

Hespeler Pedestrian Bridge Environmental Assessment

May 30, 2023



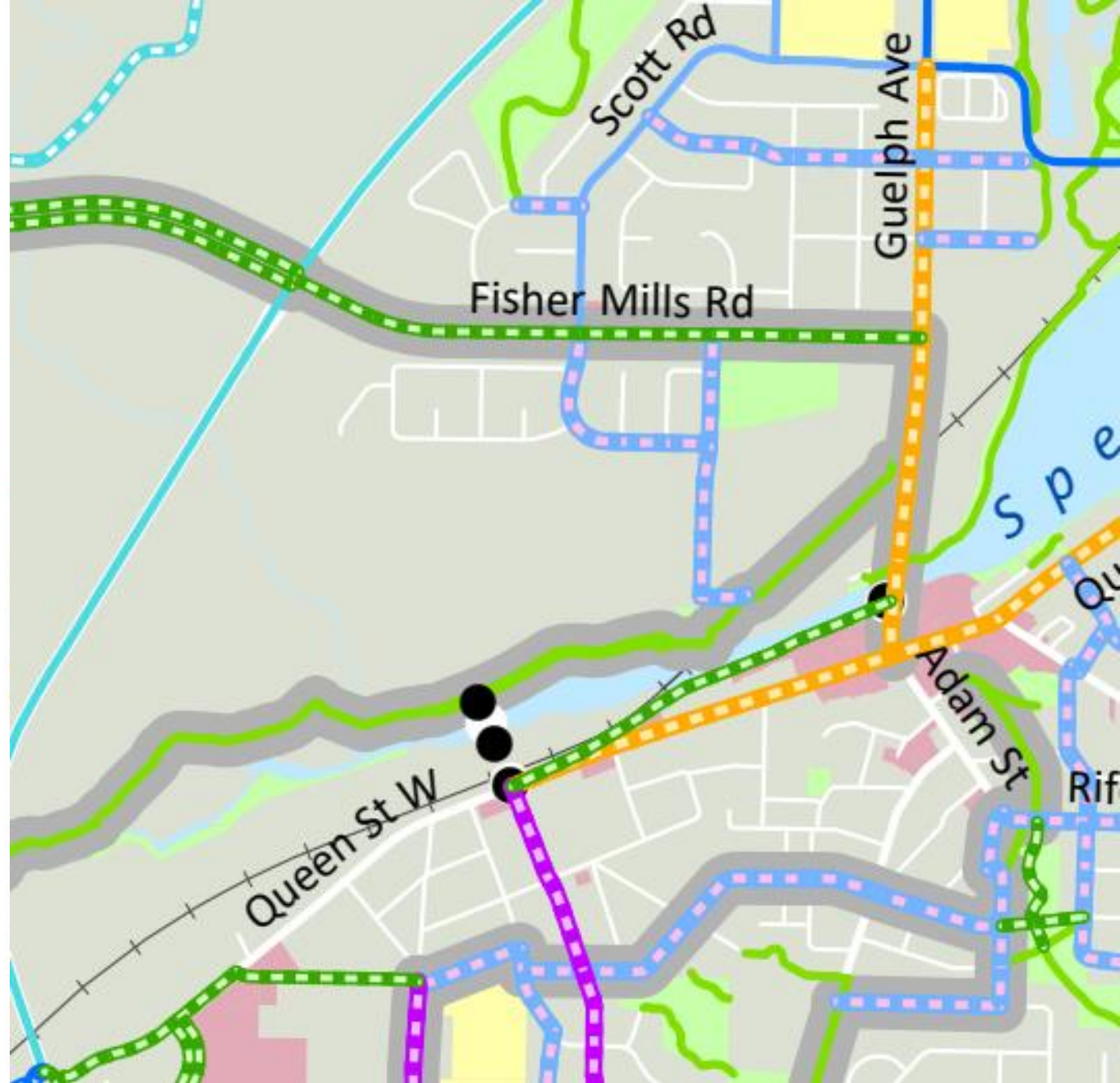


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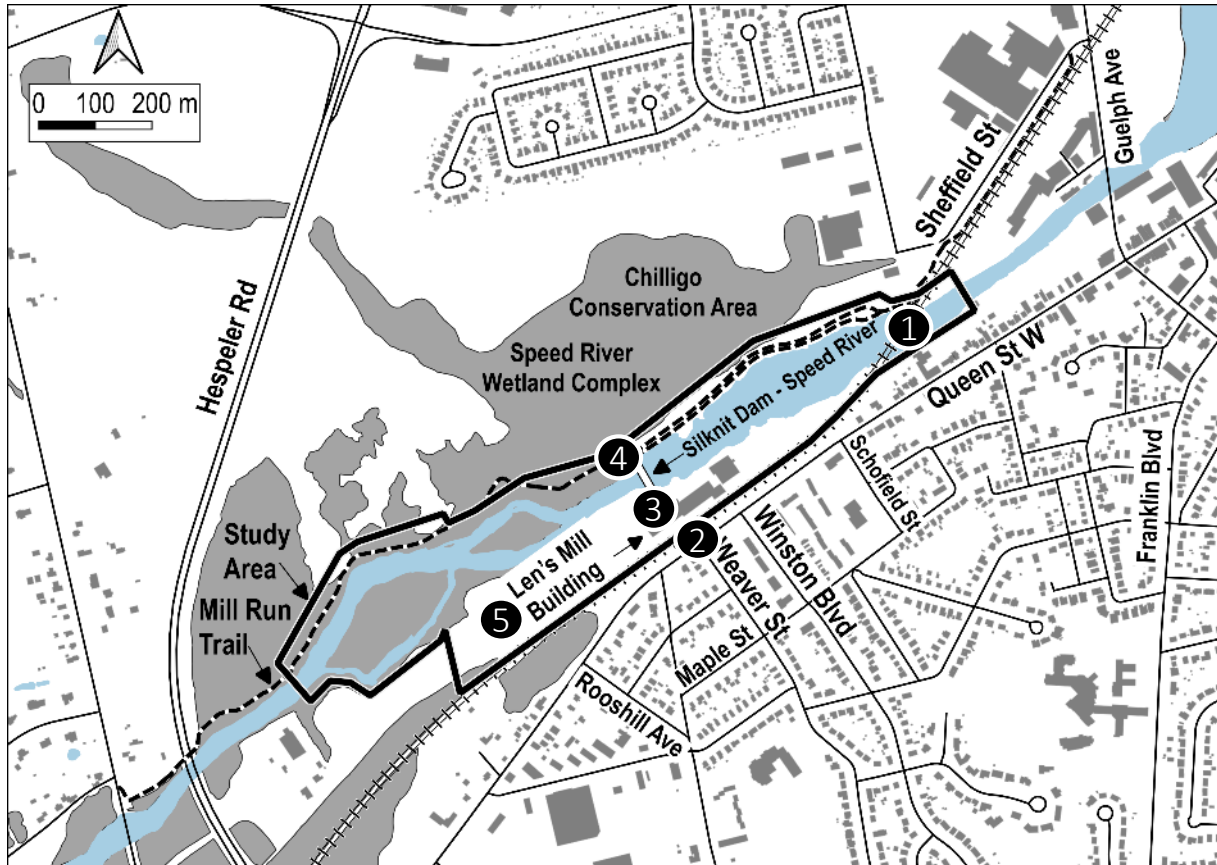
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Project Introduction

- The City's Cycling Master Plan (2020) identified an opportunity for a new pedestrian link by bridge
- A new crossing in the area would address barriers in the Hespeler active transportation network and implement an All Ages and Abilities connection
- A Municipal Class Environmental Assessment (Schedule B) was initiated in 2021 to explore the problem opportunity and potential alternative solutions



