this EA evaluated the following alternatives (refer to Appendix 4):

- *Do nothing – Option E-1 On-street, south of river without any improvements to ROW.*
- *Route ‘A’ – Ross Park to North London Athletic Fields.*
- *Route ‘B’ – Richmond Street to North London Athletic Fields.*
- *Route ‘C’ – Meadowdown Drive to North London Athletic Fields.*
- *Route ‘D’ – Along the north side of the river. Included no crossing of the river.*
- *Route ‘E’ – On-street, south of the river with ROW improvements.*
- *Route ‘F’ – On-street, following Richmond St, Windermere Rd and Adelaide St.*
- *Route ‘G’ – South of river, through Dioceses of London property.*

The following criteria were used to evaluate the alternatives:

- *Natural Environment* (component having regard for protecting significant natural and physical elements of the environment (i.e. air, land, water and biota) including natural heritage and environmentally sensitive policy areas);
- *Social/Cultural* (component that evaluates potential effects on residents, neighbourhoods, businesses, community character, social cohesion, community features, and historical/archaeological and heritage components);
- *Technical* (Component that considers technical suitability and other engineering aspects of the solutions);
- *Economic/Financial* (Component that addresses the potential effect on costs).

All of the alternatives assessed through the EA process were expected to have varying degrees of impacts under these four evaluation criteria. These impacts are evaluated and summarized in the EA's Environmental Study Report.

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Preferred Alternative:

The preferred alternative for the TVP connection between Richmond and Adelaide is Route ‘A’ – from Ross Park to the North London Athletic Fields, with two pedestrian bridges crossing the Thames River (refer to Appendix 5). The decision to recommend Route ‘A’ as the preferred solution is based on public input, the evaluation completed, technical review and input from regulatory agencies (Ministry of Natural Resources and Forestry and the Upper Thames River Conservation Authority), City staff and City of London Standing Committees (Cycling Advisory Committee and Environmental and Ecological Advisory Committee).

The main reasons why other routes (including on-road routes) were not selected as the preferred alternative included, but was not limited to: anticipated impacts to SAR, critical wildlife habitat and broader ecological features/functions; as well as functionality and user safety concerns; impacts to private property and existing City infrastructure; significant construction costs, and; technical/regulatory restrictions.

Consultation

The EA included a public consultation process with input from relevant agencies, affected landowners, First Nations communities and members of the public. A Notice of Study Commencement was distributed to the relevant agencies and study area property owners/residents and was posted to the City of London website in November, 2014 and advertisements were placed in ‘The Londoner’ on December 11 and December 18, 2014.

The City of London and Dillon hosted two Public Information Centres (PIC’s) for this study. The first PIC occurred January 29, 2015 and provided opportunities for the public and agencies to comment on the problem/opportunity statement, alternatives being assessed and the criteria used to pre-screen the alternatives. The second PIC occurred on November 12, 2015 and provided opportunities for the public and agencies to provide feedback on how the various options had been assessed and the recommended alternative. Notices for both of these meetings were advertised in the Londoner, posted on the City website and mailed to relevant agencies and study area property owners/residents.

Over 220 residents and interested parties attended the two PICs, and/or submitted comments throughout the EA process. Comments were generally favourable in nature, with some concerns being expressed about the project’s anticipated budget and the potential for impacts to the surrounding natural heritage system.

Staff from the City and Dillon also made presentations and coordinated meetings with the Upper Thames River Conservation Authority (UTRCA), the Environmental and Ecological Planning Advisory Committee (EEPAC) and the Cycling Advisory Committee (CAC) on multiple occasions throughout the EA process.

Environmental Impacts, Species at Risk and Mitigation Measures:

As part of the EA process, a Subject lands status report (SLSR) for the entire study area (but not the full extent of features outside the study area) was finalized January 2016. This report compiled extensive ecological inventory work from a 3-year period spanning 2013, 2014 and 2015. The ecological field work completed for this project was very thorough, exceeding requirements outlined in the City of London Environmental Management Guidelines and Official Plan Policies. The SLSR confirmed the presence of diverse vegetation communities and has recommended revisions to the City of London’s Official Plan Schedule B1. Many of the vegetation communities assessed within the study area have been negatively impacted by the presence and establishment of invasive plant species in the understory. The SLSR also confirmed the presence of species at risk (SAR) and significant wildlife habitat for SAR within the project study area.

Ontario’s Endangered Species Act, which is regulated by the Ministry of Natural Resources and Forestry (MNR), provides species and habitat protection for species classified as endangered or threatened in Ontario and the Act also sets out tools to help reduce the impact of human activity on species and their habitats.

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Consistent with the Endangered Species Act, the alternative recommended by this EA (Route 'A') was developed with the objective of protecting all SAR and critical habitats identified within the study area.

In accordance with the City of London Official Plan policies, an Environmental Impact Study (EIS) was prepared for the EA's recommended alternative. The Environmental Impact Study completed for Route 'A' predicts no net impact to SAR, or their critical habitat. The TVP alignment has been adjusted in consultation with the UTRCA to maximize buffers between the pathway and critical habitat (refer to Appendix 6).

A Draft EIS was provided to the Environmental and Ecological Planning Advisory Committee (EEPAC) and the UTRCA for review/comments in February, 2016. Subsequent meetings were coordinated with EEPAC and the UTRCA in March, April and May to discuss the Draft EIS, the recommended EA alternative and the project's anticipated construction techniques. EEPAC's final comments on the Draft EIS and the City responses to these comments are included in the EA's Environmental Study Report. While EEPAC does not support the EA recommended alternative, the majority of their recommendations associated with the preferred alternative have been incorporated into the final EIS. This input from EEPAC will help direct mitigation efforts throughout detailed design, construction and post construction phases.

