



A.3 PUBLIC INPUT



A.3.1 PUBLIC COMMENTS

Glendon Drive Streetscape EA
Public TRACER

Contact Information	Correspondence	Response/Commitment to Carry Forward
COMMENTS RECEIVED FROM NOTICE OF COMMENCEMENT		
	<p>Telephone call Sept. 24 2015 Mr. Recker telephoned with questions regarding the Glendon Drive mindmixer website. Mr. Recker also expressed the desire for his property to become zoned for commercial development due to its proximity with the HWY 402 interchange. Mr. Recker also has correspondence from the MTO regarding a new interchange off of the 402, and expressed concern over the difficulty in turning left from the 402 offramps.</p>	<p>Informed Mr. Recker that changing the land use designation for his property is out of the scope of this project, but that we would discuss future land use plans with the municipality of Strathroy-Caradoc. We have also initiated consultations with MTO regarding the Highway 402 interchange, and will inquire regarding the plan provided by Mr. Recker.</p>
	<p>Email received November 19th Mr. Smith would like to suggest centre line tree median with u-turn intersections between highway 402 and Kilworth Park Dr. to reduce the number of traffic signals and eliminate U-turns (Michigan Left). He also suggests a roundabout at the intersection of Glendon and Jefferies.</p>	<p>Michigan lefts were considered as a high-level option, however were screened out due to the difficulty in accommodating access for active transportation.</p>
COMMENTS RECEIVED FROM PIC1		
	<p>Fax received on Nov. 26th 2015</p> <ul style="list-style-type: none"> • Would like area on the north side of Glendon Drive from the Thames Bridge westward to Coldstream Road to remain an environmentally sensitive area. • Would like to see high quality developments west of the natural environment areas. • Mr. Price has a large and new septic system, and does not need storm sewers, sanitary sewers, or watermains that would increase taxes. • Mr. Price would like to know if the Upper Thames River Conservation Authority has been consulted • Mr. Price would like to remain informed of study progress, and would like to know who is the owner of the subject lands and which developers is involved. 	<ul style="list-style-type: none"> • This area is identified as Natural Environment Area within the Middlesex OP, in which development is not permitted. Impacts of proposed road improvements will be minimized, and mitigation measures will be recommended for any potential impacts. • Development applications are managed by municipal staff, and are not within the scope of this project. • Servicing options are being considered in order to allow for future development in accordance with the Official Plan. • The UTRCA has been engaged, and will continue to be consulted throughout the project. • This project is being conducted by both Middlesex County, and the Municipality of Middlesex Centre. Glendon Drive is under the jurisdiction of the County, whereas servicing and adjacent land uses are under the jurisdiction of Middlesex Centre. While local developers have been identified as stakeholders along with relevant agencies and residents, they are not proponents of this project. The project is being conducted in order to ensure that future development occurs in a coordinated manner, and so that the appropriate transportation networks (including vehicles, cyclists, and pedestrians) are in place for the benefit of the growing communities. While the study may account for the sanitary connection of existing residential units, it will not be identifying recommendations, timelines, or costs for the connection of these existing residences.
<p>Ben Puzanov, Middlesex Centre/County Planner bpuzanov@middlesex.ca</p>	<p>Email received on November 30th, 2015</p> <ul style="list-style-type: none"> • Mr. Puzanov urges limiting the cross section to 3 lanes (with reference to the central area surrounding the Wellness Centre) in order to realize the vision planned for the surrounding lands found in the Official Plan/Avi Friedman report, echoed by Mindmixer comments (improving pedestrian connectivity and safety, creating cycling opportunities, and reducing the speed of vehicular traffic) • Mr. Puzanov also would like study to consider re-routing truck traffic between the 402 and the City of London via County Road 3 (Gideon Dr.) in response to the urbanization of the Komoka and Kilworth areas. • Mr. Puzanov would also like to consider closing Old River Road at County Road 14 which is being used as a 'short cut' by commuters, due to safety concerns. 	<p>Planning policy documents including the Middlesex Centre Official Plan will be considered throughout the study.</p>
	<p>Resident expresses concern over the cost of the planning exercise, stating that it mostly affects residents within walking/cycling distance. Vehicle traffic analysis has been done, but no study has been done on cycling – most of the cyclists who use the area are the 'hard-core' cyclists coming from London. The resident urges decision makers to</p>	<p>The study team has reached out to cycling groups from the City of London to ensure that they have the opportunity to provide comment.</p>

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	consider the economic impacts on the entire county/municipality for improvements that benefit a small area.	
	Resident experiences difficulty turning right onto Glendon Drive from Vanneck Road. Vehicles often approach the light in the middle of the lane, preventing vehicles from turning right during a red light, causing more than necessary delay.	Noted.
	Concerned over the timeline of the project, would like to be able to bike into the city, and is concerned about the frequency of accidents at Old River Road.	Noted.
	Concerned about the S-curve at Glendon Drive and Amiens Road Would like to know if sewers will be extended towards Highway 402.	Noted. Accommodation for servicing future development lands will be made, however timing of the extension of servicing will be based on future development applications.
	Prefers 4 lanes with no median, and off-road cyclist/pedestrian facilities and mentions the issue of snow removal. Is also in favour of roundabouts.	Noted.
	There is an immediate safety concern relating to children crossing Glendon Drive to travel between Kilworth and Komoka, as well as an immediate need for off-road bicycle facilities.	Noted.
	Bike facilities (separated) are needed in the area. Operations at the 5 corners intersection needs to be addressed, and suggest that a roundabout may be the best option.	Noted.
	Safety for bikes and pedestrians (separated facilities), and drivers should be the number one concern, along with being the most cost effective option.	Noted.
	Bike safety is very important. Lights at Glendon Dr. and Tunks would be beneficial for access to the Wellness Centre, since it can be difficult turning off and onto Glendon, and more accidents may occur. Resident expresses that the reason they and many others moved to Komoka was for the 'small town' feel, and they want to ensure this is maintained with the new planned developments that will bring city amenities into the communities (i.e. high level urban design).	Noted.
	4-lane cross section should be considered, and there is no need for parking or centre boulevard. On-street bike lanes are required.	Noted.
	Mr. Hinde submitted a letter on behalf of the property owner at the southeast corner of Glendon Drive and Jefferies Road (Commercial). There are large commercial development interests at this location, but there are concerns that without a right-in/right-out access directly to Glendon Drive, all traffic from the proposed development would be funneled through the Jefferies/Vanneck/Glendon intersection and cause significant operational issues for turning movements at the intersection, and for access/egress from the development. Several correspondences received throughout the study regarding Jefferies Commercial property, requesting right in-right out access onto Glendon Drive.	Traffic volumes generated from existing and future land uses have been accounted for in traffic analysis. Access requirements for individual properties to be identified through the development application process in accordance with the Planning Act and the Middlesex County's County Road Access Bylaw.
PUBLIC INFORMATION CENTRE NO. 2		
	Likes the idea of establishing pedestrian/bicycle paths.	Noted.
	Concerned over the bottleneck that will exist at the 2-lane Thames River Bridge, and potential safety concerns caused by reducing from 4 to 2 lanes.	
	Prefers roundabouts to traffic signals. In favour of the roundabouts, and only off-road multi-use paths for cyclists, since traffic is too fast for a bike path on the road itself.	Noted.
	Inquiring about time estimate for the path.	

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	The roundabout would be an excellent way to slow down traffic at the corner of Glendon Drive and Komoka Road.	Noted.
	For on-street bike facilities, please place rumble strips so drivers have a sign they are entering into a bike lane and both cyclists and drivers have clear lanes for their vehicles. Studies show more cyclists=greater safety.	Noted.
	In favour of the roundabouts, but there is a need for an education campaign to inform drivers how to use them.	Noted.
	Would like to be informed of the future cycling plan for the county. Concerned that the roundabouts won't slow traffic enough to make cycling the roundabout safe or inviting for cyclists. Please consider all white curb side lines including a rumble strip to help drivers be aware of on-road cyclists. Resident just north of the '5 corners' intersection.	Noted.
	Concerned that the proposed roundabout will increase speeds of traffic heading north on Coldstream road, making it difficult to exit from their driveway. There are poor sightlines from their driveway to the intersection, cars speed around the corner and they have nearly been rear ended many times. They use a second driveway several metres northward, providing a greater distance from the corner, but it still creates dangerous situations when cars speed around the corner. She is concerned over the safety of the children's bus stop with the speed of traffic, and Canada Post as also expressed concern for their driver's safety at the intersection, and have implemented a community mailbox in Kilworth for the residents. Resident is concerned that a roundabout will exacerbate these situations, and cars will continue to speed around the corner. Resident would like to know what the future for Coldstream Road may be, and if consideration could be made for rerouting, or closing the road and creating cul de sacs as in the Old River Road situation. While the roundabout may improve functionality for those who need to cross through the intersection, it may significantly impact those who live directly adjacent to it in terms of access and safety.	Noted. Scope of the project changed to include consideration of alternative Coldstream Road alignments. Additional correspondence with property owner throughout project.
	Does not agree with the vision for Glendon Drive as a 'community space' that will function as a 'main street' for Komoka/Kilworth. The road is and will continue to be a thoroughfare for automobile traffic moving through Komoka into London. Given that role, the road can never function as an ideal pedestrian/cyclist pathway nor as a true community space because of the traffic density. Feels that the 'main street' should be directed to Komoka Road. It should be made clear that the preferred option will not create the space nor atmosphere of a real, small town which is what people moving into this community are looking for.	Land use designations were identified through the Komoka-Kilworth Secondary Planning process. The Glendon Drive EA recognizes the adjacent land uses, but also recognizes and seeks to safety maintain the arterial function of the corridor.
	Roundabouts greatly improve intersection operations and safety over signalized intersections. The proposed plan places signalized intersection at three locations between Komoka Road and Jefferies Road, and Mr. Clarke feels that proceeding with a known plan that has well demonstrated dangers for people and cars is tantamount	While roundabouts are generally shown to decrease collision severity at intersections over signalized intersections, they are not always the right fit for every intersection location. A number of factors need to be considered, and in the case of the three mid-corridor intersections, the

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	<p>to negligence. The Municipality should proceed with the option that is more costly to develop, less costly to maintain and operate and is less dangerous to the people of Komoka/Kilworth.</p>	<p>volume of traffic on the intersecting streets is significantly lower than the through traffic on Glendon Drive, which may result in an overall decrease in corridor level of service. While roundabouts can also provide adequate and safe active transportation crossings, the signalized intersections also provide the opportunity for enhanced active transportation crossings which is desired to facilitate access to the Komoka Wellness and Recreation Centre.</p>
	<p>Commends the use of native species for reestablishment of disturbed soils to combat invasive species, and the same preference should be given, if possible, to landscaping activities.</p> <p>Does not feel that the same protection is being applied where wildlife is concerned. Construction crews cannot be relied on to react appropriately if species, especially endangered species are encountered.</p> <p>An inventory of actual inhabitants within areas of concern should be done prior to construction, and action taken to re-establish populations elsewhere (especially endangered populations such as the spiny soft-shell turtle).</p> <p>Wildlife corridors are also important. Urban landscapes cannot be part of these corridors but can be accessory to the well-being of animals including birds and insects.</p> <p>Ms. Moncion appreciates the consultation program involved in this exercise and hopes the collaboration between citizens, experts and municipal officers will continue.</p>	<p>Mitigation measures including pre-construction surveys have been identified along with environmental mitigation.</p>
	<p>Submitted a review of PIC boards on behalf of landowner at southeast corner of Glendon Drive and Jefferies Road. Believes that access directly onto Glendon Drive would be necessary to implement the commercial land use designation.</p>	<p>Access to individual properties along Glendon Drive shall be determined through the Site Plan application process as required under the Planning Act, and in accordance with the Middlesex County County Road Access Bylaw.</p>
	<p>Has concerns over the proposed roundabout at Jefferies Road and Glendon Drive, and believes that it is not an appropriate recommendation for an intersection that is heavily used by regional truck traffic. If this roundabout is recommended, it would be critical to incorporate site generated traffic into the design of the roundabout.</p>	<p>Traffic generated from the proposed development has been accommodated within the traffic analysis and traffic forecasting for the study.</p>

Overview of Comments Received regarding Old River Road

Comments expressed regarding Old River Road and recommended alternative How comments/concerns have been addressed

<p>Traffic calming measures (speed humps, turning a portion of the road to gravel, etc.)/Community Safety Zone can be implemented to reduce the volume of through traffic along Old River Road and its intersection with Glendon Drive.</p>	<p>Traffic calming measures such as speed humps/cushions (vertical deflection) are not traditionally effective in diverting any significant volume of traffic, and are intended to reduce speeds of traffic. Nonetheless, an initial phase has been recommended to implement and monitor traffic calming measures and their effectiveness in diverting traffic from Old River Road. With respect to turning portions of the road to gravel, this would introduce a number of concerns related to road runoff and sedimentation in the Thames River, and is not a recommended traffic calming measure in this context. The Municipality may consider establishing a Community Safety Zone in conjunction with the traffic calming measures. See Section # for more information.</p>
<p>Recommended a right in, right out intersection through the construction of a one metre wide median on Glendon Drive at its intersection with Old River Road</p>	<p>Additional analysis undertaken of options proposed for a right in right out intersection, as well as a one-way intersection.</p>
<p>Difficult and unsafe left turns onto Glendon Drive from Old River Road</p>	<p>Realigned intersection westward will improve sight lines to the east (Thames River Bridge). Since the recorded vehicle maneuvers associated with a large proportion of collisions at the intersection trend toward the turning movement that would be impacted by this sightline, it can be reasoned that realigning the intersection will improve this collision trend. Instead of turning left during peak hours, similar to the right-in, right-out configuration, vehicles have the option to utilize the proposed roundabout at Jefferies Road/Vanneck Road/Glendon Drive. By not forcing the right turn condition, this allows for flexibility to turn left during off-peak hours.</p>
<p>In favour of stopping up/closing the road in order to eliminate the through traffic on the road and create safer space for pedestrians/cyclists, and reduce the amount of accidents along the Old River Road corridor.</p>	<p>Noted.</p>
<p>Insufficient sight lines to the west and east</p>	<p>Realignment of intersection significantly improves sightlines to the east, and sightlines to the west (to the crest of the hill on Glendon Drive) are within accepted standards.</p>
<p>Travel times to vital services (i.e. London/Strathroy hospitals) will be significantly increased.</p>	<p>During standard road and traffic conditions, differences in travel times to the Strathroy hospital between the Vanneck Road vs. Glendon Drive intersections are negligible. Travel times to London area hospitals are also negligible, and are more likely to be impacted by factors such as train delays.</p>
<p>Design standards for cul-de-sac length – Old River Road is too long to have a cul-de-sac</p>	<p>Design standards speak to subdivision design with houses off of a cul-de-sac, and do not apply in an existing rural environment. In addition, Old River Road is not being formally closed at Pulham Road. Access is provided via the emergency gate.</p>
<p>School transportation will be impacted and will not be able to service the residents</p>	<p>Consultation has been undertaken directly with Student Transportation Services and the bus company. Each stakeholder identified that the proposed alternative will not cause issues with student pick up and drop offs.</p>

Glendon Drive Streetscape EA
Public TRACER

Comments expressed regarding Old River Road and recommended alternative

How comments/concerns have been addressed

Access for emergency vehicles will be impeded	Consultation has been undertaken directly with Middlesex-London Emergency Medical Services and Middlesex Centre Fire Services, and residents' concerns have been forwarded to each. Each have indicated that a simple gate configuration will not impact emergency access, The gate can be operated in emergency situations.
Heavy/Large delivery vehicles may not be able to access properties at the top of the hill.	There is an existing weight restriction on Old River Road of 5 tonnes per axel, which restricts heavy trucks. Permitted trucks should not have difficulty traversing the hill under normal weather conditions. For special circumstances, the County and Municipality should be contacted to discuss exceptions to the weight restriction.
Access to properties at the top of the hill during inclement weather	Old River Road is currently identified as a priority road within the Municipality's winter maintenance program, and this will be maintained. It should be noted that all alternatives available for addressing the issues along Old River Road require some properties to either traverse up and/or down the hill.
Train delays on Pulham Road during emergencies /maintenance	Gate will be operable during any scheduled maintenance or unexpected extended rail delays.
Truck traffic utilizing Old River Road	There is currently a weight restriction on Old River Road (5 tonnes per axel). Additional warning signage can be incorporated into intersection improvements to warn of no exit and no truck traffic.
Access to farm fields for equipment will be cut off with installation of gate on Pulham Road	The location of gate was modified from Pulham Road to Old River Road to limit impacts to farm accesses. Farm accesses will be provided via Vanneck Road and/or Pulham Road.



Glendon Drive Streetscape Environmental Assessment
Glendondrive.mindmixer.com
Public Information Centre No. 1
Thursday November 26th 2015 5:30pm-7:30pm

Name	
Maili	
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Interest (i.e. property owner, agency).	

Comment:

<p>I am happy to see this thoughtful process, but I am weary how long change will take.</p>
<p>Look forward to the day I can bike safely into the city, and stop seeing horrible accidents at Old River Road.</p>

Please place comments in the comment box provided, or return to the following
BY December 11, 2015:

Stephanie Bergman
Planner

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600-171 Queens Ave., London
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Stephanie.bergman@stantec.com





Glendon Drive Streetscape Environmental Assessment
Glendondrive.mindmixer.com
Public Information Centre No. 1
Thursday, November 26th, 2015 5:30pm-7:30pm

Name:	
Mailing Address:	
Email Address:	
Interest in:	
Comments:	
• 'S' Curve @ Glendon and Amiens has been the scene of many accidents for many years. Are there any plans to eliminate the curve?	
• Will water and sewer be extended towards the 402?	

**Please place comments in the comment box provided, or return to the following
BY December 11, 2015:
Stephanie Bergman
Planner**



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Glendon Drive Streetscape Environmental Assessment
Glendondrive.mindmixer.com
Public Information Centre No. 1
Thursday, November 26th, 2015 5:30pm-7:30pm
Komoka Library
COMMENT SHEET (Please Print Clearly)

Name: GABRIEL
Mailing Address: GLENDON DR
Email Address:
Interest (i.e. property owner, agency): OCCUPANT - BUSINESS
Comment: prefer 4 lane - NO MEDIAN Bike / Ped path off road. - snow removal
Roundabouts - the more the better.

**Please place comments in the comment box provided, or return to the following
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Thursday, November 26th, 2015 5:30pm-7:30pm
Komoka Library

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Comment:

① immediate
safety issue of crossing Glendon for kids
to travel between Kilmory & Komoka

② immediate
need for a bike path separate from the
roadway

**Please place comments in the comment box provided, or return to the following
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Komoka Library

Name	
Mobile	
Email	
Inter	

Comment:

- Yes Bicycles need to be able to travel into & out of the area's
Probably separate bicycle lanes.

- Coldstream Van Eck Glendon Jeffries is awful it needs to be fixed

- Best idea is round about as ~~it~~ it reduces full stops.
Yes it maybe that traffic forecast is too much & inconvenience of during construction is significant

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Thursday, November 26th, 2015 5:30pm-7:30pm
Komoka Library
COMMENT SHEET (Please Print Clearly)

Name	
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Comments	
- We should be focusing on the following	
1) Safety - Regardless of selection, the safety of bikers, pedestrians + ^{drivers} bikers is #1	
2) Cost effective - Priority should be on efficiency not esthetics	
3) Bike / Pedestrian Lanes - Definitely have dedicated bike x walk paths	

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Thursday, November 26th, 2015 5:30pm-7:30pm
Komoka Library
COMMENT SHEET (Please Print Clearly)

Name	
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Comment.	<p>- First thanks for the info session & a chance to participate!</p> <p>① I don't bike but I know a lot of people that do so bike safety is very important.</p> <p>② would love a light at Tunks & Glendon. The arena is a very busy place & getting out onto Glendon can be a challenge. I'm afraid there will be an accident!</p> <p>③ My neighbours & Komoka friends all agree that we don't want the newly developed area to look like the city! We moved/stayed here in Komoka because it has a "small town" feeling. Please respect this wish to keep that feeling while bringing in all the benefits of "city" amenities. (eg. "Urban Design" there is a picture of etc lights but they look like a tree - very nice!)</p> <p>Thank You.</p>

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Thursday, November 26th, 2015 5:30pm-7:30pm
Komoka Library

COMMENT SHEET #1

Name	
Mail	
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Comment:	1
	- A USWE CROSS-SECTION IS ONLY OPTION TO CONSIDER
	- NO NEED FOR PARKING USWE
	- ON LY STREET BIKE LANE REQUIRED
	- NO NEED FOR CENTER BOULEVARD.

**Please place comments in the comment box provided, or return to the following
 BY December 11, 2015:
 Stephanie Bergman
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Glendondrive.mindmixer.com

Public Information Centre No. 1

Thursday, November 26th, 2015 5:30pm-7:30pm

Komoka Library

COMMENT SHEET (Please Print Clearly)

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In

Comment: Happy to see there is a consultation process taking place, however, I find that the cost of a project of this magnitude, affecting our community, could easily substantially have adverse effects on the taxes to the rest of the township.

Much like this beautiful building (Komoka Wellness Centre) the folk who are within walking/cycling distance can get much more use from it than those who have to drive for 15 mins to get there.

When I see the suggestion of "sound barrier walls" and realize that it will affect a select few, I have to wonder why this was not put into the developer's plan. A very expensive afterthought.

P.O.

Please place comments in the comment box provided, or return to the following

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A study ON VEHICLE VOLUME IS AVAILABLE BUT NO STUDY HAS BEEN MADE ON CYCLING. MOST OF THE CYCLING DONE ON TOWNSHIP ROADS ARE FROM THE "HARDCORE" CYCLISTS MOST OF WHO LIVE IN LONDON.

IN CONCLUSION I WOULD HOPE THAT THE FOLKS WHO WILL "SIGN THE CHEQUE" THINK LONG AND HARD ABOUT THE BENEFITS TO THE WHOLE COMMUNITY AND NOT JUST THE FOCAL POINT OF THIS DISCUSSION



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Thursday, November 26th, 2015 5:30pm-7:30pm
Komoka Library
COMMENT SHEET (Please Print Clearly)

Name:	
Mailing Address:	
Email Address:	
Interest (i.e. how you are affected):	
Comment:	<p>- 5 CORNERS AT KILWORTH -</p> <p>THERE IS A (BIG) PROBLEM AT LIGHT AT KILWORTH. IF YOU ARE COMMING WEST ON VANECK RD AND ARE WANTING TO TURN RIGHT AT THE LIGHT, AND IF IT RED 90% OF THE TIME THERE IS A VEHICLE SITTING ON THE ROAD IN THE MIDDLE OF THE LANES. THIS BLOCKS THE TURN RIGHT VEHICLES FROM GETTING IN POSITION TO TURN RIGHT THAT WANT TO GO WEST TO KOMOKA ON GLENDON.</p> <p>SEE BACK FOR DIAGRAM.</p>

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THAMES RIVER.

JETTIES

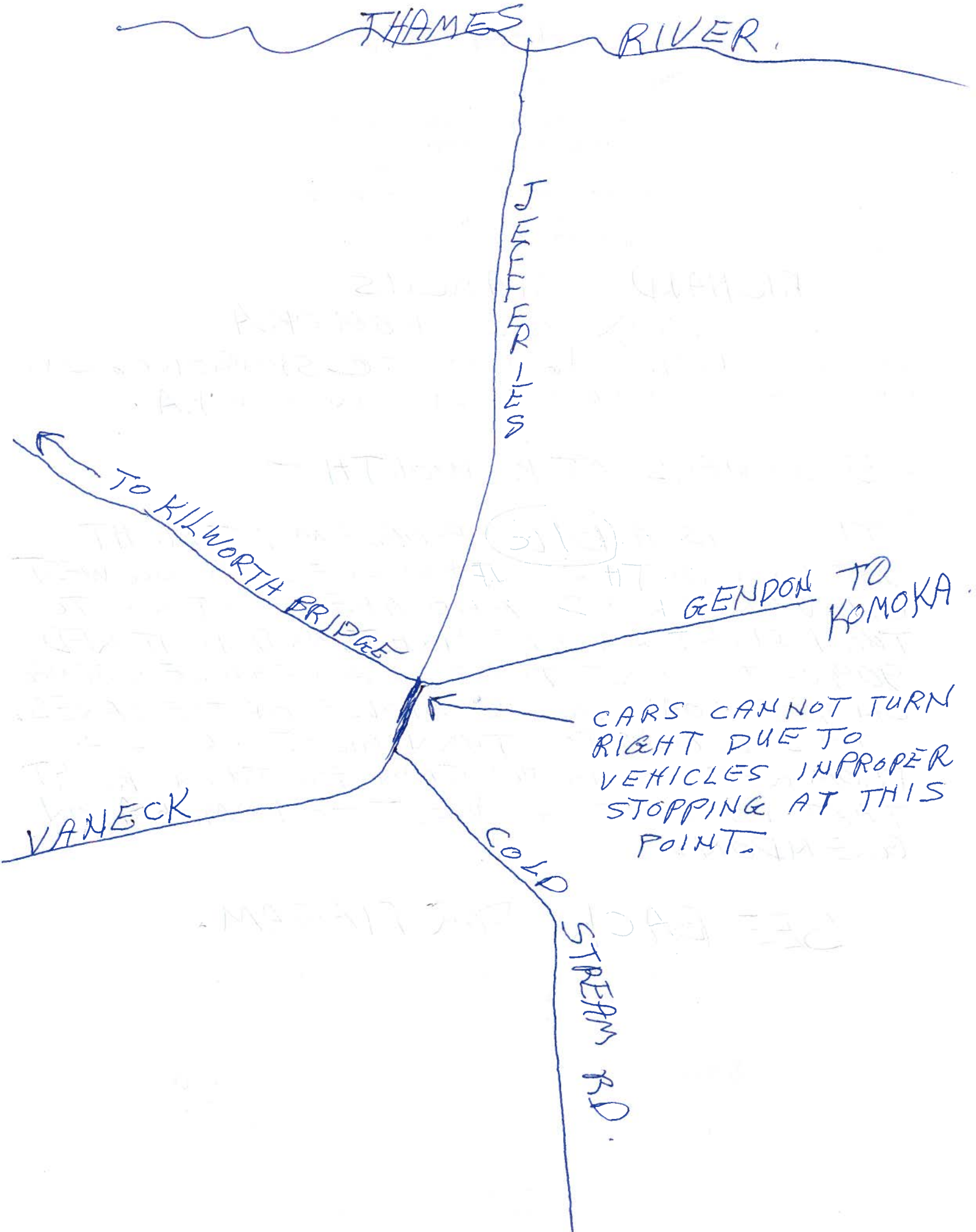
TO KILWORTH BRIDGE

GENDON TO KOMOKA.

VANECK

COLD STREAM RD.

CARS CANNOT TURN RIGHT DUE TO VEHICLES IN PROPER STOPPING AT THIS POINT.



Glendon Drive Streetscape Environmental Assessment

glendondrive.mindmixer.com

Public Information Centre No. 2

Monday June 27th, 2016 6:00-8:00pm

Middlesex Wellness & Recreation Centre

COMMENT SHEET (Please Print Clearly)



Name:		
Mailing		
Email /		
Interes		
Comments:		
<i>- We like the idea of having pedestrian/bicycle path established.</i>		
<i>- Our only concern would be the bottleneck created at the bridge by reducing lanes from 4 to 2 - possible accidents?</i>		
<i>- We would prefer roundabouts to traffic lights.</i>		

Please place comments in the comment box provided, or return to the following

BY July 18th, 2016:

Stephanie Bergman
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COMMENTS CAN ALSO BE SUBMITTED ON THE PROJECT WEBSITE:

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Public Information Centre No. 2

Monday June 27th, 2016 6:00-8:00pm

Middlesex Wellness & Recreation Centre

COMMENT SHEET (Please Print Clearly)



Name	
Mailing	
Email	
Interests	
Comments	<p>I like the roundabouts. I only like the off road multiuse path. The traffic is too fast for a bike path at on the road itself.</p> <p>Is there a time estimate of the path?</p>

Please place comments in the comment box provided, or return to the following
BY July 18th, 2016:

**Stephanie Bergman
Planner**

Stantec Consulting Ltd.
600-171 Queens Ave., London
ON, N6A 5J7
Phone: (519) 675-6614
Fax: (519) 645-6575

Stephanie.bergman@stantec.com

COMMENTS CAN ALSO BE SUBMITTED ON THE PROJECT WEBSITE:
glendondrive.mindmixer.com



Information will be collected in accordance with Ontario's Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information all comments will become part of the public record.

Glendon Drive Streetscape Environmental Assessment

glendondrive.mindmixer.com
Public Information Centre No. 2
Monday June 27th, 2016 6:00-8:00pm
Middlesex Wellness & Recreation Centre
COMMENT SHEET (Please Print Clearly)



N M E I		

Comment:

The roundabout road would be an excellent way to slow down traffic at the corner of Glendon Road and Komok Road

**Please place comments in the comment box provided, or return to the following
BY July 18th, 2016:**

**Stephanie Bergman
Planner**

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Glendon Drive Streetscape Environmental Assessment

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Public Information Centre No. 2

Monday June 27th, 2016 6:00-8:00pm

Middlesex Wellness & Recreation Centre

COMMENT SHEET (Please Print Clearly)



No.	
Mo.	
En.	
Int.	me
Comment:	enthusiast
	I've lived in Elmhurst from 1964-1980 & then again since 1997 ;)
	For cycling paths - please help boost safety, by placing a <u>rumble strip</u> so drivers have a sign they are veering into a bike lane - and both cyclists & drivers have clear lanes for their vehicles.
	Studies show more cyclists = greater safety.

Please place comments in the comment box provided, or return to the following

BY July 18th, 2016:

**Stephanie Bergman
Planner**

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ON, N6A 5J7

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Glendon Drive Streetscape Environmental Assessment

glendondrive.mindmixer.com

Public Information Centre No. 2

Monday June 27th, 2016 6:00-8:00pm

Middlesex Wellness & Recreation Centre



SOL IR2

Interest (i.e. property owner, agency):

Comment: Bring on the round a Bout
Just came up with a To Tell and Teach
Drivers How To use Them
Thx

Please place comments in the comment box provided, or return to the following

BY July 18th, 2016:

Stephanie Bergman

Planner

Stantec Consulting Ltd.
600-171 Queens Ave., London
ON, N6A 5J7

Phone: (519) 675-6614

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Glendon Drive Streetscape Environmental Assessment

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Public Information Centre No. 2
Monday June 27th, 2016 6:00-8:00pm
Middlesex Wellness & Recreation Centre
COMMENT SHEET (Please Print Clearly)



Name:	
Mailing Address:	
Email Address:	
Interest (i.e. role):	
Comment:	<p>- Active Cycling Advocate. Would like to be informed of the future cycling Plan for the county. Am concerned that the roundabouts won't slow traffic enough to make cycling the round about safe or inviting for cyclists. Please consider all white curb side lines to be a rumble strip. This will help drivers be aware of cyclists riding inside this white line.</p>

Please place comments in the comment box provided, or return to the following

BY July 18th, 2016:
Stephanie Bergman
Planner

Stantec Consulting Ltd.
600-171 Queens Ave., London
ON, N6A 5J7
Phone: (519) 675-6614
Fax: (519) 645-6575

Stephanie.bergman@stantec.com

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Dear Stephanie,

Last evening, we attending the OpenHouse in Komoka to learn about the proposed development schemes for Glendon Drive. We appreciate the opportunity to provide input into the planning process.

Aside from the disappointment that the posters from last evening do not appear to be available on the website, there are several aspects of the preferred option I wish to address.

The first is that the preferred option, on several of the posters, depicted Glendon Drive as a “community space” that would function as a type of “main street” for Komoka / Kilworth. This is not a true depiction of the purpose and function of Glendon Drive. The road is and will continue to be a thoroughfare for automobile traffic moving through or from Komoka into London. Given that role, the road can never function as an ideal pedestrian / cyclist pathway nor as a true community space because of the traffic density (albeit with peak times during commuting rushes).

The true “main street” of Komoka is, in fact, Komoka road leading off Glendon Drive but which now is not envisioned nor designed for that role. There are many small residential communities in Ontario spread along a major thoroughfare as Komoka would be under the preferred option. These do not have a true community space or even spirit since road traffic interrupts both the space itself and the community. I realize that the current planning exercise does not include development of Komoka Road (beyond the proposed roundabout at the intersection) but it needs to be made clear that the preferred option will not create the space nor atmosphere of a real, small town which is what people moving to this community are looking for.

Second, the preferred option places signalized intersections at three locations between the proposed roundabouts at Komoka Road and Jeffries Road. I fail completely to see the logic here. As I discussed with a Stantec engineer at the Open House, it is a proven fact that the accident rates (for both vehicles and pedestrians) at signalized intersections significantly exceeds that for roundabouts. The engineer I spoke with admitted this and I have attached research that I’m sure you have consulted as well to show this is the case. So, the preferred plan is proposing to include signalized intersections in these locations knowing full well that there is a very high probability of accidents occurring at those locations compared to the impact that roundabouts would have. Proceeding with a known plan that has well demonstrated dangers for people and cars is tantamount to negligence that could well be challenged in court.

However, if Stantec does not make this fact public immediately it could be perceived as a cover-up and could derail the entire development process.

The solution is clear, go with the option that is more costly to develop, less costly to maintain and operate and, most importantly, less dangerous to the people of Komoka / Kilworth.

Finally, on the environmental protection aspects of the project. I was amused to see the mitigation strategy for the endangered species of turtles to be the informed watchful eyes of the construction crews who will be responsible for identifying these species and, if found, call a work stoppage until the animals leave the area on their own accord and time. I'm amused because of the similarity to the process by which paleontology artifacts are to be protected in the Alberta Tar Sands operations. There, heavy equipment operators have been "trained" to identify such artifacts and call a work stoppage so professional teams of scientists can be brought to the site for verification and excavation, if warranted.

Of course, this has not happened even once in the Tar Sands. The ensuing costs of a work stoppage are simply out of the question for the fossil fuel companies operating there and so equipment operators are told to quietly just bury any artifact they find so that work can continue.

Leaving protection of the environment to those who would profit from its destruction is, clearly, ludicrous. I would strongly recommend that the entire planning site be thoroughly studied now by qualified environmental scientists (not by an engineering firm) and their findings reported publicly. Then, during construction, an on-site environmental monitoring team would have complete responsibility for identifying species at risk and complete authority for calling a work stoppage if necessary, regardless of the impact that would have on corporate profits or on the work timetable.


The bottom line here is that this project should have as its top priority the enhancement of the quality of life for Komoka / Kilworth residents (yes, I'm sure that you'd agree to this), the improvement of the unique environmental characteristics of the Carolinian ecosystem of which we are fortunate to be the stewards and the last priority being given to "optimizing" vehicular traffic along Glendon Drive – the tension and conflict between these priorities are evident.

Thank you for the opportunity to comment and I look forward to seeing the plan evolve to be more explicitly based on a people and environmental foundation and not on traffic optimization algorithms.

With respect,

MA





eam Rd with my husband Chris
the phone the other day

about the Glendon drive redesign, specifically the 5 corners intersection. He appreciated the conversation and time you took to explain the proposed changes to him. My family are long time (20+ years) residents on Kilworth and then my husband and I purchased our home on Coldstream 5.5 years ago. We live directly behind the corner property (at Vanneck and Coldstream) that would be adjacent to the proposed roundabout.

After reviewing the 2 possibilities for the new 5 corners intersection on your website, I have some major concerns about the safety of the roundabout for us on Coldstream Rd. It is such an awkward intersection as it is and can't be easy to try and redesign I am sure. I understand there is major support in the community for a roundabout at this intersection, however, it will greatly increase the speed at which traffic comes out of the roundabout onto Coldstream Rd, judging by the lanes on the drawing. As of right now, drivers come around the corner and floor it right in front of our house - a round about would not slow this traffic down but rather increase their ability to maintain a higher rate of speed as they would not be forced to stop and wait to make the quick left onto Coldstream. This is a blind corner as we have a driveway immediately on the first turn onto Coldstream - I have nearly been rear ended multiple times. For this reason we have a second driveway that provides a slight distance between this corner and our ability to enter/exit our driveway safely, however, even now it can be a close call at times depending on how fast the other driver is going. I also have the school bus stop at this second driveway to increase visibility of the school bus for drivers coming around this corner, however, it remains a safety concern to cross the road. Canada Post has actually refused to continue mail delivery to us, requiring us to use a community mailbox in Kilworth, as they felt the delivery driver was at risk due to the corner speed and visibility. This concern will only increase with a higher speed, also increasing the speed at which drivers take the second sharp curve prior to the railway bridge - we have seen many accidents here in the winter. This may not be evident by viewing an aerial map of the area but I would invite you to observe the traffic on Coldstream from our driveway for a different perspective.

