

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON DECEMBER 12, 2016
FROM:	KELLY SCHERR, P.ENG., MBA MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	ADELAIDE STREET / CANADIAN PACIFIC RAILWAY GRADE SEPARATION ENVIRONMENTAL ASSESSMENT UPDATE

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, this report providing an update on the Adelaide Street / Canadian Pacific Railway Grade Separation Environmental Assessment **BE RECEIVED** for information in conjunction with the second Public Information Centre and Workshop.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Environment and Transportation Committee – November 28, 2005 – Priority Setting Factors for Future Rail / Road Grade Separations
- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Civic Works Committee – October 28, 2013 – Adelaide Street / Canadian Pacific Railway Grade Separation Report
- Strategic Priorities and Policy Committee – June 23, 2014 – Approval of 2014 Development Charges By-Law and DC Background Study.
- Civic Works Committee – January 5, 2016 – Environmental Assessment Appointment of Consulting Engineer

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of *Building a Sustainable City* by improving mobility for pedestrians, cyclists, transit users and drivers. Adelaide Street is an important north south arterial roadway and by providing a new road-rail grade separation on Adelaide Street at the CPR tracks it will improve travel by managing congestion, increasing roadway safety and providing route reliability for emergency services and local transit. The implementation of the grade separation will also support the Rapid Transit initiative by providing vital parallel roadway network improvements to facilitate the rapid transit implementation.

BACKGROUND

Purpose

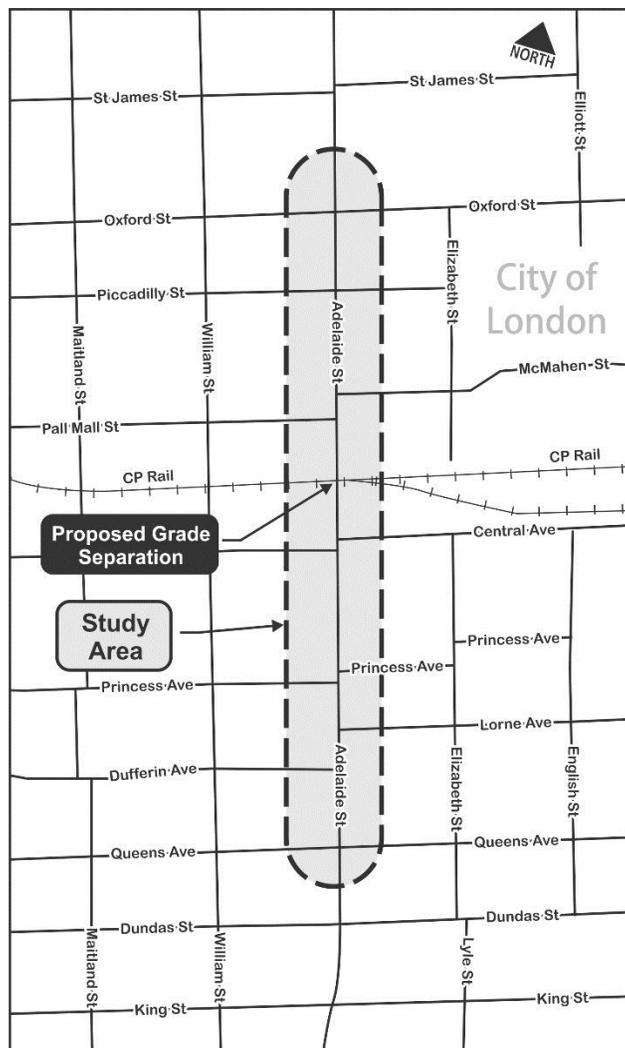
This report provides an update on the current status of the Adelaide Street Grade Separation Environmental Assessment (EA). An additional public meeting has been planned to enhance the level of public engagement for this project. The second Public Information Centre (PIC) and Workshop is scheduled for:

**Time: December 14th, 2016
4:30 pm to 7:30 pm**
**Location: Catholic Central High School
450 Dundas Street**

More details of the project will be provided at the PIC. The PIC Notice is attached in Appendix A.

Context

The purpose of this EA is to satisfy the requirements of the Environmental Assessment Act by providing a comprehensive, environmentally sound planning process with public participation and to facilitate dialogue with parties representing a number of diverse interests. This EA is required to facilitate and protect for improvements to the arterial transportation system, create proactive opportunities for mitigation, integrate the improvement with the Shift Rapid Transit initiative, and prepare the project with respect to future infrastructure funding programs. The need and justification for the study was identified as part of the City of London's 2030 Smart Moves Transportation Master Plan. The study area is located on Adelaide Street south of Oxford Street East and west of the Canadian Pacific Railway (CPR) rail yard. The project falls within Central London and is bounded by the heritage conservations districts of Old East Village and Woodfield, and McMahan Park. See below for a key map illustrating the project limits.