The local specialists for turtle SAR, the UTRCA, have also provided specific comments and advice on how to mitigate potential impacts resulting from this project. In a letter dated May 18, 2016 (refer to Appendix 7), the UTRCA requested that the use of any and all techniques/measures to mitigate potential impacts associated specifically with increased public access to the riverine corridor as a result of the pathway construction be incorporated into future detailed design and monitoring processes. City staff and Dillon support these requests and have incorporated UTRCA input into the final EIS. City staff appreciate the input provided by the UTRCA throughout this EA and remain committed to working closely with them throughout future detailed design, construction and post construction phases of this project.

While it is not part of the standard EA process, the City and Dillon Consulting also requested that the approval agency for SAR and the Endangered Species Act, the MNRF, review and provide input into the draft EIS and draft ESR. The MNRF did review these documents and confirmed that they do not have any concerns at this time and recommended that once project plans and designs are firmer, that MNRF be provided with that updated information and information regarding mitigation or impacts to SAR, at which time it may be appropriate for MNRF to provide the City with a Letter to Proponent (LOA) regarding the Endangered Species Act.

The Environmental Impact Study completed for this project anticipates no net impact and includes input from the UTRCA, EEPAC and the City Ecologists. The EIS has confirmed that any potential impacts associated with this EA's preferred alternative can be successfully mitigated and compensated for and the EIS recommendations will be used to guide future pathway routing/detailed design, pre/during/post construction mitigation and short/long term monitoring. Detailed design for this project will continue to involve extensive input and consultation with the UTRCA species at risk biologist, the City of London Ecologists and the MNRF.

Preliminary Cost Estimate:

The preliminary cost estimate associated with the detailed design, construction and contract administration for the TVP between Richmond and Adelaide Street is estimated at \$4,210,000 and the secondary connections to the Stoney Creek and Glenora community is estimated at \$520,000. Over \$3M in funding has already been approved by City Council associated with the TVP project under the Planning Services Major Open Space and Thames Valley Parkway capital programs. City staff will develop a strategy to fund the remaining portion and will include this in future yearly capital budget reviews.

City staff will also explore external funding opportunities that this project could benefit from. Examples may include the potential expansion of the Ontario Municipal Cycling Infrastructure Program and the recently announced Canada 150 Community Infrastructure Program which promotes the renovation and expansion bike paths.

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CONCLUSION

A Municipal Class EA has been undertaken to consider options for linking the Thames Valley Parkway between Richmond Street and Adelaide Street North. The preferred and recommended alternative resulting from this EA process has been assessed as the best route to satisfy the studies objectives and opportunity statement. Through the EIS process, the routing and design of the preferred alternative was modified and improved and numerous recommendations included to direct future stages of this project. Additional effort has also been made to ensure that the project will not impact species at risk along the Thames River.

An EA Project File has been completed and is ready for final public review. It was prepared with public and agency participation, and includes a preliminary design which provides mitigation measures for impacts associated with the project.

Pending Council approval, a Notice of Completion will be distributed and the environmental study report will be placed on public record for a 30 day review period. Stakeholders are encouraged to provide input and comments regarding the study during this time period. Should stakeholders feel that issues have not been adequately addressed, they may provide written notification within the 30-day review period to the Minister of the Environment requesting further consideration.

If no requests for a Part II Order are received, the project will be in a position to move forward to detailed design and construction in accordance with the recommendations of the study.

Construction could begin in 2017 subject to EA approval, Council approval of detailed design and construction contracts, available funding and permitting from regulatory agencies.

Acknowledgements:

This report was prepared by Jeff Bruin, Landscape Architect of the Environmental & Parks Planning Section, Planning Department with input received and concurrence from the Environmental & Engineering Services Department.

SUBMITTED BY:	REVIEWED & CONCURRED BY:
ANDREW MACPHERSON, MANAGER, ENVIRONMENTAL & PARKS PLANNING SECTION	DOUG MACRAE, P. ENG., DIVISION MANAGER, TRANSPORTATION PLANNING & DESIGN
RECOMMENDED BY:	RECOMMENDED BY:
JOHN BRAAM, P.ENG. MANAGING DIRECTOR OF ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER	JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING & CITY PLANNER
RECOMMENDED BY:	
BILL COXHEAD, MANAGING DIRECTOR, PARKS & RECREATION, COMMUNITY SERVICES	

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- c.c. Dillon Consulting Limited (Attention: Sabrina Stanlake-Wong)
- Upper Thames River Conservation Authority (Attention: Mark Snowsell)
- Middlesex London Health Unit (Attention: Bernie McCall)
- City of London Cycling Advisory Committee
- City of London Environmental & Ecological Advisory Committee