What has been discussed regarding Coldstream Rd and it's future? Would they close it to through traffic ie a cul-de-sac like is proposed for Old River road? Or maybe eventually re-

route the road, closing it off at Vanneck and have it exit at the proposed Springfield Way intersection? The road is also a challenge for large trucks that cannot clear the railway bridge. I can't even count the amount of times I have seen a transport truck have to reverse the entire length back to Vanneck in order to safely turn around. Even the garbage truck has to turn around as they can't clear the bridge. In the 5 years we have lived here, the traffic on Coldstream Rd has increased significantly, mainly due to FireRock (in summer months) as well as the housing development in Komoka off Oxbow Dr. There are only 10 or so houses on this stretch of Coldstream from Vanneck to Oxbow so the traffic is definitely not from residents. I won't speak on behalf of my neighbour at Vanneck and Coldstream as I am not sure what the approach has been with her, however, judging by the drawings, it will be nearly impossible for her to access her own driveway via the roundabout. While I feel as though the roundabout may improve functionality for those who simply need to cross through the intersection, I feel it significantly impacts those who live directly adjacent to it, not only for access but safety as well - day in and day out. Thank you for taking the time to read my concerns, I would be very interested to know what has been discussed for Coldstream Rd.



discuss further.

Dear Stephanie,

Last evening, we attending the OpenHouse in Komoka to learn about the proposed development schemes for Glendon Drive. We appreciate the opportunity to provide input into the planning process.

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Thank you for the opportunity to comment and I look forward to seeing the plan evolve to be more explicitly based on a people and environmental foundation and not on traffic optimization algorithms.

With respect,



Following our viewing of the posters for the Glendon Drive Development at the information session of June 27, I would like to contribute the following comments, primarily about the protection of the natural environment.

1. I appreciated that the trees and plants selected to add/replace the natural vegetation in place at the time of construction will be native and non-invasive species.
2. For landscaping purposes, I would strongly suggest that the same preference apply although I understand the limits imposed by such a choice.
3. Although the protection and propagation of natural trees and plants appear to be of concern, the same concern seems to be lacking when animals are concerned. Habitats for birds and reptiles will be disturbed and more than likely compromised. I was not sure if a complete inventory of the actual inhabitants of the areas concerned will have been done prior to construction and action taken to re-establish populations elsewhere, especially at risk or endangered populations such as the spiny soft-shell turtle. I cannot see how a large machine operator would stop his/her machinery while in operation after finding a reptile, its nest, habitat or anything else, assuming that those were spotted in due time. Knowing that time is money and that the cost of doing business is often in contradiction with the protection of our natural environment, I would rather prefer pre-emptive actions than last minute corrective actions.
4. Finally, preserving existing wildlife is important but it can only be viable if wildlife corridors exists to allow the unobstructed movement of animal populations within these corridors. Urban landscapes cannot be part of these corridors but can be accessory to the well-being of animals, including birds and insects. Being myself a grower, I understand fully the difficulties of harmonizing human and animal cohabitation. However, I would like to see this as a major focus of the planning exercise and unfortunately I don't see it as going far enough.

I appreciated the consultative process involved in this exercise and hope the collaboration between citizens, experts and municipal officers will continue.





Stantec Consulting Ltd.
600-171 Queens Avenue, London ON N6A 5J7

June 8, 2016

Dear Old River Road Resident,

Reference: Glendon Drive Streetscape Environmental Assessment

Middlesex County and the Municipality of Middlesex Centre have retained Stantec Consulting Ltd. to undertake a Municipal Class Environmental Assessment (Class EA) to identify streetscape improvements to Glendon Drive, County Road 14. The study area extends from the Thames River Bridge in the east, through to the interchange with Highway 402 in the west.

During the initial phases of the project, transportation conditions along the entire corridor including traffic volumes, intersection turning operations, and collision records were reviewed. Several alternative solutions were brought forward for public review and comment at the first Public Information Centre (PIC) held on November 26th, 2015. At that PIC it was noted that improvements to the Old River Road and Glendon Drive intersection are warranted to address existing safety and operational concerns. As part of the evaluation process a series of alternative design solutions for this intersection have been reviewed and preliminary recommendations will be brought forward at the upcoming PIC.

In order to ensure that you have the opportunity to review and comment on the proposed alternatives and preliminary recommendations being brought forward for the Glendon Drive/ Old River Road intersection, we would like to invite you to the public open house, **Public Information Centre No. 2** (PIC) being held on **Monday June 27th from 6:00pm-8:00pm** at the Komoka Wellness and Recreation Centre (1 Tunks Ln., Second Floor – London Life Room).

For background information on the project, please visit the online public engagement forum **glendondrive.mindmixer.com**. Here you will find the information presented at Public Information Centre No. 1, and opportunities to comment and contribute to the project. For more information, feel free to contact the undersigned members of the project team.

We look forward to your involvement in the Class EA process.

Regards,

Brian Lima, P.Eng.

Director – Public Works and Engineering
10227 Ilderton Road RR2
Ilderton, ON N0M 2A0
Phone: (519)-666-0190 ext.233
Fax: (519) 666-0271
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Corri Marr, H.B.Sc.

Project Manager
600-171 Queens Avenue
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Chris Traini, P. Eng.

County Engineer
399 Ridout Street North
London, Ontario N6A 2P1
Phone: (519) 434-7321 ext 2264
Fax: 519-434-0638
Email: ctraini@middlesex.ca

From: [Brian Lima](#)
To: manengment@rogers.com
Cc: [Paul Zuberbuhler](#)
Subject: RE: Komoka Ponds on Glendon Drive
Date: Monday, April 25, 2016 12:15:17 PM
Attachments: [image013.png](#)
[image014.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)

Hi Paul,

In response to your email below, please feel free to follow the EA progress at http://glendondrive.mindmixer.com/?utm_source=Email&utm_campaign=Weekly_Email for which storm drainage along the entire EA limits is being reviewed.\

Regards,



Brian Lima, P.Eng.

Director of Public Works & Engineering
[Middlesex Centre](#) | lima@middlesexcentre.on.ca
10227 Ilderton Road, RR#2 | Ilderton, Ontario, N0M 2A0
Tel: 519.666.0190 | Fax: 519.666.0271

From: Paul Zuberbuhler
Sent: Friday, April 08, 2016 11:12 AM
To: Brian Lima
Subject: FW: Komoka Ponds on Glendon Drive

Brian,

Please see below that was received from Paul Flood.

Regards,



Paul Zuberbuhler B.Sc, B.Comm

Water/Wastewater Operations Manager
[Middlesex Centre](#) | zuberbuhler@middlesexcentre.on.ca
10227 Ilderton Road, RR#2 | Ilderton, Ontario, N0M 2A0
Tel: 519.666.0190 ext.255 | Fax: 519.666.0271

From: Paul Flood M.Eng., P.Eng. [<mailto:manengment@rogers.com>]

Sent: April-08-16 11:10 AM

To: Paul Zuberbuhler

Subject: FW: Komoka Ponds on Glendon Drive

Hi Paul. Good to meet you and thanks for your time.

As mentioned, I work for the Graham family who are the owners of one of the larger ponds, former gravel pits in Komoka.

Their house on a 45 acre pond is located to the southwest of the Glendon Drive and Komoka Road intersection.

It is our understanding that there is a Class EA in the process for future improvements to Glendon Drive and possibly the intersection.

As discussed, we believe this would be a good opportunity to address what we see as some important fundamental storm drainage issues affecting all of the existing ponds which are connected through groundwater. At an appropriate future time we hope to discuss these issues in more detail with the EA consultant and the municipality. In the meantime, we would very much appreciate an update on the following:

1. What is the approximate timeframe on the EA study commencement and completion of draft report?
2. Are there terms of reference available for the study and will drainage improvement issues be examined in the area as part of the EA?

Thanks again for the chat and in advance for your reply.
Sincerely, Paul



Paul Flood, B.A.Sc., M.Eng., P.Eng.; President

14 Bromleigh Ave.

London, ON Canada N6G 1T9

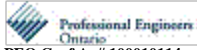
Office.Mobile.Cell: 519-472-1975

-private message centre-

e-mail: manengment@rogers.com

Website: www.manengment.ca

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20/171
 Design
 2/1/71

PLATE No 97-402/41-0
 CONT NO
 WP NO
 STA 22+200 TO STA 22+900
 Survey 91 ID Revised 88-08

METRIC
 DIMENSIONS ARE IN METRES
 AND/OR MILLIMETRES
 UNLESS OTHERWISE SHOWN

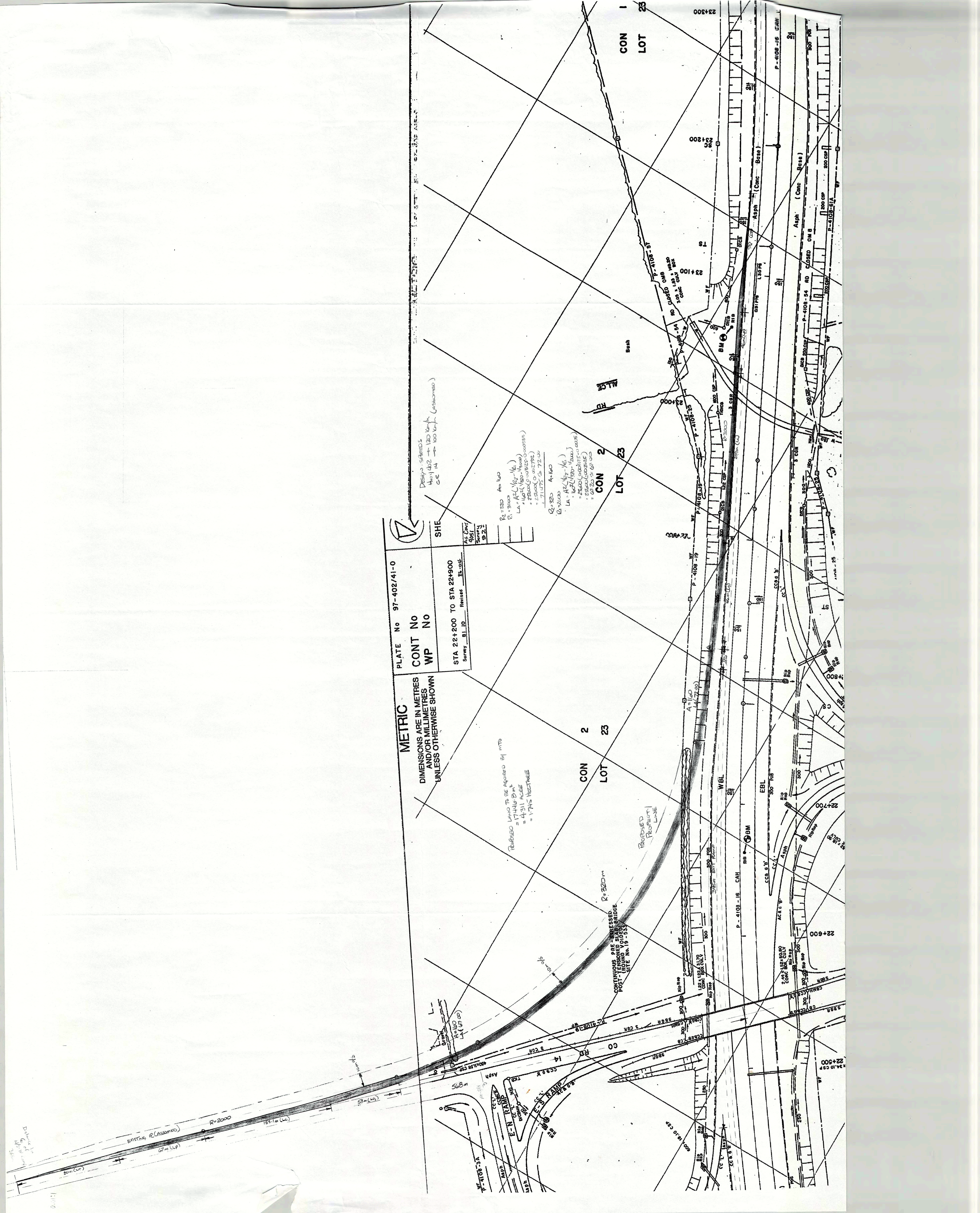
Designs shown
 May 1962 to 12/20/64
 c/c 14 to 100/100 (assumed)

$R_1 = 320$ A=160
 $E_1 = 3200$
 $L_1 = 160 \times (\frac{1}{2} - \frac{1}{4})$
 $= 160 \times (\frac{1}{4}) = 40$
 $= 23000 \times (\frac{1}{2} - \frac{1}{4})$
 $= 23000 \times (\frac{1}{4}) = 5750$
 $= 71175 \times \frac{1}{2} = 35587.5$
 $R_2 = 320$ A=160
 $E_2 = 3200$
 $L_2 = 160 \times (\frac{1}{2} - \frac{1}{4})$
 $= 160 \times (\frac{1}{4}) = 40$
 $= 23000 \times (\frac{1}{2} - \frac{1}{4})$
 $= 23000 \times (\frac{1}{4}) = 5750$
 $= 71175 \times \frac{1}{2} = 35587.5$

Proposed LAND TO BE ACQUIRED BY MTD
 $= 174416 \text{ Sqm}$
 $= 41311 \text{ ALGE}$
 $= 1715 \text{ HECTARES}$

CONTINUOUS PRE-STRESSED
 POST-TENSIONED CONCRETE
 GIRDER BRIDGE
 SITE No. 19-53

ROBBERD PROPERTY LINE





Stantec Consulting Ltd.
600-171 Queens Avenue, London ON N6A 5J7

December 12, 2017
File: 161413164



Reference: Glendon Drive Streetscape Environmental Assessment

Thank you for contacting us regarding the Glendon Drive Streetscape Environmental Assessment. I have attached the materials that were presented at Public Information Centre No. 3 for your information.

I understand that you are particularly interested in the improvements being proposed in front of your property located just west of the Thames River Bridge. I have included a figure showing the road concept at that location, which shows the existing property lines and proposed road improvements. Note that this is provided for reference, and design will be undertaken in the future to refine the concept. The timing of the improvements will be identified through the capital budget process.

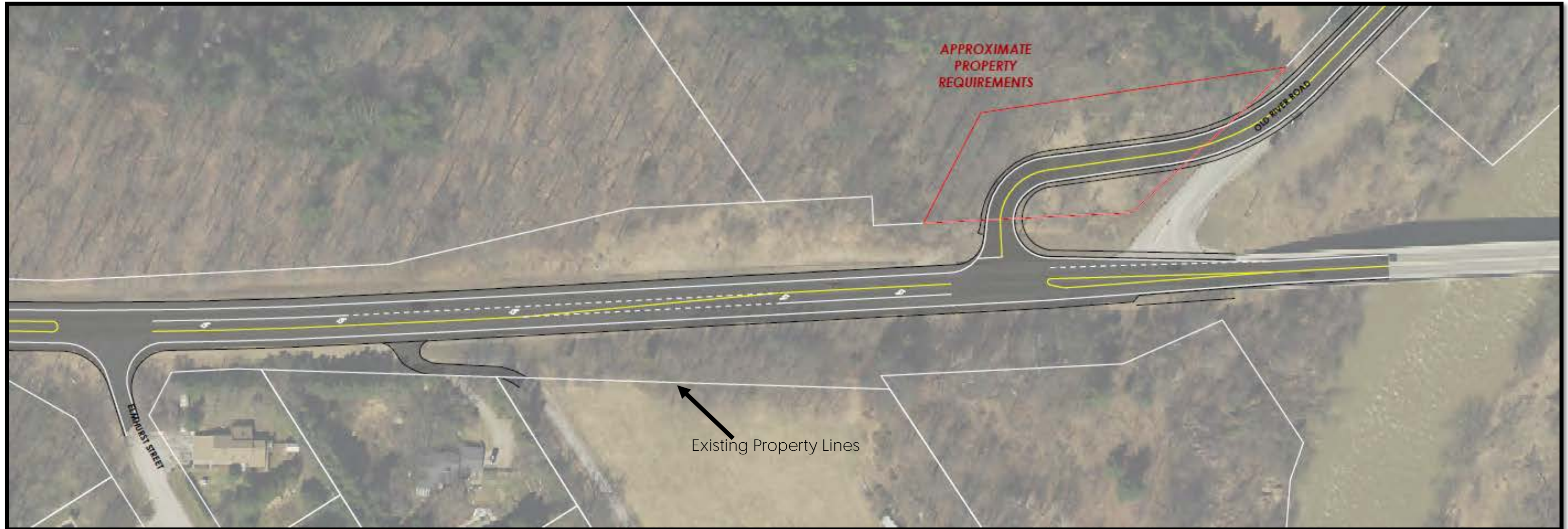
Please feel free to call if you have any questions or concerns.

Regards,

STANTEC CONSULTING LTD.

Stephanie Bergman MA, ENV SP
Planner
Phone: (519) 645-2007
Stephanie.Bergman@stantec.com

Attachment: PIC 3 Materials



Proposed Improvements – Glendon Drive West of Thames River Bridge



TRIDON GROUP LTD.

December 14, 2017

Stantec
600-171 Queens Ave.
London, ON
N6A 5J7

Middlesex Centre
10227 Ilderton Rd.
Ilderton, ON
N0M 2A0

Middlesex County
399 Ridout St. N.
London, ON
N6A 2P1

Attn: Stephanie Bergman, MA
Planner

Attn: Brian Lima, P. Eng
Director Public Works

Attn: Chris Traini, P. Eng
County Engineer

RE: GLENDON DRIVE SCHEDULE 'C' MUNICIPAL CLASS ENVIRONMENTAL ASSESMENT (EA)

VILLAGE CENTRE COMMERCIAL LANDS

In keeping with prior correspondence sent by Tridon Group to Stantec, Middlesex Centre, and the County of Middlesex, related to the ongoing Glendon Drive (County Road 14) Schedule 'C' Municipal Class Environmental Assessment (EA), the following letter pertains to our Village Centre commercial lands (Middlesex County Reference - Block 547, 39T-MC1301). These Village Centre lands (herein referred to as the subject lands) directly abut Glendon Drive. The following letter provides rationale for evaluation of ingress and egress options for the subject lands from Glendon Drive, as well as the timely and appropriate need for greater examination of existing land use planning, economic and related municipal policies warranting consideration in the EA evaluation of, and future development of these lands.

Limiting direct access to County Roads is generally appreciable in more rural settlement areas, as County Roads commonly provide an arterial road function. However, given the size, land use designation, significance and location of the subject lands, and the context of the Komoka-Kilworth Secondary Plan, access to Glendon Drive is beneficial for the long-term vitality of the planned Village Centre – intended to create amenities, shopping opportunities, and landmarks that will benefit local residents and commuters alike. Section 5.3.2 of the Middlesex Centre Official Plan states that Village Centres are planned to function as traditional village main streets that provide for daily and weekly convenience and general retail and service needs for the settlement area and the surrounding agricultural community. Further, such centres will also represent the commercial and social focal points for the settlement area and its surrounding farm communities.

In addition, Section 5.7.3 (Komoka-Kilworth Village Centre Policies) states that to facilitate the implementation of a traditional main street in this location, the planning and design of any future improvements to Glendon Drive will consider an urban road cross-section with off-street cycling



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lanes, street trees, wide sidewalks, street lighting, signage, street furniture, underground utilities, on-street parking, bicycle parking and safe and well-defined pedestrian crossing locations. Earlier (without prejudice) discussions with municipal staff regarding the planned development of the subject lands alluded to such an urban cross section along the frontage of the subject lands with dedicated parking on the south side of Glendon Drive. The respective cross section which was put forth in the November 30, 2017 Glendon Drive EA Public Information Centre (PIC) # 3 showed a 5 lane cross section that does not reflect what had been discussed. The proposed 5 lane cross section has two directional through lanes proposed with a left turn lane, with alternating off peak parking in the north and south lanes. Such a cross-section is less desirable for the long-term and year round vitality of the Village Centre.

The earlier mentioned policies supporting commercial development and vitality of the subject lands are also promoted and strengthened by the economic development and tourism policies of the Middlesex Centre Official Plan, the Middlesex Centre Strategic Plan and the County of Middlesex Economic Development Plan. Although a 0.3m reserve presently exists on the subject lands, the Minutes of Settlement (OMB Case PL160523) for the presently approved plan of subdivision encompassing the subject lands clearly contemplate future commercial development and access options to Glendon Drive. The Minutes of Settlement state:

- i) *DBI [Don Black Investments Ltd.] agrees to dedicate a 0.3m reserve across the Glendon Drive frontage, subject to road access to Street 'A'. Such dedication is without prejudice to the rights of the owner, or a future owner, to apply for access through the County process should a site plan proposal determine such access to be desirable. Any such future application will be fairly considered anew by the County in accordance with the requirements of By-law #5783, being a By-law to Regulate the Use, Construction, or Alteration of Any Entrance Ways, Private Roads or Access to a County Highway, as amended or replaced, and without reference to any prior determinations or recommendations made by Municipal or County Council or otherwise. In the event an administrative answer is received which the Owner of future owner is not in agreement with, a request may be made to County Council to review and overrule such administrative answer and such request shall also be heard on its merits by County Council. In the event County Council overrules the administrative answer, the decision of the County Council shall take precedence over the administrative answer;*
- ii) *The County undertakes to examine opportunities to maximize parking on Glendon Drive, including examining the possibility of a 5th lane so that parking on the South Side is not restricted during peak hours*

Subsequent to the OMB, the resulting site-specific Official Plan Amendment (OPA) pertaining to the subject lands do take into account the priority of the Village Centre lands. The site specific OPA states:



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For land so identified on the Komoka-Kilworth Urban Settlement Area and Secondary Plan (Schedule A-2), the development of this land shall be governed by the following policies in addition to all other policies of the Official Plan unless otherwise noted and should be read in conjunction with the Official Plan in its entirety:

1. Goals and Objectives

The development of the subject land shall be based on the desire to achieve the following goals and objectives:

- a) To create a unique centre with a strong identity that accommodates cultural and daily needs that serves not only the local community but also residents from neighbouring communities*
- b) To provide opportunities for public gatherings and social interaction through the introduction of a civic space with pedestrian linkages to surrounding uses*
- c) To recognize the evolving function of Glendon Drive (County Road 14) as a traditional main street and promote the safe passage of motor vehicles in conjunction with cyclists and pedestrians...*

However, during PIC#3, it was expressed by Stantec staff that only development opportunities from submitted planning applications were being considered. Limiting the assessment in this manner does not account for major and important development opportunities such as the Village Centre.

As a unique area of Middlesex Centre in close proximity to Highway 402 and the City of London, the ability to attract and retain businesses at this location will be critical to achieving the Village Centre goals of Middlesex Centre. Further, as was previously demonstrated through the 2016 Traffic Impact Study (TIS) done by F.R. Berry & Associates for nearby commercial lands along Glendon Drive, the creation of an access to Glendon Drive can be done without undermining the long-term arterial road function or capacity of Glendon Drive. In addition, it is worth noting that prior to the above mentioned site specific OPA, the land use schedule for Middlesex Centre envisioned two collector roads going south from Glendon Drive.

In Middlesex Centre where approximately 95.9% of all working age persons (Statistics Canada 2016 Census) rely on private automobiles for their daily commuting needs, and only 2.3% of such persons regularly walk or use bicycles for their daily commuting needs, the EA process should be vigilant to the everyday realities and commuting habits of local residents and the ease of access which is expected by the local population in satisfying shopping, leisure, and recreational goals. Having such access is highly beneficial to the functional and marketing needs of businesses. Invest in Middlesex states highway accessibility is one of the top ten reasons to invest in the County.



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The goals of improving the arterial function of Glendon Drive, while simultaneously facilitating a 'main street' Village Centre are not at odds but require thoughtful and attentive planning and design. The EA process thus far has not accounted for these major commercial lands or their economic and community importance, despite having both economic and social/cultural impact frameworks in the EA for the various road improvement options currently being considered. It should be noted in the EA Request for Proposal (RFP), the following was stated:

In the event the Councils of the Municipalities endorse an agreement for the production of an EA, such EA would need to identify the needs and balance the requirements of the full range of potential users within a community including users of all ages and abilities, pedestrians, cyclists, and motorists. The design would need to reflect both the existing and planned land use, urban form and transportation contexts. Trade-offs between features should reflect the long-term objectives for the street and surrounding areas and would need to be considered and opined upon. The movement of goods needs within the corridor, including both designated routes and access for local deliveries, should be considered along with passenger transportation needs.

Correspondingly it is important to recognize that Glendon Drive will experience commercial truck traffic if the Village Centre is to develop, and that the option of a right-in/right-out access is logistically and functionally preferable to directing such traffic through residential areas. By-law 5783 would not be undermined by such as an access. Thank you for your consideration, and we look forward to working with you in developing design options through the EA process that take into account the importance, and the long-term vitality of these Village Commercial Lands.

Sincerely,

Tridon Group Ltd.

Maneesh Poddar
Planner

From: [Bergman, Stephanie](#)
To: ["Maneesh Poddar"](#)
Cc: ["Don De Jong"](#); ["Gregory Thompson"](#); ["Brian Lima"](#); ["Chris Traini"](#); [Bartlett, Isaac](#)
Subject: RE: KHW Tridon - Gledon Dr EA - Middlesex Centre - Village Centre Commercial Lands - Ingress/Egress Considerations
Date: Thursday, January 11, 2018 9:35:00 AM

Hi Maneesh,

Thanks for following up. Consistent with previous discussions on this and similar issues, the Glendon Drive Class EA team necessarily defers the matter of an additional access to the appropriate planning process. The Class EA process does not have jurisdiction over subdivision design or access. We have addressed existing plans which have been approved through the Planning Act application process, which itself has specific process requirements designed to address these site specific issues. As you highlight in your letter on page 2 with regard to the .3m reserve that currently exists along the frontage of the property, "such dedication is without prejudice to the rights of the owner, or a future owner, to apply for access through the County process should a site plan proposal determine such access to be desirable."

The recommendations for the corridor as refined through the Class EA process are consistent with the municipal policy objectives, including the "mainstreet" core area, considering the overall function of the corridor and safe movement of people and goods. One item of clarification – the five lane cross section with alternating parking was brought forward at PIC 2 held on Monday, June 27th, 2016, unmodified at PIC 3 held on Nov. 30, 2017.

As development continues along the Glendon Drive corridor, the recommendations of the Class EA will be taken into consideration through the application process, but it will be up to the proponent to identify and justify site-specific access requirements. I encourage you to consult with the Approval Authority on what will be required for your application in order to provide safe and efficient access to the development lands without compromising the movement of traffic along Glendon Drive.

If there are any revisions to the entrance needs approved through the site plan process (i.e. access control, turning lanes, entrance location, etc.) that we can reflect on the plans, we would be happy to that.

Feel free to contact me if you have any questions,

Stephanie L. Bergman

MA, ENV SP
Planner

Direct: 519-675-6614
Fax: 519-645-6575

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From: Maneesh Poddar [mailto:planner@tridongroup.com]
Sent: Wednesday, January 10, 2018 10:00 AM
To: Bergman, Stephanie <Stephanie.Bergman@stantec.com>
Cc: 'Don De Jong' <ddejong@tridongroup.com>; 'Gregory Thompson' <management@tridongroup.com>; 'Brian Lima' <lima@middlesexcentre.on.ca>; 'Chris Traini' <ctraini@middlesex.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>
Subject: RE: KHW Tridon - Gledon Dr EA - Middlesex Centre - Village Centre Commercial Lands - Ingress/Egress Considerations

Good morning Stephanie:

Trust this finds you well. Following up on the email below, how are things coming with the review?

Thanks,
Maneesh

Maneesh Poddar

Planner
Tridon Group of Companies
609 William Street
London, ON
N6B 3G1
(T) 519-657-5989

From: Bergman, Stephanie [<mailto:Stephanie.Bergman@stantec.com>]
Sent: December 15, 2017 8:07 AM
To: Maneesh Poddar
Cc: 'Don De Jong'; 'Gregory Thompson'; Brian Lima; 'Chris Traini'; Bartlett, Isaac
Subject: RE: KHW Tridon - Gledon Dr EA - Middlesex Centre - Village Centre Commercial Lands - Ingress/Egress Considerations

Thank you Maneesh,

The team will review.

Vacation Alert: I will be away for the holidays from Monday, December 18th, returning to the office on Tuesday, January 2. I will respond to your email upon my return. Have a wonderful holiday!

Stephanie L. Bergman

MA, ENV SP
Planner

Direct: 519-675-6614
Fax: 519-645-6575

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From: Maneesh Poddar [<mailto:planner@tridongroup.com>]
Sent: Thursday, December 14, 2017 5:00 PM
To: Bergman, Stephanie <Stephanie.Bergman@stantec.com>; Brian Lima <lima@middlesexcentre.on.ca>; 'Chris Traini' <ctraini@middlesex.ca>

Cc: 'Don De Jong' <ddejong@tridongroup.com>; 'Gregory Thompson' <management@tridongroup.com>

Subject: KHW Tridon - Gledon Dr EA - Middlesex Centre - Village Centre Commercial Lands - Ingress/Egress Considerations

Stephanie, Brian, Chris:

Kindly see the attached letter reviewing ingress/egress considerations for the Village Centre Commercial Lands for Middlesex Centre.

We would be pleased to meet with you to discuss in further detail.

Sincerely,

Maneesh Poddar

Planner

Tridon Group of Companies

609 William Street

London, ON

N6B 3G1

(T) 519-657-5989

From:
To:
Cc:
Subject:
Date:
Attach

e.ca; Bartlett, Isaac

Good

I hope you enjoyed your holidays. With respect to the display boards, the Glendon Drive corridor has been divided into four sections, and the section in question starts just west of the Komoka Road intersection through to Jefferies Road hence the label "West of Komoka Road to Jefferies Road" on the display material.

The recommendations in this area include two lanes of traffic in each direction, and a turn lane to facilitate safe access to Delaware and Springer Streets, and a multi-use trail for pedestrians and cyclists. The additional lane of traffic in each direction is warranted based on the increase in traffic volumes anticipated over the next 20 years. While only limited development has occurred along the corridor as of today, which may make it difficult to see the need for the additional lanes, there is a great deal of development slated for the rest of the corridor as identified in the Middlesex Centre Official Plan and Komoka-Kilworth Secondary Plan (in addition to background growth from neighbouring areas). It is the Official Plan document that sets out the future land use and development framework for the communities, and the future vision for the corridor, including a "main street" area with adjacent commercial development and potential on-street parking. The Official Plan also provides the policy basis for ensuring pedestrian and cyclists are accommodated along the corridor. I encourage you to review the Municipality's Official Plan document as it may help answer some of your questions as to "why" – I've attached a few relevant excerpts from the Komoka-Kilworth Secondary Plan sections of the Official Plan, and the full document can be found here:

<http://middlesexcentre.on.ca/Public/Planning-Services>

The recommendations of the Glendon Drive Class EA study have been identified to ensure safe and efficient movement of people and goods between the communities and the greater region, and to implement the vision for the communities developed within the Municipal and County policy documents.

With all that said, we understand the concerns with access to your lands. Every effort will be made during the design phase to reduce the property requirements as much as possible, and access to your lands will be maintained.

I hope this has provided a bit more context, and we would be happy to meet to discuss further. Please feel free to contact me if you have any questions,

Stephanie L. Bergman

MA, ENV SP
Planner

Direct: 519-675-6614

Fax: 519-645-6575

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From: Darryl Newbigging [mailto:dnew62@hotmail.com]

Sent: Monday, December 18, 2017 1:15 PM

To: Bergman, Stephanie <Stephanie.Bergman@stantec.com>; ctraini@middlesex.ca;

lima@middlesexcentre.ca

Subject: Re: Glendon Drive

Stephanie:

Thank-you for the detailed description but it doesn't really answer our question as to why a glorified 5 lane road is needed out in the middle of nowhere when it is only 2 lanes on either side of the short stretch. Who is making the decisions on these recommended styles and what is the purpose of the public meetings when it seems to us that comments are basically being ignored as if we don't know what we are talking about. Same goes for the roundabouts, especially the proposed one at Glendon and Komoka Road. The turnout at these meetings is pretty sad and I believe that the main reason is most people don't really care and they also think that what is the use. If one and all in the Municipality were asked what they thought of the proposed changes, it would be interesting to know how many would think that the recommended, is what should be used. We were told at the last meeting that no land purchase would be made to our property by, I believe Mr Traini but now we are being told otherwise. To take any amount of our land in that stretch severely cuts our access to our own property. Also you people need to correct the display for the stretch running from Komoka Road to Jeffries. It says WEST instead of EAST like it should.

By amicable property negotiations, are you saying, agreeing to a price on the required land??

As for the parking aspect, we cannot grasp the idea and who would be requiring a parking space along this stretch of road. There are no businesses along there that we know of and when there will be as it is all homes along the north side.

Once again we say it is a gross misuse of our tax dollars.

Darryl & Patricia

From: Bergman, Stephanie <Stephanie.Bergman@stantec.com>

Sent: December 13, 2017 10:27 AM

To: Darryl Newbigging

Cc: Bartlett, Isaac; Chris Traini; Brian Lima

Subject: RE: Glendon Drive

Hi Darryl,

The widening we've identified along Glendon Drive has been developed by projecting traffic forecasting based on general background population growths as well as future land uses along the corridor.

The Middlesex County Official Plan designates a 36 meter right of way for County Arterial Roads (which applies to Glendon Drive). The existing right of way in this area is about 30m. We are showing a widening from the existing 30 metre right of way that is within that 36m right of way to accommodate the identified improvements. We are generally widening evenly about centre, and it appears that sufficient property has

already been acquired along the north side through the development of those lots. Since some of the areas along the south haven't been developed, the property had not yet been dedicated.

Legal surveys will be undertaken during the detailed design phase to determine precise property limits, and that is when the specifics of the property acquisition can be fine-tuned according to the final design. Based on our concepts, it looks like approximately 1.5 metres behind the existing fence line will be needed, but this will depend on the final grading plans.

Also, we should note that during the detailed design phase, the County will first approach the property owners to initiate amicable property negotiations. Expropriation discussions would take place only if an amicable agreement could not be reached.

With respect to the safety concern you expressed about the potential for cars veering into the water, roadside safety requirements have been reviewed and the criteria have been met through the proposed speed reduction, barrier curb, and boulevard width (distance to the water hazard).

Parking has been shown as a potential interim use of the curb lane during off peak times prior to the traffic volumes warranting the four through lanes at all times (beyond the peak hours). This option serves as a phased approach should the timing of constructing the improvements be driven more from development servicing needs rather than traffic volumes, as the roadway would have additional capacity in the interim.

Please let me know if you have any further questions, and we'd be happy to discuss.

Stephanie L. Bergman

MA, ENV SP
Planner

Direct: 519-675-6614
Fax: 519-645-6575

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From:
Sent:
To:
Subj:



[om](#)>

After attending the latest meeting we are extremely disappointed to see the option which is being recommended for Glendon Drive for the area east from Komoka Road to Jeffries. Such a total waste of taxpayers dollars when a lesser version would have been more than adequate for many years to come. We own a long stretch of land east of Komoka Road on the south side and it appears that the sidewalks would be right along our property fence line and there is a red line onto our property which it says is amount of required land. It appears that the recommended design which is displayed on the Glendon Drive website is totally different from what was displayed at the meeting. I'm sure the display at the meeting had a sidewalk right next to our fence line and it said approximate required land red line to the south of our fence line. We were told there were no plans to expropriate this land but the display on the website says New South Property line which to us says that it will be expropriated. We were told the south area would be about a 3 meter wide strip which would eat up about half of the land area towards the waters edge which will make it very hard to maintain to keep the grass

cut on such a narrow strip, not to mention the increased possibility of a car going through the fence and into the water. How wide is the strip required going to be on the north side and is it going to be expropriated or not. We want to know how wide the strip will actually be on the south side and IS the land going to be expropriated or NOT and why on earth is parking being recommended and needed along this strip of road.



