

# Richmond to Adelaide TVP MCEA

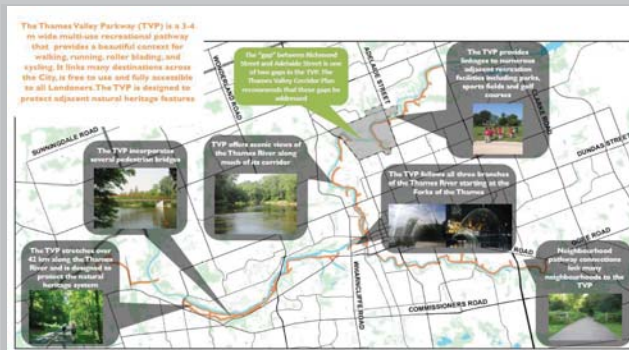
PLANNING SERVICES, ENVIRONMENTAL & PARKS  
PLANNING SECTION

CPSC Meeting – July 19, 2016



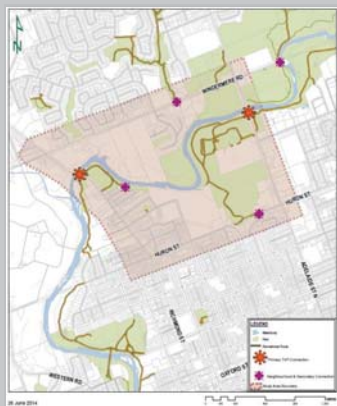
# Richmond to Adelaide TVP - MCEA

- Thames Valley Parkway
- Multi-use recreational pathway designed to meet AODA requirements.
- Currently 44km long, following all three branches of the Thames River.



# Richmond to Adelaide TVP - MCEA

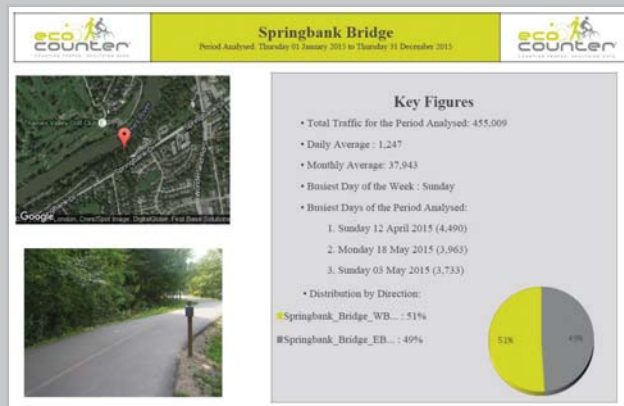
- London's Strategic Plan
  - Strengthening our Community
  - Building a Sustainable City
  - Growing our Economy
- Study Area



- Relevant Master Plans
  - Council adopted London Plan
  - Thames Valley Corridor Plan
  - Parks & Recreation Master Plan
  - London on Bikes Cycling Master Plan
  - Strengthening Neighbourhood Strategy
  - Age Friendly London Action Plan
  - Smart Moves 2030 Transportation Master Plan

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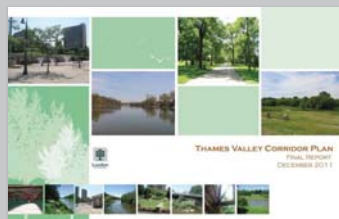
- Thames Valley Parkway



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- Thames Valley Corridor Plan Vision Statement
 

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.

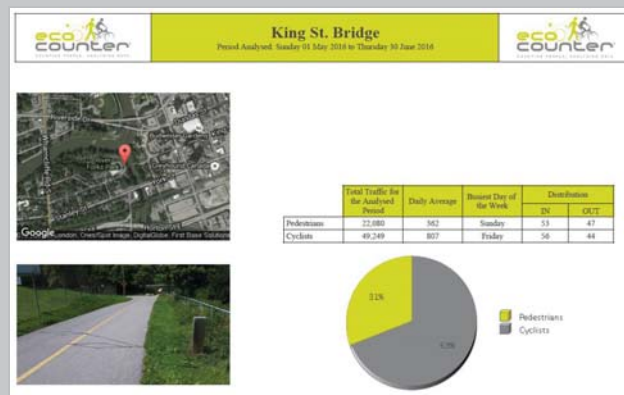


- Canadian Heritage River Designation
  - Bestowed on the Thames River for its outstanding cultural and natural attributes, quality recreational opportunities, and demonstration of a healthy river environment.