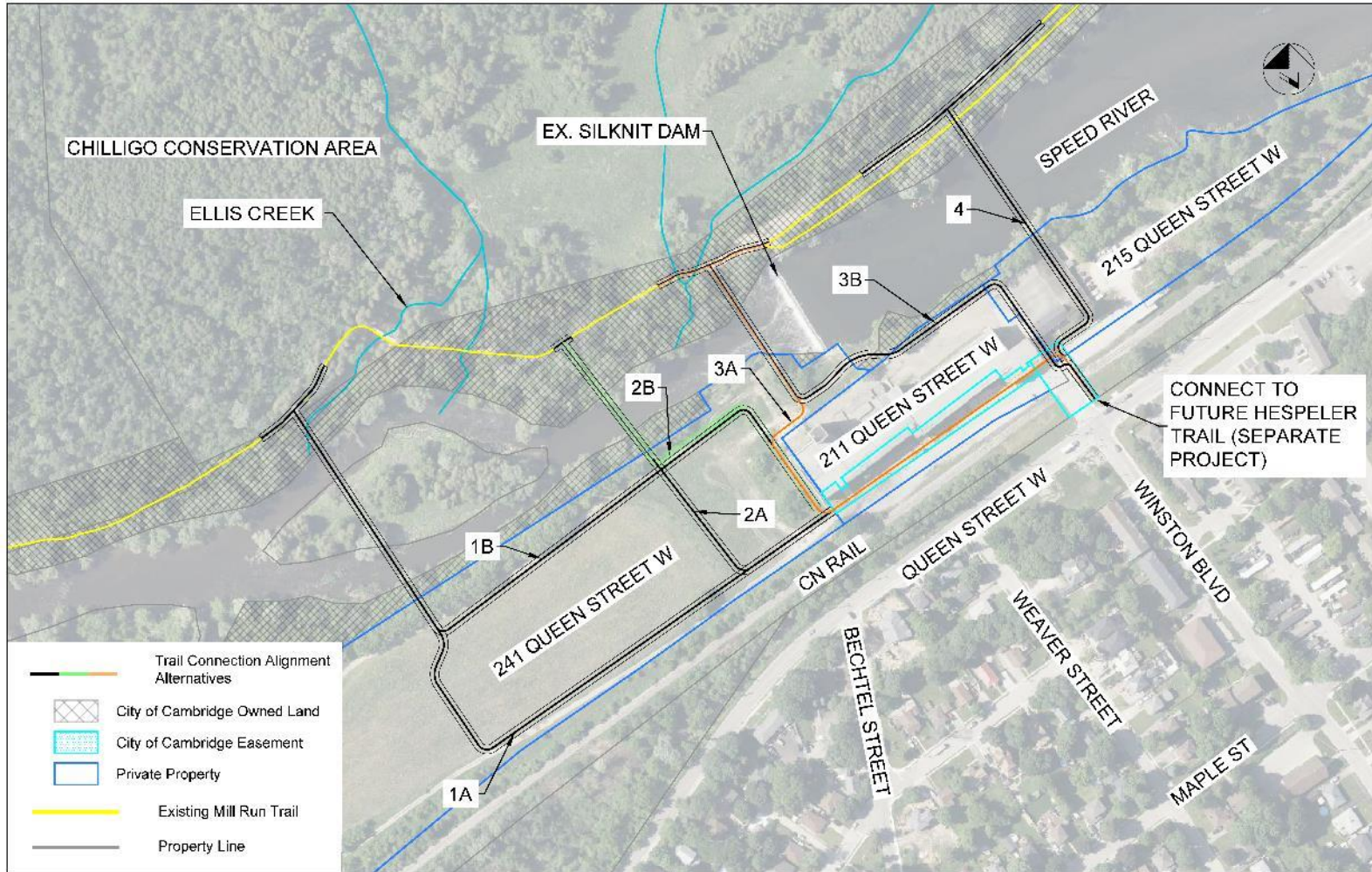
Study Area



Key Considerations

- **All Ages and Abilities:** Any proposed alternative must be All Ages and Abilities friendly as identified in the Cycling Master Plan.
- **Environmental Considerations:** Minimizing environmental impact is a priority. The Speed River and Chilligo Conservation Area are both located in the Study Area.
- **CN Railway:** CN is opposed to any new at-grade crossings. Above grade and below grade crossing of CN Railway were reviewed and screened out early in the project.
- **Cost:** The estimated cost of alternative solutions was a key consideration.
- **Indigenous Nations:** Indigenous Nations hold the Speed River and surrounding area as a place of past and present cultural importance.
- **Private Property:** All alternatives will impact private property on the south side of the Speed River.
- **Existing Topography:** The existing grades in the Study Area must be considered to ensure all proposed options are feasible.
- **Other Considerations:** Other key considerations include social environment, cultural environment, technical considerations, utilities, security, lighting, structure maintenance, winter maintenance, and more.

Alternatives Considered



Alternatives Evaluation

Technical Considerations

- trail connection length, structural requirements, implementation, utilities

Social Environment

- public safety and security, accessibility, private property, future development

Cultural Environment

- archaeological, heritage, areas of Cultural Importance to Indigenous Nations

Natural Environment

- wildlife, core environmental features, aquatic resources, flooding hazards, climate change mitigation