Adelaide Street Grade Separation EA Limits

Adelaide Street is a major four-lane arterial road which accommodates an average of 25,500 vehicles per day at the CPR crossing. The London Plan identifies it as a Civic Boulevard. Civic Boulevards are intended to move medium to high volumes of vehicular traffic, with a priority on pedestrian, cycle and transit movements; while also maintaining a very high-quality pedestrian realm, and very high standard of urban design. The Adelaide Street / Canadian Pacific Railway crossing north of Central Avenue has previously been identified as the City's highest priority candidate for a new rail-road grade separation. The CPR main line crossing comprises two tracks on the east side of Adelaide Street, which reduce to a single track west of Adelaide Street. At Adelaide Street two rail tracks cross the arterial road.

The Adelaide Street / CPR Grade Separation project has been identified in the 2014 Transportation Development Charges Background Study with a recommendation for construction in 2031. Due to the area's strategic location, the Smart Moves 2030 Transportation Master Plan (TMP) also identifies the need for traffic capacity optimization and transit priority on this corridor.

The 2005 prioritization study that evaluated at-grade crossings in London indicated that the Adelaide/CPR crossing met the Transport Canada Rail Exposure Index Warrant for a grade separation. More recently, in 2013, the City completed a monitoring program of this crossing, observing 25 to 43 daily road blockages. The results of the 2013 monitoring program indicated a greater grade separation warrant at this location than previously considered in 2005 due to the additional road blockages created by railway shunting. Blockages of this magnitude result in total road delays of 106 to 126 minutes per day. It was also observed that there were an average of eight (8) blockages per day that extended for more than five (5) minutes. Road blockages at this crossing results in the queuing of southbound traffic that extends northerly past Oxford Street and southerly past King Street.

The traffic delays create cut-through traffic onto local streets as drivers attempt to find alternate routes to their destinations. Road blockages also create a response time concern for emergency services. There are no grade separated crossings of the CPR in the downtown area between Talbot Street and Quebec Street and long trains can block this entire distance. The safety concerns associated with pedestrians crossing multiple tracks, and the opportunity to create an uninterrupted north-south corridor for emergency vehicles makes this at-grade crossing location the City's highest priority for a new grade separation.

Currently, the project team is completing Phase 3 of the Municipal Class Environment Assessment (MCEA) process. Phase 3 of the MCEA process involves the development and evaluation of alternative design concepts.

DISCUSSION

Project Description

The EA for improvements to Adelaide Street satisfies the requirements of the Municipal Class EA as a Schedule 'C' project.

Public and Agency Consultation

A Notice of Study Commencement for the project was issued in February 23, 2016. A project website page was also developed at the outset of this study. Responses from residents were received that related to property and access impacts, neighborhood connectivity, pedestrian and cyclist safety and high traffic volumes.

As the owner of the railway, CPR is an important project partner. The project team met with CPR in January 2016. City and CPR staff discussed the project again in June and August 2016.

A meeting was held with leaders of the adjacent community and business associations, including Piccadilly Area Neighbourhood Association, Woodfield Community Association, and Old East Village Business Area Improvement, on May 24, 2016. A follow-up walking tour of the neighbourhood was held on October 6, 2016. The partnership with the community groups and business associations has been integral in promoting the project and distributing project notices.

The first PIC was held on June 16, 2016 and provided stakeholders with an opportunity to meet the project team, review the study scope, existing conditions, need and justification, planning alternatives, design concept alternatives, and next steps in the study. The Project Team received 82 comment sheets (hard copy and online), by the end of the comment period. A synopsis of the most common feedback themes received at the first PIC include the following:

- change CPR operations instead of constructing the grade separation;
- a grade separation is needed to alleviate traffic;
- better pedestrian facilities are needed on Adelaide Street;
- concern that an overpass will break up the neighbourhoods; and,
- many cars cut through the neighbourhoods on the side streets when trains block Adelaide Street.

The majority of respondents prefer the underpass option rather than the overpass.

An additional PIC and Workshop has been added to the original scope to provide the public with an additional opportunity to be involved in the EA process and provide additional input. PIC 2 and Workshop is scheduled for December 14, 2016. The PIC and Workshop will have displays that summarize the consultation to date, provide an assessment and evaluation of the planning alternatives and identify the preliminary preferred alternative. Staff will be available to discuss, answer questions, and receive comments. Comment sheets will also be available to formally record comments for the public record.