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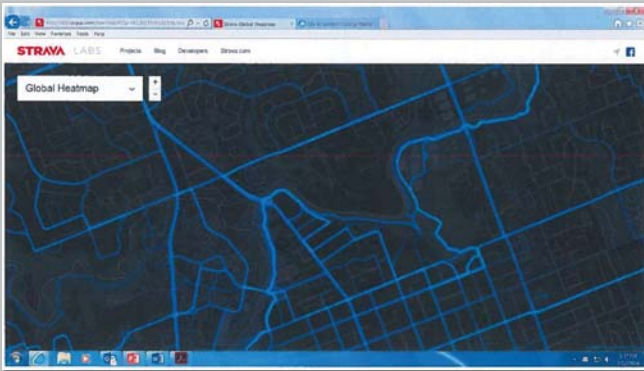
- Thames Valley Parkway



## Richmond to Adelaide TVP - MCEA

### Thames Valley Parkway

- Strava Heat Map demonstrates heavy use of TVP & ROWs and illegal trespass activity.



## Richmond to Adelaide TVP - MCEA

### Study Context

- Numerous studies confirm the need to complete gaps in the TVP.
- Richmond to Adelaide = highest priority.



### Study Overview

- Project Manager: Jeff Bruin
- Consultant: Dillon Consulting Limited
- Study Type: Schedule 'B' MCEA
- Started: September 2014
- Anticipated Completion: Summer 2016
- Status: Commence 30-day public review

### Study Objective

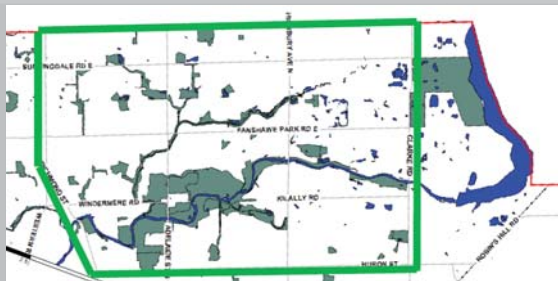
- Identify the preferred alignment for the Thames Valley Parkway (primary pathway system) between Richmond Street and Adelaide Street North, as well as secondary pathway connections to surrounding neighbourhoods.



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### Thames Valley Parkway

- Gap in the TVP between Richmond and Adelaide is approximately 850 linear meters in length. It requires the public to navigate 2,500 +/- meters of municipal roads.
- Impacts the entire City, but specifically 50,000 + residents in north east London.
- Impedes access to Fanshawe Conservation Area.
- Adjacent land owners have tolerated users, but want illegal trespass issues addressed.



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### Public process

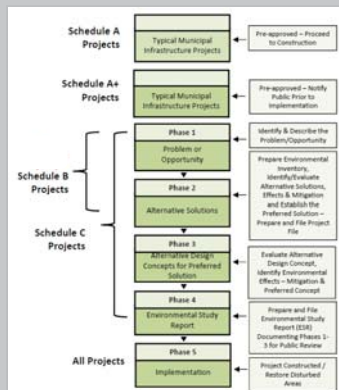
- Notice of Study Commencement – December 2014
- PIC #1 – January 2015
- PIC #2 – November 2015
- Significant public turnout, interest and support for the project and the EA recommendations.
- Project website
- Presentations to EEPAC & CAC
- Extensive consultation with regulatory agencies (UTRCA, MNRF).