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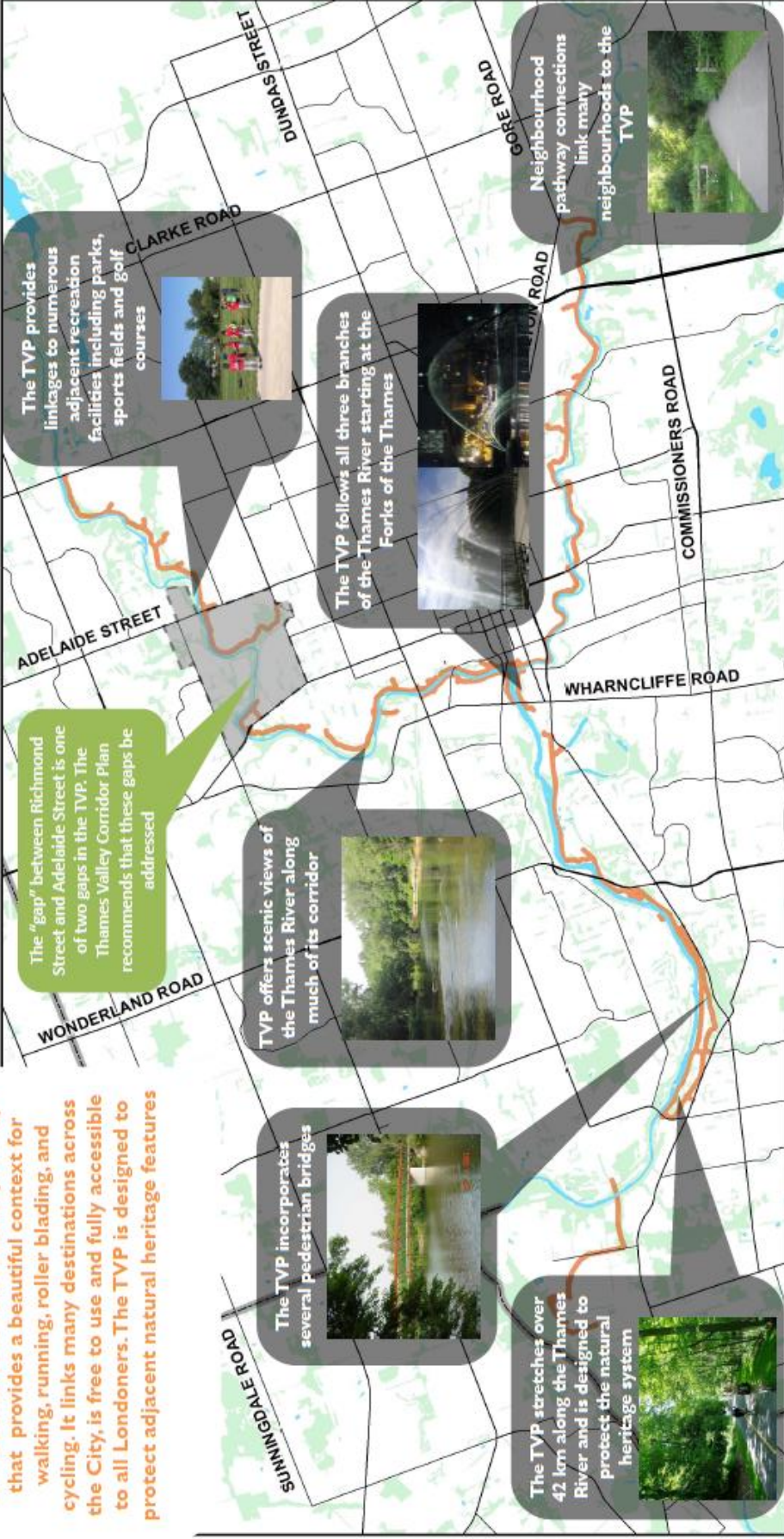
APPENDIX 1

Map of the TVP Identifying the 'Gap' on the North Branch of the Thames River between Richmond Street and Adelaide Street North

Thames Valley Parkway



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. The TVP is designed to protect adjacent natural heritage features



The TVP stretches over 42 km along the Thames River and is designed to protect the natural heritage system

The TVP incorporates several pedestrian bridges

TVP offers scenic views of the Thames River along much of its corridor

The "gap" between Richmond Street and Adelaide Street is one of two gaps in the TVP. The Thames Valley Corridor Plan recommends that these gaps be addressed

The TVP follows all three branches of the Thames River starting at the Forks of the Thames

The TVP provides linkages to numerous adjacent recreation facilities including parks, sports fields and golf courses

Neighbourhood pathway connections link many neighbourhoods to the TVP

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APPENDIX 2

**MCEA Environmental Study Report Executive Summary
Thames Valley Parkway North Branch Connection**



CITY OF LONDON

**Thames Valley Parkway North Branch
Connection**

Richmond Street to Adelaide Street, Class Environmental
Assessment
Environmental Screening Report

June 2016 – 14-1084

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Executive Summary

Introduction

The City of London retained Dillon Consulting Limited to complete a Schedule B Municipal Class Environmental Assessment (EA) to extend the Thames Valley Parkway (TVP) from Richmond Street to Adelaide Street to complete one of the missing “gaps” in the parkway. The study also identified secondary pathway connections to three adjacent neighbourhoods.

This report documents the decision-making process leading to the selection of the preferred TVP alignment, between Richmond Street and Adelaide Street. The preferred alignment includes pedestrian bridges at Ross Park and the North London Athletic Fields, with a pathway connecting the two crossings along the north side of the North Thames River. Connections to Tetherwood Boulevard, the Broughdale/North London neighbourhood and Glenora/Stoney Creek Neighbourhood are also recommended. The preferred alignments are shown on Figure E-1.

Two Public Information Centres were held for the study, with approximately 100 in attendance at each. The preferred route for the TVP received very positive feedback from most in attendance.

