

ACCAC – Built Environment and Facilities Sub-Committee (BEFSC)

MEETING REPORT - Monday, Sept. 11, 2017

Present: J. Sanders, A. Forrest, M. Cairns, M. Dawthorne, J. Madden

Speaker: J. Michaud

Start: 7:00 pm

1. Presentations by Julie Michaud, Parks Project Coordinator – Planning Division

- a) Piccadilly Park, on street parking
Report received, with support/feedback by the sub-committee
- b) Queens Park, newly developed spray pad
Report received, with support/feedback by the sub-committee

2. Review, updates of Active items

- a) Site Plan Review Process:
 - Final draft of the site-plan review checklist was received and discussed with acceptance as-written by the sub-committee

Request for Motion:

That a representative of Development Planning/Services formally present this site-plan review checklist format and usage to ACCAC, with anticipation of our committee's endorsement for use by City staff as an alternative resource tool with regards to this committee's AODA review process requirements.

- b) Sidewalk Construction – Temporary Paths of Travel:
 - Further to a presentation by Ugo DeCandido, Manager of Construction Administration (Aug 24th cancelled meeting) it was agreed by our sub-committee that designated members of ACCAC will accept the invitation to attend further meetings, coordinated by C. Da Silva, with delegates from both City Operations and Roads Engineering/Permits prior to next month's meeting.
- c) Community Gardens:
 - Updates only on planning and design “potentials” community gardens in general (re: raised beds yet to be completed at Ed Blake Park)
 - Suggestion was made to present a summary of our committee's general frustrations and concerns for inclusive designs and policies to the Community and Protective Services Committee (CAPS), that will include (but is not limited to) the timeline for the implementation of raised garden beds within our community gardens.

Request for Motion:

That ACCAC be given delegate status at an upcoming CAPS meeting to present/discuss any notable concerns with regards to the City's implementation of Inclusive Designs, Policies, and/or Best Practices.

Continued,

9/19/2017

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d) Medway Valley Heritage Forest ESA:

- Design Guide (current draft) was reviewed relative to accessibility design and requirements (see attached summary)

Request for Motion:

That the attached Sub-Committee commentary review of the current Draft Conservation Master Plan Phase II for the Medway Valley Heritage Forest ESA (south) be received by ACCAC and forwarded to the City of London Trail Advisory Group for their consideration going forward.

e) City of London Multi-Year Accessibility Plan:

- The Annual Status Update (2016) of this plan was reviewed relative to accessibility design and requirements (see attached summary)

Request for Motion:

That the attached Sub-Committee commentary review of the Annual Status Update, current Draft (v3) be received by ACCAC and forwarded to the Human Resources and Corporate Services Department for their consideration going forward.

3. New Discussion: Specialized Transit

Over many years both our Advisory Committee and this Sub-Committee have been receiving questions, and concerns with regards to accessibility and specialized transit opportunities within our City. Further to these questions, our recent discussion was focused on answers and strategies going forward.

Request for Motion:

ACCAC requests permission to invite a delegate from London Transit Commission (LTC) to a committee meeting to provide ACCAC with information regarding the status of accessible and specialized transit within the city, with particular focus on

- strategies and approaches designed to improve service for persons with disabilities, and
- the anticipated outcomes of BRT and its impact on persons with disabilities.

4. Next Meeting

Tuesday, Oct. 10th, 7:00-8:00 pm

North London Optimist Community Centre (Mtg Rm #1), 1345 Cheapside Street

Adjournment: 8:50 pm

Sept. 18, 2017

City of London Trail Advisory Group, TAG

Att'n: **Linda McDougall, Ecologist – Environment and Parks Planning**

Re: Conservation Master Plan Phase II, Medway Valley Heritage Forest ESA (south), Draft - Aug. 2017

As requested at our last ACCAC committee meeting (Aug 24th, cancelled for lack of quorum), our Built Environment Sub-Committee has reviewed your presentation and this document on their behalf.