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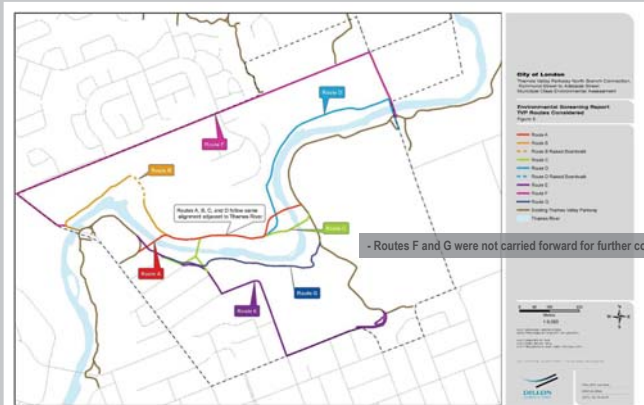
### Class EA Process:

- The Class EA process is a five phase planning process which:
  - Identifies reasonable solutions to the problem;
  - Considers advantages and disadvantages including net environmental effects;
  - Requires public consultation; and
  - Provides clear documentation that describes the decision making process
- Phase 1: problem or opportunity
- Phase 2: alternative solutions
- Phase 3: alternative design concepts for preferred solution
- Phase 4: environmental study report**
- Phase 5: implementation



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### TVP Options Assessed

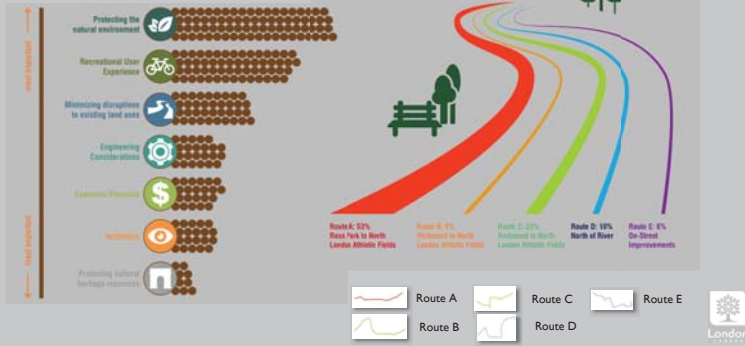


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### Public Input

- The most important criteria in selecting the TVP alignment is...

I prefer route...



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### Subject Lands Status Report

- Ecological inventory
  - Terrestrial, SAR and fisheries biologists
- UTRCA provided input into and reviewed SLSR
- 3-years of ecological inventory
  - Vegetation community assessments
  - Breeding bird & nocturnal amphibian surveys
  - Snakes & incidental wildlife surveys
  - Aquatic Resources
  - Species at Risk & Critical Wildlife habitat
  - Recommended changes to Official Plan Schedule B1.



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### Criteria used to identify the preferred alternative

Evaluation Criteria	Weighting in Decision	Key Factors Considered
Natural Environment	30%	<ul style="list-style-type: none"> <li>Extent of impacts to:                             <ul style="list-style-type: none"> <li>terrestrial resources (vegetation, wildlife, habitat)</li> <li>Species at Risk and their habitat</li> <li>Aquatic resources</li> <li>Wetlands</li> </ul> </li> <li>How well does the route:                             <ul style="list-style-type: none"> <li>Provide opportunities for ecological enhancements</li> <li>Highlight unique natural areas/features in a sustainable way</li> </ul> </li> </ul>
Recreational user experience	20%	<ul style="list-style-type: none"> <li>How well does the route:                             <ul style="list-style-type: none"> <li>Integrate with the existing TVP?</li> <li>Allow for neighbourhood pathway connections to area neighborhoods, promoting an active lifestyle?</li> <li>Meet safety design principles?</li> </ul> </li> </ul>
Economic/financial considerations	15%	<ul style="list-style-type: none"> <li>What is the relative infrastructure capital cost and ongoing operating and maintenance costs?</li> <li>How much property is required?</li> </ul>