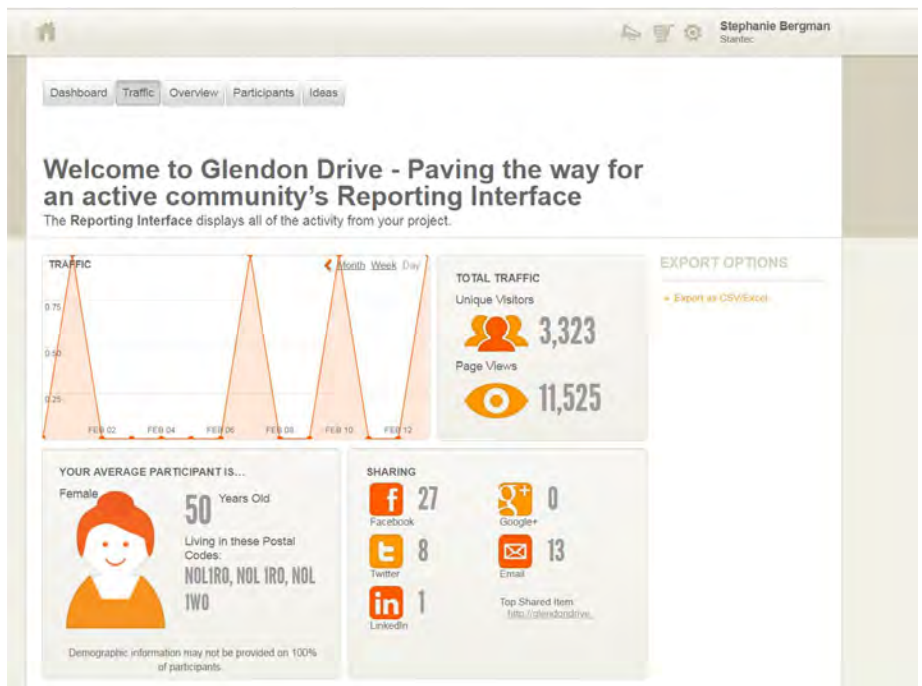
Sent from [Mail](#) for Windows 10



A.3.2 MINDMIXER

Mindmixer Participant Overview

Feb 15, 2018





Topic Name: We want to hear from you!

Idea Title: Bike Paths

Idea Detail: Bike and pedestrian paths from Kilworth to Tunks Rd. Wellness Centre. Bike path from Kilworth towards London.

Idea Author: Carl C

Number of Stars 38

Number of Comments 2

Address: 10606 Glendon Dr N0L, Canada

Comment 1: Could be added on the north side of Glendon along the bush by the variety store much like grand bend has done between the town and the pinery park. For us it would be nice to have the path run from either the tim hortons or the arena, all the way east to komoka provincial park. | By Dean V

Comment 2: Bike and pedestrian paths would be a great idea. Especially bike paths. | By Mira D

Idea Title: No left or right turn onto Old River Rd.

Idea Detail: I realize that wouldn't go over well with people, but there have been so many near misses there because of the speed of the cars. People are travelling at a high speed, and have to come to a quick slow down/stop because of cars turning. If they widen the road to make a turn lane onto River Rd. would solve it. But then the bridge would need to be widened as well.

Idea Author: Mira D

Number of Stars 28

Number of Comments 2

Comment 1: Putting signs there is not working! People are still turning left off of Glendon. The highway has simply become too busy and Old River Rd. needs to be closed off at that end. | By Susan V



Comment 2: Many many collisions have occurred there. (a "near miss" IS a hit). So many enhancements and changes have been tried there to prevent the collisions but the collisions just keep occurring, making it ever more probable that the only solution is NO turns. | By John P

Idea Title: Kilworth Bridge

Idea Detail: Should be widened for bike lanes

Idea Author: Brenda N

Number of Stars 23

Number of Comments 2

Address: 10799 Glendon Dr N0L, Canada

Comment 1: Or at least cleaned (swept). The edges are regularly filled with sand, gravel, car parts and other debris making it sketchy for even the most careful of cyclists to navigate safely. | By John P

Comment 2: Or if cheaper, add an additional bridge mounted or supported by the existing bridge on one or both side of the bridge | By Dean V

Idea Title: Sound barrier walls

Idea Detail: I feel that sound barrier walls should be installed for the residential area along this stretch of the road.

Idea Author: Brenda N

Number of Stars 15

Number of Comments 0

Address: 10507 Glendon Dr N0L, Canada

Idea Title: Flashing Red light on Jefferies / Vanneck during off peak hours

Idea Detail: How often do we wait at the Jefferies / Vanneck lights at off peak hours and there is little to no traffic on Glendon? I have seen it in Kitchener when the main roads get solid



green light during the off peak hours (night mostly) and the other roads get flashing red lights. You treat the flashing red as a stop sign. Traffic flow is greatly improved with this system.

Idea Author: Dean V

Number of Stars 13

Number of Comments 1

Address: 20101 Vanneck Rd N0L, Canada

Comment 1: So the priority traffic on glendon always has a green light, and venneck/Jefferies would be red flashing (treated as a stop sign)! That is so much better then sitting at the light in the evening when there is no oncoming traffic as is often the case. | By Amanda V

Idea Title: Add a right turn lane on Jeffries turning onto Glendon Drive E

Idea Detail: Most of the traffic heading north on Jefferies at the Glendon lights are turning right to go to London.

Idea Author: Dean V

Number of Stars 11

Number of Comments 0

Address: 22490 Jefferies Rd N0L, Canada

Idea Title: North/west bound 402 exit with direct access to east Glendon Dr

Idea Detail: As the owner of 9333 Glendon Dr, 75 acres in the south east quadrant of Glendon and 402 this is an important location
However it is not in Middlesex Centre
MTO in about 2005 did prepare a "draft" outline of a off ramp from 402 North/West directly to east bound Glendon

Idea Author: Marvin R

Number of Stars 8

Number of Comments 0



Idea Title: Preserve the remaining trees and ponds.

Idea Detail: As you approach the Kilworth bridge, ascend the hill and enter our communities, the roadside woods provide the definitive image of the area, as do the ponds in Komoka.

Idea Author: John P

Number of Stars 6

Number of Comments 0

Idea Title: Build sidewalk on south side of Glendon Drive

Idea Detail: That way we could link the park by the sewage plant where a lot of people walk their dogs, around the pond where a lot of people pull off the road to watch the swans and ducks, up past the Wellness Centre and on to Kilworth. Pedestrian crosswalks could be added at Tunks and Komoka Rd. This might also slow traffic down. It would also open some paths for the seniors in town who use their scooters on a regular basis.

Idea Author: Margaret W

Number of Stars 6

Number of Comments 0

Idea Title: Deer-car collisions

Idea Detail: What can be done to reduce this problem? Perhaps some flashing signs between the Kilworth bridge and Westdel Bourne encouraging cars to slow down?

Idea Author: Susan V

Number of Stars 5

Number of Comments 1

Comment 1: Slowing traffic in that area might also help reduce the frequent accidents at the bridge and also at the park entrance. There are also a lot of deer hits west of the bridge, right up to the Hillside plaza. | By John P



Idea Title: Pave the gravel shoulders.

Idea Detail: Many of us spend a great deal of time and effort and money maintaining and improving the roadside areas (with lawns and gardens and garbage pickup) only to have the areas completely smothered in gravel every year from the snowplows clearing the gravel shoulders. This is extremely hard to clean up. Paving the shoulders would resolve this problem, while at the same time accommodating the bike lanes.

Idea Author: John P

Number of Stars 4

Number of Comments 0

Idea Title: Pedestrian Signalized Crossing

Idea Detail: If there was a bike path/ sidewalk on the south side east of the community centre, there could be a pedestrian crossing at the community centre, with the bike path / sidewalk continuing on the north side of the road west of the community centre.

Idea Author: Dan H

Number of Stars 1

Number of Comments 0

Address: 10179 Glendon Dr N0L, Canada

Idea Title: cyclist/pedestrian underpass for bike path at Vanneck or Tunks.

Idea Detail: this would be part of the bike path. perhaps this would be too expensive to add in, but I love the idea of my kids not having to cross such a busy road. This would also help keep traffic flowing on Glendon.

Idea Author: Anne V

Number of Comments 0



Topic Name: Walking and Cycling on Glendon Drive

Idea Title: Separate biking and walking paths, away from the road

Idea Detail: Separate biking and walking paths, away from the road would encourage people to walk/cycle between Kilworth and Komoka much more. Biking/Walking paths between and throughout Komoka and Kilworth would be a nice improvement to the community.

Idea Author: Kim S

Number of Stars 36

Number of Comments 0

Idea Title: bike/running/walking lane

Idea Detail: I run along Glendon very frequently and do not feel safe. I think a bike/running/walking lane along both sides would be a great idea.

Idea Author: Jodi W

Number of Stars 20

Number of Comments 0

Idea Title: traffic speed needs to slow down dramatically

Idea Detail: the heavy traffic and speed of this heavy traffic will make it difficult to create an environment where people can safely walk/bike along glendon to connect the two communities of kilworth and komoka. access to the trails and to bike and walk is something i think many people in our community would love, more so than shopping areas and what not. i am not sure how traffic and transport trucks can be re-routed off glendon to encourage safe transportation via bicycle and pedestrian.....i live right on glendon and to cross glendon to walk on the trails near us with my 12 year old slow poke dog induces anxiety attacks, if we want to go for nice walks we have to drive to the arena and walk from there.....same goes for my kids and i biking through our community.

Idea Author: Laura P

Number of Stars 13



Number of Comments 0

Idea Title: Multi-use paths from Kilworth to Komoka

Idea Detail: Multi-use paths from Kilworth to Komoka separate from the road

Idea Author: Kim S

Number of Stars 12

Number of Comments 1

Comment 1: Looks nice and may work for quieter areas but please note comment under "make it safer to cycle along Glendon Drive". | By John P

Idea Title: Make it safer to cycle along Glendon Drive.

Idea Detail: Proper bike LANES - i.e. an extension of the road, delineated by bright wide paint lines and marked by signs. The bike PATHS on Wonderland are unsafe - they are full of glass and other debris (since separate from the road and therefore from regular maintenance) and vehicles going in and out of the side streets do not look at those paths for bikes.

Idea Author: John P

Number of Stars 11

Number of Comments 0

Idea Title: Glendon Drive should showcase it's natural features

Idea Detail: There are an abundance of beautiful areas in Komoka that include water, trees and trails. It would be nice to focus on these areas as part of active living by utilizing them as Community shared spaces. We can encourage resident to walk or bike when we give them destinations to go. The Community Centre has many attractions however, there are no sidewalks, signs or paths to get there unless one uses the road. For me, an active Community doesn't mean a paved one but rather one that focuses on it's current system and building onto it in ways that have low impact on the natural environment. Providing supportive means for residents to get to destinations along Glendon Dr. (bike path/trail/bike rental) is a great place to start including the Community in getting out and getting active.

Thanks!



Idea Author: Anne A

Number of Stars 10

Number of Comments 1

Comment 1: A lot of people do not realize that a huge portion of the pond and land beside the park at the sewage area is PRIVATE property. | By Darryl N

Idea Title: Adding bike lanes OFF the road

Idea Detail: Sharing an 80 km road with cars and bikes is unsafe. The bridge is much too narrow for both and the speed makes it unsafe to share the road. If we plan to add these features, they need to be paths off the road where bikes and walkers can feel safe.

Idea Author: Stacey W

Number of Stars 8

Number of Comments 1

Comment 1: There is a large and very active community of touring and racing cyclists around the London area (and everywhere for that matter), and they're riding very long distances. Just have a look at Strava.com. Where are these cyclists supposed to ride if the sharing of 80 kph roads is unsafe? They're not about to tour and race for rides of 100-200 km through 50 kph city streets which are even more unsafe. Maybe you need both - paths for walkers and short-distance cyclists and bike lanes for the others. Regardless, the safe-sharing of roads simply has to evolve and become more accepted and a higher priority. | By John P

Idea Title: Join 2 villages with sidewalk on south side of Glendon Dr.

Idea Detail: This would join Komoka from park down by sewage plant where a lot of people walk with their dogs all along the pond where a lot of people pull off the road to look at the swans and on past the Wellness Centre to Kilworth. We do not need 4 lanes of traffic. Pedestrian crossing lanes at Tunks and Komoka road could slow traffic down.

Idea Author: Margaret W

Number of Stars 5

Number of Comments 1



Comment 1: Putting a sidewalk there would not be safe. We have had numerous cars go in the ditch and hit our fence along Glendon over the years. | By Darryl N

Idea Title: Encourage all types of cycling in the broader context.

Idea Detail: Unfortunately the increasingly dominant practice of using tar and loose chip surfacing on the "secondary" roads is diverting the longer distance cyclists to the better quality roads which of course are usually the busier ones - Glendon Drive being one them. Because those loose chip surfaces are so dangerous for road bikes, such cyclists are going to use the better road surfaces regardless, so the safe sharing of such roads has to be a consideration. I realize this conclusion is drawn partially from circumstances not within the scope of this project, but neither does this project exist in isolation.

Idea Author: John P

Number of Comments 0



Topic Name: Public Information Centre No. 1!

Idea Title: Roundabout on Glendon at Jeffries, Vanneck, Coldstream Rd.'s

Idea Detail: There are a number of items in the Traffic Needs assessment concerning turning lanes and signal timing at this intersection, as well as recognition of the proximity of the intersection of Coldstream Rd. and Vanneck Rd. to the intersection of Glendon Dr. and Vanneck Rd. A roundabout would improve safety of the intersections, eliminate the need for turning lanes and signal improvements, and improve overall traffic flow through the area.

Idea Author: Robert B

Number of Stars 25

Number of Comments 8

Comment 1: I really like the idea of a Roundabout. Technically and scientifically speaking, its simply a more efficient and productive way for traffic flow. As you don't 'have to' stop at an intersection, you don't put a 3,000 lb. machine to a full stop, wait for the lights to change, while burning fossil fuel, then into full speed ahead, burning three times more fuel than rolling speed. The amounts of Limited Natural Resources wasted is significant not to mention the other effects on climate. Politically and Socially, we North Americans have resisted Roundabouts for whatever reasons, and that would be the obstacle I foresee in not doing it. The drivers in our area also are unfamiliar with this concept and perhaps will cause some traffic accidents initially, but I believe once we're comfortable, we'll love this idea. Economically, in the short term, will perhaps cost more to construct, but long term and operating cost should be much less than having lights. | By Charles L

Comment 2: France, in particular is adding roundabouts at an amazing pace. Like the rest of Europe, they already have lots of roundabouts and because of the efficiency and increased safety they are adding many more. Roundabouts never fail in a power outage either | By David M

Comment 3: Thanks for that link, Robert. The study team is in the process of developing various alternatives to address issues at these intersections, including a roundabout. | By Stephanie B

Comment 4: Regarding the comment about traffic throughput on the roundabout, there is a large body of evidence showing that roundabouts increase traffic throughput overall, lead to less collisions than at signalized intersections, and are better for the environment due to reduced idling at intersections. The show Mythbusters tested roundabouts versus conventional



intersections and showed at least a 20% traffic throughput increase. There are numerous other studies one can read, but there is a concise summary provided here:

<http://www.smartcitymemphis.com/2013/10/busting-the-myths-about-roundabouts/>

A Canadian roundabout in Calgary with five interchanges is described here, along with instructions on how drivers should use the roundabout:

<http://www.beyond.ca/how-to-navigate-a-traffic-circle-roundabout/210.html>

There are a number of successful rural roundabout installations in Oxford county (e.g. Hwy 59 and 17 to the north of Woodstock) and, more locally, the intersection of Sunningdale and Wonderland Rd.

I hope that the roundabout option is given thorough consideration for the five road intersection on Glendon Dr. and not dismissed out of turn for lack of familiarity. | By Robert B

Comment 5: In response to some of the comments, here is an image of a roundabout in Indiana with five interconnections: <https://www.ci.valparaiso.in.us/index.aspx?NID=1243> | By Robert B

Comment 6: Thanks for all these really good points. We are investigating the feasibility of a traffic circle in this area, and these are all important elements that are being considered, i.e. not just technical design, but also operational concerns. Thanks again for the input! | By Stephanie B

Comment 7: Glendon Dr's traffic is very heavy during rush hour driving. I'm concerned that the roundabout might make it difficult for Jefferies and Vanneck road traffic to be able to enter the roundabout during these peak times. Otherwise it seems like a good idea. | By Amanda V

Comment 8: This location has been referred to as "Five Corners" for a long long time for good reason. With traffic approaching and leaving this intersection from 5 different directions I'm convinced this will be a serious challenge to properly solve. I have never seen a 5 approach to a "roundabout." I am very curious about design solutions for this intersection. | By Jim P

Idea Title: Separate both bike path and sidewalk from roadway.

Idea Detail: Since due consideration is being given to build a sidewalk on the south side of the road away from the road then providing a bike path along side the sidewalk is a better solution than just widening the road with a bike path included.

Idea Author: Jim P



Number of Stars 24

Number of Comments 4

Comment 1: Well said, Margaret. With so many comments from the public expressing the desire for safe active transportation facilities among and between the two communities, be assured that this is an important element of the project.

Thanks for the thoughtful words. | By Stephanie B

Comment 2: I heard a lot of people comment that the Wellness Center has all these facilities for children but there is no way for them to get there, safely. Something like this would also open up a route for our seniors to the Center. Both children and seniors are valued members of our community.

| By Margaret W

Comment 3: Thanks for the input, Jim. There are many different facility types that work for cyclists of different skill levels, so that will all have to be taken into consideration during the planning process.

Thanks for participating! | By Stephanie B

Comment 4: Actually I like the idea of a bike lane on the road for touring bicycles and a sidewalk a good distance from the road which would include a bike path for slower and safer bike riding. | By Jim P

Idea Title: Keep wooded land untouched

Idea Detail: As you come into Kilworth from London the view at the top of the hill is a beautiful horizon full of trees! This is a very visually appealing entrance to our communities and adds to the rural/country feel that we want to keep. This beautiful landscape deserves to be untouched. I would like to see the stretch of wooded land on the north side of Glendon Dr from the Kilworth bridge to Jefferies Rd left intact as much as possible. This stretch is the only patch of wooded land at the westerly entrance of this Glendon project, it would be nice to keep it rather than not.

Idea Author: Angela R

Number of Stars 18

Number of Comments 2



Comment 1: Totally agree. I don't live on the Old River Road, but I sure see their point. They did saw off the top of the rail on the bridge on the north side and perhaps other action as signage could make this left turn from ORR safer | By Jim P

Comment 2: Hi Angela,

Thanks for your comment! Luckily, that area has already been designated as Natural Environment within the Middlesex Centre Official Plan, which provides a very high level of protection from development and alteration.

Natural Environment policies are found in Section 3 of the Middlesex Official Plan if you're interested in learning more. The Official Plan is readily available on the Middlesex Centre website. Feel free to let me know if you have any questions! | By Stephanie B

Idea Title: As I posted once before...

Idea Detail:

As I posted once before... Cyclists of all levels find Traffic speed a deterrent .

Have you studied the Dutch model of cycle traffic safety? Separate cyclists from traffic and pedestrians.

Have you reached out to the cycling community ie bike clubs for their input?

Do you know that some of the quieter roads in Middlesex centre are used for road cyclists who come from London to train on?

Will you be considering those cyclists who dare to commute to London?

With global warming becoming more evident Will Middlesex centre be taking this into consideration should more people turn to bicycle commuting?

Idea Author: Nick B

Number of Stars 14

Number of Comments 5

Comment 1: Drivers are going too fast, are often driving distracted and unfortunately have no patience or display no courtesy. More speed limit signs are needed on many roads in the municipality, esp. where housing is more dense and/or where there is not clear visibility ahead due to curves, hills, etc. | By Cate A

Comment 2: My wife and I are older road bike cyclists and we live in Kilworth. We love our area, our neighbours, and the serenity that country living offers. We have lived here for almost 30 years. I do NOT go on Glendon Drive. Its very busy and many of the motorists are 'Rude'



and dangerous for the cyclists! In order to make aware of cyclists sharing the road (such as Glendon), I would suggest, at the least, have some signs to require the motorists to make room and 'Share' the road with the cyclists (An example of this sign is on Westdel Bourne just south of Glendon/Oxford.). We do ride on less travelled but scenic roads in the country, where the roads are made of rougher pavements (tar/chip). The motorists are mostly courteous and will give my wife and I lots of room to pass. A few are not, and they're the ones that will cause major injuries to cyclists! I severely 'bruised' my left hand finger making a left hand turn from Oxbow to Coldstream Road last summer. There was apparently no car coming when I turned around to see. As I extended my left arm to signal to turn left and started to make my turn, this black Ford Escape suv sped across the intersection on the LEFT side of me at a really high speed. His right rearview mirror very lightly grazed my hand. This could've been much worse for me.....if I had made my turn sooner! It was a scary day. | By Charles L

Comment 3: The London Centennial Wheelers (lcw.ca) and the London Cycling Club (www.londoncyclingclub.ca) are two of the more prominent cycling groups in London and cycle through this area A LOT. For the most part, their GROUP rides avoid Glendon Drive because of it's "cycling-unfriendliness". Many of their group members and other cyclists use Glendon Drive a lot because it remains one of the few properly paved roads around this area as opposed to the tar and chip messes. Old River Road is an extremely popular destination for cyclists since it offers probably THE most challenging hill climb anywhere near London. | By John P

Comment 4: Crossing Glendon from the south to get on the Wellness Centre property must be located as close to the Wellness Centre as possible, otherwise it would be inconvenient for the expanding population on the south side. Lessen the need to walk or bike in the wrong direction. There is a future school planned for the other side along with lots of residential. Eventually this crossing will be used as much to travel south under Glendon to get to school as other local village means - walking and bicycling. There should NOT be a tunnel at the roundabout at Five Corners. The tunnel at the Wellness Centre has to be thought out for expanded needs and functions. | By Jim P

Comment 5: Thanks for the comment, Nick. These are all really good questions. It is clear from the public input received so far that there is a very active cycling community that utilizes the Glendon Drive corridor and surrounding areas, and it is a very important aspect of the study.

We have included several community organizations within our outreach program, however if you could provide contacts for specific cycling committees or clubs, we would surely reach out to them personally.

Thanks again for your input in the study. | By Stephanie B

Idea Title: My Idea is



Idea Detail: To have one nice long biking path from Komoka to London - connected with any other biking paths in our beautiful area. It is too bad we have to load up the bikes into the car and drive to London to use the beautiful biking paths along the river.

Idea Author: Ursula G

Number of Stars 14

Number of Comments 1

Comment 1: I agree whole heartedly with Ursula. My wife and I are both cyclists. Riding a bicycle on Glendon Dr. is an adventure that we are not prepared to do (again!), whether it is from Kilworth into Komoka or Kilworth into London. Traffic fast, road narrow, and the bridge even narrower! Cars/trucks do NOT give us adequate room while passing. I'd love to see extra pavement from Komoka to London, in addition to posted signs for awareness of, & distance to, passing "Cyclists". | By Charles L

Idea Title: No STRIP development like Wellington Rd. South

Idea Detail: This Westerly entrance to the city of London is the most aesthetically pleasing at the moment. Ensuring that it be developed properly and not allowing strip development like the Wellington Road entrance would be of utmost importance.

Idea Author: Jim P

Number of Stars 14

Number of Comments 1

Comment 1: Thanks, Jim. The form of development along the corridor is something that was explored during the development of the Komoka-Kilworth Secondary Plan within the Middlesex Centre Official Plan (among other initiatives and studies). The Municipality has created fairly extensive guidelines for future development to ensure it proceeds in a manner that is appropriate to the character of the Kilworth and Komoka Communities. Here's a link to Middlesex Centre's Official Plan if you'd like to take a look! You'll find the Secondary Plan in Section 5.7 starting on Page 49.

http://www.middlesexcentre.on.ca/Public/Page/Files/37_op_june24_2014_consolidation.pdf

Thanks for the input! | By Stephanie B



Idea Title: Maintaining a rural feeling via building types

Idea Detail: To maintain a more rural feeling I believe the type of buildings along the corridor is more important than what goes on in the middle of the road.

A strip of commercial buildings along both sides as per Wellington Road South will do nothing to enhance this corridor.

Consideration for open park space and school yard is a better alternative, and definitely no high rises in the area.

Idea Author: Jim P

Number of Stars 10

Number of Comments 1

Comment 1: I agree. If people want London move to London | By Dave P

Idea Title: Safely connecting Kilworth & Komoka is key

Idea Detail: So many great ideas & possibilities - doing this thoughtfully with grass roots consult is crucial. A round-about at Vanneck (originally known as 5 corners) should help avoid vehicles speeding through the intersection, but the first piece is figuring out how to get cyclists safest across Glendon, closer to the new Community Centre. Perhaps a tunnel for pedestrians and cyclists at the round-about is the safest way.

Idea Author: Win B

Number of Stars 9

Number of Comments 4

Comment 1: Roundabouts are perfect for situations where 5 or more roads intersect. The present situation at 5 corners is a disaster waiting to happen. Trucks can handle roundabouts and since when there is no traffic they do not have to stop, they are probably preferred. | By David M

Comment 2: We have a lot of big rigs using this road. How will a roundabout work for them? | By Margaret W

Comment 3: A roundabout may be a good idea, but I would like to see how successful they



are when dealing with 5 corners as is the case in discussion | By Jim P

Comment 4: Roundabout is a great idea! | By Stacey W

Idea Title: Old River Road/Glendon Drive intersection

Idea Detail: We own property on Old River Road (ORR) where it intersects with Glendon Drive(GD).We can't comment for other ORR residents but we think the proposals of closure or right turns only are quite inconvenient for ORR residents.That said, public safety must be considered. Right turns only cannot be implemented in isolation, in our view.This simply shifts the traffic west and drivers may resort to using private drives to turn east. Adding a roundabout at Jeffries would allow drivers to safely reverse direction toward London.The other proposal, closing ORR at GD, would force ORR residents to take a significant detour via Pulham and Vanneck to access GD. If it is absolutely necessary to make ORR dead end, we hope that Middlesex Centre considers blocking it near Pulham Road.This allows ORR residents to maintain what we think is their primary access route but would effectively limit traffic to residents, therefore significantly reducing the volume of collisions at the GR/ORR intersection.

Idea Author: C K

Number of Stars 8

Number of Comments 1

Comment 1: The cut through traffic trying to go north or south through our road has become unmanageable. During "rush hours" it is not safe to take your garbage out or walk on the street. Speed limits are not observed and the street used as a tim hortons garbage dump. PLEASE do something to limit the traffic on our road - no need to add a left turn lane on Glendon eastbound to add more traffic. And we respectfully ask that the ORR residents receive the majority vote on changes. | By JoAnne L

Idea Title: Maintain a Rural streetscape where possible

Idea Detail: Ideally a rural rather than an urban streetscape should be the most prominent of the two whether it is closer to already developed areas or otherwise. When it is determined WHAT the elements are that differentiate the two then decisions can be made where the preferences should be applied.

Idea Author: Jim P



Number of Stars 7

Number of Comments 1

Comment 1: Thanks Jim,

I hope you filled out the survey below regarding urban and rural streetscapes. The corridor certainly has and will continue to develop different qualities in the different segments, and we want to ensure appropriate integration with the community and neighbouring land-uses.

Thanks again for all your great input! | By Stephanie B

Idea Title: Nature trail along the river.

Idea Detail: What about connecting the existing nature trail along the river to a new trail from Jefferies Rd / Stephen Moore area into Komoka. Then when the trail is built in the woodlands across from the library it would allow people to hike from Komoka Rd all the way to the far end of kilworth on the North side of the river. It would be less expensive to maintain and provide a more scenic terrain for walking, jogging in the area. Currently the trail system is broken up between Jefferies and the woodland /ponds at komoka Rd.

Idea Author: Chris M

Number of Stars 6

Number of Comments 0

Idea Title: Stop development of 400 plus homes until satisfaction

Idea Detail: Design satisfaction with this development must include existing homeowners as well as any other group. Certainly before Toronto or the OMB has a look at it. Come on coucillors, do the right thing!

Idea Author: Jim P

Number of Stars 3

Number of Comments 1

Comment 1: Yes, keep Kilworth Heights "Kilworth Heights" a lovely country subdivision. | By



Cate A

Idea Title: Roads & sidewalks already waiting on funding...

Idea Detail: Well, we have been waiting years for wider roads and sidewalks in Delaware by the OLOL school and to see you moving ahead with this project while telling us that there is no more funding to provide a safe environment for our children and community surrounding the OLOL school is disturbing. I sincerely hope that you bring current necessary plans already underway in the Middlesex community to fruition prior to moving forward with this plan. While, I like and see that it is a long-term plan... the situation in Delaware is DANGEROUS (I have personally been "brushed" into the ditch by a bus) and I feel that it needs to be taken care of before Middlesex moves on to other projects, especially since we are being told that it's a funding issue holding up our project!

Thank you for your consideration.

Kendra

Idea Author: Kendra L

Number of Stars 3

Number of Comments 1

Comment 1: Hi Kendra,

I appreciate your safety concerns for the area surrounding the Our Lady of Lourdes public school in Delaware. We are aware of similar concerns from other projects being undertaken in the area. I will forward your concerns to the appropriate Middlesex Centre Staff.

Thanks for your involvement. | By Stephanie B

Idea Title: Divide highway by green space for future Boulevard

Idea Detail: Because future traffic volumes will increase over time, provide for extra lanes now and provide a safety area between traffic directions between Komoka Road and the Kilworth bridge. Eventually this green space divider could be enhanced with trees, shrubs and lighting.

Idea Author: Jim P

Number of Stars 2

Number of Comments 0



Idea Title: Please provide more updates, it's been months with same info

Idea Detail: Nothing more

Idea Author: Jim P

Number of Comments 0

Idea Title: Not a good idea!

Idea Detail: I know this will be done whether I like it or not. Quite frankly, who is paying for it? The tax payers who are also paying for a huge Community Center they never use? What about lowering our skyrocketing water prices? Or deal with the the factor my child is likely to get ran over with the speeders on Komoka Road? I could care less about a sidewalk or bike trail we'll never use.

Idea Author: Ashley T

Number of Comments 1

Comment 1: Safe and convenient recreation is always a good idea. Granted the water rates are beyond reasonable but having our exceptional wellness centre is a huge bonus to living in this community. I use it a lot for the library and the rinks. What a treat to have such a facility in our township. Off road walking and cycling paths only add to the outdoor treasures we have in this riverside community. | By Jim P

Idea Title: Oxford Street on the east side of the Kilworth Bridge

Idea Detail: This road is already a dangerous bottleneck (one fatal crash a year ago and more to come!) and the two lane bridge is going to make expansion of Komoka for housing of people who have to go to and fro London an immense problem. This is a problem that has to be addressed now, not later. Are you cooperating with the planning department of City of London?

Idea Author: Peter M

Number of Comments 0



Topic Name: Public Information Centre No. 2

Idea Title: A 3rd Public Information Night Needed

Idea Detail: Seems to us that many folks don't know what is in the works for the municipality. Are there plans for a 3rd Public Information Night where everyone (the whole population of Middlesex Centre) is informed of the meeting? What is the timeline for these ideas going forward? Is something happening soon? There's just not enough information provided as far as we are concerned. Let's be more open about things...with everyone!

Idea Author: Cate A

Number of Stars 6

Number of Comments 2

Comment 1: Hi Cate and Rai,

The study team is still going through the process of tweaking and confirming recommendations based on all of the input that has been submitted to-date. More information will be made available in the coming weeks. Before anything gets finalized, the recommendations will again be made available for public review. Please feel free to contact me at any time if you have any questions.

I can be reached at: stephanie.bergman@stantec.com, or by phone at 519-675-6614. Thanks again for being involved! | By Stephanie B

Comment 2: I agree! | By Rai D

Idea Title: Love the roundabouts!!!! Can we start on 5 corners today ?!

Idea Detail: 5 corners is an intersection waiting for more accidents. I have been traveling through this intersection for some 40 years now. traffic has increased greatly, driving attitude and mutual respect for each other has in turn decreased. Many drivers seem to think there is a turn lane off of Vanneck onto Glendon,,,,, often squeezing through, and away they go. Is only matter of time for the minor fender benders to turn deadly. A Roundabout is the only sensible solution to improving traffic flow, and afety!

Idea Author: Vaughn B

Number of Stars 3



Number of Comments 2

Comment 1: Don't believe the expense of a roundabout is necessary. If Coldstream Road is being redirected, then lights with LONG advance green (both directions) would work just fine at what would then be "4 corners". | By Cate A

Comment 2: A roundabout on a busy road like Glendon is a recipe for disaster. I don't know how many accidents or deaths there have been at the corners of Glendon and Jefferies and Glendon and Komoka Road but I would almost guarantee someone will get killed if roundabouts are installed. | By Darryl N

Idea Title: Spend local \$\$ on expanded fire services

Idea Detail: Spend local \$\$ on expanded fire services

With the growth of Komoka/Kilworth, isn't it time to consider a fire station to service these areas? It seems there is just the one station in Delaware serving the south end and the others all serving the areas more to the north. Many other expansions are happening with housing, business, retail around Komoka/Kilworth...time for a FIRE STATION too, to keep the folks in this area safe with quicker response times!

Idea Author: Cate A

Number of Stars 3

Number of Comments 1

Comment 1: Thanks Cate, I will forward this off to the appropriate municipal departments. | By Stephanie B

Idea Title: No to Roundabouts!

Idea Detail: As Darryl N. explained, they are not needed in Komoka/Kilworth! LONG Advanced green lights from every direction and extra turning or through lanes, where necessary, would be sufficient to move the traffic through the area! Yes, this is not London! A roundabout at Komoka Rd/Glendon Drive...seems ridiculous given the space & number of businesses at this location! The other roundabout suggestions, not necessary. It's unfortunate that most people in the municipality have no idea where their tax dollars are being spent, that these projects are being proposed or are even in the works. How about an old-fashioned letter to all residences so that everyone can be informed?



Idea Author: Cate A

Number of Stars 3

Number of Comments 0

Idea Title: Better signage on Old River Road to slow drivers

Idea Detail: Old River Rd has just one speed limit sign of 50 km located at the right-turn entrance at Glendon Drive. This sign is easily missed by drivers taking the turn onto River Rd and previously driving on Glendon at 70-80km. There are no signs at all on River Rd for drivers going South from the junction at Pulham Rd with the exception of two 30 km signs: one for a sharp curve, the other for those going down the steep hill. I suggest more 50 km signs and 2 signs saying 'Reduce Your Speed'. A flashing light might also be helpful, as well as an occasional OPP officer. Speeding tickets after more signs are in place, might discourage some drivers from taking this route as a shortcut.

Idea Author: Rai D

Number of Stars 3

Number of Comments 1

Comment 1: Oops! The one 50km sign on Old River Rd is now gone. It's stake is still there, but now nobody knows the speed limit. | By Rai D

Idea Title: Have 3 phase electrical service

Idea Detail: 3 phase electrical power from Kilworth Bridge to 402 would assist commercial and industrial development

Idea Author: Marvin R

Number of Comments 0

Idea Title: Komoka Road to Jefferies Preferred alternative Option 3

Idea Detail: After attending the 2nd meeting and seeing that Option 3 is the preferred alternative I must say that in my opinion that is a gross misuse of taxpayer funds when Option 2 would be more than adequate for many years to come and cost considerably less. Not to



mention the hazard of going from 2 lanes into 4 lanes at each end. This is Komoka-Kilworth we're talking about, not the city of London.

Idea Author: Darryl N

Number of Comments 0

Idea Title: excellent presentation

Idea Detail: I was quite pleased with the recommendations made from the various proposals, well done.

Idea Author: Jim P

Number of Comments 0

Idea Title: Options needed for solution of Colstream Road at Five Corner

Idea Detail: Five Corners is a very unusual situation, hence its unusual name. Coldstream Road is the reason. There must be other remedies for this road than what exists or what is proposed by a Roundabout. Coldstream Road at this location, was originally created because of Oxbow Creeks winding route to eliminate the need for five bridges rather than one. One solution would be to straighten it out from the rail underpass to the north and have it meet Glendon Drive at the next intersection to the west. If this was done there would be no reason to have a Roundabout at Five Corners.

Idea Author: Jim P

Number of Comments 0

Idea Title: Major Traffic Problem in the Making!

Idea Detail: All this work is not paying any attention to the fact that Oxford Street east in London and Kilworth Bridge are hopelessly inadequate to handle the extra load the new development is going to throw on the traffic infrastructure. Kilworth is a bedroom community of London and the main traffic will be going back and forth on Oxford Street West. The matter will be made all the worse by closing off Old River Road to through traffic. Give your collective heads a shake and stop ignoring inconvenient truths. You are planning in a silo.