In addition to the traditional drop-in format PIC, the Project Team will also be facilitating a workshop beginning at 6:00 pm. The workshop is planned to enable community participants to shape the next phase of the project visioning. Design alternatives and ideas will be illustrated to stimulate the imagination of the participants. The intent of the workshop is to provide a more visual project interaction and gain feedback on specific design elements of the preliminary preferred alternative such as sidewalk configuration, elevation retaining treatments, etc.). Those not able to attend the workshop will have an opportunity to provide some input on these elements as well through the new Engage London website at <https://engage.london.ca/adelaide-streetcpr-grade-separation> .

A third PIC is planned for the future and will evaluate the ideas provided and illustrate the preferred alternative.

Planning and Analysis of Alternatives

Phase 1 of the Municipal Class EA process involved the problem and opportunity statement identification. It was determined that improvements are needed in this corridor to address existing and future road/traffic operational deficiencies, future transit system efficiencies, road safety, and long-term vision of a street design that improves active transportation.

Phase 2 of the Municipal Class EA process involved identifying alternative solutions (planning alternatives) to the problem/opportunity.

The project team considered several possible planning solutions including: Do Nothing, Intersection Improvements, Transportation Demand Management, Traffic Capacity Improvements (road widening), Change in Rail Operations, Partial Grade Separation, and Grade Separation. The two options carried forward were the Intersection Improvements and Grade Separation, as they both directly address the primary problems and opportunities in the long term. The do nothing, traffic capacity improvements and partial grade separation do not address the current problems. The project team met with CPR to discuss possible modifications to their rail operations; however CPR identified that operations are not likely to change significantly, and any change in operation would not fully address the current problems.

Preliminary Preferred Design

Phase 3 of the Municipal Class EA process involves evaluating alternatives and identifying the Preliminary Preferred Design at the upcoming PIC. This aspect of the project is subject to the input and approval of CPR.

CPR Bridge Design Alternatives

Two design alternatives were considered for the Adelaide Street / CPR crossing:

Underpass (road under the rail)

The underpass alternative involves lowering Adelaide Street approximately 7 m to pass beneath the rail line. As a result of the sag in the road, and depending on drainage outlet availability, there is a potential requirement to introduce a pump station for stormwater conveyance or flood mitigation. There would be substantial impacts to underground utilities, which may require a utility corridor adjacent to the road and outside of the zone of influence of the grade separation.

The construction of an underpass could enable redevelopment opportunities to the adjacent properties following construction. The overall length of the grade separation, property impacts, access, mobility and the visual intrusion to the surrounding community would be significantly less when compared to the overpass alternative. Typically, there is a reduction in noise levels when the road is lowered in an underpass.

Overpass (road over the rail)

An overpass at this location would require the road to be raised by approximately 9 metres (30 feet) from its current elevation in order to meet the design standards as set out by CPR. There would be minimal change to stormwater conveyance and minimal impact to the rail corridor. Impacts to underground utilities would be similar to the underpass alternative. The construction of an overpass would limit redevelopment opportunities following construction. The overall length of the grade separation, property impacts and the visual intrusion to the surrounding community would be significant. Typically, there is an increase in noise levels when the road is raised which would result in noise mitigation measures needing to be considered.

Evaluation

Evaluation of the alternative solutions resulted in the recommendation for the underpass alternative. The details of the evaluation will be communicated in detail at the PIC. The input from the public and CPR was a key component in evaluating the alternatives.

Briefly, the underpass alternative results in fewer impacts to property, mobility and traffic on Adelaide Street. The project falls within Central London and is bounded by the heritage conservation districts of Old East Village and Woodfield, and McMahan Park. The underpass solution provides greater flexibility in providing a higher standard of urban design, knitting into the neighbourhood fabric and supporting high-quality pedestrian and cycling environments. This alternative was agreed to in principle by CPR.

Future Steps

Following the second PIC and Workshop, the project team will review all public and agency comments and incorporate any revisions to finalize the preliminary design plans. The project team will also gather the input of the Transportation Advisory Committee. The project construction will also be assessed. Construction of this project is complex due to the requirement to maintain rail traffic.

PIC 3 will be held in early 2017 and will have displays that summarize the public comments and ideas to date, illustrate the alternatives, evaluation and preliminary recommended plan which will be informed by the workshop. Staff will be available to discuss, answer questions and receive comments.

The Environmental Study Report will be prepared and presented to Civic Works Committee in mid-2017, followed by filing of the ESR for public review.

Public and Agency Consultation

A Notice of Study Commencement for the project was issued in February 23, 2016. A project website page was also developed at the outset of this study. Responses from residents were received that related to property and access impacts, neighborhood connectivity, pedestrian and cyclist safety, and high traffic volumes.