After careful consideration, our sub-committee would like to present the following discussion points for TAG's consideration, going forward.

- 1) That ACCAC requests that the Level 2 trail linkage between A4 (to the north) and A1 (to the south), be increased in surface quality to a Level 3 status.
 - Re: behind the houses on Attawandaron Rd to the Museum of Archaeology
 - Rationale is that both ends of this trail linkage are already Level 3, and as this section is not restricted by environmental significance this would provide a connection of the Level 3 trail surfaces already provided
- 2) That ACCAC supports a Level 2 (or 3) trail linkage from Fanshawe Park Rd (A5), across the creek at point A and through to access point A10 on Glendridge Cres.
 - Rationale is that this trail connection provides a user-friendly access linkage from a significant residential community (north of the creek) to the existing trail systems south and west of Medway Creek
- 3) That ACCAC supports a Level 2 (or 3) trail linkage from access point A24, following the utility overlay, over crossing point D, and through to access point A 13
 - Rationale is that this trail connection provides a user-friendly access linkage for residents on both sides of Medway Creek, without negatively affecting environmentally sensitive areas (re: follows Utility overlays)
- 4) That ACCAC has reviewed, and is in support of, the email-letter of opinion presented to TAG by David R. Schmidt, Corlon Properties (dated Sept. 15th, and attached). In that it's intent and purpose strongly meets with the goals and ideals of our Accessibility Advisory Committee.
In this regard, ACCAC would like to recognize and thank Mr. Schmidt for a well-researched and well written discussion of this pathway system and it's future benefit to our community.

Regards, Jim Sanders

Chair of ACCAC's, Built-Environment Sub-Committee

(submitted on behalf of ACCAC, due to response time restrictions)

Email: accessibility@london.ca

Phone: 519-661-2500 ext 2425

Subject: FW: Conservation Master Plan for the Medway Valley ESA - Recreational Trails

Hi all,

I wanted to share the email below that was sent to the City by Dave Schmidt. For those of you that don't know Dave, he is the Development Manager at Corlon Properties (the developer for the Neighbourhoods of Sunningdale). Dave was very helpful to our group when the trail system on the North side of the valley was being debated in committee and in front of City Council several years ago. Some may recall that we faced similar opposition to our request for a connected and accessible path system.

I think Dave raises some very valid points in his email that are shared by many in this group. Use this as food for thought as you formulate your comments you would like included in the form we will present to the LAC. I have attached my original email for quick access to the form and previous discussion. **Just a reminder that we need your comments by this Tuesday September 19.**

Please feel free to share this with those that you have sent our first email to.

Regards,

Chris

From: Schmidt, Dave [<mailto:DSchmidt@sunningdalegolf.com>]
Sent: Friday, September 15, 2017 11:15 AM
To: Bruce Page <bpape@london.ca>; 'Andrew MacPherson ' <AMacpher@london.ca>
Cc: 'Councillor Josh Morgan ' <joshmorgan@london.ca>; Mayor Matt Brown <mayor@london.ca>
Subject: Conservation Master Plan for the Medway Valley ESA - Recreational Trails

Good morning Bruce / Andrew;

I have had an opportunity to review the above referenced draft plan prepared by Dillon Consulting, dated August 2017.

Regretfully, I can't help but feel that there is a real opportunity being missed here.

The City of London has built millions of dollars worth of recreation trail infrastructure in natural hazard / heritage areas to benefit all users, including those with accessibility challenges. This infrastructure includes thousands of metres of multi-use trail (paved) and bridges across the City including the Medway Valley (between Fanshawe Park Road and Sunningdale Road). In addition, it is our understanding that the Richmond Street Pedestrian Pathway Connection Environment Impact Study has been completed and as a result the City will proceed to construct a \$1.9M pedestrian overpass, consistent with the Bicycle Master Plan (BMP) which recommended implementing a major east-west recreational pathway corridor along the northern boundary of the City with a crossing of Richmond Street. This pedestrian overpass will link into the Medway Valley Trail System south of Sunningdale Road.