Idea Author: Peter M



Number of Comments 1

Comment 1: Hi Peter,

Thanks for the input. Please note that while we are fully conscious of the impacts of the two-lane bridge structure over the Thames River, there are jurisdictional complexities that prevent us from addressing the structure as part of this project. As a stakeholder, the City of London has been aware of the information presented, and the need for improvements at the Bridge will certainly be noted in the final report.

Thanks again for being involved. | By Stephanie B

Idea Title: Initial comments....

Idea Detail: We are one of the owners of retail property on the corner of Glendon and Komoka Rd. We were unable to make it to the 2nd meeting. Without detailed information our initial comment is that we are firmly AGAINST any plans for a traffic circle due to the adverse impact it would have in view of the limited access it would result in. ANYTHING that makes it more difficult for a customer to stop will send that customer elsewhere!!! It appears access from Glendon (going east) would be non-existent without going all the way around the traffic circle and this is UNACCEPTABLE. As a taxpayer how can one make an informed decision without knowing the cost? We will be contacting the appropriate individuals to speak with them directly. We will also be posting additional comments. How can you possibly decide this is the "recommended" road upgrade; acknowledge the potential issue it presents to the Shell (necessitating movement of gas island??) and NOT EVEN HAVE CONSULTED THE PROPERTY OWNERS???

Idea Author: Vikki S

Number of Comments 0

Idea Title: Some Very Bad Ideas for Old River Rd

Idea Detail: Closing Old River Road, or adding cul-de-sacs which would close off the North half of the road, are two very bad ideas. Either decision would put those living both on River Road and Pulham Rd at personal risk with only one exit in the case of an emergency. Fire, police, and ambulance services would have to cross the 4 railroad tracks (CN & CPP each with double line tracks) one set on Pulham Rd and one on Vanneck. With 12 freight trains @ day on CN alone, the wait could be an additional 12 minutes for an ambulance while a freight train passes. Should there be another train derailment, like the one we experienced in the early 1980's, there would be no exit at all. And, if the derailed cars were carrying chemicals or oil products and were on fire, as they were in the '80's when a CPP train derailed on Vanneck, no



one could be evacuated. For this derailment, and any that might follow in the future, Old River Rd. was the only exit for the 12-15 families in our neighbourhood.

Idea Author: Rai D

Number of Comments 0



Topic Name: Couldn't make it to PIC No. 3?

Idea Title: Lower the speed on Glendon NOW!

Idea Detail: To solve what is felt to be a pressing issue for many right NOW, why not lower the speed on Glendon drive NOW. Any vehicle traveling east at the posted speed of 80km per hour is DEFINITELY not going that speed coming down the Kilworth hill toward the Kilworth bridge but actually ARE going so very much faster! Just consider how fast a loaded dump truck, cement truck, transport must be going, let alone a car, pickup truck who are often speeding. Speed limits should also be dropped for those traveling west from London. How could this not help with exits from Old River Road? It is a fast-paced world, everyone is in too much of a hurry making choices because of their own impatience but, since people seem to think there are sight line issues at Old River Road, why couldn't the pavement be "thickened up" NOW to offer a slight increase in how vehicles "sit" as they are waiting to exit. Wouldn't a little bit of extra height go a long way to help now?

Idea Author: Cate A

Number of Stars 6

Number of Comments 4

Comment 1: Since when is slowing to 60 or even 50 to make a right turn onto Old River Road from Glendon Drive not 'normal' driving? And why would this driver (or others) think they had some sort of driver's right to race 80 or 90 across a two lane bridge when they have been warned by signs that other drivers may be turning right just after the end of the bridge? I am always amazed at the impatient drivers behind me that honk at me just before I make my turn. Even when my right hand signal has been blinking just before I reach the bridge.

Let's get real here! | By Rai D

Comment 2: Not sure if lowering speed is the solution to safety. Studies have shown over and over again, that the 'Differences' in speed of vehicles travelling is directly correlated to accidents! I have been on Glendon Road many times and seen slow drivers (60 kph), perhaps trying to make a point, causing dangerous situations! This is not acceptable for the rest of us that are normal drivers, doing our normal speed, going about with our own daily chores. I was cut off many times from drivers turning left on Old River road onto Glendon without accelerating to normal speeds. One time a fellow decided to go 50 kph down Glendon over the bridge, while the rest of us had to brake quickly to avoid a multi-vehicle pile up behind him. By lowering speed on Glendon will simply encourage more of bad behaviours like these. | By Charles L



Comment 3: Lowering the speed limit on Glendon is an excellent idea. Cate is correct. Traffic travelling east down the hill towards the bridge at the Thames needs to move slower. Slowing traffic speed is proven to reduce accidents. | By Hugh G

Comment 4: Lowering the speed limit on Glendon is an excellent idea. Kate is correct. Traffic travelling east down the hill towards the bridge at the Thames needs to move slower. Slowing traffic speed is proven to reduce accidents. | By Hugh G

Idea Title: Additional Signage on East Side of Glendon Drive Bridge

Idea Detail: Because so many accidents happen at the intersection of Old River Road and Glendon Drive at the West end of the Bridge, a sign at the East end of the Bridge saying: NO PASSING ON BRIDGE might be a good idea. I've observed many times that most cars following the car turning right onto Old River Road pull around the turning car into the oncoming lane, despite the fact that the bridge is clearly marked with double yellow lines which indicate no passing. These non-compliant drivers on the two lane bridge who refuse to slow down for the turning car ahead of them, are one of the biggest problems for this intersection. And if the passing car is smaller than the turning car, it will be difficult to see by a driver coming from Old River Road. A Sign saying NO PASSING ON BRIDGE or \$500 FINE FOR PASSING ON BRIDGE will remind drivers not to pass turning cars and may help stop further accidents at this spot. It might also help to lower the speed limit on the bridge, a common practice elsewhere.

Idea Author: Rai D

Number of Stars 6

Number of Comments 2

Comment 1: Agreed! Speed limit reduction on Glendon & signs to remind people that passing is against the law | By Cate A

Comment 2: This is an excellent idea. | By Michael W

Idea Title: Why not put a "no left turn" sign up on Old River Road now.

Idea Detail: It may not stop everyone - but it will certainly make an impact on those that do abide by the law. Have the OPP do a blitz for a few days and the cut through traffic will quickly get the message.

Idea Author: JoAnne L



Number of Stars 6

Number of Comments 1

Comment 1: This is a low cost high potential impact solution. Great idea. The fact is that the most cost effective, fastest and least impact to the environment means of reducing traffic exiting Old River Road onto Glendon (the vast majority of which is through traffic turning left towards London), and thereby reduce accidents, is to impose a right in right out only restriction at the intersection. | By Hugh G

Idea Title: Downscale from recommended solutions

Idea Detail: After attending the latest meeting we are extremely disappointed to see the option which is being recommended for Glendon Drive for the area east (not west which is what was showing on your display) from Komoka Road to Jeffries. Such a total waste of taxpayers dollars when a lesser version would be more than adequate for many years to come. We own a long stretch of land east of Komoka Road on the south side and it appears that the sidewalks would be right along our property fence line. Also the idea of a roundabout at the intersection of Glendon and Komoka Road is absurd and unnecessary especially after upgrading the stoplight system there. With bicycles, cars and pedestrians all interacting within that roundabout it will be no time before there is an accident and someone is killed. This is Komoka, NOT London. Not enough people go out to the meetings to accurately find what people actually want and will accept.

Idea Author: Darryl N

Number of Stars 4

Number of Comments 1

Comment 1: Why on earth is a lane being provided for parking along such a busy road? I thought the idea of altering Glendon was to ease traffic issues not to complicate them. Who would need access for parking along that stretch? | By Darryl N

Idea Title: Love the multi-use paths and paved shoulders

Idea Detail: As a cyclist who bikes on Glendon Dr, I very much appreciate the inclusion of multi-use paths and paved shoulders. It will make the commute a little less intimidating.

I am also very happy to see that the blind corner at the Coldstream Road underpass is likely to



be removed. I drive that often, and would happily increase my travel time a little to have the added safety of a straight approach.

Thank you for all your hard work on this. I'm looking forward to the changes!

Idea Author: Christopher S

Number of Stars 3

Number of Comments 1

Comment 1: Thank you for including the multi-use paths. As a cyclist from Kilworth subdivision, and there are many of us living here, we now can look forward to safely travel out of the subdivision, to the 5-corners (hmmm, maybe the 4-corners roundabout) to Coldstream road (?), or Glendon Dr. to Komoka road, then spend a beautiful day cycling and enjoying the outdoors in our County! I love cycling on Coldstream with its scenic winding and hilly section.
| By Charles L

Idea Title: Put gravel on ORR to reduce traffic.

Idea Detail: This will reduce the number of cars that cut through, and will lower speeds.

Even at just the top, it could be very effective.

Idea Author: Michael W

Number of Stars 3

Number of Comments 1

Comment 1: Yes, agree! Excellent idea. Gravel on ORR would definitely help with the issues at Glendon intersection. Do a switch by changing ORR back to gravel & pave another road in municipality to still save maintenance \$\$ | By Cate A

Idea Title: Komoka / Gendon round about

Idea Detail: Hello. I was at the last meeting and noticed a round about is planned at the Komoka Rd / Gendon Dr intersection. I didn't think about it at first however now I realize what has been bothering me about it. The school kids go to the Subway and Tim Hortons at lunch. How are they to safely get across (and back) without ducking vehicles? I think the stop lights should stay for safety sake.



Thank you for listening.

Idea Author: Wendy B

Number of Stars 1

Number of Comments 0

Idea Title: PLEASE close Old River Road!

Idea Detail: Please close off Old River Road at Glendon Drive before more people get seriously hurt. Superficial changes are not going to make a difference. Clearly, people think they can gun it at that intersection and make a left turn on to the highway. Nothing you can do is going to change that. Time goes by and traffic patterns change. We are just on the cusp of those huge traffic changes as all this development takes hold. The couple minutes that it would take for people on that road to go around the other way seems like a small inconvenience compared to risking lives.

Idea Author: Susan V

Number of Comments 1

Comment 1: Unfortunately closing the road only heightens the danger to those on the ORR will have no choice but to exit on Glendon. | By Michael W

Idea Title: I am calling on all people of the Municipality

Idea Detail: All people of the Municipality should get involved and have a say in what is being proposed and planned for Glendon Drive. It is your tax dollars which are being used.

Idea Author: Darryl N

Number of Comments 0



A.3.3 OLD RIVER ROAD

Glendon Drive Streetscape Environmental Assessment

glendondrive.mindmixer.com

Public Information Centre No. 2

Monday June 27th, 2016 6:00-8:00pm

Middlesex Wellness & Recreation Centre

COMMENT SHEET (Please Print Clearly)



Name	
Mailing	
Email	
Interest	
Comments	

It's my feeling that top priority safety issue is both the traffic volume as well as the Glendon Rd. sight lines. I understand that the bridge by law calls for a high wall with railing. However, by laws are intended to increase safety whereas the railing is obstructing the view i.e. the railing on top of the bridge wall. This has led to many serious life threatening accidents. It was made somewhat better by cutting the grey metal railing half in height. The rest of the metal railing needs to be removed. It won't be perfect, but it will save accidents and it's relatively easy and inexpensive. For traffic volume reduction, speed bumps will reduce the cut through appeal for drivers and send them to five corners. This prevents low cars cut the dangerous intersection and less wear on the hill.

Please place comments in the comment box provided, or return to the following **BY July 18th, 2016:** (OVER)

**Stephanie Bergman
Planner**

Stantec Consulting Ltd.
600-171 Queens Ave., London
ON, N6A 5J7
Phone: (519) 675-6614
Fax: (519) 645-6575

Stephanie.bergman@stantec.com



COMMENTS CAN ALSO BE SUBMITTED ON THE PROJECT WEBSITE:
glendondrive.mindmixer.com

Information will be collected in accordance with Ontario's Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information all comments will become part of the public record.

Perhaps reducing the traffic volume will
require the hill to have less extensive remodeling.
The suggested plan will require much construction,
appropriation of property and upset residents.

Feel free to contact me.

Thank you

Jamie Deas

Glendon Drive Streetscape Environmental Assessment

glendondrive.mindmixer.com

Public Information Centre No. 2

Monday June 27th, 2016 6:00-8:00pm

Middlesex Wellness & Recreation Centre

COMMENT SHEET (Please Print Clearly)



--	--

Comment:

Not happy with road closure cul de sac idea. On at peak of grade on hill and concerned about winter trying to get up hill and EMS access will double train tracks.

Concerned about affect of road closure on property values.

Suggest traffic calming measures such as speed humps speed fines etc. "local traffic only" signage.

Do not want left turn lane on Glendon - do not want no traffic on road.

Only people impacted by FB the most are residents - cut off to homes not current.

Please place comments in the comment box provided, or return to the following

BY July 18th, 2016:

Stephanie Bergman

Planner

Stantec Consulting Ltd.

600-171 Queens Ave., London

ON, N6A 5J7

Phone: (519) 675-6614

Fax: (519) 645-6575

Stephanie.bergman@stantec.com



COMMENTS CAN ALSO BE SUBMITTED ON THE PROJECT WEBSITE:

glendondrive.mindmixer.com

Fixing the dip in the bridge would reduce accidents as well as signage to be aware.

* River has only overflowed 1 to 2 times in 10+ years I have lived there.

Please take the impact on residents as your first consideration.

Thank you.

Jairo

Glendon Drive Streetscape Environmental Assessment

glendondrive.mindmixer.com
Public Information Centre No. 2
Monday June 27th, 2016 6:00-8:00pm
Middlesex Wellness & Recreation Centre
COMMENT SHEET (Please Print Clearly)



Name	
Mail	
Emc	
Inter	

Comment: I am very concerned about the proposed changes to the Old River rd section of road. I live on the north side of the proposed Cul de sac and I feel that this will have a very negative impact on such things as emergency services. This proposal will require emergency vehicles to go all the way around from Vanneck and will require them to cross the railroad tracks before getting to potential emergencies. If a train is present it could significantly delay response. My biggest issue is for fire services which to my knowledge come from Delaware.

- I would like to see the intersection at Old River rd and Glendon redone as suggested in Proposal 3A but maintain the road as a through way.
- ~~if something~~
- My preferred option would be a controlled access or gated access to the road that residents ~~access~~ and guests can have through access but would limit the road being used as a cut across.

Please place comments in the comment box provided, or return to the following

BY July 18th, 2016:

Stephanie Bergman

Planner

Stantec Consulting Ltd.

600-171 Queens Ave., London

ON, N6A 5J7

Phone: (519) 675-6614

Fax: (519) 645-6575

Stephanie.bergman@stantec.com

COMMENTS CAN ALSO BE SUBMITTED ON THE PROJECT WEBSITE:

glendondrive.mindmixer.com



Glendon Drive Streetscape Environmental Assessment

glendondrive.mindmixer.com
 Public Information Centre No. 2
 Monday June 27th, 2016 6:00-8:00pm
Middlesex Wellness & Recreation Centre
COMMENT SHEET (Please Print Clearly)



N M E I C			VO LIRO

Very Concerned with proposal to cut off through TRAFFIC. My house is positioned RIGHT AT the CURVE going up the hill. IN the winter month's it is very difficult to go from a standstill at the end of my driveway AND get fraction to the top of the hill. ON OCCASION I HAVE HAD to back down AND go to GLENDON DR. ALSO ANOTHER CONCERN is the delay to EMERGENCY vehicles ie AMBULANCE + FIRE TRUCKS THAT HAVE to come from Delaware. When my late husband was sick the Ambulance driver was not wanting to go up the hill (winter month's) WITH Such a heavy vehicle, they MIGHT have trouble WITH Such a climb. I definely do not want the proposal to interrupt Access. To decrease traffic perhaps a controlled entry for residents. would reduce traffic. TRAINS ARE huge problem in delay Especially emergency vehicles.

Please place comments in the comment box provided, or return to the following

BY July 18th, 2016:

Stephanie Bergman
Planner

Stantec Consulting Ltd
 600-171 Queens Ave., London
 ON, N6A 5J7

Phone: (519) 675-6614
 Fax: (519) 645-6575

Stephanie.bergman@stantec.com

COMMENTS CAN ALSO BE SUBMITTED ON THE PROJECT WEBSITE:

glendondrive.mindmixer.com

*Please Keep me informed
 perhaps we need a resident
 Meeting*



Colleen

Glendon Drive Streetscape Environmental Assessment

glendondrive.mindmixer.com
Public Information Centre No. 2
Monday June 27th, 2016 6:00-8:00pm



[Redacted area]

Na	
Mo	
Em	

Interest (i.e. property owner, agency):

Comment: *We are very concerned of the closure of our road for winter driving on the hill. There will be times during severe winter conditions the road express up the hill will not be viable. Emergency Service vehicles, EMS, Fire etc, will not be able leave our properties when conditions are severe. Would it be possible to maintain the road with controlled access gates for residence only & emergency service personal. This would reduce through traffic and not disrupt the present flow of the residents on the upper & lower road.*

Bob Burns

Please place comments in the comment box provided, or return to the following

BY July 18th, 2016:
Stephanie Bergman
Planner

Stantec Consulting Ltd.
600-171 Queens Ave., London
ON, N6A 5J7
Phone: (519) 675-6614
Fax: (519) 645-6575

Stephanie.bergman@stantec.com

COMMENTS CAN ALSO BE SUBMITTED ON THE PROJECT WEBSITE:
glendondrive.mindmixer.com



Information will be collected in accordance with Ontario's Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information all comments will become part of the public record.

From: [Marr, Corri](#)
To: [Bartlett, Isaac](#); [Bergman, Stephanie](#)
Subject: FW: Old River Road
Date: Tuesday, October 04, 2016 11:41:08 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

FYI

From: Chris Traini [mailto:ctraini@middlesex.ca]
Sent: October-04-16 11:23 AM
To: Marr, Corri
Cc: Brian Lima
Subject: FW: Old River Road

Corri – please see below.

From: Jerry Rychlo
Sent: Tuesday, October 04, 2016 8:58 AM
To: Chris Traini <ctraini@middlesex.ca>
Subject: FW: Old River Road

FYI

Jerry Rychlo, CET
Engineering Supervisor
Middlesex County Engineer's Office
(519) 434-7321 ext 2233
jrychlo@middlesex.ca

From: Mauro Castrilli [<mailto:castrilli@middlesexcentre.on.ca>]
Sent: October-04-16 8:39 AM
To: Cambridge Environmental Products Inc. <dineve@rogers.com>
Cc: Jerry Rychlo <jrychlo@middlesex.ca>
Subject: RE: Old River Road

Diane,

Thank you for your email, Old River Rd/Glendon Dr intersection is not under the jurisdiction of Middlesex Centre.

I have copied Jerry Rychlo, Middlesex County to notify him of the issue.

Regards,



Mauro Castrilli, C.E.T.

Transportation Manager

[Middlesex Centre](http://MiddlesexCentre.ca) | castrilli@middlesexcentre.on.ca

10227 Ilderton Road, RR#2 | Ilderton, Ontario, N0M 2A0

Tel: 519.666.0190 Ext. 253 | Fax: 519.666.0271

From: Cambridge Environmental Products Inc. [<mailto:dineve@rogers.com>]

Sent: October-03-16 3:03 PM

To: Mauro Castrilli

Subject: Old River Road

Good Afternoon,

I currently drive from Byron in London to 225 Enterprise twice per day.

I am getting very concerned about the traffic patterns on Old River Road turning left on to Glendon Drive at the Bridge. While there is usually plenty of time to accommodate drivers turning right onto Old River Road from Glendon Drive, it is the Drivers that are turning left onto Glendon Drive from Old River Road that are putting other drivers in very dangerous positions of having to break suddenly even though we are traveling at the speed limit. This happens when we are approaching from Komoka towards London and driving down the hill where drivers on River Road turn left right in front of traffic going down the hill. It is also happening very often when we are traveling towards Komoka and drivers turn left from Old River Road onto Glendon. It seems that the drivers attempting these left turns have to wait, get frustrated and as soon as there is an opening just pull out in front of Glendon Drive Drivers. If you blow your horn at them to let them know that they did something dangerous they are very happy to make obscene gestures so the level of frustration must be high.

This situation is only worse as winter is coming and stopping distances are more challenging. Accidents are just waiting to happen.

Is there not any way that left turns onto Glendon from Old River Road can be prohibited either all the time or at least during the rush hours?

I have seen this happen so many times and have had to react to drivers turning out in front of us so many times that I believe it is a real traffic hazard.

Thanks very much for taking the time to read my concerns on this issue. If I have not contacted the correct individual who can look into this if you could forward this to the proper channels that would be greatly appreciated.

Regards

--

Diane Neve

Cambridge Environmental Products Inc.

225 Enterprise Drive

Molokai, ON N0L 1R0

www.cambridgeenviro.com

From: [Liisa Buren](#)
To: [Bergman, Stephanie](#)
Cc: [Brian Lima](#); [Marr, Corri](#)
Subject: Re: Recommended Stop up of Old River Road
Date: Thursday, August 25, 2016 11:26:11 AM

Hi Stephanie,

Thank you so much for your quick and informative reply.

Sincerely,

On Thu, Aug 25, 2016 at 11:11 AM, Bergman, Stephanie <Stephanie.Bergman@stantec.com> wrote:

Hi Liisa,

We really appreciate your input. Indeed we have received correspondence from other residents along Old River Road, some in favour of the proposal, and some against.

Rest assured that we are attempting to accurately address each of those noted concerns, EMS response times being one of the most common. We've also been in direct contact with Middlesex-London Fire and EMS. All of which will be included in the public documentation as part of the Class EA.

In regards to next steps, we are currently confirming some technical components, and we will be working with Middlesex Centre and Middlesex County to ensure our recommendations represent the greatest net benefit for all involved. You will be directly notified of any additional meetings that are held.

Again, I really appreciate your thoughtful input.

Stephanie Bergman, Hons.B.A., M.A. ENV SP

Planner
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: [519-675-6614](tel:519-675-6614)
Stephanie.Bergman@stantec.com



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From: Liisa
Sent: Thu
To: Bergm
Subject: F



Thank you Stephanie,

I resent my email to you as I had Brian Lima's address wrong in my first email. Sorry for any inconvenience.

I would like to further mention a larger concern we have with respect to the input you are receiving from residents along Old River Road.

There is an individual going door to door claiming to have the support of 90% of the residents of our road and asking for signatures on a petition which is against the stop up. We find it very hard to believe that he does have 90 percent support against the stop up but because everyone we've spoken to above and below the road is in favour of the stop up. Also, he is also falsely insinuating that stopping up the road would impact the residents' ability to get to an emergency department as quick as we can now and receive the same EMS response times we have now as access to Glendon Drive would be cut off to him and others at the top of the road. I was not home the two times he contacted us or I would have told him these are unfounded concerns and in fact, the closest emergency department is accessible via Gainsborough Road from Pulham, not Glendon Drive anyway. Furthermore, it was my understanding moving here two years ago and negotiating house insurance that our fire services come from Delaware first and London second because we are in Middlesex Centre; thus, causing my insurance to be higher than if they came from London first. Stopping up the road would have zero impact on this current situation at either end of the road because we are still in Middlesex Centre!

I do hope the quality and accuracy of any petition which claims to be against the proposed, recommended 'stop up' by a couple of individuals can somehow be authenticated as I would hate to see this excellent initiative not pass due to seemingly false misrepresentation of the resident's desires and concerns.

Travelling this road is dangerous at all times because those 89% non-resident users of the road, are either travelling too slow sight seeing the river or speed excessively while cutting through and there are frequent accidents and near misses as a result. School buses for both LDCSB and TVDSB will not allow their buses to come down our road as it's it too unsafe. I had to fight both boards to get 'van' transportation for my 3 children attempting STA, Medway and OLOL in Delaware so I know this to be a fact. Apparently, this ruling started when a bus very nearly ended up in the river years ago in the winter.

Deer are constantly darting across the road as well and most mornings in the winter I count between 10 and 16 in my front yard alone. I have rescued tons of turtles from being hit right in front of our home and been honked at by those non-residents cutting through. I ceased jogging and biking on the road and we actual drive our kids to neighbours homes rather than allow them to walk because I had to jump into the rough every time I went out to avoid being hit by cars and knew they would too. We have also pulled numerous vehicles out of our ditch in the past two winters who slide off the very narrow slippery road as have at least 2 of our neighbours. Cars constantly attempt to go up the hill only to slide right back down into other cars.

Will there be another meeting and what our the next steps in the study?

Sincerely,

On Thu, Aug 25, 2016 at 10:04 AM, Bergman, Stephanie
<Stephanie.Bergman@stantec.com> wrote:

Thanks for your email Liisa,

Those are all important questions. We are still in the process of confirming the study recommendations, taking into consideration the input we have received from residents along Old River Road.

I've noted your concerns, and we will be able to provide responses once the recommendations have been confirmed.

Thanks again for your input,

Stephanie Bergman, Hons.B.A., M.A. ENV SP

Planner
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: [519-675-6614](tel:519-675-6614)
Stephanie.Bergman@stantec.com



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 Please consider the environment before printing this email.

From: Liisa Bu
Sent: Thursda
To: Bergman,
Subject: Reco



Dear Ms. Bergman and Mr. Lima,

My home is located at 10893 Old River Rd, Middlesex Centre, where the recommended turn about is proposed to be constructed which will dead end our road at the end of our lane way. I am in complete support of this proposal for many reasons; however, I am hoping you can answer some or all of the following concerns we have about the logistics:

-will there be 'no parking signs' and 'no trespassing signs' posted at the turn around to discouraged those trying to access the river to fish and boat from parking at the turn around at the end of our driveway. Roughly 10 or more vehicles currently park along the proposed portion of the road to be stopped up and/or park 2 doors down the road from us towards

Glendon Drive each day and night. We have collected a huge amounts of garbage, beer cans, diapers, fishing line and lures, etc. in the past down the road and do not want to see anyone park at the turn around at the end of our lane for these reasons and our personal security.

-if signs are posted how will compliance be enforced?

-will dead end signs be posted on Glendon to discourage people from coming down the road and turning around at the turn around at the foot of our drive?

-will we be compensated financial or otherwise for the expropriation and if so how much as I understand there is no road allowance along part of the turn around that would be build on our property?

-the diagram of the proposed turn around does not appear large enough to accommodate garbage and snow removal vehicles, will the actual turn around be large enough to not impact our services:

-will the stopped up portion of the road be returned to a natural state by removing the pavement and allowing the bog next door to us to return to it's natural state?

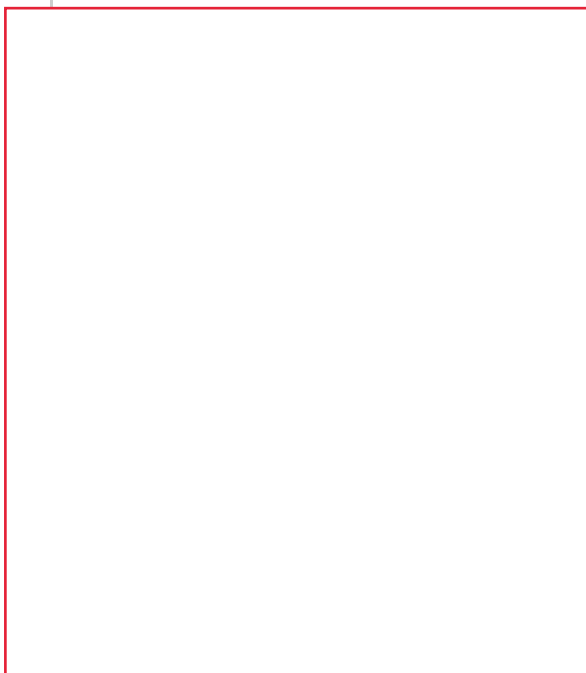
-does the potential stop up of our road, have any impact on the UTRCA's refusal to grant approval to build any structure to the owner's of the 5 acre, vacant lot beside ours? If so in what way?

-when do you foresee the turn around being built?

Thank you for your time and consideration. Any information you can provide at this preliminary stage would be greatly appreciated.

Feel free to call me to discuss our concerns at any time as well.

Sincerely,



From: [Brian Lima](#)
To: [Fountain Water](#)
Cc: [Marr, Corri](#); [Bergman, Stephanie](#)
Subject: RE: Old River Road and Glendon Drive
Date: Thursday, August 11, 2016 11:32:24 AM
Attachments: [image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)

Hi Todd & Shannon,

Your comments have been received and will be included in the EA. Thanks again for your participation in our community!

Best Regards,



Brian Lima, P.Eng.

Director of Public Works & Engineering

[Middlesex Centre](#) | lima@middlesexcentre.on.ca

10227 Ilderton Road, RR#2 | Ilderton, Ontario, N0M 2A0

Tel: 519.666.0190 | Fax: 519.666.0271

From: Fountain Water [mailto:info@fountainwater.com]

Sent: Thursday, August 11, 2016 11:10 AM

To: Brian Lima <lima@middlesexcentre.on.ca>

Subject: Old River Road and Glendon Drive

Good morning Brian,

We live at 11079 Old River Road in Komoka and we love the idea of the road being a dead end. Since purchasing our home approximately 3 years ago (and we are on the corner/bend) we have had numerous accidents out front and in winter months people going off the road onto our property. For safety purposes we feel we should have an emergency gate between both turnarounds for police/ ambulance / fire to be able to access homes in case of emergencies. We did try to find the intersection improvements online to add comments and suggestions there but were unable so thought best to send you a quick email.
Suggestion: a rolling gate on wheels not hooked up to hydro in case of power outages for access OR in case of train derailment on the other end

Thanks for your time.

Todd & Shannon Kitchen

[Fountain Water & Water Products Inc.](#)



Stantec Consulting Ltd.
600-171 Queens Avenue, London ON N6A 5J7

June 8, 2016

Dear Old River Road Resident,

Reference: Glendon Drive Streetscape Environmental Assessment

Middlesex County and the Municipality of Middlesex Centre have retained Stantec Consulting Ltd. to undertake a Municipal Class Environmental Assessment (Class EA) to identify streetscape improvements to Glendon Drive, County Road 14. The study area extends from the Thames River Bridge in the east, through to the interchange with Highway 402 in the west.

During the initial phases of the project, transportation conditions along the entire corridor including traffic volumes, intersection turning operations, and collision records were reviewed. Several alternative solutions were brought forward for public review and comment at the first Public Information Centre (PIC) held on November 26th, 2015. At that PIC it was noted that improvements to the Old River Road and Glendon Drive intersection are warranted to address existing safety and operational concerns. As part of the evaluation process a series of alternative design solutions for this intersection have been reviewed and preliminary recommendations will be brought forward at the upcoming PIC.

In order to ensure that you have the opportunity to review and comment on the proposed alternatives and preliminary recommendations being brought forward for the Glendon Drive/Old River Road intersection, we would like to invite you to the public open house, **Public Information Centre No. 2** (PIC) being held on **Monday June 27th from 6:00pm-8:00pm** at the Komoka Wellness and Recreation Centre (1 Tunks Ln., Second Floor – London Life Room).

For background information on the project, please visit the online public engagement forum **glendondrive.mindmixer.com**. Here you will find the information presented at Public Information Centre No. 1, and opportunities to comment and contribute to the project. For more information, feel free to contact the undersigned members of the project team.

We look forward to your involvement in the Class EA process.

Regards,

Brian Lima, P.Eng.

Director – Public Works and Engineering
10227 Ilderton Road RR2
Ilderton, ON N0M 2A0
Phone: (519)-666-0190 ext.233
Fax: (519) 666-0271
Email: lima@middlesexcentre.on.ca

Corri Marr, H.B.Sc.

Project Manager
600-171 Queens Avenue
London, ON N6A 5J7
Phone: (519) 675-6668
Fax: (519) 645-6575
Email: Corri.Marr@stantec.com

Chris Traini, P. Eng.

County Engineer
399 Ridout Street North
London, Ontario N6A 2P1
Phone: (519) 434-7321 ext 2264
Fax: 519-434-0638
Email: ctraini@middlesex.ca

PATTON CORMIER FERREIRA

LAWYERS

Alan R. Patton, B.A., LL.B.

Elizabeth K. Cormier, B.A., LL.B.

Analee J.M. Ferreira, B.A., LL.B.

August 12, 2016

Our File No.: 33895

VIA: Email

The Corporation of the County of Middlesex Centre

10227 Ilderton Road RR2

Ilderton, ON N0M 2A0

Attention: Mr. Brian Lima

Director – Public Works and Engineering

The County of Middlesex Centre

399 Ridout Street North

London, ON N6A 2P1

Attention: Mr. Chris Traini

County Engineer

Stantec Consulting Ltd.

600-171 Queens Avenue

London, ON N6A 5J7

Attention: Ms. Corri Marr

Project Manager

Re: Glendon Drive Streetscape Environmental Assessment

We are the Lawyers representing 16 of the residents on Old River Road. Our clients are identified on the list attached hereto. Some of our Clients did not attend the Public Information Centres held on November 26, 2015 (PIC1) and June 27, 2016 (PIC2) with respect to the Glendon Drive Streetscape Environmental Assessment.

While the Notice from Stantec dated June 15, 2016 was received by some our Clients, the contents of the Notice are misleading, inaccurate, and possibly deceptive to our clients in relation to the closure of Old River Road. The stated purpose of the EA in the Notice is "*to identify streetscape improvements to Glendon Drive, County Road 14*". The recommended Option B, however, shows significant work to be carried out on Old River Road, including removing high volumes of commuter traffic and the construction of two cul de sacs that will create significant negative impacts to our Clients' properties.

Patton Cormier Ferreira

File No. 33895

Page 2 of 2

Had the Notice identified Old River Road as being negatively affected in this way, our Clients would have attended and provided constructive comments. The few of residents of Old River road that did attend the June 15, 2016 EA meeting, all provided written concerns of this proposal including fire, emergency services and difficult hill access during winter months. None of their concerns and comments were responded to by Council members or Stantec Consulting.

We are currently reviewing the impact of the Notice deficiency on the validity of the steps taken to date under the EA. Once we have had an opportunity to fully review this matter we will provide a follow up letter advising of our Clients' position. In the interim, we request that preparation of the Environmental Study Report with regards to Old River Road be placed on hold so that our Clients have a fair chance to a make written representation, given the impacts on their properties.

Yours truly,

PATTON CORMIER FERREIRA

per


Analee J.M. Ferreira

aferreira@pattoncormier.ca

AJF/adm

cc: Old River Road Clients

Old River Road Clients
Represented by Patton Cormier Ferreira, Lawyers

Herd, Stuart/ Walsh, Claire
Burns, Bob
Burns, Cathy
Dieroff, Trevor and Jessica
Frank, Charlie and Cathie
Kelly, Edwin
Kharal, Muhammad
Laird, Scott and JoAnne
Louzon, Mark
Marshall, Kevin and Susan
Needham, Paul and Heidi
Neehy, Jamie
Nolan, Andrew
van Logtenstein, Bill and Glenda
Walker, Jay
Wright, V. Cecil



Stantec Consulting Ltd.
600-171 Queens Avenue, London ON N6A 5J7

September 21, 2016
File: 161413164

Attention: Ms. Analee J.M. Ferreira,

Patton Cormier Ferreira, Lawyers
1512-140 Fullarton Street
London, ON
N6A 5P2

Dear Ms. Ferreira,

Reference: Glendon Drive Streetscape Environmental Assessment – Old River Road Residents

We are in receipt of your correspondence dated August 12, 2016. We understand that you are representing 16 of the residents along Old River Road who have concerns regarding the preliminary recommendations of the Municipal Class Environmental Assessment (Class EA) currently being undertaken.

As outlined in Section A.3.5.3 of the Municipal Engineer's Association Class EA document (2000 as amended in 2007, 2011, and 2015), while notices will vary from project to project, they should contain the following:

- Name and address of the proponent;
- Brief description of the project which outlines the nature of the problem or opportunity, and the need for a solution;
- Reference to the project following the requirements of the Municipal Class EA;
- Details of when and where information (e.g. Public Information Centres, Environmental Study Report) is available to the public;
- Name or title of contact person to whom comments should be directed.

The Letter (attached) that was distributed to Old River Road residents on June 9th, 2016 contains all of the above project information. The notice was intended to invite residents to review and provide input on the alternatives being considered to address the significant safety and operational concerns identified at the intersection of Old River Road and Glendon Drive, in accordance with Section A.3.4.1 of the MEA Class EA document.