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### Route Evaluation

Based on the input received from the public, agencies and the study team, the evaluation of alternatives was completed. **Route 'A' is recommended.**

Evaluation Criteria and Weighting	Route A	Route B	Route C			Route D	Route E
			C-1	C-2	C-3		
Natural Environment (30%)	✓	X	✓	✓	✓	X	✓
Recreational User Experience (20%)	✓	✓	✓	✓	✓		X
Economic/Financial (15%)	✓	✓					X
Land Use (10%)	✓	✓		X	X		X
Aesthetics (10%)	✓	✓		✓			X
Engineering (10%)	✓					X	
Cultural Heritage Resources (5%)	✓	✓	✓	✓	✓		✓

Legend:   
 ✓ = Comparatively positive effects based on evaluation criteria   
 ✗ = Comparatively negative effects based on evaluation criteria   
 Yellow = Comparatively effects neither positive nor negative based on evaluation criteria

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Evaluation Criteria	Weighting in Decision	Key Factors Considered
Existing land uses	10%	<ul style="list-style-type: none"> <li>What are the potential positive and negative impacts on adjacent land uses due to pathway use, including private property, surrounding houses and adjacent neighborhoods?</li> </ul>
Aesthetics	10%	<ul style="list-style-type: none"> <li>How well does the route provide                             <ul style="list-style-type: none"> <li>diverse views of the Thames River?</li> <li>views from the pathway for users?</li> </ul> </li> </ul>
Engineering considerations	10%	<ul style="list-style-type: none"> <li>Is the alternative compatible with existing infrastructure in the study area?</li> <li>What is the extent and complexity of new infrastructure required?</li> <li>What are anticipated construction impacts?</li> <li>Are there concerns related to slope stability, erosion or potential contamination?</li> <li>Does the route provide operational access north of the Thames River to the existing watermain?</li> </ul>
Cultural heritage resources	5%	<ul style="list-style-type: none"> <li>What is the impact to archaeological resources?</li> <li>What is the impact to heritage resources, including the Thames River Cultural Heritage River designation?</li> </ul>



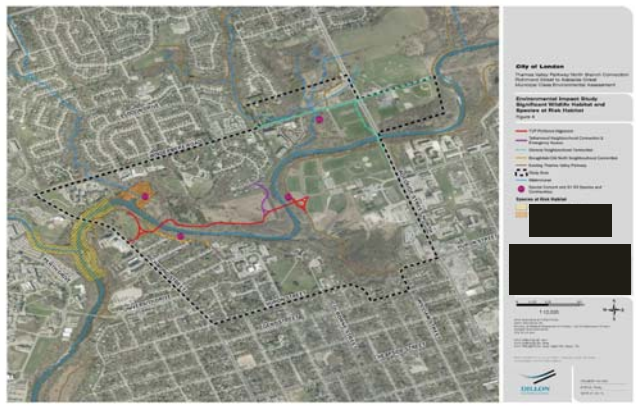
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### TVP Recommended Route



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### TVP Alignment & Significant Ecological Features/Functions



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### Environmental Impact Study



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### OP Policy 15.3.3

- **Infrastructure** "i) It is the preference of the Municipal Council that the preferred location of infrastructure not be within the Natural Heritage System.
- New or expanded infrastructure shall only be permitted within the Natural Heritage System where it is **clearly demonstrated through an environmental assessment process** under the *Environmental Assessment Act* that it is the preferred location for the infrastructure, and that the alternatives are all evaluated in accordance with the policies of the Official Plan, **including the completion of an environmental impact study** accepted by the City. For any alternative location identified within the Natural Heritage System, an environmental impact study, accepted by the City, shall be completed to further assess potential impacts, identify mitigation measures, and determine appropriate compensatory mitigation. Any alternative where the impacts of the proposed works as identified in the environmental impact study would result in the loss of the ecological features or functions of the component of the Natural Heritage System affected by the proposed works, such that the natural heritage feature would no longer be determined to be significant, shall be reconsidered.
- Consistent with PPS and City Policies, pathways are not considered infrastructure. Bridges spanning the Thames River are considered 'infrastructure'.