Economic Environment

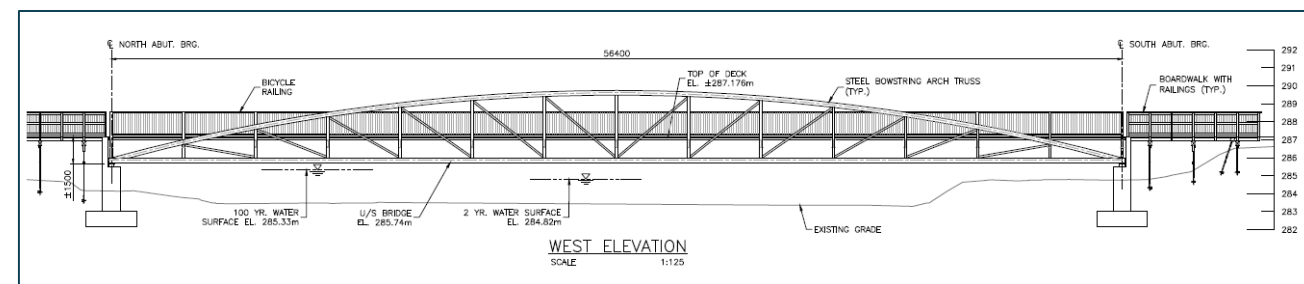
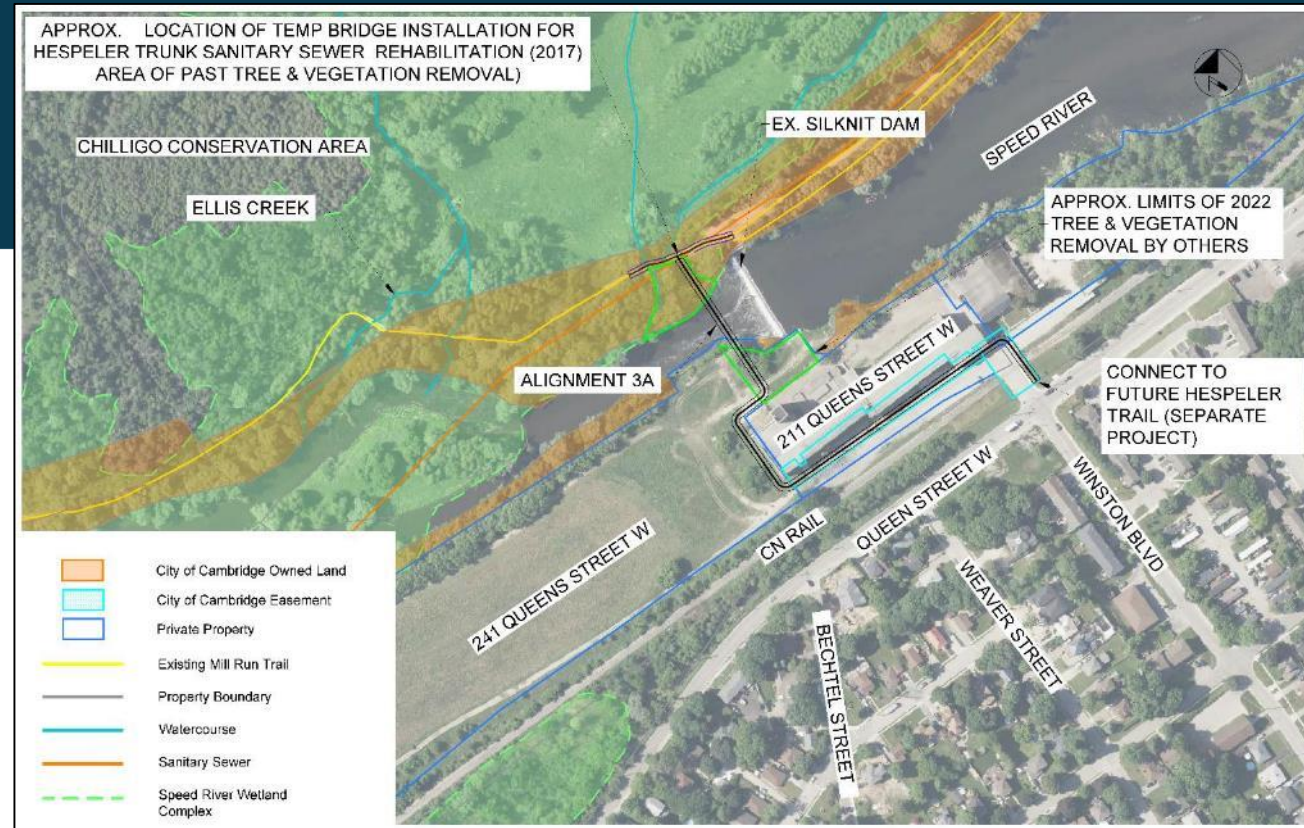
- tourism, cost to construct, cost to maintain

A full overview of how each alternative ranked against these criteria can be found in Table 5-3 and Table 5-5 of the Project File Report.

Preferred Alternative

The preferred **Alternative 3A** includes:

- A **“3 m wide trail connection”** between Queen Street West and Winston Boulevard connecting with the Mill Run Trail approximately 20 metres west of the Silknit Dam.
- **“Arch” Shape Bridge Structure**