The original scope of the Glendon Drive Streetscape Class EA was expanded upon when the full extent of safety concerns and current operations along the Old River Road corridor were realized. The intersection of Old River Road and Glendon Drive experienced the highest number of collisions within the five year period examined, with a collision rate of 1.3 per million vehicles entering (MVE), with 1.0/MVE representing the benchmark for determining the potential need for safety-related improvements. In addition to these significant safety concerns, transportation



September 21, 2016

Ms. Analee J.M. Ferreira,
Patton Cormier Ferreira,
Page 2 of 3

Reference: Glendon Drive Streetscape Environmental Assessment

analysis indicated that with the future increase in traffic along Glendon Drive, the intersection would operate with extremely long delays for westbound/southbound traffic movements from Old River Road.

In order to address the safety and operational concerns along with the erosion and bank stability issues investigated as part of a previous Class EA (Spriet Associates, 2011), it was necessary to expand the scope of the study to include the entire Old River Road corridor. A number of options were identified as feasible alternatives for addressing the identified issues, taking into consideration the existing constraints, i.e. the proximity of the two-lane Thames River Bridge Structure.

Thus, the intent of the Letter distributed to all residents along Old River Road, in accordance with the Municipal Class Engineer's Association (MEA) Municipal Class Environmental Assessment document (2000 as amended in 2007, 2011, and 2015) Section A.3.4.1, was to inform residents of the expanded scope of the project, and to invite comment and input from residents on the alternatives that are being considered.

As was communicated to those who attended PIC 2, the intent of the meeting was to make the residents aware of the project, the alternatives being considered, and to provide a forum to discuss potential impacts and local sensitivities from residents themselves. Any preliminary recommendations presented throughout the study are in no way absolute, but are based on preliminary evaluations intended for public review and comment in accordance with the Class EA process.

The Class EA process and Next Steps were also conveyed at PIC2. In discussions specifically with Old River Road residents, it was made clear that this would not be the final point of contact as part of the study. Residents were encouraged to provide written comments, and were also told that the project team would be happy to meet to discuss their concerns. The Class EA planning process is an iterative process, which encourages active involvement from all interested parties in order to identify, address and/or mitigate concerns from potentially affected parties. Proponents have a responsibility to provide opportunities for public notification and consultation (notification, open houses, request for comments, etc.), and those directly affected by the proposed project also share the responsibility for being involved in the planning process.

Five written comments were submitted by Old River Road residents at PIC2, with additional written comments submitted via email subsequent to the PIC. Concerns included impacts to emergency services, and steep grades making access up the hill difficult during adverse winter weather events. Comments have also been received from several residents expressing their approval of the preliminary recommendations.



September 21, 2016

Ms. Analee J.M. Ferreira,
Patton Cormier Ferreira,
Page 3 of 3

Reference: Glendon Drive Streetscape Environmental Assessment

In order to address residents' concerns as part of the Class EA process, consultation was undertaken with Middlesex-London EMS on June 29th, 2016. This correspondence speaks specifically to the concerns that were expressed by several Old River Road residents regarding emergency services, and will become part of the public record upon filing of the Environmental Study Report for public review and comment. Additional technical investigations are presently being undertaken to further assess the impact of the proposal.

The project team would be happy to continue discussions with residents of Old River Road to ensure that concerns are addressed to the extent possible and that appropriate measures are included to mitigate any outstanding public concerns. We would like to invite you to a meeting scheduled for Thursday September 29th at the Wellness Centre in Komoka from 6:00pm to 8:00pm. We look forward to meeting with the residents of Old River Road to address this element of the Glendon Drive Streetscape Class EA project further.

Regards,

STANTEC CONSULTING LTD.

Corri Marr, Hons. BA
Project Manager
Phone: 519-675-6668
Corri.Marr@stantec.com

Cc: Brian Lima
Chris Traini
Old River Road Residents

Attachment: PIC 2 Invitation – Old River Road Residents

bs document2

PATTON CORMIER FERREIRA

LAWYERS

Alan R. Patton, B.A., LL.B.

Elizabeth K. Cormier, B.A., LL.B.

Analee J.M. Ferreira, B.A., LL.B.

September 26, 2016

Stantec Consulting Ltd.
600-171 Queens Ave
London ON N6A 5J7

Attention: Corri Marr, Project Manager

via email corri.marr@stantec.com

Re: Glendon Drive Streetscape Environmental Assessment – Old River Road Residents

We confirm receipt of your letter dated September 21, 2016, and received by our office via regular mail on September 23, 2016.

With respect, this is quite short notice for a meeting on September 29, 2016. Our Clients have expressed that several key residents are not available for this meeting and, in any event, they require some additional time to prepare prior to attending.

Allowing for sufficient time to prepare will result in meaningful discussions and hopefully a solution that is acceptable to all parties. We are requesting that the meeting be postponed until a date after October 20, 2016.

Yours truly,
PATTON CORMIER FERREIRA



Analee J.M. Ferreira
afferreira@pattoncormier.ca

c.c. via email Brian Lima
 Chris Traini
 Old River Road Residents

Marr, Corri

From: Marr, Corri
Sent: September-27-16 3:40 PM
To: Analee Ferreira
Subject: RE: Glendon Drive Streetscape EA - Old River Road Residents

Hi Analee - we sent out notices earlier today and have scheduled the meeting for Thursday October 27 from 6-8 pm at the Komoka Wellness Centre London Life room.
Corri

From: Analee Ferreira [mailto:Analee@pattoncormier.ca]
Sent: September-27-16 3:35 PM
To: Marr, Corri
Cc: Brian Lima (lima@middlesexcentre.on.ca); ctraini@middlesex.ca; Bill Van Logtenstein (bill.vanlogtenstein@dairylane.ca); April MacPherson; Alan Patton
Subject: RE: Glendon Drive Streetscape EA - Old River Road Residents
Thank you very much, we will wait to hear from you with respect to a new meeting date.


Analee J.M. Ferreira
Patton Cormier Ferreira
Lawyers
1512-140 Fullarton Street
London ON N6A 5P2
Tel (519)432-8282
Fax (519)432-7285

From: Marr, Corri [mailto:Corri.Marr@stantec.com]
Sent: Tuesday, September 27, 2016 10:18 AM
To: Analee Ferreira
Cc: Brian Lima (lima@middlesexcentre.on.ca); ctraini@middlesex.ca; Bill Van Logtenstein (bill.vanlogtenstein@dairylane.ca); April MacPherson; Alan Patton
Subject: RE: Glendon Drive Streetscape EA - Old River Road Residents

Good morning,
We appreciate your response to our letter and understand the difficulty with the timelines. As a result we will reschedule this meeting to a more suitable time for your clients, after October 20, 2016 and issue notification cancelling the meeting scheduled for September 29, 2016.
We trust you find this satisfactory. Should you require any clarification please feel free to give me a call.

Corri Marr

Corri Marr
Project Manager
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: (519) 645-2007
Fax: (519) 645-6675
Corri.Marr@stantec.com


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 Please consider the environment before printing this email.

From: Analee Ferreira [mailto:Analee@pattoncormier.ca]
Sent: September-26-16 4:17 PM
To: Marr, Corri
Cc: Brian Lima (lima@middlesexcentre.on.ca); ctraini@middlesex.ca; Bill Van Logtenstein (bill.vanlogtenstein@dairylane.ca); April MacPherson; Alan Patton
Subject: Glendon Drive Streetscape EA - Old River Road Residents



Stantec Consulting Ltd.
600-171 Queens Avenue, London ON N6A 5J7

October 25, 2016
File: 161413164

Attention: Resident of Old River Road

Reference: **OCTOBER 27th MEETING POSTPONED**
Glendon Drive Streetscape Environmental Assessment – Old River Road

The study team has recently received additional input from representatives of the Old River Road Safety Committee with regard to the options being considered for Old River Road as part of the Glendon Drive Streetscape Municipal Class Environmental Assessment. We appreciate the efforts that have been made by residents to contribute meaningfully to the project and would like to ensure that effort is fully recognized; as such, the meeting scheduled for October 27th, 2016 from 6-8pm at the Komoka Wellness and Recreation Centre has been postponed and will be rescheduled for a later date. We appreciate your patience in allowing us time to review the documentation received. Feel free to contact us if you have any questions.

Regards,

STANTEC CONSULTING LTD.

A handwritten signature in blue ink, appearing to read "Stephanie Bergman", written over a light blue circular stamp.

Stephanie Bergman, Hons.B.A., M.A. ENV SP
Planner
Phone: 519-675-6614
Stephanie.Bergman@stantec.com

On behalf of:

Corri Marr, Hons. BA, ENV SP
Project Manager
Phone: 519-675-6668
Corri.Marr@stantec.com

c. Brian Lima, P. Eng. Middlesex Centre
Chris Traini, P. Eng. Middlesex County
Alan Patton Patton Cormier, Solicitors

Design with community in mind

From: [Brian Lima](#)
To: [Marr, Corri](#); [Bergman, Stephanie](#)
Cc: [Chris Traini](#)
Subject: FW: PS to Re: Old River Road
Date: Thursday, August 11, 2016 11:32:38 AM
Attachments: [image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)

FYI



Brian Lima, P.Eng.

Director of Public Works & Engineering

[Middlesex Centre](#) | lima@middlesexcentre.on.ca

10227 Ilderton Road, RR#2 | Ilderton, Ontario, N0M 2A0

Tel: 519.666.0190 | Fax: 519.666.0271

From:
Sent:
To:
Cc:
SJ
Subject:



@middlesexcentre.on.ca>
emopoulos <raidemopoulos@gmail.com>;

Dear Chris and Brian,

A correction to my earlier recollection about the derailment: It occurred at the intersection of the CP tracks and the Lobo-London Townline Road (the predecessor to Pulham Road), not the CN tracks which about 500m south of the CP tracks. I'm sure you can find an exact description of the facts in the County records.

My question is of course no less urgent.

Yours,

Bill

Dear Chris and Brian (if I may),

I have a question regarding the preferred option 4b, but first a bit of the background for my question.

We have lived at 20485 Pulham Road since the spring of 1979. Some time between 1980 and 1985 (sorry I can't be more specific--but I'm sure it's a matter of municipality record) there was a major train derailment at the CN tracks just North of the T-intersection of Old River Rd

and Pulham; this led to the evacuation of many of the surrounding homes while there was a danger of chemical explosion, and then while air quality was monitored. (The tracks were of course completely blocked and made impassable by derailed train cars, many of them filled with dangerous substances.)

At the time Robert Trollope and his family lived in the home now occupied by the Walker-Weinbergers (which is why I have cc-ed them on this message).

Our only means of exiting Pulham Road were two: we could take the gravel road to John Wilson's farm and then cross the railroad tracks using the wooden bridge on Franks Lane, or we could use Old River Rd. Since this incident occurred in the summer or early spring, either route was an option. By far the safer option, since Wilson's road is intended primarily for farm equipment, was Old River Rd. And in the winter, however bad Old River might be, it would be the only option.

My question is this: Is there, in the plan (4b) to turn Old River into two cul de sacs any provision for such an eventuality? It would seem to me that the risk of an incident is now greater, not less, than it was 30 or so years ago.

Yours, sincerely,

Bill Demopoulos

On 9-Aug-16, at 1:32 PM, Ben Puzanov wrote:

Hello Bill,

I hope all is well.

Here's the link: <https://www.middlesex.ca/news/glendon-drive-streetscape-municipal-class-environmental-assessment>

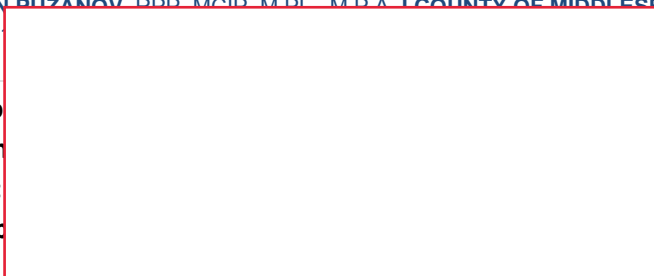
You may also wish to check out the discussion forums regarding the Glendon Drive Environmental Assessment: <http://glendondrive.mindmixer.com/>

Should you have any questions regarding any of this information please feel free to contact Chris Traini (County Engineer) or Brian Lima (Middlesex Centre Engineer), both of whom are cc'd on this e-mail.

Best regards,

BEN PUZANOV, BPP, MCIP, MPE, MPA | COUNTY OF MIDDLESEX | SENIOR PLANNER | 519-434-732

Fro
Ser
To:
Sub



Hi Ben, a neighbor came by yesterday to tell us of proposed changes to Old River Road. Can you please send me the url on Middlesex Centre's website where I can learn about it? My wife was unsuccessful in finding it. Many thanks.

Trust this note finds you well.

Yours, with best wishes,

Bill



BOB BURNS 519 870-0032
STERICORA@ROGERS.COM

Bill Van Logtenstein
bill@dairylane.ca 226-468-1824

October 19, 2016

RE: Stantec Environmental Study for Old River Road, Middlesex Centre.

Stantec Consulting	Project manager	Corri Marr
County of Middlesex	County Engineer	Chris Traini
Middlesex Centre	Public Works	Brian Lima
Middlesex Centre	Council Members	
Patton Cormier	Solicitors	Allen Patton

RECEIVED
OCT 25 2016

STANTEC CONSULTING LTD.

Dear Madame/Sirs

The residents Old River Road have serious concerns regarding the recommendations for the closure put forth by Stantec Consulting. We have formed the Old River Road Safety Committee to present our concerns regarding the Glendon Drive Environmental Assessment recommendations presented in the June Public Information meeting. The committee represents 85% of Old River Property owners.

Closure of this road is not what this community wants. The residents have been aware the road safety conditions have deteriorated over the last 5 to 10 years with the volume of traffic driving around the city and using this road as a thoroughfare, something the road was never designed to handle. This is a short, narrow residential rural road which now handles over 500,000 vehicles per year. The community we represent would like this to stop, and have Old River Road returned to the low traffic volume it once enjoyed.

This committee has retained the services of F. R. Berrie Associates to provide expertise and advice on road conditions, traffic patterns and design. We have met with Mr. Berrie several times and reviewed and approved his report and recommendations including concessions on present traffic patterns (exiting the road east on Glendon Drive) and traffic calming devices. We would like all involved to review the recommended position by the county consultants, and our interests in reducing non-resident traffic, improving road safety, reduce wear and road maintenance on this environmentally sensitive area.

Respectfully,

[Redacted signature box]

RECEIVED
OCT 25 2016

**Old River Road
Municipality of Middlesex Centre
Traffic Impact Assessment**

STANTEC CONSULTING LTD.

Background

In 2015, the County of Middlesex and the Municipality of Middlesex Centre initiated a Municipal Class Environmental Assessment (EA Study) of County Road 14, Glendon Drive, to determine the impacts of potential improvements to Glendon Drive. The study examined options at a number of key intersections, including the intersection of Glendon Drive and Old River Road.

Old River Road is a two lane rural road approximately 1 900 metres in length between Glendon Drive and Pulham Road. The location of Old River Road is shown in **Figure 1**. The road is characterized by a curvilinear alignment, a narrow right of way and a steep grade at approximately its mid-point. There are no sidewalks on Old River Road. There are 20 residences located on Old River Road and five residences on Pulham Road which has a single point of access to Vanneck Road.

The EA study identified two traffic issues: turning movements at the intersection with Glendon Drive and the use of Old River Road as a short cut to avoid the intersection of Glendon Drive and Vanneck Road. At the second Public Information Centre (PIC), the EA Study team introduced a "recommended" solution for further review, involving a re-alignment of the intersection with Glendon Drive and the closure of a portion of Old River Road, resulting in two cul de sacs, approximately 650 metres and 1 000 metres in length. **Figure 2** shows the display board from PIC2 which illustrates these proposals.

Traffic Issues

The current average daily traffic volume on Old River Road is approximately 1 400 vehicles. The EA study estimated that 89 percent of these trips were "through" trips, i.e. they did not have an origin or destination on Old River Road. The 20 residences on Old River Road could be expected to generate up to 200 vehicle trips per day which is consistent with the findings of the EA study.

Although not specifically identified in the EA study, truck movements, including semi-trailers, have been observed on Old River Road, despite the presence of signage prohibiting truck movements and imposing load restrictions. The existing horizontal and vertical alignment of the road makes it virtually impossible for large trucks to navigate the road in safety.



At the intersection with Glendon Drive, the County has installed signs prohibiting left turns from Glendon Drive eastbound to Old River Road. However, there are no physical constraints to this movement. Anecdotal evidence suggests that many drivers ignore this prohibition. Left turn movements from Old River Road to Glendon Drive are not prohibited. However, particularly in peak hours, there are significant delays to traffic making this turn.

The proximity of the bridge over the Thames River precludes the widening of Glendon Drive to allow for turning lanes on Glendon Drive at this location. In addition, the relatively steep grade on Glendon Drive to the west of the intersection would necessitate enhanced dimensions for the deceleration lane and taper for any left turn lane.

Cul de Sacs

Option 4A, recommended for further review in the EA study, recommends closure of a portion of Old River Road and the creation of two cul de sacs. The west cul de sac, which would provide access to eight residences, would be approximately 650 metres long and would terminate in a turn-around adjacent to Municipal address 10893. Property taking would be required for this turn-around.

The east cul de sac would include approximately 1 000 metres on Old River Road as well as an additional 400 metres on Pulham Road south of its intersection with Vanneck Road. There are 12 residences on Old River Road and five on Pulham Road in this section. This cul de sac would terminate in a turn-around at Municipal address 10948. Again, property taking would be required for the construction of the turn-around.

A review of current practices in the USA and Canada indicates that the maximum allowable length of cul de sacs ranges from 150 metres to 230 metres. The typical allowable length in US jurisdictions is 600 feet (183 metres). The City of London standard is 215 metres. Safety concerns and accessibility are the primary determinants in considering the viability of cul de sacs. Vehicle accidents or road repairs can seriously impact the ability of emergency vehicles to access a site on a cul de sac as well as affect the use of the road by residents.

In the case of Old River Road, there are a number of specific issues that cause concern:

- Since some addresses will be on one cul de sac and some on the other, there will inevitably be confusion among visitors, deliveries and, most importantly, emergency services.



- Pulham Road crosses the CN Rail main line at grade. An average of 14 freight trains and 10 VIA rail trains use this crossing each weekday. In the case of long freight trains, the crossing could be closed to vehicular traffic for up to ten minutes at a time.
- The proposed turn-around for the east cul de sac would be at the foot of a steep grade. This would create significant safety issues, particularly in winter under icy or snowpacked conditions. The apparent location of the turn-around would also impact two existing driveway accesses.

Turning Movements

Option 4A appears to include the relocation of the intersection of Glendon Drive and Old River Road. This is also identified as Option 3A in the EA study. This option is described as having moderate capital costs and potential impacts on the Komoka ANSI and archeological resources. While the option would permit all turning movements, construction of an extended eastbound left turn lane would be required because of the road grade. This option would do nothing to alleviate the problem of cut through traffic on Old River Road.

Measurements of sight distances on Glendon Drive indicate that, from Old River Road, the sight distance available to the west, which is limited by a crest vertical curve, is approximately 285 metres. The relocated intersection would result in a reduced sight distance of approximately 225 metres.

For a design speed of 100km/h, consistent with the posted speed limit of 80km/h, MTO design criteria call for a minimum stopping sight distance (MSSD) of 200 metres and a decision sight distance of 300 to 390 metres. While the MSSD would be achieved, decision sight distance is not. This could be critical in poor weather or slippery road conditions.

Alternative Solutions

The primary objectives of any changes to Old River Road are the elimination of cut through traffic, mitigation of safety concerns at the intersection with Glendon Drive, improvements to pedestrian and cyclist safety and the elimination of truck traffic. These objectives can be met by the implementation of the following measures:

- Construction of a one metre wide barrier median on Glendon Drive at its intersection with Old River Road.
- Reduction of the speed limit on Old River Road to 40km/h.
- Enhanced signage at both ends of Old River Road and at the intersection of Vanneck Road and Pulham Road advising of turn restrictions at Glendon Drive and limiting truck movements.
- Introduction of traffic calming measures.
- Introduction of a Community Safety Zone.



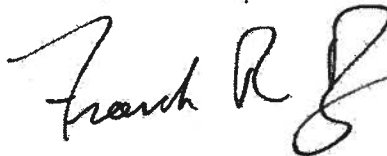
Construction of a barrier median on Glendon Drive would physically prevent all left turns. The location of the median and the reconstruction of the intersection should be designed to prevent large trucks from accessing Old River Road. Emergency vehicles approaching from the west with lights flashing can bypass the median on the "wrong" side to access Old River Road.

It is understood that residents of Old River Road are willing to accept the inconvenience of turning restrictions in return for the elimination of through traffic and truck movements. Residents wishing to travel east would have the option of using Pulham Road, Vanneck Road and Gainsborough Road to access London.

Traffic calming devices such as speed humps would be appropriate on the upper part of Old River Road and in the lower section by the river where the road is generally on a tangent alignment. Traffic calming devices serve two functions, to decrease traffic speed and to discourage cut through traffic. While speed humps are often considered to be impediments to maintenance activities such as snow clearing, they can be designed and constructed to minimize these impacts.

A Community Safety Zone can be implemented under provincial legislation where there is a demonstrated hazard to pedestrians, cyclists and drivers. Under the legislation, traffic violation fines are increased. While Community Safety Zones are typically associated with school sites or other public places, they are not necessarily restricted to these locations. The central portion of Old River Road is characterized by a steep grade, sharp curves with limited sight distance and a lack of sidewalks. Coupled with a narrow pavement width, the existing conditions are potentially hazardous to pedestrians and cyclists. Implementation of a Community Safety Zone would serve to advise drivers that a higher than normal level of caution is required.

F. R. Berry & Associates
October 19, 2016



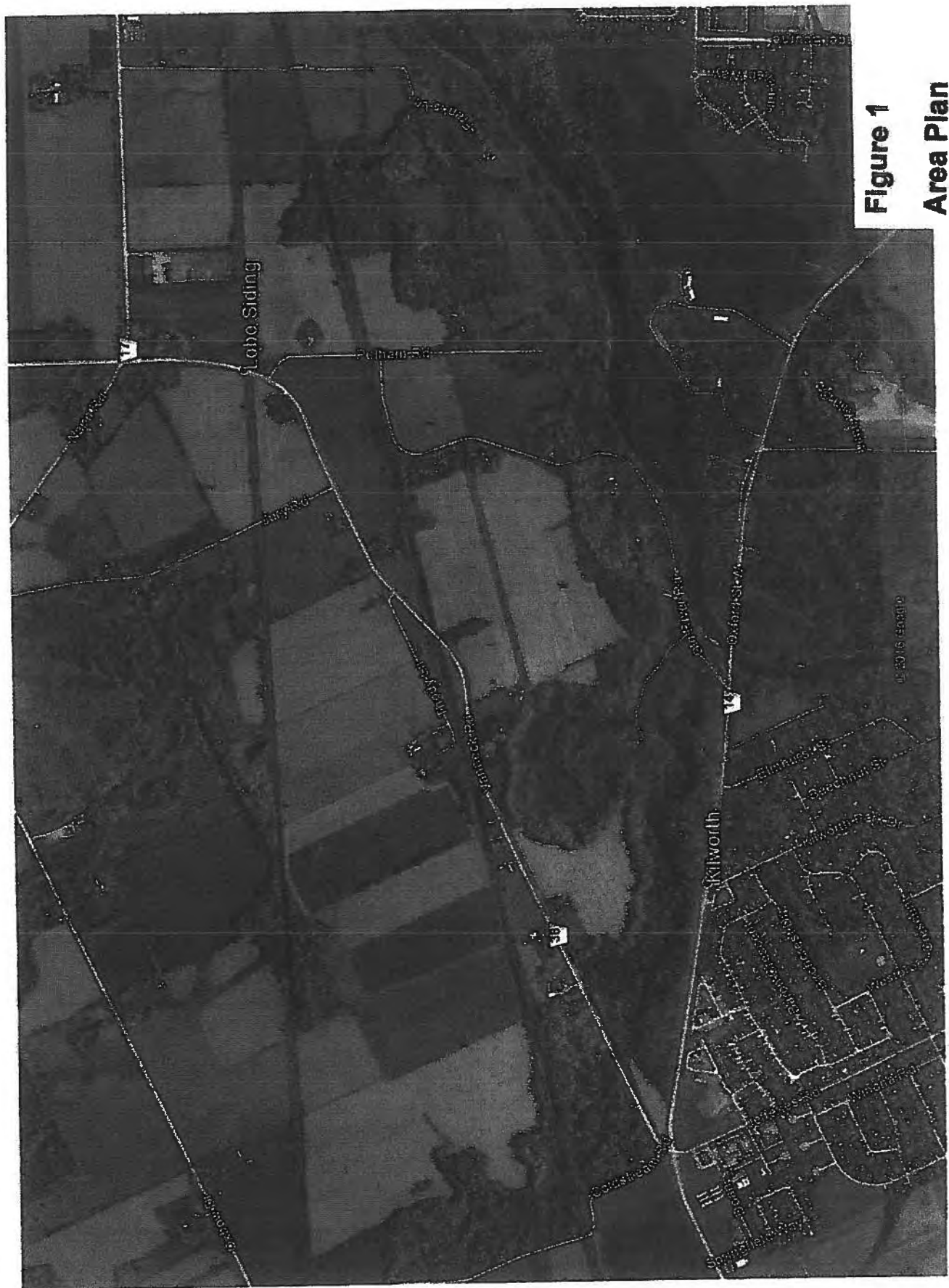


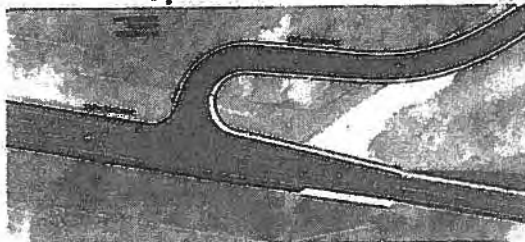
Figure 1
Area Plan

Old River Road Intersection Improvements Considered

- Option 1 - Right In/Right Out of the Intersection of Glendon Drive/Old River Road (Do Nothing)
- OPTION 2 - Right In/Right Out of the Intersection of Glendon Drive/Old River Road, full access of Pulham Road
- OPTION 3 - Full access to Old River Road from Glendon Drive and full access from Pulham Road
 - **OPTION 3A** Realign Old River Road Intersection westward to provide appropriate auxiliary turn lanes on Glendon Drive
 - **OPTION 3B** Modify existing Intersection configuration to provide left turn lane on Glendon Drive
- OPTION 4 Restrict through traffic by constructing two cul-de-sacs on Old River Road
 - **OPTION 4A** Right In, full out (existing Intersection configuration) with 2 cul-de-sacs on Old River Road
 - **OPTION 4B** Full access from Glendon Drive to Old River Road, Intersection realigned westward to provide appropriate auxiliary turn lanes on Glendon Drive, with 2 cul-de-sacs on Old River Road
 - **OPTION 4C** Full access from Glendon Drive with modifications to existing Intersection configuration including left turn lane on Glendon Drive, with 2 cul-de-sacs on Old River Road
- OPTION 5 - Full closure of the Glendon Drive/Old River Road Intersection, with access from Pulham Road only
- **OPTION 6** - Full Closure of the Glendon Drive/Old River Road Intersection, restrict through traffic by constructing two cul-de-sacs, with full access from Pulham Road and the construction of a new access from Yarnack Road

CARRIED FORWARD FOR FURTHER REVIEW

Option 3A



TECHNICAL IMPACTS

- Intersection would operate at an improved level of service.
- Improves existing collision frequency with the provision of auxiliary turn lanes on Glendon Drive.
- Relocated Intersection improves sightlines of bridge.
- Improvements identified in the 2011 Old River Road Draft EA are still required including realignment of Old River Road.
- Does not address the flooding issues noted by UTRCA as part of the 2011 Old River Road EA.
- Constructability and staging can be accommodated.

ECONOMIC

- Moderate capital costs associated with Intersection realignment, grading, bank stabilization measures and natural environment mitigation/compensation measures.
- Potential increase in O&M costs.
- Potential utility relocations required.

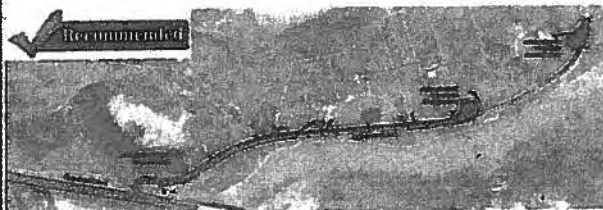
SOCIAL

- Provides full access to Properties on Old River Road and facilitates through traffic to Pulham Road.
- Impacts to streetscape including tree removal, compensation through enhancement.
- Potential impact to archaeological resources: Stage 2 required.
- No anticipated impacts to Aboriginal Communities.

ENVIRONMENTAL

- Realignment would impact Kamoka ANSL protected under the Provincial Policy Statement. If recommended, justification would be required for recommendation, and that significant efforts were made to mitigate impacts.
- In water works required for implementation of slope stabilization measures identified as part of 2011 EA.

Option 4B



TECHNICAL IMPACTS

- Removes through traffic (avg. 89% of existing trips through Intersection), mitigating safety concerns of the Glendon Drive/Old River Road Intersection.
- Intersection would operate at an improved level of service, and address collision frequency.
- All traffic would be diverted to the improved Yarnack Rd/Jefferies/Glendon Intersection.
- Relocated Intersection improves sightlines of bridge.
- Low potential for realigning the remaining portions of Old River Road away from the river - dependent on detailed design.
- Potential for property impacts.
- Profile adjustments to the cul-de-sacs could reduce flooding risk in lower section.
- Constructability and staging can be accommodated.
- Implementation of slope stabilization measures along Old River Road are required as identified as part of 2011 EA.
- Will address the flooding issues noted by UTRCA as part of the 2011 Old River Road EA.

ECONOMIC

- Moderate capital costs associated with Intersection realignment, grading, bank stabilization measures and natural environment mitigation/compensation measures.
- Potential for increased O&M costs.
- Potential utility relocations required.

SOCIAL

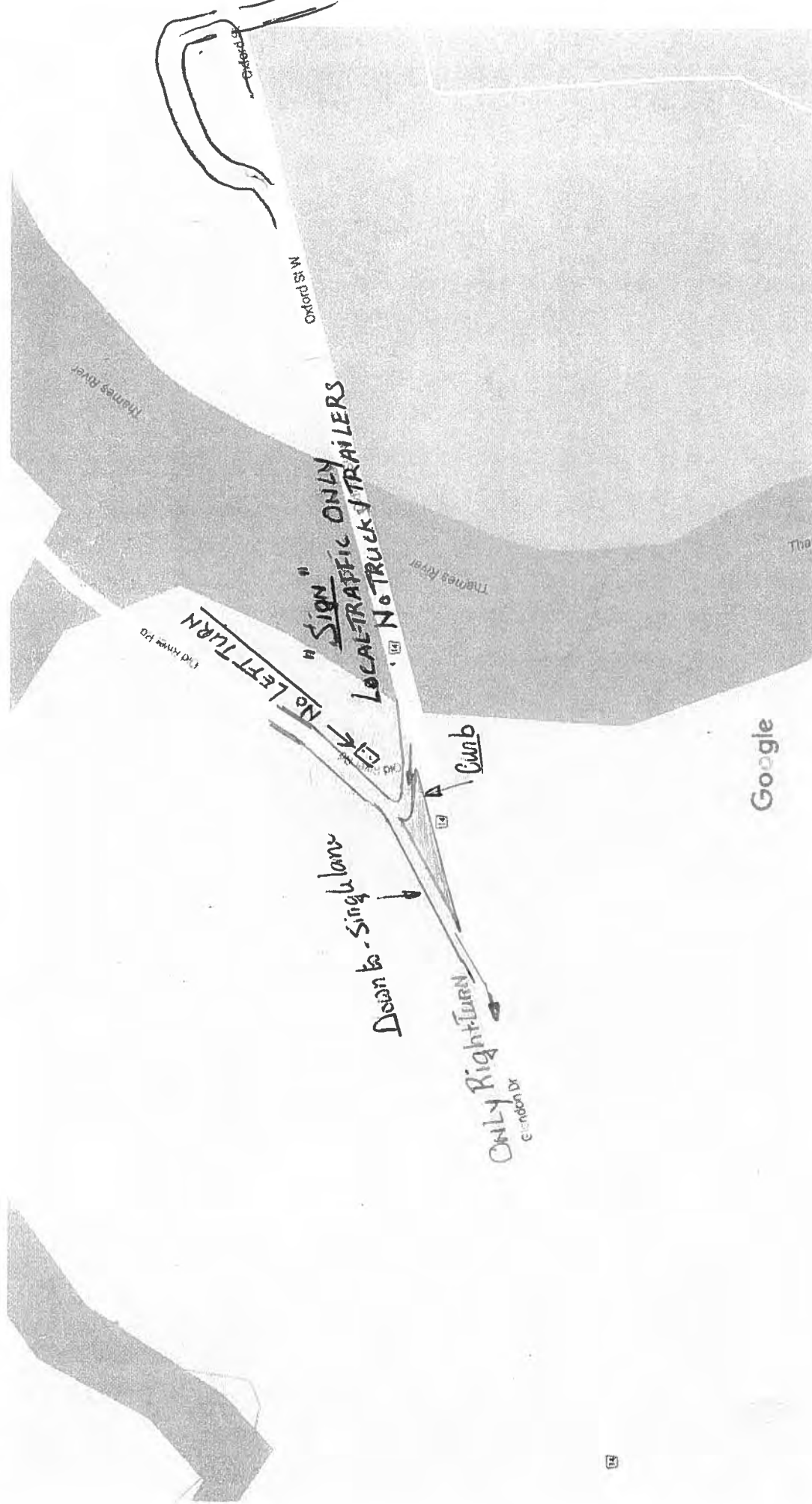
- Restricts through traffic movement, but permits full access to a portion of residential properties from Glendon Drive. Remaining properties will be required to access from Pulham Road.
- Potential impacts to Aboriginal lands/ treaty rights.
- Property required through Kamoka ANSL and property required for cul-de-sacs on Old River Road.
- Significantly less traffic volume on Old River Road.
- Increased safety of Intersection and access to individual properties.
- Potential impact to emergency response times.
- Impacts to streetscape including tree removal, compensation through enhancement.
- Potential archaeological impacts: Stage 2 required.
- No anticipated impacts to Aboriginal Communities.

ENVIRONMENTAL

- In water works required for implementation of slope stabilization measures identified as part of 2011 EA.
- Mitigates the potential for impacts to sensitive areas along the Thames River due to existing erosion concerns.
- Potential impact to Kamoka ANSL, and potential SAR habitats in addition to impacts associated with the Glendon Drive corridor improvement. Mitigation measures to be applied.

Figure 2

Google Maps



Map data ©2016 Google

20 m

From: [Bartlett, Isaac](#)
To: [Bill Van Logtenstein](#)
Cc: [Burns, Bob Daphne](#); [Bergman, Stephanie](#)
Subject: RE: Glendon Drive EA discussion regarding Old River Road
Date: Friday, March 10, 2017 9:26:34 AM

Hi Bill,

We can certainly talk later if you like; by no means were we expecting a formal response or input from you so quickly. I envisioned the discussion as an update to the next steps in the process.

While you consider the concept, I want to assure you that the County and Municipality are looking to invite feedback and discussion on the concept. We are not closing the door on communication. We are in the process of setting a meeting date and booking a venue for a round table discussion with the residents along Old River Road and Pulham Road regarding this. We are targeting April 18 and a letter will be sent to all homes along Old River Road and Pulham in the near future to offer a date, time and location for everyone to meet.

I am looking forward to hearing from you. I am looking forward to hearing from you.

Enjoy

Isaac

From:

Sent:

To:

Cc:

Subject:

Good morning Isaac

Thanks for the info

Bob and I would like to postpone the call all together until a later time

We want to study the proposal first before to engage in a discussion

Will that work for you

Regards

Bill

Sent from my iPhone

On Mar 10, 2017, at 8:37 AM, Bartlett, Isaac <isaac.bartlett@stantec.com> wrote:

Good Morning Bill and Bob,

I just wanted to confirm a shift to 2 pm would work for our discussion this afternoon. I can walk you through the concept and talk to you about the next steps and the additional consultation/meeting opportunity being proposed for the residents.