Problem/Opportunity

The need to address current gaps in the TVP is outlined in a number of City policy documents, including, but not limited to: the Thames Valley Corridor Plan, Official Plan, London Plan (Draft), Parks & Recreation Strategic Master Plan, Smart Moves Transportation Master Plan and the Bicycle Master Plan. Based on the review of existing documents, the following Problem/Opportunity Statement was developed:

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.

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At the project outset, the following overarching design criteria were developed for the new TVP connection. These criteria were used to guide the development of the alternative alignments. 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.

Alternative Routes

As part of Phase 2 of the Class EA, alternative solutions to address the problem/opportunity were identified and evaluated. Currently, the “gap” in the TVP is connected through signs on local roads in the North London neighbourhood, between Gibbons Park and Huron Woods. There are a few different on-road routes signed, including along Huron Street, Cheapside Street, Colborne Street, Regent Street and William Street. Continuing to use these on-road routes to connect the TVP does not meet the problem statement and does not meet the intent of the City policy documents referenced in Section 1.2. Since this “do nothing” option does not address the problem statement, it was not assessed further. An on-street option, connecting Ross Park and Huron Street Woods (Route E-1) along the existing roadway rights-of-way (ROW), was identified and evaluated.

As shown on Figure E-2, seven potential routes for the TVP connection were assessed:

- Route A – Ross Park to North London Athletic Field, includes two bridges crossing the river
- Route B – Richmond Street to North London Athletic Field, includes one bridge crossing the river
- Route C – Meadowdown Drive to North London Athletic Field, includes two bridges crossing the river
- Route D – Along the North Side of the River, from Richmond Street to Adelaide Street
- Route E – On-Street, from Ross Park to Huron Street. Two sub-options were considered:
 - Route E1 – No infrastructure improvements along the ROW, the “do nothing” alternative
 - Route E2 – Improvements along the ROW to accommodate a fully separate multi-use pathway

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- Route F – On-Street, along Richmond Street, Windermere Road and Adelaide Street
- Route G – South of the river, between Ross Park and North London Athletic Fields.

The alternatives were assessed based on a number of different criteria, including natural environment, land use, recreational user experience, engineering considerations and costs. Based on the evaluation completed, as well as input from the public and stakeholders, Route A was confirmed as the preferred route. Based on discussions with Upper Thames River Conservation Authority (UTRCA) staff, the location for the bridge at Ross Park was shifted upstream approximately 100 m, providing approximately 225 m separation between the most sensitive natural environment features in the study area, and the TVP alignment.

Neighbourhood Connections

Providing connections to existing neighbourhoods adjacent to the TVP is one of the study goals. Opportunities to connect to three neighbourhoods were evaluated, with the preferred connection to each neighbourhood shown on Figure E-1.

- **Stoney Creek/Tetherwood Neighbourhoods:** The purpose of this link is to connect the Stoney Creek neighbourhood, located north of Windermere Road, from approximately Richmond Street to Doon Drive (east leg) to the TVP. Tetherwood Boulevard is the only municipal road south of Windermere Road and north of the river. There is an existing municipal ROW on Tetherwood Boulevard to North Branch Park. A connection through the municipal ROW is proposed. This connection will connect the adjacent neighbourhood, and also provides access for emergency vehicles, if needed, to the TVP north of the river. This connection also links with the existing Stoney Creek recreational pathway system, which currently extends north/east through the City to Trossacks Avenue
- **Broughdale/North London Neighbourhood:** This link will provide a connection to the neighbourhood south east of Ross Park, through a future connection east of Raymond Avenue to Meadowdown Drive. The Broughdale Earth Dyke extends from Richmond Street, through Ross Park to Meadowdown Drive, and is located in the area of the proposed neighbourhood connection. The UTRCA is currently completing an environmental assessment study of all of the earth dykes in London to identify modifications, including potentially raising the height of the dyke. Three potential alignments for this connection were identified. Due to the uncertainty of future plans for the dyke, a preferred option for the connection was not identified. The preferred connection will be identified by the City once the recommendations for the dyke have been made by UTRCA
- **Glenora/Stoney Creek Neighbourhood:** This will link the TVP to the Glenora and Stoney Creek neighbourhoods located east of Adelaide and south of Fanshawe Park Road East. There are existing recreational pathways in these areas. The connection

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will include separated multi use pathways along Windermere Road and Adelaide Street, using the existing Adelaide Street Bridge over the river to connect to the TVP.

Consultation

Consultation activities met the requirement of the Municipal Class EA. Project notices were published in "The Londoner" and on the City's website. Materials from both Public Information Centres were also posted on the project website. Consultation activities included:

- **Notice of Study Commencement in December 2014.** Fifteen replies to the notice were received, with several requesting to be kept informed. Several area residents asked about the anticipated construction timing and potential for the TVP to be connected to the surrounding neighbourhoods
- **Public Information Centre (PIC) 1 in January 2015.** The PIC highlighted the project purpose, existing conditions in the area, the alternative routes considered for the TVP, and the decision making process. Feedback was generally positive regarding the project. When asked for input regarding the proposed routes, Route A was the most preferred, followed by Route C. Following the PIC, an information panel regarding the project was included in the City's London Home Show display in January 2015. The EA was one of several projects highlighted in the City's display area
- **Public Information Centre (PIC) 2 in November 2015.** The preferred routes for the TVP, as well as the neighbourhood connections, were presented. When asked, 53 of 54 individuals agreed with the statement, "I support the preferred alignment (Route A) for the Thames Valley Parkway North Branch Connection." A similar level of support was provided for the three neighbourhood connections.