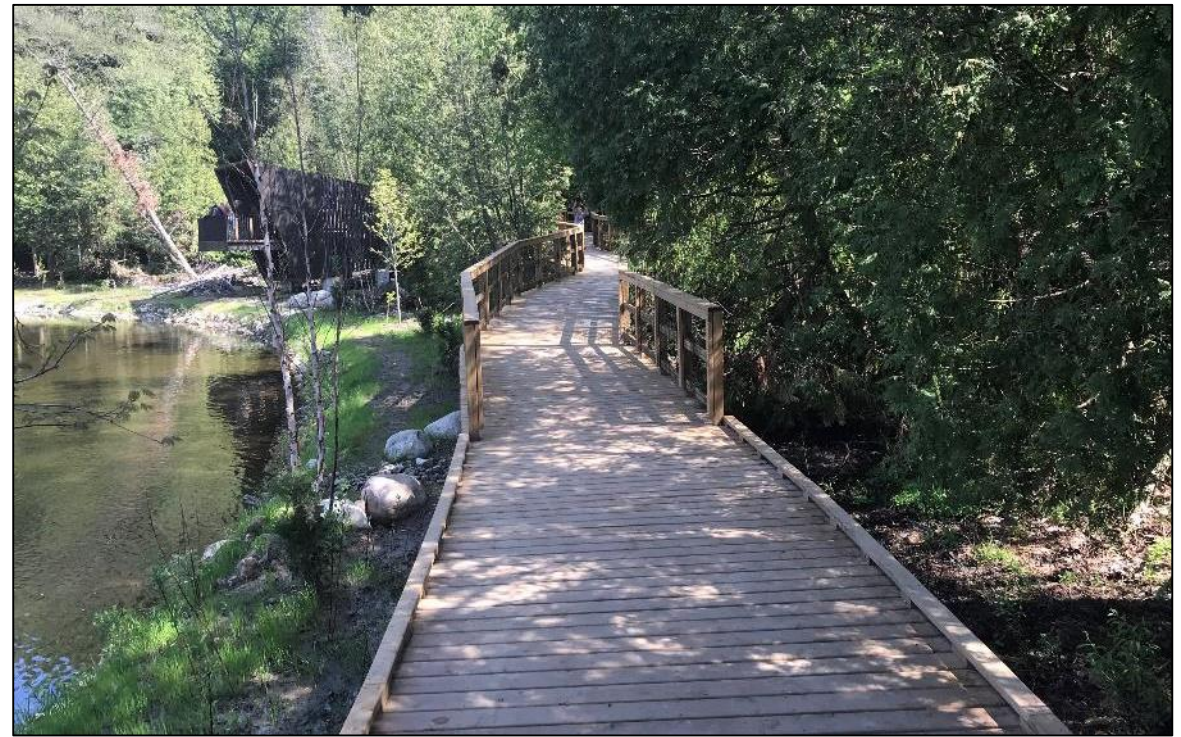


Conceptual Renderings



Project Highlights

- Sections of the trail connection will be comprised of boardwalk, which will help minimize disturbance in floodplain area.
- Arch Shaped Bridge Structure will have pleasing aesthetics.
- Preferred alternative utilizes previously disturbed areas as part of the 2017 Hespeler Sanitary Trunk Sewer Rehabilitation Project. This will help minimize impact on natural environment.



Hespeler Pedestrian Bridge



What is this project about?

The City of Cambridge has retained Wood to undertake a Municipal Class Environmental Assessment (Schedule B) for a new pedestrian bridge to be installed crossing the Speed River in a location to be determined within the project study area. The Project Study Area is broadly defined as the Speed River and lands abutting the Speed River between the Mill Run trail to the north and Queen Street West to the south. A new trail connection to the bridge is also considered a part of this study.



Consultation

Consultation tools included:

- Dedicated “*Engage Cambridge*” webpage
- Project Notices (distribution via newspaper, email, mail, and City’s social media pages)
- Online Public Information Centre

Consultation held with various groups:

- Indigenous Nations (MCFN; SNGR; HDI/HCCC)
- Government Agencies (MECP; GRCA; RoW)
- City of Cambridge Advisory Committees (Accessibility, Environment, Cycling and Trails)
- Stakeholder Groups (Hespeler BIA; CN Rail)
- Impacted Property Owners

Public Feedback on the Preferred Alternative

An Online Survey using the Engage Cambridge platform was made available to solicit public feedback on the preferred alternative. 271 responses were received. Key results of the survey are summarized below:

- ~ 83% of the respondents supported preferred trail connection alignment and bridge location (Alignment 3A).
- ~ 92% of the respondents supported the preferred bridge structure (i.e., arch structure).



Next Steps

- EA report to be available for a 30-day public review period
- Complete Stage 2 Archaeological Work
- Detailed Design and Further Property Impact Discussions



Thank You

Questions

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