Thanks,
Isaac

From: Bartlett, Isaac



Hi Bill and Bob,

We had our meeting with the County and Municipality this morning and discussed the strategy for Old River Road. In advance of our discussion tomorrow, I want to offer you the following update.

You will be happy to know that the one way option for Old River Road is no longer being moved forward. However, the County continues to feel that the introduction of an alternative (right-in / right-out) that directs the through traffic to turn right (westbound) at Glendon will pose an operational and safety risk due to vehicles choosing to do u-turns instead of travelling to the roundabout.

The team has discussed further options to reduce/eliminate the through traffic on Old River Road, with the caveat that EMS and accessibility must be made available in the event of an emergency or access restrictions (flooding, icy hill). The new alternative being put forward for recommendation includes fully eliminating the through traffic in order to improve the safety at the intersection of Glendon and Old River Road. This is accomplished by converting a portion of Pulham Road to an emergency access route managed by secured entry. This access route is closed to general traffic and is only to be operated in the event of an emergency/access issue along Old River Road (medical emergency, flooding, ice preventing navigation up hill, etc). Attached is a sketch of the concept that we will be developing further.

The intersection at Old River Road and Glendon is proposed to be fully accessible with a dedicated eastbound left turn lane and right turn taper. The Old River Road intersection will be realigned to the west as previously shown in order to accommodate the new turning lanes and improve sightlines.

This alternative has the benefits of:

- Eliminating through traffic on Glendon road (improve safety and operations)
- Addresses the traversability of the hill in ice conditions by permitting access via Vanneck through secured access route (operated by municipal staff/EMS)
- Eliminate traffic at rail crossing (improve safety and operations)
- Old River Road acts more like a local road

The drawbacks include:

- Residents along north portion of Old River Road and on Pulham south of the tracks can no longer access Vanneck via Pulham Road

I would like to request to see if we can **shift our discussion time to the early afternoon at 2 pm** as a conflict has come up for me in the morning where I have to unexpectedly fill in for a colleague at another meeting. Please let me know if a 2 pm start time can work for you (same contact number and access code).

Thanks,
Isaac

From:
Sent: N
To: 'Bill
Cc: Bur
Subject:



Hi Bill,

I have made a reminder note to send out some info following the Thursday discussion with the County of Middlesex County and Middlesex Centre to help give context to our conversation on Friday.

Have a safe trip.

Isaac



That will work for both of us

Could you sent us an email on Thursday after your meeting, containing the proposed plan and if helpful drawings, so that we can study it before our teleconference call

This will make the conversation a lot more organized.

Regards
Bill

On Mar 2, 2017, at 14:39 , Bartlett, Isaac
<isaac.bartlett@stantec.com> wrote:

Gents,

I have set up a teleconference for March 10 at 10 am to provide you with an update on the status of the Glendon Rd EA and the approach to addressing the Old River Road issues. If this time does not work for you, let me know and we can rearrange.

For folks in London, please call 226-213-4157.

From Florida, Bill you can call any of the below local numbers if they apply, or the toll free number:

US-FL-Boca Raton

(561) 948-8911

English (United States)

US-FL-Bonifay	(850) 547-6029	English (United States)
US-FL-Fort Myers	(239) 362-9216	English (United States)
US-FL-Jacksonville	(904) 999-3231	English (United States)
US-FL-Miami	(305) 423-0110	English (United States)
US-FL-Naples	(239) 330-3906	English (United States)
US-FL-Orlando	(407) 454-6808	English (United States)
North America-Toll Free	(888) 256-7209	English (United States)

Conference ID is: 845 624 61

Cheers,

Isaac Bartlett, P.Eng., ENV SP

Associate, Transportation

Stantec

600-171 Queens Avenue, London ON N6A 5J7

Phone: 519-675-6643

Cell: 519-282-3230

Fax: 519-645-6575

isaac.bartlett@stantec.com

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 Please consider the environment before printing this email.

Old River Rd. Neighbourhood Safety Committee
Komoka, ON
March 16-2017

Good afternoon Isaac,

We have mixed feelings with the latest proposal you submitted for our review on March 9, 2017. After our positive meeting in December of 2016 we were under the impression that things were moving in the right direction. Your team was going to review the "F.R. Berry & Associates Traffic Engineers Report" dated October 11 2016 and take into consideration the strong objections presented by the Old River Road Residents Committee with respect to your original proposal. With the latest proposal we feel that in many ways things have taken a step backwards.

To reiterate our position, the issues at hand that need to be addressed by any proposed change to Old River Road are as follows

The Old River Road and Glendon Drive Intersection

Traffic Safety at the Glendon Drive/Old River Road Intersection is below acceptable standards at the moment. This has become one of the most dangerous intersections in Middlesex County since the bridge was reconstructed. The site lines for vehicles turning left out of Old River Road onto Glendon Drive are severely impaired and well below the Middlesex Centre Infrastructure Design Standards.

This major safety issue is going to be exacerbated when the new housing developments in Kilworth/Komoka/Mt. Brydges become built out. All told, we are looking at a threefold increase in the population of Kilworth/Komoka when the Southwinds and Don Black Subdivisions are fully built out. Traffic on the Glendon corridor, especially during rush hour, will increase significantly. In fact, as part of the Glendon Corridor Study published by Stantec, it is projected that Glendon Drive between Kilworth Park Drive and the Bridge will reach its "level of service" capacity prior to 2035. This is the major impetus for the Stantec recommendation to change the configuration of Glendon Drive to a three lane cross section.

This increased traffic volume will make it extremely difficult for drivers to find an opening to turn left out of Old River Road, leading to drivers taking "chances" to squeeze into traffic. We have all seen the close calls and unfortunately too many of the disastrous consequences of people trying to find that "opening".

We will support a proposed change to the Old River Road/Glendon Drive intersection that improves its safety for all users. However, we ask that more thought be put into finding a long term solution that will work with the increased traffic volume that is being projected. In the current proposal, we are a little surprised that Stantec/Middlesex County would consider keeping an unaided left

turn as an option. Given the issues faced by the County regarding the bridge reconstruction and the resulting site line restrictions we feel that the County should be taking every step necessary to reduce its liability and improve the intersections safety. We have several ideas regarding improvements to this intersection and would welcome the opportunity to present them to you.

The Old River Road Cul-de-Sac / Emergency Access Road

We ask you to please review the traffic engineering study prepared by F.R. Berry & Associates on October 11, 2016. Detailed within the report are the reasons why a cul-de-sac will not work for Old River Road. If you require a copy of the report, please reach out to us and we will gladly resend it.

Further to the F.H. Berry & Associates Report, we ask that you refer to the Middlesex Centre Infrastructure Design Standards for cul-de-sacs. Specifically, the design standards note that the "maximum length of cul-de-sac without an emergency or secondary access is 215m". While not noted specifically in the Middlesex Centre Infrastructure Design standards, the Ontario municipal precedent/Transportation Association of Canada design standards for cul-de-sacs with an emergency access is an additional 80m. In the case of Middlesex Centre this would bring the maximum length to 295m. The proposed cul-de-sac from Glendon Drive to the tracks is 1920m, more than 6.5 times the recommended design standard.

Further reasons why a cul-de-sac/emergency access road will not work are as follows;

1. School Bus Safety – We have 9 families living on the upper part of Old River Road/Pulham Road. We have lived in the area for 35 years and not once has a School Bus descended down the hill. They have always utilized our driveway as a turnaround point to avoid going down the hill due to the significant safety concerns. We are curious how the plan, as proposed, will address this issue?
2. Cash Crop Farms – We have 3 cash crop farms on the upper stretch of Old River Road. They require access to their fields during the spring, summer, and fall. The equipment utilized by these farmers keeps getting larger and larger. Going up the Old River Road hill to access these fields is not an option. How does the current proposal allow access to these farmers' fields?
3. EMS/Fire Trucks/Police – How does Middlesex County/Stantec guarantee that the emergency service vehicles have the required keys to open the locked emergency access gates? How can Middlesex County/Stantec guarantee that freezing rain or 4' to 5' of accumulated snow has been removed between the two gates when an emergency situation arises?

4. Delivery Vehicles – How are large construction delivery vehicles supposed to access the houses on the upper part of Old River Road/Pulham Road? Is it proposed that they go up the hill? Or will someone from the township/county meet the trucks and open the emergency access gates?

The above concerns represent a small fraction of the safety/other issues with the proposed plan. In its current form, the proposed plan will not work for the residents of Old River Road.

Sincerely,

The representatives of, The Old River Rd. Neighbourhood Safety Committee

Bob and Bill

May 10, 2017

RE: Old River Road E A Study

Issac:

In response to the E A public meeting at the Komoka Wellness Centre, I would like to comment that the Upper Road Gate proposal is not addressing any of the concerns presented by the residents to your organization to date. We have endured over the past few years, concerns of high volume traffic, personal safety with ourselves, our children, grandchildren and visitors in our community.

The issue from start to finish is the crossover commuter traffic and the accident rate of this traffic entering Glendon from ORR. We all agree on this, the residents and both municipalities you represent. You have stated time and again, as a project consultant, that you are seeking public input of residents and taxpayers, and it is to be taken into consideration on your road design solution. The residents in this community have committed to the inconvenience of RIRO to solve the county's accident issue at ORR/Glendon intersection, of cars making left hand turns to London. However, it is very clear, after nine months of discussion with your group, that the Middlesex Centre engineer just wants to close this road. All issues for resident safety, emergency service response times, severe winter road conditions, the requirement of taking the choice of exit from the road for residents, visitors, delivery personnel, visiting family members during winter conditions have been negated consistently by one person.

It is my understanding that Stantec was hired by the council members of The County of Middlesex and the council members of Middlesex Centre. The direction of our discussions and input seem to end with the engineers involved, and the recommendations you plan to present as a completed study should not be those of council's staff member engineers but to be presented to elected members of our township before your report is finalized.

We feel we have given every effort to solve the County issue to reduce accidents at the ORR/ Glendon intersection, and this is the result Mr. Traini would like to achieve. RIRO means much fewer accidents, no matter how much automobile traffic volumes increase over the years. The new proposed access up the hill with left turn option, is better than the current location, but does not alleviate all concern for careless turns and accidents, or decrease the through traffic significantly. I do not believe Mr. Traini is in favour of the closure of Old River Road, as I was at the meeting a few years ago when the bridge reconstruction errors came to light. At that time road closure was considered, he listened to our resident group, and decided to not proceed with that proposal. I must assume this is Mr. Lima's plan as Mr. Traini has no say on Township Roads.

Again, let us try to resolve all your issues, to everyone's satisfaction.

County issues: Reducing of Accidents at the ORR/Glendon intersection by the reduction of traffic entering Glendon from ORR.

Most crossover traffic (non-resident) use ORR as a shortcut north or south in the morning and returning in the evening. RIRO will solve the southbound traffic entering Glendon, and virtually all traffic making that dangerous left hand turn into the city at the most busy time, rush hours. This will still leave some north bound traffic volumes, but it is possible to deter some of this with traffic control measures such as converting part of the road to gravel, speed bumps, or anything that will slow vehicles down. Hopefully, over time, you will see these commuters proceed east on Glendon to the roundabout and onto Vanneck Rd. to proceed north.

The last proposal (April), of the gate at the upper road is an absolutely an unworkable proposal. Mr Lima suggesting the county personal would show up to unlock the gate at times of emergency is Inot a viable option (i.e. winter storm, ice, track closure, etc). Again the reference to Cul-de-sacs in the township road plan forbids closure of a road of this length. On any standard of interpretation, 19 homes on a one kilometer road, is residential, and certainly not rural. Whoever is proposing to close Old River Road at Pulham is putting all residents at risk, as well as potential legal implications for the township. You can be sure the loss of access for residents, will create a crisis, with obvious financial ramifications at some time in the future due to this decision.



Cc: Allan Patton

Patton Law

I am writing as a resident on Old River Rd.

I understand the intersection at Old River Rd. and Glendon Drive is a very dangerous one and some realignment of the intersection will be necessary to make it safer than it presently is.

Part of the issue is the amount of traffic on Old River Rd. If traffic volume is reduced, this would reduce the probability of accidents at that intersection.

I believe that driving behavior can be changed. Installing traffic calming measures will cause users to re-think their driving pattern. At present many drivers use Old River Rd. as a short cut. If that perception can be changed we can change driving patterns of present users. Below are a few traffic calming measures that I believe will alter the way people now use Old River Rd.

- Speed bumps
- Designate Old River Road to a "Community Safety Zone" with max 40 km/h
- Better enforcement of no transport trucks allowed by means of better signage
- Increased Police presence to teach drivers to pay attention to speed and driving habits
- Turn at least a portion of the road back to gravel

The changes made to Boston Road provide a precedent. Boston Road was once tar and gravel. It was a great short cut I used regularly. It was changed back to gravel and that is what altered my use of that road. This did change my driving pattern and now I head north to Egremont Dr. I believe that community was successful in altering the driving habits of those of us who were using their road as a "short cut". It is no longer worth it to take this route given the aggravation of slowing down, pot holes, and a dirty vehicle.

Old River Road is perceived the same way; a short cut for many from North of London, Kilworth and Komoka. For through traffic flowing from north to south, it is a short cut but actually saves only a few minutes. If we can change driving habits of present users, by using traffic calming measures or other deterrents as was the case on Boston Rd., then our road will be safer for all of us who live on it, allowing us to enjoy this beautiful area in our community.

In conclusion, although a paved road is preferable, if it's a choice between no access or gravel, I choose gravel.



To Stantec Consulting Ltd.
Cc; Municipality of Middlesex Centre
Middlesex County, attention Chris Traini

May 12, 2017

Re: Closing of Old River Road

Good morning Isaac,

We are shocked by your persistence in pushing for the closure of Old River Road. The residents of Old River Road have spoken out quite vocally regarding their opposition to the Stantec plans and yet it keeps being pushed forward. As you know from our meeting on April 18th, and from the extensive correspondence leading up to that meeting, no one living on Old River Road believes the proposed plan is acceptable, and many significant safety issues have been raised, repeatedly.

As residents of Middlesex Centre, we know how severe winter weather can be, and we all know that we must plan accordingly in order to deal with typical Canadian winter weather conditions. Further than that, we know that we must plan for the unpredictability of winter storms and severe weather throughout the year. Snow and ice can make the Old River Road hill inaccessible during the winter season; you and the residents of the road know this well, from past experiences.

Middlesex Centre, Mr Brian Lima, has tried to assure the residents that this road would have top priority for snow clearing and sanding in the winter, and that it would be cleared as soon as it becomes unsafe. However, we as residents know that such a promise is easy to make, but hard to keep, and in fact is not one that Middlesex Centre can, or even should, be making: no one can guarantee this kind of service. As far as we understand, Old River Road is *already* a top priority for the municipality during the winter, and yet nonetheless, during storm conditions, the hill is frequently unsafe or impassable, and residents must enter/exit via Vanneck Road. During a heavy snow fall or ice storm, there will of course be times that you don't have the ability or man power available to immediately deal with all of the priority road areas. Everyone knows this, and respects the fact that these delays exist, and for residents at the top of the Old River Road, we have always had the option of avoiding the hill during snow storm conditions. Why is the Municipality of Middlesex Centre / Stantec insistent upon making us travel up/down the hill in these severe weather conditions, when this could be avoided altogether?

The lack of sensitivity to these issues was especially evident when three different residents spoke and presented compelling medical reasons why the road cannot be closed and turned into a Dead End Road. Stantec and Middlesex Centre kept trying to sell the idea of the Dead End Road without even acknowledging the residents' valid concerns. After the meeting, I spoke with these residents, and they were quite upset and distressed by the lack of empathy to their situations.

As residents, we have simply asked that safety on our road be prioritized, and we have even provided a solution that is acceptable to the residents. Our ideas were outlined in the report from Frank Berry & Associates (dated October 11nd 2016), which you have all received (except perhaps Mr. Silva, because of his recent appointment to the position). These proposed solutions, which represent consensus from 85% of the road's residents, in our view solve all of the safety issues at the Glendon Drive intersection, and throughout the length of the road.

Our proposed solution was as follows:

- A simple right-in-right-out at the Old River Road & Glendon Drive intersection (no major structural changes required, just updated and enhanced signage, and increased enforcement until drivers become accustomed to the changes)
- Designate Old River Road a "Community Safety Zone" with a maximum speed of 40km/h (again, with new signage and increased enforcement)
- Install removable speed bumps and/or convert the upper portion of Old River Road into gravel to deter through traffic (as one meeting participant described was successfully done on Boston Drive to discourage its use as a shortcut). Making Old River Road less convenient to non-residents will force people to change their driving habits, and instead use the major arterial roads (Glendon Drive, Vanneck Road)
- Additional signage, such as "No trucks allowed except for local deliveries"

Once these changes are implemented, traffic will naturally decrease and be largely restricted to local traffic. To our knowledge, no resident of Old River Road has been involved in any of the accidents reported at the Glendon Drive intersection, so we can assume that these were all involving non-residents. Reducing non-resident traffic is essential to ensuring safety along Old River Road and at the Glendon Drive intersection.

We have presented many cost-effective and simple solutions to slow traffic and reduce the use of Old River Road by non-residents. We have, as residents of the road, shown you unquestionably that we do not support the closure of Old River Road, and that there are serious safety concerns at play. We are increasingly frustrated that no matter what the residents say, you keep pushing the totally unacceptable idea of creating a Dead End Road. Why are you pushing an idea that the residents oppose, and that wastes taxpayer money unnecessarily?



cc. Alan Patton Law

OLD RIVER ROAD PROPOSED CLOSING

As a taxpayer in Middlesex Centre, and resident in the community of Old River Road, I would like to express my concerns on safety and freedom of access for medical purposes.

When my late husband and I decided to purchase our retirement home 10 year ago, on Old River Road, we had major concerns.

1. We wanted to have speedy access to a hospital in the event of a life threatening situation
2. We also wanted a safe community close to the city amenities and Old River Road Met that criteria.

Soon after moving here, my husband was diagnosed with cancer. It eventually affected his brain and seizures went from a possibility to reality.

I have, along with my neighbours on this road, have serious concerns with the proposed changes and the township's desire to block ingress or egress to our homes at Pulham Road.

When my late husband was unexpectedly diagnosed with brain cancer he started to experience seizures, and was partially paralyzed requiring significant medical and personal care. He had several trips to University Hospital. The EMS told me that the quickest way out was going up the hill and out Gainsborough or Fanshawe.

I also, had a previous surgery for an aortic aneurysm, requiring stents and graphs etc. and I recently suffered a heart attack. At that time the EMS had to come from Masonville area as there were no other units available. They also took the route north to U.H.

Brian Lima, the engineer, told the audience at the April 18th meeting, that we had quick access to ambulance service from the Komoka station and they would come in off Glendan Dr.

That is not exactly true, and I experienced that they can be dispatched from any where in the city. This would mean that all the ambulances would have to carry transponders to open the barricade on the north access. This is very expensive and I believe foolish.

TIME IS OF THE ESSENCE IN A MEDICAL EMERGENCY!!

2.

I have a lot of trouble envisioning the proposed and somewhat ridiculous idea of blocking the Pulham road access with barricades that Mr. Lima says will be controlled by the county garage personnel to open this barricade for any emergency. The cost to have this person 24 hrs. a day waiting to press a button to let vehicles through is not very realistic or cost effective. There are too many fallacies to this idea. What if the system fails such as a power failure or mechanical problem, EMS driver/fire do not have the contact number with them, or the previous driver accidently goes home with the transponder in his pocket, or there is a serious snow storm and there is a lot of snow between the barriers to get through? I know these examples may sound frivolous but barricades are barricades and can cause problems that cost time. They also deny the residents right of access and egress to their homes. And also now you want to relocate our mailboxes to some other location. I can't walk that far now so please don't take them further away.

Imagine for a minute, of an accident happening on the bridge and the road having to be closed at Glendon DR. There are at least 4 couples (seniors) living on Old River Rd. If a medical emergency should happen they are in trouble.

FIRE—If fire trucks are delayed by barriers and can't get to a house promptly, and serious damage occurs as a result, Who is responsible for this delay? I'm sure that my insurance company would not be very happy to know there are barricades on this road and special access is required.

MAINTENANCE---I do wish to say that the road I well looked after during the winter months. HOWEVER , I would like to explain that Mr. Lima's "speedy response time" to these barricades may not always work as planned. On a Saturday morning this winter, I walked out to the mail box to retrieve my newspaper. As I proceeded to walk back across the road, I did not realize that the road had patches of black ice. I fell down rather hard but not seriously hurt but was immediately aware that if a car was coming

down the hill and couldn't stop I could have been hit. Further more, a vehicle could have lost control and had serious consequences.

I called the township offices but they were closed. I then called Mr. Lima's line thinking that it might refer me to a road service person to dispatch some salt and sand. However, it said that Mr. Lima was away on vacation and would not return for a week. I then called the county garage and they advised me it was the Township's responsibility and that maybe I should call the OPP. I called the OPP and got a dispatcher in Toronto who didn't know the severity or location of the problem. They called the local OPP to help. Now, if this is serious emergency, who will take care to manage these barricades. Councillors, and whoever it may concern, I ask you to consider these submissions and help us find a much cheaper and simply solution to this engineering proposal. PLEASE DO NOT CLOSE THIS ROAD. This road should remain open for the convenience and safety of the residents. Find a solution to discourage and retrain the drive through traffic. That should cut the traffic flow considerably. I speak for all of us that we are not happy with all this unnecessary expense and undoubtably tax increases and a reduction in our services.



Friday, April 21, 2017

Attention: To Whom It May Concern

Re: Glendon Drive Streetscape Class EA - Old River Road (ORR) and Pulham Road

Following the meeting with Stantec Consulting Ltd. on Tuesday, April 18, we find it necessary to submit our concerns & thoughts with the proposal to close ORR at Pulham Road along with proposed changes at ORR/Glendon Dr.

Forcing residents of ORR, along with our family/friends & others, to use the Glendon/ORR intersection in GOOD or BAD weather is simply unacceptable.

The reported accidents at ORR & Glendon should decrease from 32 with less traffic on ORR...but the future accidents that could happen will most likely be friends/family/etc. of ORR residents as Glendon gets busier. Most will not be familiar with the hill or intersection at Glendon which will put them at a huge risk....**this is something that we simply CAN'T stand by and let happen.** This is verified in that the accidents that currently happen at ORR/Glendon involve people who don't live on or know ORR.

In addition, with the proposed closure at Pulham Rd., we feel that for 3 to 5 months of the year, construction, postal, courier, service/repair companies who feel the hill is not safe to use, will start avoiding it making those of us at the top of the hill very isolated.

Forcing residents of ORR, our family & friends, to use the ORR hill in bad weather is unacceptable.

Forcing us to have only one choice in how we, the residents of ORR, get to and from our homes, is totally unacceptable.

The utter thought of us having to call someone to open a gate in the event of bad weather or worse, an emergency, is a complete insult to ALL residents of ORR.

As for Glendon Dr., we feel that there should never be a left turn from Glendon on to ORR, especially with the proposal to move the ORR intersection to the west/further up the hill toward Kilworth.

Vehicles coming over the Glendon hill in inclement weather and/or driving too fast or distracted, will instinctively still hit their brakes when they see cars stopped (it is a known fact that drivers respond in this manner), thus losing control. With the intersection closer to the top of the hill, the consequences will be much worse. Those of us waiting to make that left turn will be SITTING DUCKS....more than ever!

We consider the visibility to be fine at the ORR /Glendon intersection and the intersection should remain where it is. Unfortunately, the main problem is the speed of the traffic on Glendon, the volume of the traffic at certain times and, mostly, the impatience of non-resident drivers exiting ORR at Glendon.

How about a lower speed limit from Komoka to the Kilworth Bridge or beyond? Not only will this assist ORR residents making turns but also those living on Glendon/Oxford. It might even encourage some to use the 402 or Komoka Rd./Gideon to Oxford or Longwoods.

In conclusion, we feel that there have been many other valid, constructive and intelligent suggestions & proposals put forth by the residents of the ORR area & we expect all involved in decision-making to respect the ideas with the utmost thought & consideration. **With a combined residency of over 90 years at our ORR location, our expectations are high for the decisions that will be made.**



From: [Bartlett, Isaac](#)
To: [Bergman, Stephanie](#)
Subject: FW: ORR
Date: Friday, May 19, 2017 4:21:11 PM

[Additional comments](#)

From: Claire Walsh [mailto:mgbgirl1979@gmail.com]
Sent: May-19-17 9:00 AM
To: Bartlett, Isaac <isaac.bartlett@stantec.com>
Subject: Fwd: ORR



To whom it may concern,

I am a resident of Old River Road and one of at least 4 residents who are Health Care Providers.

If ORR is blocked at the River end (as occurred in 2009) or if the road is icy it may be unsafe to travel down from the top of the hill and going via Pulham Road is the only way to exit. A gate has been proposed as a solution for traffic control on ORR. I think this creates a new concern. If this gate is unable to be opened due to human/mechanical problems I may be unable to provide care in a timely fashion. A patient may then suffer a negative result and while I may be protected from liability by my medical association the liability for a negative outcome may extend beyond me and should be considered.

I think we need to look at other options to ensure the safety of ourselves and those we serve. The traffic calming measures suggested by and supported by the residents of ORR seem to be a reasonable, cost effective proposal which deserves to be tried for a period of time rather than the drastic measures suggested i.e. culdesacs and gates.



To: Stantec Consulting Ltd.
Cc: Municipality of Middlesex Centre
Middlesex County, attention Chris Traini

May 15, 2017

Re: Closing of Old River Road

Good Morning Isaac

I feel that the proposed closure of Old River Road, as put forth by Stantec, is unworkable in its current form to the residents of the Old River Road.

It is not possible to physically restrict the flow of through traffic without seriously inconveniencing the residents of Old River Road. Therefore, a compromise must be sought which, on the one hand, discourages through traffic as much as possible and, on the other hand, allows as much flexibility as possible to residents. The proposal put forth by Stantec does not achieve that compromise. We have put forward a proposal to restrict turning movements at Glendon Drive along with a reduced speed limit. Combined these are a workable compromise that will reduce commuter traffic.

The use of a gate to allow for emergency access is not, in my opinion, a workable solution. Even if the gate is controlled electronically, there remains the question of control. To suggest that, in an emergency, the County works yard on Gainsborough can be contacted is just not realistic. If you are insistent on keeping this option available for further discussion, we ask that you please provide a detailed management plan, identifying what constitutes an emergency, who will have control over the operation of the gate and when it will be opened.

Furthering on the gate issue, I do not feel comfortable using the hill during the winter months, particularly after a heavy winter storm and particularly when I am transporting my grandchildren around. Am I expected to rely on the County works yard to open the gate every time I want to leave my house? This does not seem like a reasonable or fair solution to have the residents of Old River Road deal with every single day.

Regards,

Glenda van Logtenstein

Dear Stantec:

This letter is a follow up to the community meeting held at the wellness centre regarding a solution to the traffic problem on Old River Rd.

Certainly the increased traffic volume on both Glendon Rd. and Old River Road is a problem, but this problem became highlighted due to the engineering issues with the new bridge when it was constructed. Little was mentioned of the human toll exacted by the blind spot created by the bridge. This ongoing threat to safety and how its being handled only highlights the mishandling of the now concerns with Old River Road.

For example, there is a dip in the center of the bridge. As well, when they made the bridge they elected to raise the side wall of the bridge. I have been told this is due to road codes. When a car is waiting to exit Old River Rd. and gauging a gap to exit while looking uphill, a car may enter the dip on the bridge. Without knowing the car is in the dip, the exiter then pulls out in front of the oncoming car accounting for over 50% of the accidents in that corridor and I expect, the vast majority of the severe and life threatening accidents. Examples were mentioned of one victim of this engineering error now being barely functional. I mention this safety risk problem for a

number of reasons: 1. To highlight that the problem is not a traffic volume issue on Glendon Rd. That certainly complicates, but its not the issue. It does, however, highlight the ability of the township to govern a bridge, a road and the issues involved. Even with sever injuries and sever drain on EMS resources, it took years to have the railing cut in half to improve visibility. It helped, but how about taking the whole rail off? Surely, road code for wall height doesn't trump causing accidents. Why so long to get it cut in half? Why not all the way off since it still obscures? Why not some way to convey a warning to drivers pulling up to that stop? When it comes to managing a closed gate at the top to Old River Rd. I can only imagine how poorly this would be managed, relatively speaking.

2. Concerns were erred with explaining the dangers of driving down the hill in bad winter weather. Calling a gate keeper in this situation seems problematic considering the mismanagement of the dangerous corner. Also, when speaking to OPP who were on the road managing a dangerous driver who went off the road, the officer clearly was nervous to be in the road. I asked if he knew how fast and crazy the drivers were using the road. He was well aware. However, the township has not conveyed to the OPP an increased importance for policing Old River Road. Speeding traffic

has increased. Heavy truck traffic has increased and there is now school bus through traffic on the road-which is new and unchecked. Ongoing examples of mismanaging this big issue does not hold hope for good gate management.

3. Finally, is the irony not lost on the fact that the proposed closing forces the residents who have been at risk since the new bridge was put in, to be further put at risk with a dangerous winter hill, complicated EMS responses and being forced to exit in the most dangerous fashion. Moving the exit up the hill for better site lines does not solve the problem of increased traffic volume. This is another variable being managed by the township.

Lastly, it seemed painfully evident that Stantec was invested in having the road closed-stubbornly so. The traffic calming measures were not addressed. They are not new information, yet the reason for not choosing them wasn't explained. The closest explanation was that speed bumps are not traffic reducing items. This may be true, however, disruption and irritation to through traffic is the goal. Changing drive habits away from Old River Road, the sagging hill and dangerous exit is the goal.

I sincerely hope Stantec will listen to people who live the road and know the dangers. This is a unique situation requiring out of the box, unique thinking. Closing the road is not the solution. Changing driver habits is.

Sincerely,



Attn: Stantec; Municipality of Middlesex Centre

Re: Old River Road safety concerns

To whom it may concern,

My name is John van Logtenstein, and I am writing to express my sincere concerns with the current proposal for the redevelopment of Old River Road between Glendon Drive and Vanneck Road, as presented during the April 18th meeting at Komoka Wellness Centre. My wife Alexis and I were in attendance, and share the concerns of Old River Road's residents; we also feel that these concerns were not taken seriously, or given adequate consideration during the meeting.

My wife and I use Old River Road extensively (multiple times per day) because my parents, Bill and Glenda van Logtenstein, live on the upper part of the road. Bill and Glenda frequently provide child care for our 8 month-old son, and as a result, we do many pickups, drop offs, and visits on Old River Road. Thus, while we are not residents of the road ourselves, we have a personal and vested interest in ensuring the road's accessibility and safety. We are also mindful of the fact that, in the future, it is possible that our son will be picked up / dropped off by the school bus at Bill and Glenda's house, and therefore we are also concerned about how the development proposal could impact school bus access and safety.

Currently, we make an effort to avoid making left turns off of Old River Road onto Glendon Drive (i.e., when heading towards London), because we feel that these turns are risky, particularly in poor weather conditions. In these situations, the Old River Road connection to Vanneck Road is essential, and ensures quick and safe travel between Middlesex Centre and North-West London. We feel strongly that if the cul-de-sac proposal is implemented, it will sacrifice the safety of Old River Road's residents, by forcing them to frequently make this dangerous left turn out of Old River Road, whenever they are heading into the city. Given the current patterns of our (again, very frequent) use of Old River Road, we feel that the "Right In Right Out" strategy at Glendon Drive would not pose any inconvenience to regular users (would not limit typical travel), and would encourage safe driving practices.

Removing the connection between Old River Road and Vanneck Road, on the other hand, would present significant access challenges to both residents and guests, particularly during inclement weather. It would also have the effect of destroying a scenic thoroughway in our community, and turning Old River Road into an "island" that is isolated from the rest of the residential area. As neighbours who are also concerned about traffic issues on Old River Road (e.g., high speed users), we want to be clear that we are not arguing that non-residents should not use and enjoy this beautiful road; rather, we want to find solutions to ensure the safe enjoyment and preservation of this area (e.g., designating it as a Community Safety Zone).

Finally, with regard to school bus use of this road, we are specifically concerned about the ability of school buses to navigate the proposed cul-de-sac, in particular the Old River Road hill. Historically (and I can say this as an individual who grew up on Old River Road in my parents' current house), school buses would enter via Vanneck Road, pick us up at the top of the hill, and then turn around in my parents' drive way and exit again via Vanneck. Never once did the bus attempt to travel down the hill to the Glendon end of Old River Road, and as you know, this would be near impossible in poor weather conditions. In the proposed cul-de-sac design, children being picked up from the houses at the "top" of

Old River Road would need to be bused down the hill towards Glendon Drive. We feel this is not only an extremely unsafe proposal for the residents' children, but also a significant liability for the school board and municipality. Although Stantec attempted to "solve" this problem by saying that the school board could send vans, instead of buses, in my opinion this was merely an attempt to push aside this significant safety issue without giving it due consideration. It is no safer for vans with our children to be navigating this steep hill every day than it would be for a bus. Moreover, this issue is but one small symptom of the larger problem (which Stantec has failed to fully acknowledge) with forcing residents to navigate the Old River Road hill on a daily basis (in all seasons) once Vanneck Road access is closed off. A few of the Old River Road residents who are health care providers made this point very clear in their descriptions of how the cul-de-sac plan would negatively impact their ability to provide emergency services to their patients.

Thank you for your consideration of our concerns in this matter. Please take the residents' concerns seriously, as they are the people who will be immediately and most acutely impacted by your decisions regarding this plan, and they are the ones who will have to live with its effects for years to come. We are optimistic that a revised plan for Old River Road can be formulated that will reduce traffic, mitigate safety concerns, and maintain resident access, while also preserving the integrity of the Old River Road throughway.

Sincerely,

John van Logtenstein

I am writing as a resident on Old River Rd.

I understand the intersection at Old River Rd. and Glendon Drive is a very dangerous one and some realignment of the intersection will be necessary to make it safer than it presently is.

Part of the issue is the amount of traffic on Old River Rd. If traffic volume is reduced, this would reduce the probability of accidents at that intersection.

I believe that driving behavior can be changed. Installing traffic calming measures will cause users to re-think their driving pattern. At present many drivers use Old River Rd. as a short cut. If that perception can be changed we can change driving patterns of present users. Below are a few traffic calming measures that I believe will alter the way people now use Old River Rd.

- Speed bumps
- Designate Old River Road to a "Community Safety Zone" with max 40 km/h
- Better enforcement of no transport trucks allowed by means of better signage
- Increased Police presence to teach drivers to pay attention to speed and driving habits
- Turn at least a portion of the road back to gravel

The changes made to Boston Road provide a precedent. Boston Road was once tar and gravel. It was a great short cut I used regularly. It was changed back to gravel and that is what altered my use of that road. This did change my driving pattern and now I head north to Egremont Dr. I believe that community was successful in altering the driving habits of those of us who were using their road as a "short cut". It is no longer worth it to take this route given the aggravation of slowing down, pot holes, and a dirty vehicle.

Old River Road is perceived the same way; a short cut for many from North of London, Kilworth and Komoka. For through traffic flowing from north to south, it is a short cut but actually saves only a few minutes. If we can change driving habits of present users, by using traffic calming measures or other deterrents as was the case on Boston Rd., then our road will be safer for all of us who live on it, allowing us to enjoy this beautiful area in our community.

In conclusion, although a paved road is preferable, if it's a choice between no access or gravel, I choose gravel.

Susan & Kevin Marshall



May 7th 2017



I am a resident of Old River Road and practice medicine as an anaesthesiologist at Strathroy Middlesex General Hospital (SMGH). I would like to express a deep concern that I have with the current proposal for revision of Old River Road. As I understand the present proposal from Stantec my only exit route from my home will be to turn right onto glendon road and I will have no access to pulham road. As an anaesthesiologist, I am on call approximately 80 times per year. SMGH is a level 2 obstetrical hospital which means I am required to arrive at the hospital within 30 minutes for obstetrical emergencies. Last year there were 250 births at SMGH and 20 % of them were by caesarian section. I am extremely concerned about my ability to meet my professional obligations under the proposed redesign. My house is at the top of the hill. During the winter it often becomes very treacherous driving down this hill and my wife and I will use the pulham road exit. This will become even more of an issue with the reduced priority of snow clearance that old river road will have. It is not a matter of if but when I will be unable to make it to the hospital in time for an obstetrical emergency. This time constraint makes it unfeasible to have someone drive out in the middle of the night to open a suggested gate on pulham road. The consequences of not reaching the hospital in an acceptable time could lead to a very unfortunate outcome for a newborn. I plan to review my coverage for these liabilities with the Canadian Medical Protective Society and I suggest you review the liabilities of the municipality as well. I urge you to recognize the significant negative impact that your proposal could have, not only on the road's residents, but on the wider community as well.