Throughout the study the City made presentation to several committees regarding the project including:

- Environmental and Ecological Planning Advisory Committee (EEPAC): October 23, 2014 and February 18, 2016. There was also a meeting March 24, 2016 with the EEPAC Chair and on April 13, 2016 with EEPAC's working group to discuss comments provided.
- Cycling Advisory Committee (CAC): October 15, 2014, March 18, 2015, December 16, 2015 and March 18, 2016

The study team met with staff from the UTRCA five times throughout the study to receive background information on the project, discuss the proposed routing, identify opportunities to minimize impacts on the sensitive natural environment in the study area and to provide input on the Environmental Impact Study. Due to the sensitive species within the river corridor, UTRCA staff identified concerns with extending the TVP through this area. The primary concerns related to people and pets leaving the pathway and disturbing sensitive wildlife

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species along the river as well as the disturbance additional people and the associated activity (ie. movement on the bridges, noise) along the pathway will have on the wildlife. Many of the concerns raised by the UTRCA can be addressed through developing mitigation measures during the design, construction and operation phases of the pathway to minimize potential negative impacts. The City and UTRCA are committed to continuing to work together during the future detailed design construction and operation phases.

Based on the preferred alternative identified for the TVP connection, a meeting was held on site with the study team and UTRCA to review the west bridge (Ross Park) location. UTRCA advised that if the Alternative A alignment option was selected, the bridge location should shift approximately 100 m upstream to provide greater separation from the most sensitive area within the study area.

Preferred Alignment and Design Concept

Figure E-1 includes the preferred route for the TVP extension in the Study Area, as well as the neighbourhood connections.

The preferred bridge type for the two new pedestrian bridges is a Bowstring H-Section Truss. This bridge type was assessed to be complementary to the park setting of the pathway, has a relatively small footprint impact compared to the two other types considered, and is the lowest relative cost.

Environmental Impact Study

An Environmental Impact Study (Draft February 2016) was completed for the preferred pathway alignment. Based on the assessment completed, negative effects to the Significant River, Stream and Ravine Corridor, Significant Woodlands, assumed Provincially Significant Wetland, and Species at Risk within the study area are not anticipated as a result of the construction and use of the proposed pathway and two pedestrian bridges. Negative effects have been mitigated through site selection to maximize the distance between the TVP and sensitive species, as well as utilizing bridge design, tree protection zones, erosion and sediment control, environmental monitoring and invasive species management.

Preliminary Costs

Preliminary cost estimates developed are included below. The project costs will be updated during the future detailed design phase.

Project Component	Project Cost
TVP Connection	
Pedestrian bridges (2)	\$2,700,000

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Project Component	Project Cost
Access during construction	\$100,000
Pathway construction (including emergency access to Tetherwood Boulevard)	\$600,000
Engineering (approx.15%)	\$510,000
Ecological Restoration/ Enhancements	\$300,000
Preliminary Cost Estimate – TVP	\$4,210,000*
Glenora/Stoney Creek Connection	\$520,000

** Timing and funding for the Broughdale/North London connections are not known at this time and will be brought to Council for approval at a later date.*

Next Steps


Following completion of this EA, the City will initiate the detailed design phase. It is anticipated detailed design will be completed in 2016. Subject to Council approval, completion of the design and obtaining required permits/approvals, it is anticipated construction could begin as early as 2017.


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City of London
Thames Valley Parkway North Branch Connection,
Richmond Street to Adelaide Street
Municipal Class Environmental Assessment

Environmental Screening Report
Preferred Route
Figure E-1


- Tetherwood Neighbourhood Connection & Emergency Access
- Glenora/Stoney Creek Neighbourhood Connection
- Broughdale/North London Neighbourhood Connection
- TVP Preferred
- Existing Thames Valley Parkway
- Study Area
- Property Parcels