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### EIS Key Issues: EEPAC

As presented to PEC:

- There are species at risk (SARs) in the study area;
- Concerns raised by the UTRCA;
- Public consultation process used to choose the alternative was flawed since SAR information was not presented;
- Ecological inventory/data requirements were not complete;
- Future Old North connection, and
- The net effects assessment

- Valuable input from EEPAC has been reviewed and incorporated into the updated EIS and route refinements.

### EIS Key Issues: UTRCA

- Protecting SAR
  - Pre/during/post construction & construction timing.
  - Avoid in-water construction.
  - Manage increased human presence.
  - Short & long term monitoring.
- UTRCA concerns have been addressed as per May 18, 2016 letter.



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### Environmental Impact Study

- EIS scoped with EEPAC representative and UTRCA input.
- Draft EIS circulated to EEPAC, UTRCA and MNRF for input.
- Valuable input received from EEPAC and UTRCA – resulting in improvements to the routing, design and EIS recommendations.
- MNRF supports EIS recommendations and efforts taken to protect SAR within the broader study area.
- EIS includes 23 recommendations and predicts no net effect to the natural heritage features within the study area.



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### Project refinements

- EIS updated to address comments received from EEPAC & UTRCA.
- Eliminate the need for in-water work at the Ross Park Bridge
- Shift Ross Park Bridge east, further away from most sensitive habitat in area
- Through detailed design:
  - assess the feasibility of eliminating the earth fill ramp at the north approach to the Ross Park pedestrian bridge.
  - assess potential for winter construction of bridges.
  - Implement wildlife exclusionary fence (as needed).
- Old North neighbourhood connection removed from EIS (will be considered after UTRCA's ongoing Earth Dyke Feasibility Study & EA completed).
- Work with adjacent landowners to coordinate long term monitoring, ecological enhancements, including invasive species management, native seeding
- Bylaw enforcement of activities.



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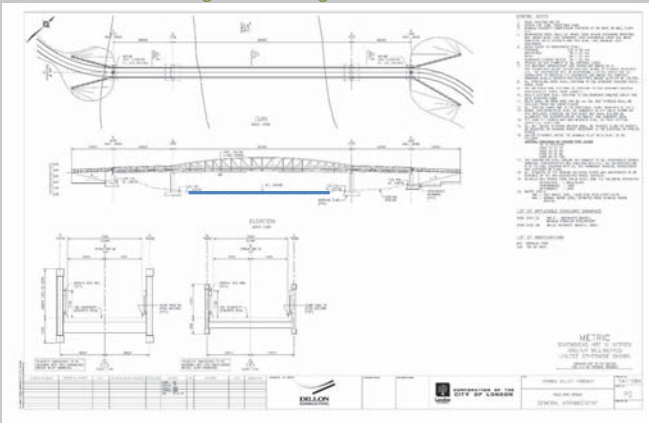
### Project Budget & Timing

- Costs associated with the design, contract admin, TVP construction (including 2-pedestrian bridges over the Thames River) and associated ecological restoration is estimated at **\$4.21M**.
- Estimate increased since 2016 budget processes due to EIS recommendations and project refinements. The increased costs do not impact the evaluation and ranking of Option 'A'.
- Subject to the EA being completed, future discussions with regulatory agencies and private landowners and available budget, **construction could occur fall 2017 and into 2018**.



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### Pedestrian Bridges – Designed to Protect Thames River



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### Next Steps

- Pending council approval, a Notice of Completion will be distributed and the ESR will be available for public review.
- Assuming no Part II Order Request received, EA will be complete and detailed design may proceed.
- City staff will have ongoing dialogue with regulatory agencies during detailed design processes.
- Opportunities exist to improve and enhance ecological features and functions within the greater study area by working with private landowners during and following construction of this project.