The project team met with CPR in January 2016. City and CPR staff discussed the project again in June and August 2016.

A meeting was held with leaders of the adjacent community and business associations, including Piccadilly Area Neighbourhood Association, Woodfield Community Association, and Old East Village Business Area Improvement, on May 24, 2016, and a follow-up walking tour of the neighbourhood was held on October 6, 2016.

PIC 1 was held on June 16, 2016 to review the study scope, existing conditions, need and justification, planning alternatives, and design concept alternatives.

PIC 2 and Workshop is scheduled for December 14, 2016. This meeting will present a summary of the public and agency feedback to date and illustrate the preliminary preferred alternative, impacts and mitigation.

CONCLUSION

This report provides an update on the current status of the EA for the Adelaide Street Grade Separation. Preliminary preferred alternatives have been identified for the improvements. A CPR rail underpass is being recommended which will improve travel by managing congestion and increasing roadway safety. The implementation of the grade separation will also improve the reliability of transit and emergency services and provide a vital roadway network improvement that is integral to the rapid transit project.

An additional public meeting has been planned in response to the desired level of public engagement for this project. A second PIC and Workshop is scheduled for December 14th, 2016 from 4:30 pm to 7:30 pm at Catholic Central High School, 450 Dundas Street. The purpose of the public meeting is to present a summary of the previous public and agency feedback and to present evaluations and the preliminary preferred alternative. In addition to the traditional drop-in format PIC, the project team will also be facilitating a workshop with interested participants to provide community members an opportunity to shape the project design. More details from the EA will be provided at the PIC.

Acknowledgements

This report was prepared with the assistance of Ardian Spahiu, P.Eng., Transportation Design Engineer and Josh Ackworth, C.E.T., Technologist II of the Transportation Planning & Design Division.

SUBMITTED BY:	REVIEWED & CONCURRED BY:
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RECOMMENDED BY:	
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Attachment: Appendix A – Notice of Public Information Centre 2

c. Gillian Thompson – WSP/MMM Group

Appendix A Notice of Public Information Centre 2



London
CANADA



NOTICE OF PUBLIC INFORMATION CENTRE #2 / WORKSHOP ADELAIDE STREET / CANADIAN PACIFIC RAILWAY GRADE SEPARATION MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The City of London has retained WSP|MMM, to undertake a Municipal Class Environmental Assessment (EA) Study for the anticipated improvements of Adelaide Street at the Canadian Pacific Railway (CPR). This project is being carried out under the planning and design process for a Schedule 'C' project as outlined in the Municipal Engineers Association's *Municipal Class Environmental Assessment* (October 2000, as amended in 2007, 2011, and 2015).

Proponent: City of London

Location: Adelaide Street between Oxford Street and Queens Avenue, including the CPR corridor between Central Avenue and Pall Mall Street.

Purpose of the Study: The 2014 Transportation Development Charges Study and the London Transportation Master (TMP) identified the need for an Adelaide Street grade separation and for traffic capacity optimization and transit priority, as it currently experiences crossings up to 43 times throughout the day, leading to road blockages up to 126 minutes per day. This Study will identify and assess a range of planning and design alternatives for the grade separation including subway (rail over road) and overpass (road over rail) and confirm the needs of the Adelaide Street corridor, recognizing the full range of users within the community including pedestrians, cyclists, rail, transit vehicles and motorists.

Public Information Centre #2: Three Public Information Centres (PICs) will be held throughout the study. The first PIC was held on June 16, 2016 and provided stakeholders with an opportunity to meet the Project Team, review the study scope, existing conditions, need and justification, planning alternatives, design concept alternatives and next steps in the study.

The second PIC will present a summary of the public and agency feedback received during the study and the Preliminary Preferred Alternative. This PIC will also have a Workshop component to gain public insight into specific design elements of the Preliminary Preferred Alternative.

Please RSVP at the link on the City of London's project website, or call the contacts below, if you are planning to participate in the Workshop.

Public Information Centre #2 / Workshop	
Date:	Wednesday December 14, 2016
Place:	Catholic Central High School 450 Dundas Street, London, ON N6B 3K3
Time:	4:30 p.m. to 7:30 p.m. (drop-in format) 6:00 p.m. to 7:30 p.m. (Workshop)

How to Provide Input: Public consultation is an important and vital component of this study. Learn about our work on the City's website at www.london.ca/AdelaideEA and then please share your thoughts with us (see contact details below). Comments will be considered throughout the planning process. Please note: Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record and may be published in the Reports to Committees and Council Agenda.

For More Information please contact:
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