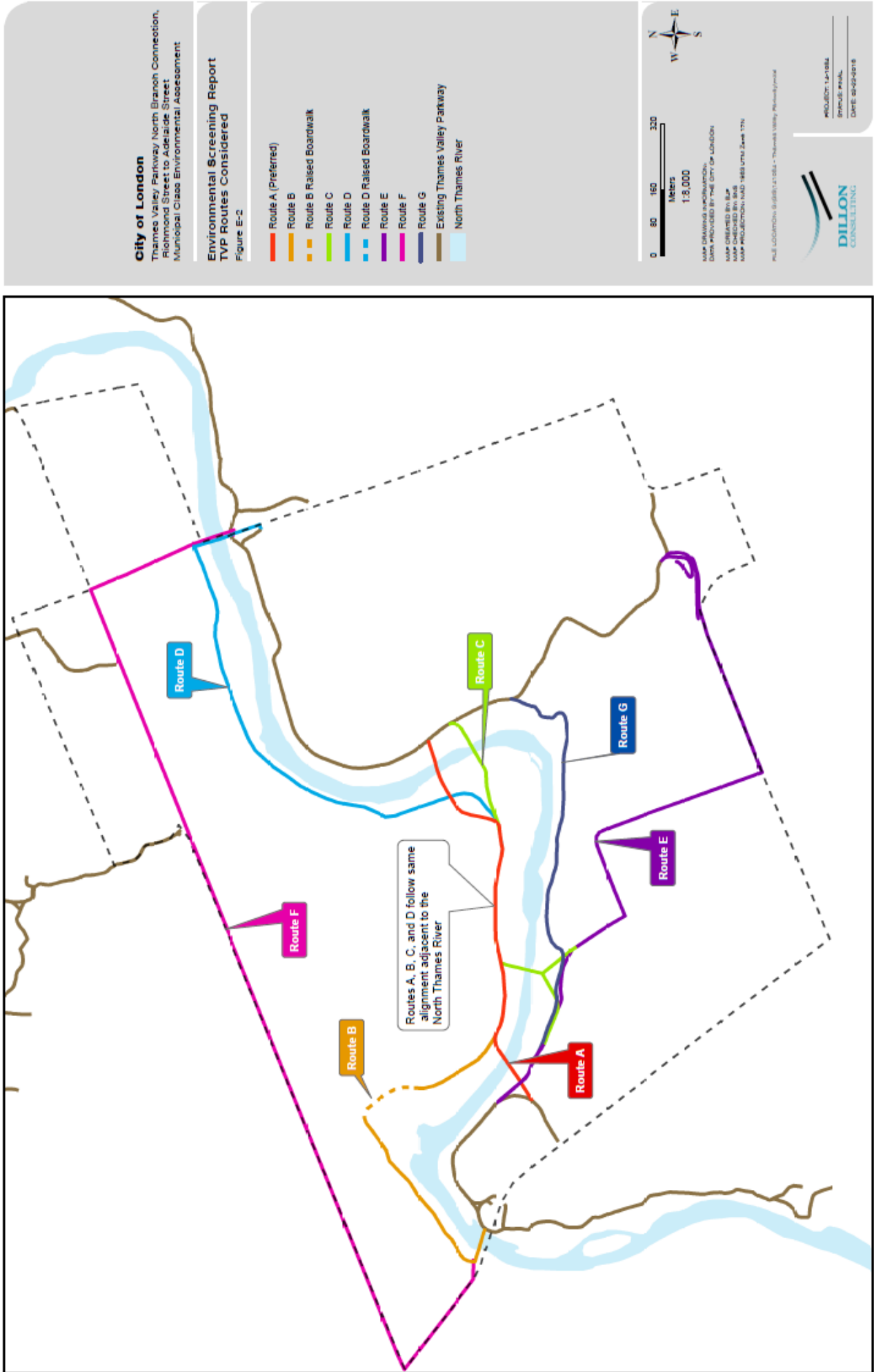
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DATA PROVIDED BY THE CITY OF LONDON
MAP CREATED BY: BLP
MAP CHECKED BY: BLP
MAP PRODUCTION: MJD - 1483 (17/11/2016) June 17/16

PROJECT: 14-1584
SPACE: 4944
DATE: 2016-06-16





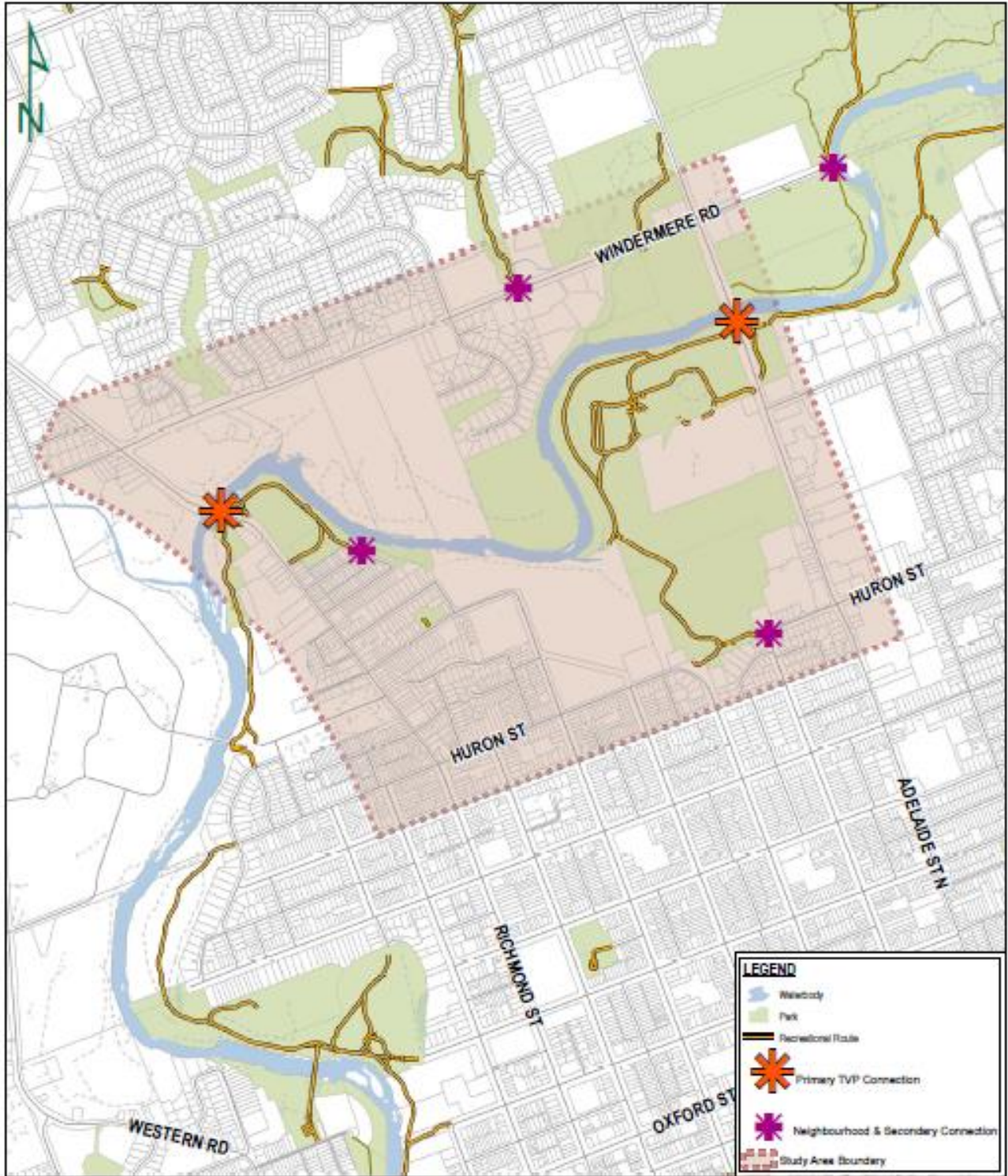
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Appendix 3