Attn: Stantec; Municipality of Middlesex Centre

Re: Old River Road safety concerns

To whom it may concern,

My name is John van Logtenstein, and I am writing to express my sincere concerns with the current proposal for the redevelopment of Old River Road between Glendon Drive and Vanneck Road, as presented during the April 18th meeting at Komoka Wellness Centre. My wife Alexis and I were in attendance, and share the concerns of Old River Road's residents; we also feel that these concerns were not taken seriously, or given adequate consideration during the meeting.

My wife and I use Old River Road extensively (multiple times per day) because my parents, Bill and Glenda van Logtenstein, live on the upper part of the road. Bill and Glenda frequently provide child care for our 8 month-old son, and as a result, we do many pickups, drop offs, and visits on Old River Road. Thus, while we are not residents of the road ourselves, we have a personal and vested interest in ensuring the road's accessibility and safety. We are also mindful of the fact that, in the future, it is possible that our son will be picked up / dropped off by the school bus at Bill and Glenda's house, and therefore we are also concerned about how the development proposal could impact school bus access and safety.

Currently, we make an effort to avoid making left turns off of Old River Road onto Glendon Drive (i.e., when heading towards London), because we feel that these turns are risky, particularly in poor weather conditions. In these situations, the Old River Road connection to Vanneck Road is essential, and ensures quick and safe travel between Middlesex Centre and North-West London. We feel strongly that if the cul-de-sac proposal is implemented, it will sacrifice the safety of Old River Road's residents, by forcing them to frequently make this dangerous left turn out of Old River Road, whenever they are heading into the city. Given the current patterns of our (again, very frequent) use of Old River Road, we feel that the "Right In Right Out" strategy at Glendon Drive would not pose any inconvenience to regular users (would not limit typical travel), and would encourage safe driving practices.

Removing the connection between Old River Road and Vanneck Road, on the other hand, would present significant access challenges to both residents and guests, particularly during inclement weather. It would also have the effect of destroying a scenic throughway in our community, and turning Old River Road into an "island" that is isolated from the rest of the residential area. As neighbours who are also concerned about traffic issues on Old River Road (e.g., high speed users), we want to be clear that we are not arguing that non-residents should not use and enjoy this beautiful road; rather, we want to find solutions to ensure the safe enjoyment and preservation of this area (e.g., designating it as a Community Safety Zone).

Finally, with regard to school bus use of this road, we are specifically concerned about the ability of school buses to navigate the proposed cul-de-sac, in particular the Old River Road hill. Historically (and I can say this as an individual who grew up on Old River Road in my parents' current house), school buses would enter via Vanneck Road, pick us up at the top of the hill, and then turn around in my parents' drive way and exit again via Vanneck. Never once did the bus attempt to travel down the hill to the Glendon end of Old River Road, and as you know, this would be near impossible in poor weather conditions. In the proposed cul-de-sac design, children being picked up from the houses at the "top" of

Old River Road would need to be bused down the hill towards Glendon Drive. We feel this is not only an extremely unsafe proposal for the residents' children, but also a significant liability for the school board and municipality. Although Stantec attempted to "solve" this problem by saying that the school board could send vans, instead of buses, in my opinion this was merely an attempt to push aside this significant safety issue without giving it due consideration. It is no safer for vans with our children to be navigating this steep hill every day than it would be for a bus. Moreover, this issue is but one small symptom of the larger problem (which Stantec has failed to fully acknowledge) with forcing residents to navigate the Old River Road hill on a daily basis (in all seasons) once Vanneck Road access is closed off. A few of the Old River Road residents who are health care providers made this point very clear in their descriptions of how the cul-de-sac plan would negatively impact their ability to provide emergency services to their patients.

Thank you for your consideration of our concerns in this matter. Please take the residents' concerns seriously, as they are the people who will be immediately and most acutely impacted by your decisions regarding this plan, and they are the ones who will have to live with its effects for years to come. We are optimistic that a revised plan for Old River Road can be formulated that will reduce traffic, mitigate safety concerns, and maintain resident access, while also preserving the integrity of the Old River Road throughway.

Sincerely,

John van Logtenstein

Email submission from Kent Trollope re: Old River Road Closure

Good morning Bob,

Thanks for adding my OPP email and including me in the info updates. Unfortunately, I will be unable to attend the meetings tomorrow night or on the 18th as I work Night shift for both. I will attempt to attend during my shift on the 18th, but that will be depend on my calls for service.

I will have a more thorough read of the email Bill sent me re: possible OPP perspective on the proposed changes. I can only give my opinion and that does not reflect the OPP's formal stance in any way.

As it stands with me now, I do have a few thoughts. They are as follows:

The no-left turn either direction would obviously cut down on the collisions or close calls, at the ORR/Glendon intersection. As stated in the email, the potential for collisions only will increase with the addition of housing to the west in Komoka and Kilworth.

Adding removable 'speed tables' during the non-winter months would be a viable idea. The township would be able to remove to facilitate road clearing when required.

With the closing of the tracks idea, it is absolutely ridiculous, as far as safety issues are concerned. Providing keys or the pass codes to all possible First Responders that would service the area would be a logistical nightmare. Also, response times would increase on Pulham/ORR, which may have detrimental consequences. Say for instance, the EMS crew from the Komoka station was busy on a call. The next closest station in in Hyde Park. They would either have to 1 of 2 options. Either stop, open the 2 gates (if they had the key/code) and continue to their call, or drive to the 5 Corners and around to Glendon and make the dangerous left onto ORR. Fire and OPP would experience

the same issues.

Maintaining/ensuring the tracks were consistently clearing of snow for emergency travel would also be a headache for the township. The plows would be needed to make their runs over as frequently as the would on the nearby roads in general.

Farming equipment and oversized vehicles, like buses and moving vehicles, using the hill would cause safety issues too. The road is narrow enough on the hill with the tight bend, but throwing in an oversized combine or a tractor/trailer, and the possibilities of getting stuck or sideswiped increase quickly.

I believe there will also be an increase in dumping of garbage, especially on the north side of the tracks on Pulham if the gates are put in. As I have witnessed across the county, construction waste is being frequently being deposited at dead ends and there is no reason to believe this will not happen on Pulham with the lack of through travel. We have had issues of garbage dumped along the ditch of our field already.

I expect many of the above issues have already been raised and thoroughly discussed by the group.

Please keep me in the loop.

Best regards,

Kent

April 19, 2017

Dear Stantec Team, Chris Traini, Brian Lima, and to those whom it may concern:

On my way driving to the Wellness Centre on the 18th of April I was hopeful.

Hopeful that I could make a positive impact on my community by having my opinions heard and respected by open-minded professionals.

Hopeful that my concerns, such as leaving open the risky left turn onto Glendon, would be acknowledged by professionals that would appreciate the serious danger it poses to the whole community.

Hopeful that they would recommend changes that were safe.

Hopeful I was indeed.

I left distraught, and cynical.

Upon opening up the floor to questions, it became quickly apparent that little concern was paid to our community's legitimate fears. Months of dialogue seemed to have been completely ignored. Instead, we were treated like insignificant human pawns to be shuffled around some map, with no regard for our own safety. The Napoleon complex exhibited by the cul-de-sac militants made me feel like they would readily march me and my neighbours down in the middle of winter down the perilous Old River Road hill, and then sacrifice me at the intersection of Glendon and Old River Road... for they themselves do not have to turn onto the road, nor do they have to go down the hill of Old River Road. They had a one track mind... set to dictate their plan, which curiously was not only one of the most expensive to taxpayers, but perhaps one of the most profitable for themselves as well.

It shameful that last night's event was masqueraded as a public community learning opportunity. A euphemism at best. If anything, it was a confirmation of my fear that our concerns would go completely unacknowledged. Shameful.

In light of this, I encourage you to support what the will of the community supports. *The community supports safety.* In other words, there should be a closure of the left hand turn onto Glendon, and the continued open existence of Old River Road.

Sincerely,


Michael @ [unclear] LL B

From: [Bartlett, Isaac](#)
To: [Bergman, Stephanie](#)
Subject: FW: Old River Road Issues
Date: Friday, May 19, 2017 4:16:43 PM

[For compilation of the comments](#)

From: gunnerer@gmail.com [mailto:gunnerer@gmail.com] **On Behalf Of** Scott
Sent: May-18-17 1:23 PM
To: Bartlett, Isaac <isaac.bartlett@stantec.com>
Cc: bill.vanlogtenstein@dairylane.ca; stericorp@rogers.com
Subject: Old River Road Issues

Please accept this letter as our objection to the most recent plans submitted by the municipality in regard to Old River Road, Middlesex Centre. The current plan to block access to the north exit is unacceptable for both safety reasons and property values. The span of the project is to reduce cut through traffic and reduce accidents on the bridge. The simplest of all solutions which we have respectfully submitted have been ignored while more expensive and restrictive solutions have been brought forward. The committee has made several requests to present at council meetings which have been denied. This process should be fair to all residents on the road and be inclusive of our solutions.



From: [Bartlett, Isaac](#)
To: [Jamie Neely](#)
Cc: bill.vanlogtenstein@dairylane.ca; [Bob Burns](#); [Bergman, Stephanie](#)
Subject: RE: Regarding not closing Old River Rd
Date: Wednesday, May 17, 2017 6:59:00 AM

Thank-you for your comments Jamie,

We will review these along with the other comments received, and bring them forward for discussion with Middlesex Centre and the County of Middlesex. Following that discussion, we will be able to respond to your comments specifically.

In the meantime, if any other questions come to mind, please feel free to reach out.

Thanks,

Isaac Bartlett, P.Eng., ENV SP

Associate, Transportation
Stantec
600-171 Queens Avenue, London ON N6A 5J7
Phone: 519-675-6643
Cell: 519-282-3230
Fax: 519-645-6575
isaac.bartlett@stantec.com

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 Please consider the environment before printing this email.



tericorp@rogers.com>

Subject: Regarding not closing Old River Rd

Please find attached a letter regarding keeping the road open and considering traffic discouraging measures such as speed bumps, gravel at the top and bottom, as well as designation of a safe zone and restricted turn times.

Thank you,

Jamie

Dr. Jamie Neely

From: [Bartlett, Isaac](#)
To: [Stericorp](#)
Cc: [Bergman, Stephanie](#)
Subject: RE: E A STUDY, GLENDON DRIVE
Date: Wednesday, May 17, 2017 6:59:02 AM

Thank-you for your comments Bob,

We will review these along with the other comments received, and bring them forward for discussion with Middlesex Centre and the County of Middlesex. Following that discussion, we will be able to respond to your comments specifically.

In the meantime, if any other questions come to mind, please feel free to reach out.

Thanks,

Isaac Bartlett, P.Eng., ENV SP

Associate, Transportation
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From: [Bartlett, Isaac](#)
To: [John van Logtenstein](#)
Cc: [Bergman, Stephanie](#)
Subject: RE: Old River Road Submission
Date: Wednesday, May 17, 2017 6:58:59 AM

Thank-you for your comments John,

We will review these along with the other comments received, and bring them forward for discussion with Middlesex Centre and the County of Middlesex. Following that discussion, we will be able to respond to your comments specifically.

In the meantime, if any other questions come to mind, please feel free to reach out.

Thanks,

Isaac Bartlett, P.Eng., ENV SP

Associate, Transportation
Stantec
600-171 Queens Avenue, London ON N6A 5J7
Phone: 519-675-6643
Cell: 519-282-3230
Fax: 519-645-6575
isaac.bartlett@stantec.com

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From:
Sent:
To:
Subj:



Good evening Isaac,

Please find attached my written submission containing my thoughts/concerns on the plans for Old River Road. If you have any questions please do not hesitate to reach out to me.

Thanks,

John

From: [Bartlett, Isaac](#)
To: [Bergman, Stephanie](#)
Subject: FW: Glendon Drive Streetscape Environmental Assessment -Old River Road
Date: Wednesday, June 14, 2017 12:30:49 PM

FYI



ental Assessment -Old River Road

Hi Hugh,

I'm really sorry about not being able to release the reports, even redacted. Municipalities are not allowed to release the reports to the public in any format, and Stantec was only able to review under our confidentiality agreement for the project. You would be surprised how difficult it can be even for us to get the reports from the police in the first place.

Sightlines would be affected by any movement of the Old River Road intersection, both east and west. The eastern sightlines were greatly improved by the removal of the top bridge rail, but our ultimate goal is to make the sightlines better in both directions.

Sorry again Hugh but I'm not going to be able to release the reports. We have taken your comments seriously and they will be addressed in the environmental report.

Sincerely,

Chris Traini, P.Eng.
County Engineer
County of Middlesex
ctraini@middlesex.ca
(519) 434-7321 ext. 2264

From

Sent

To: C

Cc: 4antireotherman@gmail.com

Subject: RE: Glendon Drive Streetscape Environmental Assessment -Old River Road

Hi Chris

Thank you for the response. I have been in dialogue with Isaac Bartlett, following up on two matters we discussed. Following his latest response I am both confused and troubled.

The confusion pertains to the sight line issue. My recollection of our discussion is that you expressed the view that the sight line to the east from Old River Road Glendon intersection is fine, that the 2009 work on the county undertook on the intersection had addressed the prior problem and that the sight line issue driving the current proposal is the sight line to the west. You advised that your understanding is that that moving the intersection further west would improve the westerly sight line, though you expressed some doubts on whether this could be accurate. Isaac however has recently advised that the sight line issue of concern is the sight line to the east over the bridge. So I am confused. Are you able to clarify the position?

The troubling point is that Isaac has advised that the county has determined that it is unable to release the even redacted versions of the collision reports due to some ongoing privacy issue discussions. Given that the reports were made available to Stantec's engineers, why can they not be made available to concerned residents? What is the precise privacy issue? As I expect you can appreciate given that the accident data is the core basis for the recommendations to alter the ORR/Glendon intersection, without reviewing those (redacted) reports we are at a significant informational disadvantage. The drawings prepared by Stantec do not necessarily reveal all relevant information on the cause(s) of the accidents. I respectfully request that the county reconsider its position on releasing the reports.

Regards

Hugh

From: Chris Traini [<mailto:ctraini@middlesex.ca>]
Sent: Tuesday, May 23, 2017 9:40 AM
To: Hugh Gillespie
Subject: RE: Glendon Drive Streetscape Environmental Assessment -Old River Road

Hi Hugh,

Sorry for missing your previous email.

It is certainly well within your rights as a community to make the request to ban left turns out of Old River Road to Glendon Drive, and as with any such request it would be reviewed by Middlesex County and Middlesex Centre, likely by both Councils, prior to making a change. There is not really any set number for a sufficient portion of the community, the more the better for any type or request that requires political support. Signage at several locations would need to be considered as detailed below, and we would evaluate what is required if and when the proposal was accepted.

Please submit this request along with any other comments you may have on the EA. While I

appreciate your confidentiality regarding our meeting putting the road back to a granular state, this has already been discussed along with a number of other potential alternatives with other members of the community. You are correct that decision (gravel) would need to be made by Middlesex Centre and I was offering my opinion based on previous experience and general transportation theory.

Sincerely,

Chris Traini, P.Eng.
County Engineer
County of Middlesex
ctraini@middlesex.ca
(519) 434-7321 ext. 2264

From: Hugh Gi
Sent: Thursday
To: Chris Traini
Subject: FW: G assessment -Old River Road

Good Morning Chris,

Just following up on this note. It would be very constructive to receive from you your thoughts on what level of Old River Road residents support you think would be material in determining whether to proceed with the no right turn at the ORR/Glendon intersection.

Regards

Hugh

Fr
Se
To
Su assessment -Old River Road

Chris,

Thanks again for meeting with me last week. I appreciate your making the time and your feedback and observations. I have one follow up question and one request.

The question pertains to your comment that if a sufficient proportion of the Old River Road residents support changing the Old River Road/Glendon intersection to a no left turn intersection, you would support that change and be prepared to post a sign and that the county, or perhaps the township, would post a sign to that effect also at the Pulham road end of Old River Road. I agree that this

measure combined with other measures designed to discourage through traffic (e.g. converting the level portion of Old River Road to gravel, should the township agree) might be enough to reduce through traffic to a level where the accident incidence drops to a level which render unnecessary other proposed changes which are meant to reduce the accidents incidence. It is at least worth trying before pursuing more expensive and disruptive options.

What would you regard as a “a sufficient proportion” of the ORR residents? Is 51% (by number of occupied properties) enough or is there an alternate threshold/measure which you would consider adequate?

The request pertains to the comment letter Catherine and I plan to submit to Stantec in response to the recent PIC supporting materials they sent us and subsequent communications with Stantec. I would like to include in our response a summary of the comments you made when we met. I would be careful to note (as you did) that comments pertaining to matters within the township’s jurisdiction (e.g. your opinion that reverting a portion of ORR to gravel might be effective to reduce through traffic) are for the township to address. Are you okay with that?

Regards,

Hugh

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From:
To:
Cc:
Subject:
Date:
Attachments:

[ini](#)

Good Evening Gentlemen,

Recognizing in partnership the Municipality and County's subject ongoing EA, I'm required in accordance with the Ministry of Environment and Climate Change's Municipal Class Environmental Assessment Act to summarize our consultation meeting had last week following the meeting of Council on Wednesday, May 10th. It should be noted that such meeting was scheduled by Councilor Derek Silva in discussion with Bill Van Logtenstein, and Brian Lima was invited and advised of such meeting by Councilor Silva prior to the start of said Council meeting. Accordingly, please review the following discussion summary below and advise of any required changes by week's end; after which it will be assumed that all parties are in agreement with such summary:

At the aforementioned meeting involving Bill Van Logtenstein (resident of 11067 Old River Road), Derek Silva – Ward 4 Councilor (Middlesex Centre) , and Brian Lima – Director, Public Works & Engineering (Middlesex Centre), Bill indicated the reason for such meeting was to “brainstorm” other possible ideas associated with his concern of the anticipated increased volumes of traffic expected to utilize Glendon Drive as a result of planned development in Kilworth, and specifically expressed concern with the proposed alternative of increasing Glendon Drive to four lanes when the existing bridge connecting drivers to the City of London, also equally owned by Middlesex County, is currently a two-lane cross section. Bill proposed that the Municipality of Middlesex Centre request the City to construct a new bridge over the Thames River through private lands owned by South Winds Developments Co. Inc., Don Black Investments Limited, and through the Province's Komoka Provincial Park administered by Ontario Parks, or request the City to pay for the widening of the existing Kilworth bridge.

In response, Brian Lima explained to Bill and Councilor Silva that based on recent discussions with staff from the City of London's Transportation Engineering Department, that recognizing the City has just invested funds in 2011 in partnership with Middlesex County to rehabilitate the existing Kilworth bridge structure, that they acknowledged that said structure should have been widened in hind sight, but irrespective the City are not going to invest any further capital dollars into said structure for at least 25 years. Additionally, Brian explained that the City would not fund the construction of an alternative new bridge structure outside the City of London's jurisdiction as proposed by Bill.

Also Brian Lima, explained to Bill and Councilor Silva that the installation of a new secondary bridge over the Thames River through the Komoka Provincial Park would likely not be supported by Provincial staff and would have significant environmental impacts to the park itself. Such proposal as recommended by Bill would not be supported by Brian Lima because of such significant environmental impacts.

Brian Lima once again stated that resident and external travelers of Kilworth/Komoka have the option of entering the City of London utilizing either Gideon Drive, Glendon Drive, or Vanneck Road assuming commuter traffic is eliminated as proposed for Old River Road.

Councilor Derek Silva also responded to Bill's suggestions by highlighting many of same points identified by Brian Lima.

Brian Lima once again encouraged Bill to file such commentary and recommendation through the ongoing EA consultation process by sending such in the form of an email, letter, etc. to either Brian Lima, Chris Traini, Stantec, or via the project website <http://glendondrive.mindmixer.com>.

Bill – Once again, I thank you for your continued involvement in the subject EA consultation process, expression of interest in the project and your recommendations for the betterment of our community!

Have a great evening!

Brian Lima, P.Eng.

Director of Public Works & Engineering

Middlesex Centre | lima@middlesexcentre.on.ca

10227 Ilderton Road, RR#2 | Ilderton, Ontario, N0M 2A0

Tel: 519.666.0190 | Fax: 519.666.0271

From: Chris Traini
To: [Bergman, Stephanie](#); [Brian Lima](#)
Subject: FW: Old River Road
Date: Tuesday, December 12, 2017 1:45:54 PM

FYI – I also received a call from Laurie Bowman (which I have not yet returned) which I'm sure is about the same issue.

Chris

Chris Traini, P.Eng.
County Engineer
County of Middlesex
ctraini@middlesex.ca
(519) 434-7321 ext. 2264

From: JoAnne [mailto:joannelaird50@gmail.com]
Sent: Tuesday, December 12, 2017 1:27 PM
To: Chris Traini <ctraini@middlesex.ca>
Subject: Old River Road

As you are likely aware, more accidents are happening at Glendon and ORR and the neighbourhood is buzzing. We need assistance now, not when a report is done next year. Eliminate left turns onto Glendon immediately please. This solution will stop the cut through traffic immediately. I know Lima will say that people won't abide by it, but if it's the law we can have the OPP assist - rather than attending accidents. I'm sure they would be on board.

From: [Bartlett, Isaac](#)
To: [Bergman, Stephanie](#); [Brian Lima](#)
Subject: FW: ORR
Date: Wednesday, December 13, 2017 2:07:32 PM

FYI Brian

Stephanie - for our response.

Isaac

From: Charlie Frank [mailto:charliefrank14@gmail.com]
Sent: December-13-17 1:05 PM
To: Bartlett, Isaac <isaac.bartlett@stantec.com>
Subject: Re: ORR

Hello Isaac

We have attached the letter from PIC #2 as it is still relevant

To make our point again, ORR has 3 distinct and different parts to it , the top, the bottom , and the hill.

There is no doubt in our minds that the road needs to stay open,so everyone that live on ORR have the SAFE and proper options, entering or exiting.

The new intersection at Glendon

We just can't understand how this study can still be promoting the Glendon intersection as the only entrance and exit for ORR, there are still going to be people trying to turn out into traffic.

The traffic volume is only going to get much heavier, creating more danger at RUSH HOUR.

.

Sitting in a turning lane, coming from Kilworth, waiting to turn left , on that hill, will be treacherous (IN SUMMER AND WINTER), people will try and make the turn when they should not, and accidents will still happen .

The problem will worsen because people will be sitting in the middle of 2 busy lanes (or 4), and feel a bigger need to try and make an unsafe turn.

Now there is 2 left turns that will create accidents

.

We were told at the PIC #3 , that we would have the option to go to the roundabout and come back, in stead of making a left turn out of ORR, this option is not possible making a left from Kilworth,

So how do we get home at RUSH HOUR.

This left turn in from Kilworth is much more dangerous then the left turn out, at least people have a choice to make a right turn when sitting there. Would you suggest that if someone was in the turning lane already, to then cut back into busy traffic, and go over the bridge to find some place to turn around , I don't think so

.

THIS IS WHY THERE NEEDS TO BE ACCESS AT BOTH ENDS.

The speed bumps and calming measures need to, and will work on this road, if given a FAIR chance, and DONE PROPERLY. Having a gate in the proposal ,as phase 2, is not acceptable, and should be taken out .

The SAFETY ISSUES of the Glendon Intersection, the hill , and a proposed Gate , combined , make any gate totally out of the question

It is impossible for anybody to guarantee 24 HOURS A DAY, that a gated road will be accessible. It only takes one time for a disaster.

We are still 100% opposed to any Gate on ORR

Charlie & Cathy Frank
11035 Old River Rd.

On Wed, May 17, 2017 at 8:22 AM, Charlie Frank <charliefrank14@gmail.com> wrote:

Hi Isaac

Attached is a letter with some of our concerns, over the proposed closing of ORR

Between my wife and I , we have over 90 years of experience living on ORR, and dealing with the hill and intersection at Glendon.

Please take our comments serious ,when considering plans for our road.

We own and operate a business on Gainsborough Rd. and are back and forth ,some days more than once . This proposal will add up to 4000 to 5000 km. per year to our commute , and add more stress, in trying to operate a business. If this proposal made any sense maybe we would understand, but I'm sorry, it just does not , and is creating a huge safety issue for everybody , including Middlesex centre.

There are many ways to solve the traffic issues on ORR that would make us and Mr. Lima happy
Please consider them

Thanks Charlie & Cathy Frank
11035 Old River Rd.

From:
To:
Cc:
Subject:
Date:

d River Road

Good morning Hugh and Catherine,

I hope you enjoyed your holidays. Thank you for providing your further comments. I can assure you that comments will be considered regardless of how they are submitted, and they will all form part of the project documentation. We offer some additional clarification on your comments below:

1. Determining the cause of 'the majority' of the accidents is not, and cannot be an exact science. There are many factors that would contribute to the cause of a given accident, some of which may be interpreted and recorded by the OPP first responder, and some may not. The determining of collision trends is a process that takes the information contained in the collision reports in the context of additional site conditions, which is then compiled and reviewed to determine if any patterns exist. We know from site measurements and personal experience that the sightlines at the intersection do not meet current safety guidelines. The recorded vehicle maneuvers for the collisions trend to the turning movements that this sightline would affect; therefore, it is our technical opinion that poor sightlines to the east are a significant contributing factor to the collisions at the intersection, albeit not the sole cause. We agree that there are other elements that can be incorporated to improve the trend, and lowering the speed limit in this stretch of Glendon Drive forms part of the overall recommendations.
2. We agree with your statement that an effective way of reducing the total number of collisions at the intersection is to significantly reduce traffic exiting Old River Road onto Glendon Drive. As noted above, maintaining the poor sightlines at the intersection will contribute to the collision trend; therefore, the combination of realignment and reducing volumes will significantly reduce the collision rate at the intersection as a combined solution.
3. The recommendations put forth are part of a network – realigning the intersection alone will not greatly improve conditions, and reducing through traffic on Old River Road is equally important to improving conditions at the intersection. By eliminating the ability to exit at Pulham and Vanneck, the demand for left turns onto and from Old River Road will be reduced significantly. Sightlines to the hill crest in the west are still within established standards, and the provision of a dedicated left turn lane will mitigate the potential for rear-end collisions as exists today, in addition to the previously mentioned reduction in speed limit along Glendon Drive.
4. It is the intent to implement the traffic calming measures to better assess their benefits and impact of diverting traffic along Old River Road prior to implementation of the Glendon / Old River Road intersection improvements, and that the construction of the roundabout is an important element of the recommended network of improvements and should be in place to adequately measure the effectiveness of the overall solution. The precise form of the traffic calming measures will be determined by the municipality, but the option to convert a portion of the road to gravel as noted by several commenters has been considered by the team. Such option introduces a number of concerns, particularly related to road runoff in proximity to the Thames River, erosion, and maintenance. It has been noted that this has successfully deterred cut through traffic in another

area of the municipality, but it should be noted that the geometry and overall context of Old River Road is unique, and thus the same it may not be equally as suitable in this context.

I hope this helps to clarify. Please feel free to let us know if you have any questions.

Stephanie L. Bergman

MA, ENV SP

Planner

Direct: 519-675-6614

Fax: 519-645-6575

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From:

Sent:

To:

Cc:

Traini <ctraini@middlesex.ca>

middlesexcentre.on.ca>; Chris

Subject: RE: Glendon Drive Streetscape Environmental Assessment -Old River Road

Stephanie

Thank you for the explanation and apologies for the delay in submitting our further comments. We prefer to comment directly to Stantec as opposed to posting on the website (though I have endorsed other's comments). If that preference in any way impairs the consideration which will be given to our comments, please advise and we will post them. Our comments (some of which were advanced in our 29 June 2017 submissions to Stantec and which have not been addressed) are:

1. That the root cause of the majority of the Old River Road/Glendon accidents is due to poor sight lines to the east has not been established. Despite our requests, anonymized data showing the cause of the accidents has not been provided. Recently posted comments (Charles G responding to Cate A on lowering the speed limit on Glendon and Rai D recommending additional no passing signage at the east end of the bridge.) identify driver impatience/speed by those driving on Glendon as contributing factors. To reduce accidents requires changing bad driver behavior. None of the recommendations advanced in the PIC process seek to address bad behavior by drivers on Glendon. Regrettably we view this as a major flaw in the analysis underlying the recommendations.
2. Apart from altering Glendon driver behavior, the only effective means of reducing Old River Road/Glendon accidents are to:
 - a. Stop traffic exiting Old River Road from turning left onto Glendon (note this assumes that the poor site lines to the east are a significant contributing factor; a fact not established to our satisfaction); and/or
 - b. Dramatically reduce the traffic exiting Old River Road onto Glendon.

3. The current recommendation to realign the intersection westward will increase not decrease (let alone stop) left turns from Old River Road onto Glendon as drivers will perceive the intersection to be safer due to improved sight lines to the east, resulting in more through traffic on Old River Road. Moreover sight lines to the west will be impaired and, importantly, during peak travel times and peak left turn onto Glendon times (the morning commute hours) the vast majority of the traffic on Glendon is heading east. We firmly believe accidents will increase. In a meeting between Hugh and Chris Traini on 1 May 2017, he expressed the same opinion as to the effect of the realignment. While it should not be a primary consideration, the negative impact on our property will be exacerbated. From our perspective the worse possible outcome is realignment and increased traffic on Old River Road.

4. The proposal to defer installing a gate on Old River Road and introduce traffic calming measures is a good one. If it is successful then a primary reason for the number of accidents at the intersection (the volume of traffic) will have been materially removed. If that transpires the primary justification for realigning the intersection (at considerable expense and substantial impairment of the enjoyment of our property) will cease to exist. We submit that it makes sense to defer realignment of the intersection until traffic reduction measures have been implemented and their effectiveness assessed. Realigning the intersection then introducing the traffic calming measures will undermine the effectiveness of the latter as drivers will be more attracted to use Old River Road post the realignment. We note that the proposal to return part of Old River Road to gravel, which we support, does not appear from the record we have seen, to have been given due consideration. We note that it has been advanced in the current comments and encourage Stantec to recommend and the Township to implement this additional traffic calming measure. We believe that a combination of effective year-round traffic calming measures, not realigning the intersection and, importantly the construction of the “5” Corners roundabout (which we support unequivocally) will cause drivers to change course and cease using Old River Road as a “short cut” to travel east towards London. We submit that there is little downside and much upside (reduced cost, effort, impact on our land) to deferring realignment of the intersection and to enhancing the proposed traffic calming measures. The test period should be of sufficient duration to permit an assessment of the impact of the roundabout which we believe will be material. The removal of the light at the Glendon Van Eck intersection will lead to more drives opting for that route.



consideration of our comments.

From: Bergman, Stephanie [<mailto:Stephanie.Bergman@stantec.com>]
Sent: Friday, December 08, 2017 12:14 PM
To: Hugh Gillespie
Cc: Bartlett, Isaac; Brian Lima; Chris Traini

Subject: RE: Glendon Drive Streetscape Environmental Assessment -Old River Road

Hi Hugh,

We understand your concerns with regard to the property impacts, and an increase in traffic volumes along the road would also impact all residents along the corridor. That is precisely one of the issues we are trying to address.

The excerpt from TAC is a guideline of the characteristics of a local rural road. The other classification is a local "urban" road, so rural would be the appropriate comparison. Note that these guidelines are just that, and they are not intended to be read as precise. The road classification is not just based on that kind of precise quantitative information. The criteria are a mix of qualitative characteristics of a typical roadway. The component of the traffic volume is measured in AADT, which is Average Annual Daily Traffic. The AADT for Old River Road is listed around 1500.

The ratio of through traffic to local traffic identified as part of this study was derived from a license plate count undertaken during the study. This compared the plates of vehicles as they entered and exited Old River Road, along with the time interval in between. This observation noted around 90% of the traffic passed through either end of Old River Road without stopping at a residence. This indicates that the road is currently being used primarily to move traffic versus providing local access.

If the gate was to be installed, we would expect to see a drastic reduction in traffic volumes. All resident/local traffic would now be using the Glendon Drive intersection for their access. As you are aware, the sight lines at the existing intersection should be improved. Whether the volumes on Glendon are maintained or are reduced, the turning movement safety is an issue with the existing intersection, hence the recommendation for realignment, independent of the roadway volumes.

I hope that provides some context.

Stephanie L. Bergman

MA, ENV SP
Planner

Direct: 519-675-6614

Fax: 519-645-6575

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From: [Redacted]
Sent: [Redacted]
To: Be [Redacted] <[Redacted]@[Redacted].com>
Cc: Ba [Redacted]

Subject: RE: Glendon Drive Streetscape Environmental Assessment -Old River Road

Thanks Stefanie for the responses. The only point that remains unclear to me is the relationship between current traffic levels and usage and volumes and usage consistent with the Local Road classification. The TAC extract you sent (thank you for that) refers to <1000 AADT. What does "AADT" stand for? Do you have data on the current typical volumes per day? In terms of the ratio of through vs. local traffic the extract you sent does not appear to record that. What is the TAC

characterization for a local rural road (Note that I am assuming Old River Road is a “local rural road” as that is the extract you sent. If not, please advise.)? How does that stack up against current usage. So that you understand where you are coming from, our concern is that if the realignment proceeds the impact on our property will be significant. Traffic volumes are a factor in that impact. If the gate is installed traffic volumes will be very low. If on the other hand the gate is not installed, we believe they will likely remain at current levels or quite possibly increase. What we are trying to understand is the maximum volume of traffic and the usage ratio which would trigger the installation of the gate, and how that compares to current or recently assessed volume and ratio.

Regards

Hugh

From: Bergman, Stephanie [<mailto:Stephanie.Bergman@stantec.com>]
Sent: Friday, December 08, 2017 9:48 AM
To: Hugh Gillespie
Cc: Bartlett, Isaac
Subject: RE: Glendon Drive Streetscape Environmental Assessment -Old River Road

Hi Hugh,

Apologies – I left off the attachment.

Stephanie L. Bergman

MA, ENV SP
Planner

Direct: 519-675-6614
Fax: 519-645-6575

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From: Bergman, Stephanie

Se
To:
Cc: n Lima' <lima@middlesexcentre.on.ca>; 'Chris
Tr
Su l Assessment -Old River Road

Hi Hugh,

Thanks for your patience. We've identified responses to your questions below. Also note that all correspondence with review agencies including UTRCA will be included in the Environmental Study Report.

Let me know if you have any questions.

1. Has any environmental review been undertaken in respect of the proposed realignment of Old River Road leading to the Glendon Drive intersection? **Field investigations were undertaken along the entire Glendon Drive corridor and along Old River Road to establish**

existing conditions and to identify significant features and constraints. The ESR will identify any additional natural heritage survey requirements.

2. Has the Upper Thames River Conservation Authority been consulted/commented on the proposed realignment mentioned in 1 above? **We have been in consultation with the Upper Thames River Conservation Authority throughout the project. They have expressed support for the realignment of the intersection which will bring the intersection away from the river valley.**
3. If UTRCA has been consulted/commented, what views did they express? **See above. All correspondence from UTRCA will be included and discussed in the ESR.**
4. You mention the “flexibility to turn left during off peak hours” as a benefit of the realigned Old River Road/Glendon intersection. Do you propose to restrict left turns (via signage) during peak hours? **This statement alludes to a comparison between the right-in right-out (RIRO) scenario. With the RIRO, vehicles are forced to turn right and use the proposed roundabout at Vanneck/Coldstream to turn and head back eastbound. Under the proposed full access intersection, some concerns were expressed that during heavy traffic periods that turning left would be difficult. During this period, drivers would have the option of waiting for a safe gap in traffic to turn left, or they could turn right and use the roundabout (similar to the RIRO scenario). The benefit of the full movement intersection over the RIRO is that during off peak hours with less Glendon Drive volume, a vehicle could turn left to head eastbound, wherein the RIRO alternative would still force the vehicle to use the roundabout. No restrictions on the left turn would be proposed; it would rely on traffic conditions and driver comfort.**
5. Over what length of time will you monitor the effectiveness of the proposed Phase I traffic calming measures on Old River Road. **The monitoring program will be developed by the Municipality in accordance with a traffic calming policy that is currently being developed.**
6. What are the volume and ratio figures for traffic “volumes and usage consistent with the Local Road classification”? **The criteria for a local road can be found in the Transportation Association of Canada (TAC) Geometric Guide for Canadian Roads (Chapter 2). An excerpt is attached.**
7. You mention that the Gate Management Plan “may include provision for winter access”. Please elaborate: Would some or all residents of Old River Road be able to control the gate or do you propose it be open for all vehicles to travel on Old River Road during the winter, including non-resident use by through traffic. Or do you mean some other solution? **The Gate Management Plan will be developed by the Municipality. The Municipality has the flexibility to operate the gate as the traffic situation demands, including special access during winter storms.**

Have a great weekend!

