

April 14, 2013

Sub: Council Meeting, April 16, 2013,
Approval of the Phase II Medway Valley Pathway/ Roadway System

Dear Mayor and Council Members,

On April 16, 2013, the Chair of the Planning and Environment Committee will bring forward a motion to complete the subject Pathway/Roadway System. We are kindly requesting your support to approve this project.

Brief Background

In 2004, Council approved the construction of a continuous, asphalt, multi-use pathway along the sewer alignment through the North Medway Valley Heritage Forest Environmentally Significant Area. Council specifically approved that the "multi-use, recreational pathway/ roadway system" be constructed to provide access to the sewer system and for continuous North-South, East-West neighbourhood links for ESA users. Phase I was completed in 2004/5. Phase I has been very successful with over 16,000 users in the Fall/Winter of 2012/13, and also from an ESA protection perspective.

Supporting this motion makes sense because:

1. Commitment to the Community and Neighbourhoods

The plan being presented completes the commitments, plans and project that council approved beginning in 2004.

2. Enhanced Protection of the Environment

The current uncompleted Phase II sewer service road system consists of a granular base. The March 2013 ESA Trail Master Planning Study identifies areas that are already eroding, and recommends completing the Phase II Pathway/Roadway with asphalt.

Page 16 of the report states:

"In Flood Plain environments, granular trails are highly erodible and can actually create a greater negative impact on adjacent natural areas and waterways than asphalt. The granular access toad is already showing signs of erosion and gulling (photo 2) suggesting that granular trails in floodplains are not sustainable over the long term. An asphalt trail would not only be more sustainable by having a lower ecological impact than the existing granular surface, but it would also provide accessibility for the widest range of user groups."

3. Balanced Project Costs

The proposed Pathway/Roadway System represents a lower cost system than the originally approved plan, as the engineering department has eliminated the requirement for 2 vehicle service bridges, and replacement of a 3rd, with a pedestrian bridge.

4. Improved Accessibility

The asphalt multi-use pathway design fully meets the requirements for those with mobility issues, seniors and those with baby strollers, and allows access to the new, proposed look-out points on the Valley Pathway System. It fully meets the desired goals of the North- South, East-West neighbourhood connections.

Summary

Approval of the proposed Phase II plan ensures completion of Council's previous commitments for a continuous, asphalt, multi-use, pathway/roadway system in an environmentally sensitive approach and economically balanced design.

Thank you for your consideration,

Lori and Keith Zerebecki P Eng.
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