Study Area for Thames Valley Parkway North Branch Connection EA



26 June 2014

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Appendix 5

Environmental Screening Report Preferred Route for TVP and Secondary Connections





DILLON CONSULTING

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TEL: 519-837-0800
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CITY OF LONDON
Thames Valley Parkway, North Branch Connection,
Richmond Street to Adelaide Street
Municipal Class Environmental Assessment

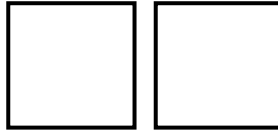
**Environmental Screening Report
Preferred Route**
Figure E-1

- Tetherwood Neighbourhood Connection & Emergency Access
- Glenora/Stoney Creek Neighbourhood Connection
- Broughdale/North London Neighbourhood Connection
- TVP Preferred
- Existing Thames Valley Parkway
- Study Area
- Property Parcels

0 0.075 0.15 0.3
1:25,000 KM

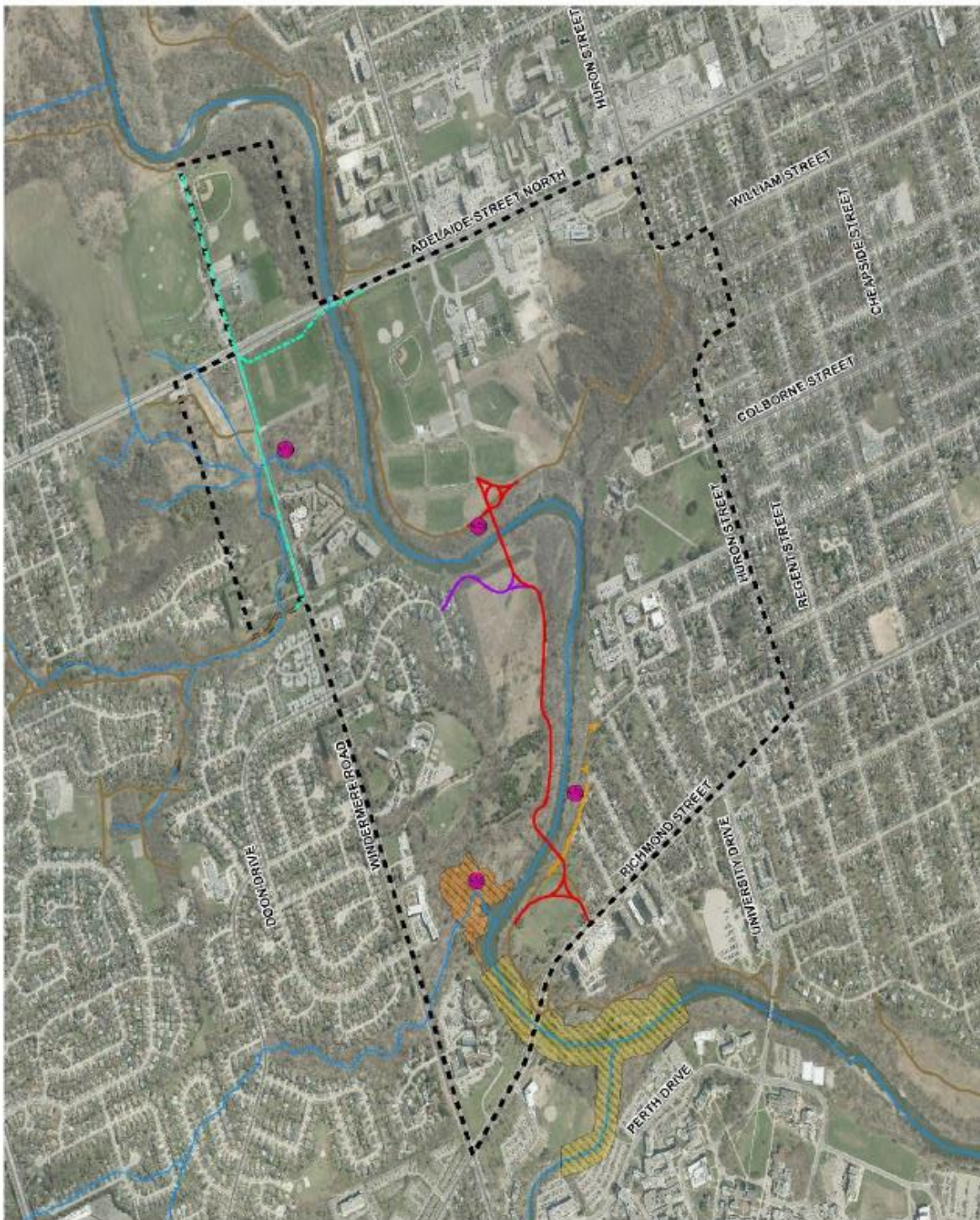
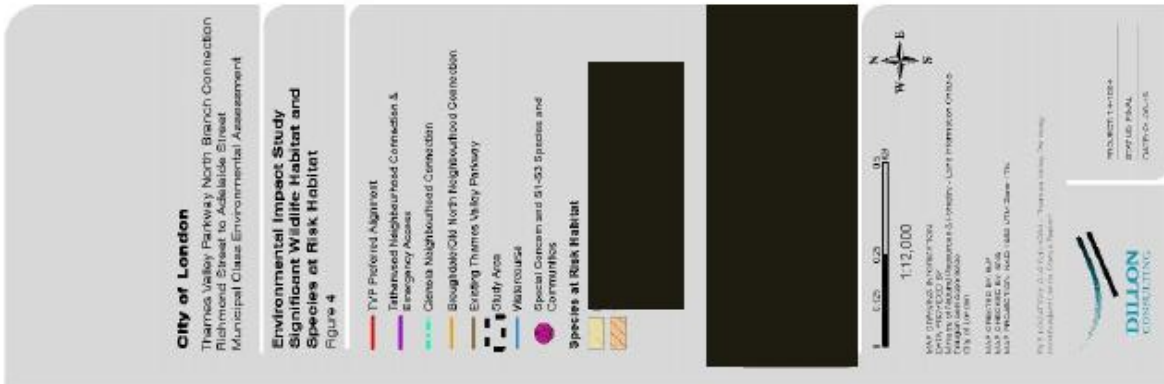