City-wide, it has been proven that multi-use trail infrastructure, can be implemented and exist within natural heritage / hazard areas in a manner that respects the natural features within which they reside and minimizes impacts to the benefit of all Londoners. The City's Parks & Recreation Master Plan (2009) provide direction on programs, services, recreation facilities, park infrastructure and community investment into the future. The following service level recommendations are relevant to this study:

- Determine gaps and needed improvements in services and facilities;
- Ensure programs, facilities and parks are designed with accessibility in mind including adherence to the requirements under the Accessibility for Ontarians with Disabilities Act;

- Continue to expand and improve access to the City's pathway system because it provides low-cost, accessible, multi-generational recreation for all neighborhoods; and
- Maintain a commitment to accessibility, safety and security within its entire parks and pathway system.

To not extend the existing multi-use trail system (paved) south of Fanshawe Park Road, to the University, and then provide an opportunity to link into the Thames Valley Trail System would be an incredibly huge opportunity missed. To proceed with unpaved trails south of Fanshawe is not consistent with the level of recreational trail infrastructure being installed or already installed within other segments of the Medway ESA and other sections of this broader trail system that direct recreationally minded users to this area.

Why build million dollar crossings to facilitate pedestrian connections to an ADA standard if these trails ultimately connect to trails that are not designed to accommodate all users?

Why ask developers to provide multi-use trails connections from their adjacent developments if we are only to going abandon some users along the way, by not continuing a multi-use trail?

When the City improves / constructs pathways south of Fanshawe they should do so once to the long-term benefit of all Londoners and the environment within which they exist. London is a highly urbanized municipality. If we don't pave these trails the first time, then we will only need to revisit this issue again and again in the future as user demands and maintenance requirements force the issue. Lets do this once, the right way, for the benefit of all and to lesson impacts on the environment from having to go into these areas again and again to maintain other trail types only to ultimately pave them in the future. We have proven that multi-use trails can co-exist in natural heritage features in the City, the Medway Valley should be no different.

I understand and appreciate that there are many various opinions and perspectives on trails in natural heritage areas. As such, I would never support the City in taking a "pave all, everywhere, everytime" approach to trail development. There are thousands of hectares of Open Space (Natural Hazard / Heritage) lands within the City where there no trails (let alone paved ones) and where trails should likely be never contemplated. In this line of thinking, there should also be some acceptance that paved multi-use trails are desired and necessary in some locations as there cannot be a "pave nothing anywhere anytime" attitude towards this matter. The Medway Valley is different. It is a long linear system which already has significant infrastructure (sewers, pathways, bridges, SWM ponds) located within in it. This has all been implemented in a sensitive way that balances the interested of all and has enabled the natural heritage / hazard features to not only function but flourish. The linear nature of the Medway Valley and its connection to UWO and the Thames River Valley make it the ideal location to connect these areas to the north.

Respectfully, I can't help but feel that if London does not have the fortitude to make these multi-use connections at this time, they will regret this missed opportunity and will simply look for a way open these discussions again in the years to come. I would appreciate it if you could forward these comments onto your consulting team.

Cheers, Dave

David R. Schmidt, MCIP, RPP
Development Manager
[Corlon Properties Inc.](#)
379 Sunningdale Road West
London, Ontario N6G 5B9

dschmidt@sunningdalegolf.com

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----- Forwarded message -----

Bcc:
Date: Thu, 14 Sep 2017 22:45:06 -0400
Subject: Medway Valley ESA Trail Plan Update
Hello friends and neighbours,

We would like to share an update on the Conservation Master Plan for the Medway Valley ESA for the **South Side** of Fanshawe Park Road. The City has been working to develop a plan for the trail system in this area and 4 members of our immediate community have been sitting on the Local Advisory Committee (LAC) since earlier this year. The committee is comprised of various members from the larger community that are users of the ESA or have an interest in its care (see attached meeting minutes to get a feel for the make-up of the group). The committee members from our immediate community are:

-Renee Agathos, (Sunningdale Neighbourhood) _____
-Jackie Madden, (Accessibility Advisory Committee) _____
-Keith Zerebecki, (Friends of the ESA, Sunningdale West)
-Chris Sheculski, (Sunningdale West Neighbourhood)

This group has met on 4 occasions thus far since the spring of 2017 with the goal of providing input to the recommendation report that will be presented to City Council later this year. Due to the make-up of the group there are differing opinions on how the trail system should be further developed. These range from do nothing, to improve trail connectivity and accessibility. Our group has advocated for the latter. You will see from the attached Draft report (<https://www.london.ca/residents/Environment/Natural-Environments/Documents/MVHF-ESA-south-PhaseIICMP.pdf>) that all proposals are looking to improve the trail surface in the areas that are closed to the North side trail. I would suggest taking a look at Section 4.3 on page 38 to get a detailed understanding of the three different plans that are being proposed. Our group favors the plan described in 4.3.2. This plan will improve the trail surface in many areas to Type 2 (firm and stable surface, preferably crushed granite) and have a bridge installed at location A to improve the connectedness of the trail system. I should note that there is little chance that this side of the trail will be paved like the North. If this something you want, please say that in the comment form.

Please take some time and review what you wish in the report, we are looking for your input. If you have suggestions or concerns please use the comment form that is attached to this email. This is our chance as a community to provide direction to this plan. Unfortunately, we are short on time and need your **feedback via the comment form by Tuesday September 19**. Please complete and email it back to the sender. A public meeting will be held later in November to review the final plan that will be sent forward to City Council for those that are interested to attend.

Thanks for taking the time to review this info and providing us with your input. Please feel free to pass this note along to others that you think would be interested. If you have question please send us an email.

Best regards,

Renee, Jackie, Keith, and Chris

PS – For those looking for an update on the North side of the trail. The dispute with the private land owner for access to the fenced-off area has gone to arbitration to try to come to an agreement. Hopefully this will get resolved soon and they can pave the remaining portion of the trail early next year!

Sept. 14, 2017

City of London Multi-Year Accessibility Plan **Annual Status Update – 2016 (draft v3)**

Att'n: **Chantel Da Silva** – Municipal Policy (AODA), Human Resources and Corporate Services

As requested our Built Environment Sub-Committee has reviewed this document with regards to “built-environment” concerns.

After careful consideration, our sub-committee would like to present the following discussion point for consideration, going forward.

- 1) Under the heading Accessible Parks, Recreation and Play Spaces, the last paragraph on page 8 describes the work that the London Community Gardens Program has and is working on. Our concern is with the last sentence of that paragraph (top of page 9) where it describes the agreed upon inclusive design elements for Kiwanis Park. (re: 75% of plots with accessibility features) As that park’s original plan has not be realized, and future plans have not been presented, it is our position that this sentence, as written, is greatly misleading.
 - Suggestion is that this last sentence be removed in it’s entirety

- 2) Within Appendix A under the Area heading for Neighbourhood, Children, and Fire Services: Community Partnerships and Funding there is a recognized “Barrier to Participation” with regards to the provision of “raised, portable garden beds”. As the timeline for implementation is listed as complete this document suggests that these garden beds are presently “available upon request, and can be installed as needed”.
As our sub-committee in particular has been active in working with the City’s Community Garden Program, we see this comment as somewhat of a surprise.
 - Suggestion is that this action item be reviewed for clarity (with regards to it’s completed timeline statement)

Note: further to the above comment, our sub-committee would look forward to working closer with Neighbourhood Services towards this positive action item.

Regards, Jim Sanders
Chair of ACCAC’s, Built-Environment Sub-Committee
(submitted on behalf of ACCAC)

Email: accessibility@london.ca
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