DATE: 08/20/2018
DRAWN BY: [Name]
CHECKED BY: [Name]



Appendix 6

Critical Wildlife Habitat and SAR locations with Respect to Recommended TVP Alignment (Species names redacted as per UTRCA request)



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Appendix 7

**UTRCA Letter (May 18, 2016)
Re: TVP North Branch Connection Class EA**



"Inspiring a Healthy Environment"



May 18, 2016

Dillon Consulting Limited
130 Dufferin Avenue
London, Ontario
N6A 5R2

**Attention: Sabrina Stanlake-Wong
 Project Manager**

Dear Ms. Stanlake-Wong:

**Re: Thames Valley Parkway North Branch Connection
 Richmond Street to Adelaide Street, Class EA
 Dillon Response to UTRCA Comments Provided April 6, 2016**

The Upper Thames River Conservation Authority would like to thank the City of London and Dillon for arranging a meeting to discuss comments we provided in writing on April 6, 2016. Our May 9, 2016 meeting was constructive and a letter was given to the undersigned on the same date, providing comprehensive responses to the points raised in our April letter. We have reviewed the information provided and offer the following comments at this time.

Species At Risk

The Dillon letter provides considerable information in response to issues raised by the UTRCA. On matters related to screening for turtle nests, mitigation of impacts through timing and methods of bridge construction and dogs off-leash, we thank you for the additional commentary and commitment to amend the EIS and Screening Report accordingly. On the significant issue of increased access to the riverine corridor as a result of pathway construction, we respectfully submit there are good news stories and bad news stories when it comes to mitigating the impact of human and pet activity in sensitive areas with Species At Risk present. The Conservation Authority will continue to call for the use of any and all techniques/measures to mitigate impacts. These measures should include monitoring (pre- and post-construction, in conjunction with the City Ecologist and the UTRCA), enforcement, decommissioning of informal trails, planting of vegetation to discourage off-pathway access and education initiatives (with education extending to all project contractors). Given that use of the pathway will increase over time, we submit that a long-term monitoring program will be critical for effective mitigative strategies. Opportunities for compensation or enhanced habitat conditions, through the production of a comprehensive implementation and management plan should be considered through consultation with the City Ecologist, the UTRCA and other agencies. Viewing and lookout areas and options for same should be subjected to a more rigorous, site-specific analysis, engaging SAR specialists and the City Ecologist to further mitigate potential negative impacts. We also submit that it will be critical to have SAR specialists on site throughout the construction phases.

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Other Natural Heritage Comments on Draft EIS

1. Regarding the Dillon response to our item 5 (field surveys for Reptile Hibernaculum), we would recommend that further investigation be scoped to areas along the river which may be impacted by bridge and trail construction.
2. Regarding the Dillon response to our item 10 (location of proposed pathway relative to FOD7-4 communities on Scouts Canada property), we remain concerned that trees may be impacted post-construction due to increased sun exposure/wind or as a result of eliminating hazard trees in close proximity to the pathway. A similar concern applies for item 13 in our letter if trees are removed post-construction.

Draft Environmental Screening Report

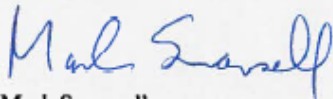
The UTRCA appreciates the decision to eliminate plans for a "future hike only trail".

Draft Environmental Screening Report Appendix G – Hydraulic Assessment

The UTRCA wishes to thank Dillon for the information provided in your May 9/16 response letter. Please ensure that this information is incorporated into a revised ESR. We look forward to working with the consulting team and the City of London to help ensure that no impacts on flooding are anticipated as result of bridge construction.

Yours truly,

UPPER THAMES RIVER CONSERVATION AUTHORITY



Mark Snowsell

Land Use Regulations Officer

c.c. Andrew Macpherson and Jeff Bruin, City of London
Tracy Annett, UTRCA
Tara Tchir, UTRCA
Scott Gillingwater, UTRCA
Mark Shifflett, UTRCA