Stephanie L. Bergman

MA, ENV SP
Planner

Direct: 519-675-6614
Fax: 519-645-6575

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From: Hugh Gillespie
Sent: Thursday, December 07, 2017 1:53 PM
To: Bartlett, Isaac
Cc: Bergman, Stephanie
Subject: RE: Glendon Drive Streetscape Environmental Assessment -Old River Road

Thanks Issac.

From: Bartlett, Isaac [<mailto:isaac.bartlett@stantec.com>]
Sent: Thursday, December 07, 2017 1:53 PM
To: Hugh Gillespie
Cc: Bergman, Stephanie
Subject: RE: Glendon Drive Streetscape Environmental Assessment -Old River Road

Hi Hugh,

Yes, I am back in the office as of today and we have been compiling a response to your questions. We will get you a response today/tomorrow so you can consider the recommendations being made.

Isaac

From: Hugh Gillespie
Sent: December 07, 2017 1:53 PM
To: Bartlett, Isaac
Cc: Bergman, Stephanie
Subject: RE: Glendon Drive Streetscape Environmental Assessment -Old River Road

Hi Isaac,

I appreciate that you have been out of the office but I have had no reply from Stantec to my questions and ask again that you or she or another respond promptly so that we may comment in a timely manner on the PIC 3 recommendations.

Regards

Hugh Gillespie

From: Hugh Gillespie
Sent: Monday, December 04, 2017 10:25 AM
To: 'Bergman, Stephanie'; Bartlett, Isaac (isaac.bartlett@stantec.com); 'Marr, Corri'
Cc: 4alltheothermail@gmail.com
Subject: Glendon Drive Streetscape Environmental Assessment -Old River Road

Good Morning,

Thank you for offering to take questions on the PIC 3 recommendations. We will provide comments but to ensure they are informed, request answers to the following questions. Our apologies if these were answered at PIC 3. We were unable to attend. Given the short period before comments are due, we ask that you respond promptly.

1. Has any environmental review been undertaken in respect of the proposed realignment of Old River Road leading to the Glendon Drive intersection?
2. Has the Upper Thames River Conservation Authority been consulted/commented on the proposed realignment mentioned in 1 above?
3. If UTRCA has been consulted/commented, what views did they express?
4. You mention the “flexibility to turn left during off peak hours” as a benefit of the realigned Old River Road/Glendon intersection. Do you propose to restrict left turns (via signage) during peak hours?
5. Over what length of time will you monitor the effectiveness of the proposed Phase I traffic calming measures on Old River Road
6. What are the volume and ratio figures for traffic “ volumes and usage consistent with the Local Road classification”?
7. You mention that the Gate Management Plan “may include provision for winter access”. Please elaborate: Would some or all residents of Old River Road be able to control the gate or do you propose it be open for all vehicles to travel on Old River Road during the winter, including non-resident use by through traffic. Or do you mean some other solution?

Regards,

Hugh Gillespie

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From: Bill Van Logtenstein
To: [Bartlett, Isaac](#)
Cc: [Bergman, Stephanie](#)
Subject: My response to the PIC meeting Nov. 30-2017
Date: Friday, December 15, 2017 1:24:08 PM

Good afternoon Isaac,

We were extremely disappointed by the presentation at the last PIC meeting on November 30 2017 in Komoka

Your team still showed that the closure of Old River Road was an option even though all the residents of Old River Road are opposed to such a plan. The safety issues that would arise from closing the road are well documented and unavoidable; yet it is still being pitched as a viable option. In addition, the proposed relocation of the Glendon/Old River Road intersection does not adequately address the safety issues that exist with the current intersection.

This last PIC on November 30th presented the 3rd iteration of essentially the same plan that was originally presented (road closure and slight realignment of Glendon/ORR intersection). It is disheartening that all the valid safety issues with your plan that we have presented and that we are all very concerned about have so far fallen on deaf ears.

The only positive note from the November 30th PIC is that it appears your team has finally adopted our recommendation to install more traffic calming measures this spring. We appreciate that and look forward to its implementation in the coming months.

We urge you and your team to review the safety recommendations that the Old River Road Safety Committee has presented and adjust the proposed plans to include these changes. We cannot live with the unsafe proposal that has been presented at the November 30th PIC.

Regards



Please find hereby my comments from last April the 18 meeting;

To Stantec Consulting Ltd.

Cc; Municipality of Middlesex Centre

Middlesex County, attention Chris Traini

May 12, 2017

Re: Closing of Old River Road

Good morning Isaac,

We are shocked by your persistence in pushing for the closure of Old River Road. The residents of Old River Road have spoken out quite vocally regarding their opposition to the Stantec plans and yet it keeps being pushed forward. As you know from our meeting on April 18th, and from the extensive correspondence leading up to that meeting, no one living on Old River Road believes the proposed plan is acceptable, and many significant safety issues have been raised, repeatedly.

As residents of Middlesex Centre, we know how severe winter weather can be, and we all know that we must plan accordingly in order to deal with typical Canadian winter weather conditions. Further than that, we know that we must plan for the unpredictability of winter storms and severe weather throughout the year. Snow and ice can make the Old River Road hill inaccessible during the winter season; you and the residents of the road know this well, from past experiences.

Middlesex Centre, Mr Brian Lima, has tried to assure the residents that this road would have top priority for snow clearing and sanding in the winter, and that it would be cleared as soon as it becomes unsafe. However, we as residents know that such a promise is easy to make, but hard to keep, and in fact is not one that Middlesex Centre can, or even should, be making: no one can guarantee this kind of service. As far as we understand, Old River Road is *already* a top priority for the municipality during the winter, and yet nonetheless, during storm conditions, the hill is frequently unsafe or impassable, and residents must enter/exit via Vanneck Road. During a heavy snow fall or ice storm, there will of course be times that you don't have the ability or man power available to immediately deal with all of the priority road areas. Everyone knows this, and respects the fact that these delays exist, and for residents at the top of the Old River Road, we have always had the option of avoiding the hill during snow storm conditions. Why is the Municipality of Middlesex Centre / Stantec insistent upon making us travel up/down the hill in these severe weather conditions, when this could be avoided altogether?

The lack of sensitivity to these issues was especially evident when three different residents spoke and presented compelling medical reasons why the road cannot be closed and turned into a Dead End Road. Stantec and Middlesex Centre kept trying to sell the idea of the Dead End Road without even acknowledging the residents' valid concerns. After the meeting, I spoke with these residents, and they were quite upset and distressed by the lack of empathy to their situations.

As residents, we have simply asked that safety on our road be prioritized, and we have even

provided a solution that is acceptable to the residents. Our ideas were outlined in the report from Frank Berry & Associates (dated October 11nd 2016), which you have all received (except perhaps Mr. Silva, because of his recent appointment to the position). These proposed solutions, which represent consensus from 85% of the road's residents, in our view solve all of the safety issues at the Glendon Drive intersection, and throughout the length of the road.

Our proposed solution was as follows:

- [if !supportLists]-->• <!--[endif]-->A simple right-in-right-out at the Old River Road & Glendon Drive intersection (no major structural changes required, just updated and enhanced signage, and increased enforcement until drivers become accustomed to the changes)
- [if !supportLists]-->• <!--[endif]-->Designate Old River Road a “Community Safety Zone” with a maximum speed of 40km/h (again, with new signage and increased enforcement)
- [if !supportLists]-->• <!--[endif]-->Install removable speed bumps and/or convert the upper portion of Old River Road into gravel to deter through traffic (as one meeting participant described was successfully done on Boston Drive to discourage its use as a shortcut). Making Old River Road less convenient to non-residents will force people to change their driving habits, and instead use the major arterial roads (Glendon Drive, Vanneck Road)
- [if !supportLists]-->• <!--[endif]-->Additional signage, such as “No trucks allowed except for local deliveries”

Once these changes are implemented, traffic will naturally decrease and be largely restricted to local traffic. To our knowledge, no resident of Old River Road has been involved in any of the accidents reported at the Glendon Drive intersection, so we can assume that these were all involving non-residents. Reducing non-resident traffic is essential to ensuring safety along Old River Road and at the Glendon Drive intersection.

We have presented many cost-effective and simple solutions to slow traffic and reduce the use of Old River Road by non-residents. We have, as residents of the road, shown you unquestionably that we do not support the closure of Old River Road, and that there are serious safety concerns at play. We are increasingly frustrated that no matter what the residents say, you keep pushing the totally unacceptable idea of creating a Dead End Road. Why are you pushing an idea that the residents oppose, and that wastes taxpayer money unnecessarily?

Sincerely,



cc. Alan Patton Law

From: [Bartlett, Isaac](#)
To: [Stericorp](#); [Bill Van Logtenstein](#)
Cc: [Brian Lima](#); [Bergman, Stephanie](#)
Subject: RE: OLD RIVER ROAD
Date: Monday, January 22, 2018 4:42:26 PM
Attachments: [0033_001.pdf](#)

Hi Bob and Bill,

The monitoring program will be developed by the Municipality in accordance with a traffic calming policy that is currently being developed.

The intent of the traffic calming strategy would be to have Old River Road function as a local road, though this is not solely a quantitative exercise. This means there are more criteria than simply traffic volumes at play, as the trip type as well needs to be considered. The goal here is to greatly reduce the usage of the road as a through road, and reduce the demand on the Old River Road and Glendon Drive intersection.

For additional information, the criteria for a local road can be found in the Transportation Association of Canada (TAC) Geometric Guide for Canadian Roads (Chapter 2). An excerpt is attached.

[Isaac](#)

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Bill Van Logtenstein

Subject: OLD RIVER ROAD

Isaac: Re the Nov 30th pic meeting.

With reference to the speed bumps there was an indication at the presentation when installed, a certain amount of traffic quota must be attained, and if this was not reached with these devices, the gate option would be implemented. At this meeting, Brian did not seem to know what that lever of traffic amount to be attained would be. Could you let us know what this level would be. 100, 250, 500, or 1000 vehicle per day. This was not clear in the presentation. If there is a predetermined level you have set, we should know this.

Regards,

Bob Burns,

Old River Road Safety Committee.

From: Bergman, Stephanie
To: ["Andrea McLay"](#)
Cc: ["Brian Lima"](#); [Bartlett, Isaac](#)
Subject: RE: Old River Road
Date: Wednesday, October 11, 2017 9:58:00 AM

Good morning Andrea,

Thanks for your email and letting us know about the sign. I've copied Brian Lima from the Municipality.

There was very significant opposition from residents to the turnaround/gate proposal to restrict through traffic on the road, and many requested that less restrictive traffic calming measures could be implemented to deter traffic over any significant changes along the road. So, as we have been working through a few other elements of the Glendon Drive study, the Municipality undertook some additional speed monitoring and the temporary centerline pedestal markers. Please note that at this time the study's recommendations still include restricting through traffic via the turnaround/gate proposal.

There will be a final Public Information Centre in the next few months where we will present all of the recommendations along the Glendon Drive corridor as a whole.

Thanks again for your email, and your patience.

Stephanie L. Bergman, MA, ENV SP
Planner
Phone: 519-675-6614
stephanie.bergman@stantec.com

stantec.com

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Please cons

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From: And

Sent: Tuesd

To: Bergma

Subject: RE: Old River Road

Good Morning Stephanie,

As I drive by the broken sign once again on Glendon an Old River Road, I felt it necessary to email you to find out the progress. It has been 5 months & living on Old River Road, it is absolutely horrifying to see how many times that post is knocked down. I worry that one day someone's life will be taken.

Also, though a nice effort, the speeding signs on our road are a bit of a joke. People speed up to them curve around them and speed again.

Could you please update me on what is happening. The sooner this cul-de-sac is made, I feel the number of incidents at this corner will significantly decrease.

Best Regards,

Andrea McLay

Sent from my iPhone

> On May 5, 2017, at 9:25 AM, Bergman, Stephanie <Stephanie.Bergman@stantec.com> wrote:

>

> Morning Andrea,

>

> Thanks for your email. I've attached the presentation from the April 18th meeting. It goes through some background on the project, but the current proposal for cul-de-sac/turnaround and emergency gate is shown on Page 31, and the access improvement recommendations are shown on Page 29 (this has not changed from previous images you may have seen). We modified the placement of the cul-de-sac in response to comments we received regarding farm access, etc.

>

> Thanks for the note regarding the water ponding on the road.

>

> At this point, the overall Glendon Streetscape EA will likely be filled late summer/early fall. The team is working out a few other items along the corridor. We know there are still serious concerns from many residents, and we are looking at ways to mitigate.

>

> We'll keep you updated on the study, but please feel free to let me know if you have any questions.

>

>

> Stephanie L. Bergman, MA, ENV SP

> Planner

> Stantec

> 600-171 Queens Avenue, London ON N6A 5J7

> Phone: 519-675-6614

> Fax: 519-645-6575

> stephanie.bergman@stantec.com

>

> stantec.com

>

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>

> Please consider the environment before printing this email.

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> From:

> Sent:

> To:

> Subj:

>

> Good Morning Stephanie,

>

>

> We were hoping to have an update on the plans for Old River Road. We are residents of this street. We were unable to attend the meeting on April 18th as we were away, but were happy with the Glendon Drive Streetscape Class EA.

>

> We are hoping plans for the cul de sac are underway. We truly feel safety is being compromised everyday with

the situation as it stands.

>

> We are gravely concerned about the number of accidents at Glendon and our street and want to know that you are expediting this remedy to alleviate much of the traffic.

> Of course the speeding & number of cars on Old River Road is a huge issue as well!

>

> As I'm sure you realize the bridge is a concern as well. The removal of the one bar on the north side has not ensured visibility of the small cars on the bridge for those turning left off our street and the hydroplaning that can occur on both lanes of the east end of the bridge needs to be addressed as well. Water pooling in these areas should not happen and respectfully, Hayman & or the engineer of this bridge should fix this.

>

> We are in full support of closing Old River Road at the top and putting in a right turning lane further up the hill and a left turning lane coming from Komoka.

>

> Hearing sirens often twice in a week is very unsettling and we would be so sad if a life was lost due to this.

>

> If you could let us know what the plans are thus far, we would sincerely appreciate it.

>

>

> Best Regards



> <20170411_ORR_Presentation_v2_for_Print.pdf>

From: Chris Traini
To: [Bergman, Stephanie](#); [Brian Lima](#)
Subject: FW: Old River Road
Date: Tuesday, December 12, 2017 1:45:54 PM

FYI – I also received a call from Laurie Bowman (which I have not yet returned) which I'm sure is about the same issue.

Chris

Chris Traini, P.Eng.
County Engineer
County of Middlesex
ctraini@middlesex.ca
(519) 434-7321 ext. 2264

From: Jo
Sent: Tu
To: Chris
Subject:



As you are likely aware, more accidents are happening at Glendon and ORR and the neighbourhood is buzzing. We need assistance now, not when a report is done next year. Eliminate left turns onto Glendon immediately please. This solution will stop the cut through traffic immediately. I know Lima will say that people won't abide by it, but if it's the law we can have the OPP assist - rather than attending accidents. I'm sure they would be on board.

From: [Bartlett, Isaac](#)
To: [Bergman, Stephanie](#); [Brian Lima](#)
Subject: FW: ORR
Date: Wednesday, December 13, 2017 2:07:32 PM

FYI Brian

Stephanie - for our response.

Isaac

From:
Sent:
To: Ba
Subje

Hello Isaac

We have attached the letter from PIC #2 as it is still relevant

To make our point again, ORR has 3 distinct and different parts to it , the top, the bottom , and the hill.

There is no doubt in our minds that the road needs to stay open,so everyone that live on ORR have the SAFE and proper options, entering or exiting.

The new intersection at Glendon

We just can't understand how this study can still be promoting the Glendon intersection as the only entrance and exit for ORR, there are still going to be people trying to turn out into traffic.

The traffic volume is only going to get much heavier, creating more danger at RUSH HOUR.

.
Sitting in a turning lane, coming from Kilworth, waiting to turn left , on that hill, will be treacherous (IN SUMMER AND WINTER), people will try and make the turn when they should not, and accidents will still happen .

The problem will worsen because people will be sitting in the middle of 2 busy lanes (or 4), and feel a bigger need to try and make an unsafe turn.

Now there is 2 left turns that will create accidents

.
We were told at the PIC #3 , that we would have the option to go to the roundabout and come back, in stead of making a left turn out of ORR, this option is not possible making a left from Kilworth,

So how do we get home at RUSH HOUR.

This left turn in from Kilworth is much more dangerous then the left turn out, at least people have a choice to make a right turn when sitting there. Would you suggest that if someone was in the turning lane already, to then cut back into busy traffic, and go over the bridge to find some place to turn around , I don't think so

.
THIS IS WHY THERE NEEDS TO BE ACCESS AT BOTH ENDS.

The speed bumps and calming measures need to, and will work on this road, if given a FAIR chance, and DONE PROPERLY. Having a gate in the proposal ,as phase 2, is not acceptable, and should be taken out .

The SAFETY ISSUES of the Glendon Intersection, the hill , and a proposed Gate , combined , make any gate totally out of the question

It is impossible for anybody to guarantee 24 HOURS A DAY, that a gated road will be accessible. It only takes one time for a disaster.

We are still 100% opposed to any Gate on ORR



On Wed, May 17, 2017 at 8:22 AM, Charlie Frank <charliefrank14@gmail.com> wrote:

Hi Isaac

Attached is a letter with some of our concerns, over the proposed closing of ORR

Between my wife and I , we have over 90 years of experience living on ORR, and dealing with the hill and intersection at Glendon.

Please take our comments serious ,when considering plans for our road.

We own and operate a business on Gainsborough Rd. and are back and forth ,some days more than once . This proposal will add up to 4000 to 5000 km. per year to our commute , and add more stress, in trying to operate a business. If this proposal made any sense maybe we would understand, but I'm sorry, it just does not , and is creating a huge safety issue for everybody , including Middlesex centre.

There are many ways to solve the traffic issues on ORR that would make us and Mr. Lima happy
Please consider them

Thanks Charlie & Cathy Frank
11035 Old River Rd.

Good morning Hugh and Catherine,

I hope you enjoyed your holidays. Thank you for providing your further comments. I can assure you that comments will be considered regardless of how they are submitted, and they will all form part of the project documentation. We offer some additional clarification on your comments below:

1. Determining the cause of 'the majority' of the accidents is not, and cannot be an exact science. There are many factors that would contribute to the cause of a given accident, some of which may be interpreted and recorded by the OPP first responder, and some may not. The determining of collision trends is a process that takes the information contained in the collision reports in the context of additional site conditions, which is then compiled and reviewed to determine if any patterns exist. We know from site measurements and personal experience that the sightlines at the intersection do not meet current safety guidelines. The recorded vehicle maneuvers for the collisions trend to the turning movements that this sightline would affect; therefore, it is our technical opinion that poor sightlines to the east are a significant contributing factor to the collisions at the intersection, albeit not the sole cause. We agree that there are other elements that can be incorporated to improve the trend, and lowering the speed limit in this stretch of Glendon Drive forms part of the overall recommendations.
2. We agree with your statement that an effective way of reducing the total number of collisions at the intersection is to significantly reduce traffic exiting Old River Road onto Glendon Drive. As noted above, maintaining the poor sightlines at the intersection will contribute to the collision trend; therefore, the combination of realignment and reducing volumes will significantly reduce the collision rate at the intersection as a combined solution.
3. The recommendations put forth are part of a network – realigning the intersection alone will not greatly improve conditions, and reducing through traffic on Old River Road is equally important to improving conditions at the intersection. By eliminating the ability to exit at Pulham and Vanneck, the demand for left turns onto and from Old River Road will be reduced significantly. Sightlines to the hill crest in the west are still within established standards, and the provision of a dedicated left turn lane will mitigate the potential for rear-end collisions as exists today, in addition to the previously mentioned reduction in speed limit along Glendon Drive.
4. It is the intent to implement the traffic calming measures to better assess their benefits and impact of diverting traffic along Old River Road prior to implementation of the Glendon / Old River Road intersection improvements, and that the construction of the roundabout is an important element of the recommended network of improvements and should be in place to adequately measure the effectiveness of the overall solution. The precise form of the traffic calming measures will be determined by the municipality, but the option to convert a portion of the road to gravel as noted by several commenters has been considered by the team. Such option introduces a number of concerns, particularly related to road runoff in proximity to the Thames River, erosion, and maintenance. It has been noted that this has successfully deterred cut through traffic in another

area of the municipality, but it should be noted that the geometry and overall context of Old River Road is unique, and thus the same it may not be equally as suitable in this context.

I hope this helps to clarify. Please feel free to let us know if you have any questions.

Stephanie L. Bergman

MA, ENV SP
Planner

Direct: 519-675-6614
Fax: 519-645-6575

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From: Hugh C
Sent: Monday
To: Bergman
Cc: Bartlett, I; na@middlesexcentre.on.ca; Chris Traini <ctraini@middlesex.ca>
Subject: RE: Glendon Drive Streetscape Environmental Assessment -Old River Road

Stephanie

Thank you for the explanation and apologies for the delay in submitting our further comments. We prefer to comment directly to Stantec as opposed to posting on the website (though I have endorsed other's comments). If that preference in any way impairs the consideration which will be given to our comments, please advise and we will post them. Our comments (some of which were advanced in our 29 June 2017 submissions to Stantec and which have not been addressed) are:

1. That the root cause of the majority of the Old River Road/Glendon accidents is due to poor sight lines to the east has not been established. Despite our requests, anonymized data showing the cause of the accidents has not been provided. Recently posted comments (Charles G responding to Cate A on lowering the speed limit on Glendon and Rai D recommending additional no passing signage at the east end of the bridge.) identify driver impatience/speed by those driving on Glendon as contributing factors. To reduce accidents requires changing bad driver behavior. None of the recommendations advanced in the PIC process seek to address bad behavior by drivers on Glendon. Regrettably we view this as a major flaw in the analysis underlying the recommendations.
2. Apart from altering Glendon driver behavior, the only effective means of reducing Old River Road/Glendon accidents are to:
 - a. Stop traffic exiting Old River Road from turning left onto Glendon (note this assumes that the poor site lines to the east are a significant contributing factor; a fact not established to our satisfaction); and/or
 - b. Dramatically reduce the traffic exiting Old River Road onto Glendon.

3. The current recommendation to realign the intersection westward will increase not decrease (let alone stop) left turns from Old River Road onto Glendon as drivers will perceive the intersection to be safer due to improved sight lines to the east, resulting in more through traffic on Old River Road. Moreover sight lines to the west will be impaired and, importantly, during peak travel times and peak left turn onto Glendon times (the morning commute hours) the vast majority of the traffic on Glendon is heading east. We firmly believe accidents will increase. In a meeting between Hugh and Chris Traini on 1 May 2017, he expressed the same opinion as to the effect of the realignment. While it should not be a primary consideration, the negative impact on our property will be exacerbated. From our perspective the worse possible outcome is realignment and increased traffic on Old River Road.

4. The proposal to defer installing a gate on Old River Road and introduce traffic calming measures is a good one. If it is successful then a primary reason for the number of accidents at the intersection (the volume of traffic) will have been materially removed. If that transpires the primary justification for realigning the intersection (at considerable expense and substantial impairment of the enjoyment of our property) will cease to exist. We submit that it makes sense to defer realignment of the intersection until traffic reduction measures have been implemented and their effectiveness assessed. Realigning the intersection then introducing the traffic calming measures will undermine the effectiveness of the latter as drivers will be more attracted to use Old River Road post the realignment. We note that the proposal to return part of Old River Road to gravel, which we support, does not appear from the record we have seen, to have been given due consideration. We note that it has been advanced in the current comments and encourage Stantec to recommend and the Township to implement this additional traffic calming measure. We believe that a combination of effective year-round traffic calming measures, not realigning the intersection and, importantly the construction of the “5” Corners roundabout (which we support unequivocally) will cause drivers to change course and cease using Old River Road as a “short cut” to travel east towards London. We submit that there is little downside and much upside (reduced cost, effort, impact on our land) to deferring realignment of the intersection and to enhancing the proposed traffic calming measures. The test period should be of sufficient duration to permit an assessment of the impact of the roundabout which we believe will be material. The removal of the light at the Glendon Van Eck intersection will lead to more drives opting for that route.

Thank you for your anticipated due consideration of our comments.

Hugh Gillespie
Catherine Kennedy

From: Bergman, Stephanie [<mailto:Stephanie.Bergman@stantec.com>]
Sent: Friday, December 08, 2017 12:14 PM
To: Hugh Gillespie
Cc: Bartlett, Isaac; Brian Lima; Chris Traini

Subject: RE: Glendon Drive Streetscape Environmental Assessment -Old River Road

Hi Hugh,

We understand your concerns with regard to the property impacts, and an increase in traffic volumes along the road would also impact all residents along the corridor. That is precisely one of the issues we are trying to address.

The excerpt from TAC is a guideline of the characteristics of a local rural road. The other classification is a local "urban" road, so rural would be the appropriate comparison. Note that these guidelines are just that, and they are not intended to be read as precise. The road classification is not just based on that kind of precise quantitative information. The criteria are a mix of qualitative characteristics of a typical roadway. The component of the traffic volume is measured in AADT, which is Average Annual Daily Traffic. The AADT for Old River Road is listed around 1500.

The ratio of through traffic to local traffic identified as part of this study was derived from a license plate count undertaken during the study. This compared the plates of vehicles as they entered and exited Old River Road, along with the time interval in between. This observation noted around 90% of the traffic passed through either end of Old River Road without stopping at a residence. This indicates that the road is currently being used primarily to move traffic versus providing local access.

If the gate was to be installed, we would expect to see a drastic reduction in traffic volumes. All resident/local traffic would now be using the Glendon Drive intersection for their access. As you are aware, the sight lines at the existing intersection should be improved. Whether the volumes on Glendon are maintained or are reduced, the turning movement safety is an issue with the existing intersection, hence the recommendation for realignment, independent of the roadway volumes.

I hope that provides some context.

Stephanie L. Bergman

MA, ENV SP
Planner

Direct: 519-675-6614

Fax: 519-645-6575

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d, or used for any purpose except with Stantec's written

From: Hugh Gi

Sent: Friday, D

To: Bergman, S

Cc: Bartlett, Isaac <isaac.bartlett@stantec.com>

Subject: RE: Glendon Drive Streetscape Environmental Assessment -Old River Road

Thanks Stefanie for the responses. The only point that remains unclear to me is the relationship between current traffic levels and usage and volumes and usage consistent with the Local Road classification. The TAC extract you sent (thank you for that) refers to <1000 AADT. What does "AADT" stand for? Do you have data on the current typical volumes per day? In terms of the ratio of through vs. local traffic the extract you sent does not appear to record that. What is the TAC

characterization for a local rural road (Note that I am assuming Old River Road is a “local rural road” as that is the extract you sent. If not, please advise.)? How does that stack up against current usage. So that you understand where you are coming from, our concern is that if the realignment proceeds the impact on our property will be significant. Traffic volumes are a factor in that impact. If the gate is installed traffic volumes will be very low. If on the other hand the gate is not installed, we believe they will likely remain at current levels or quite possibly increase. What we are trying to understand is the maximum volume of traffic and the usage ratio which would trigger the installation of the gate, and how that compares to current or recently assessed volume and ratio.

Regards

Hugh

From: Bergman, Stephanie [<mailto:Stephanie.Bergman@stantec.com>]
Sent: Friday, December 08, 2017 9:48 AM
To: Hugh Gillespie
Cc: Bartlett, Isaac
Subject: RE: Glendon Drive Streetscape Environmental Assessment -Old River Road

Hi Hugh,

Apologies – I left off the attachment.

Stephanie L. Bergman

MA, ENV SP
Planner

Direct: 519-675-6614
Fax: 519-645-6575

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From: Bergman, Stephanie

Sen

To:

Cc:

Tra

Sub

n Lima' <lima@middlesexcentre.on.ca>; 'Chris

l Assessment -Old River Road

Hi Hugh,

Thanks for your patience. We've identified responses to your questions below. Also note that all correspondence with review agencies including UTRCA will be included in the Environmental Study Report.

Let me know if you have any questions.

1. Has any environmental review been undertaken in respect of the proposed realignment of Old River Road leading to the Glendon Drive intersection? **Field investigations were undertaken along the entire Glendon Drive corridor and along Old River Road to establish**

existing conditions and to identify significant features and constraints. The ESR will identify any additional natural heritage survey requirements.

2. Has the Upper Thames River Conservation Authority been consulted/commented on the proposed realignment mentioned in 1 above? **We have been in consultation with the Upper Thames River Conservation Authority throughout the project. They have expressed support for the realignment of the intersection which will bring the intersection away from the river valley.**
3. If UTRCA has been consulted/commented, what views did they express? **See above. All correspondence from UTRCA will be included and discussed in the ESR.**
4. You mention the “flexibility to turn left during off peak hours” as a benefit of the realigned Old River Road/Glendon intersection. Do you propose to restrict left turns (via signage) during peak hours? **This statement alludes to a comparison between the right-in right-out (RIRO) scenario. With the RIRO, vehicles are forced to turn right and use the proposed roundabout at Vanneck/Coldstream to turn and head back eastbound. Under the proposed full access intersection, some concerns were expressed that during heavy traffic periods that turning left would be difficult. During this period, drivers would have the option of waiting for a safe gap in traffic to turn left, or they could turn right and use the roundabout (similar to the RIRO scenario). The benefit of the full movement intersection over the RIRO is that during off peak hours with less Glendon Drive volume, a vehicle could turn left to head eastbound, wherein the RIRO alternative would still force the vehicle to use the roundabout. No restrictions on the left turn would be proposed; it would rely on traffic conditions and driver comfort.**
5. Over what length of time will you monitor the effectiveness of the proposed Phase I traffic calming measures on Old River Road. **The monitoring program will be developed by the Municipality in accordance with a traffic calming policy that is currently being developed.**
6. What are the volume and ratio figures for traffic “volumes and usage consistent with the Local Road classification”? **The criteria for a local road can be found in the Transportation Association of Canada (TAC) Geometric Guide for Canadian Roads (Chapter 2). An excerpt is attached.**
7. You mention that the Gate Management Plan “may include provision for winter access”. Please elaborate: Would some or all residents of Old River Road be able to control the gate or do you propose it be open for all vehicles to travel on Old River Road during the winter, including non-resident use by through traffic. Or do you mean some other solution? **The Gate Management Plan will be developed by the Municipality. The Municipality has the flexibility to operate the gate as the traffic situation demands, including special access during winter storms.**

Have a great weekend!

Stephanie L. Bergman

MA, ENV SP
Planner

Direct: 519-675-6614
Fax: 519-645-6575

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From: Hugh Gillespie
Sent: Thursday, December 07, 2017 1:53 PM
To: Bartlett, Isaac
Cc: Bergman, Stephanie
Subject: RE: Glendon Drive Streetscape Environmental Assessment -Old River Road

Thanks Issac.

From: Bartlett, Isaac [<mailto:isaac.bartlett@stantec.com>]
Sent: Thursday, December 07, 2017 1:53 PM
To: Hugh Gillespie
Cc: Bergman, Stephanie
Subject: RE: Glendon Drive Streetscape Environmental Assessment -Old River Road

Hi Hugh,

Yes, I am back in the office as of today and we have been compiling a response to your questions. We will get you a response today/tomorrow so you can consider the recommendations being made.

Isaac

From: Hugh Gillespie
Sent: Dec 7, 2017 1:53 PM
To: Bartlett, Isaac
Cc: Bergman, Stephanie
Subject: FW: Glendon Drive Streetscape Environmental Assessment -Old River Road

Hi Isaac,

I appreciate that you have been out of the office but I have had no reply from Stantec to my questions and ask again that you or she or another respond promptly so that we may comment in a timely manner on the PIC 3 recommendations.

From: Hugh Gillespie
Sent: Monday, December 04, 2017 10:25 AM
To: 'Bergman, Stephanie'; Bartlett, Isaac (isaac.bartlett@stantec.com); 'Marr, Corri'
Cc: 4alltheothermail@gmail.com
Subject: Glendon Drive Streetscape Environmental Assessment -Old River Road

Good Morning,

Thank you for offering to take questions on the PIC 3 recommendations. We will provide comments but to ensure they are informed, request answers to the following questions. Our apologies if these were answered at PIC 3. We were unable to attend. Given the short period before comments are due, we ask that you respond promptly.

1. Has any environmental review been undertaken in respect of the proposed realignment of Old River Road leading to the Glendon Drive intersection?
2. Has the Upper Thames River Conservation Authority been consulted/commented on the proposed realignment mentioned in 1 above?
3. If UTRCA has been consulted/commented, what views did they express?
4. You mention the “flexibility to turn left during off peak hours” as a benefit of the realigned Old River Road/Glendon intersection. Do you propose to restrict left turns (via signage) during peak hours?
5. Over what length of time will you monitor the effectiveness of the proposed Phase I traffic calming measures on Old River Road
6. What are the volume and ratio figures for traffic “ volumes and usage consistent with the Local Road classification”?
7. You mention that the Gate Management Plan “may include provision for winter access”. Please elaborate: Would some or all residents of Old River Road be able to control the gate or do you propose it be open for all vehicles to travel on Old River Road during the winter, including non-resident use by through traffic. Or do you mean some other solution?

Regards,

Hugh Gillespie

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Please let me know if you have any questions and I'll be happy to discuss.

Thanks,

Joan Bartlett, P.Eng. C200 90
Senior, Environmental
Address:
68575 Glenora Avenue, London ON N6A 5T7
Phone: 519-875-6460
Cell: 519-875-2128
Fax: 519-875-6177
Email: joan.bartlett@glaxo.com

-----Original Message-----
From: Hugh Gilgrippe <hugh.gilgrippe@glaxo.com>
Sent: April 23, 2014, 1:12 PM
To: Marc, Curt <Curt.Morgan@glaxo.com>
Cc: Barbara, Don <Don.Barlett@glaxo.com>; Benjamin, Stephanie <Stephanie.Benjamin@glaxo.com>
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Good afternoon Curt,

Just thinking if you have been able to arrange to attend tomorrow's meeting as that was my intent but I subsequently? As a matter of property which may be materially affected by the decision, we are here to be involved in the decision making process, but cannot represent tomorrow's meeting. If you could call or would like to be on the call, we would be happy to arrange further in a manner which is most efficient for all concerned.

Regards,

Hugh

-----Original Message-----
From: Marc, Curt <Curt.Morgan@glaxo.com>
Sent: Tuesday, April 22, 2014, 10:35 PM
To: Hugh Gilgrippe
Cc: Barbara, Don <Don.Barlett@glaxo.com>; Benjamin, Stephanie <Stephanie.Benjamin@glaxo.com>
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Hi Hugh - I will look into what options we have and get back to touch with you as soon as possible.

Curt

-----Original Message-----
From: Hugh Gilgrippe <hugh.gilgrippe@glaxo.com>
Sent: April 23, 2014, 1:12 PM
To: Marc, Curt <Curt.Morgan@glaxo.com>; Benjamin, Stephanie <Stephanie.Benjamin@glaxo.com>
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Don Curt,

Have you been able to attend the proceedings such that we may listen to them subsequently?

Regards,

Hugh Gilgrippe

-----Original Message-----
From: Marc, Curt <Curt.Morgan@glaxo.com>
Sent: Tuesday, April 22, 2014, 10:35 PM
To: Hugh Gilgrippe
Cc: Barbara, Don <Don.Barlett@glaxo.com>; Benjamin, Stephanie <Stephanie.Benjamin@glaxo.com>
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Good afternoon Hugh,

Further to my earlier email, I have just been advised that information/proceedings are not available. If you would like to have a conversation prior to another after the April 23rd meeting I can make arrangements for that.

Curt

-----Original Message-----
From: Hugh Gilgrippe <hugh.gilgrippe@glaxo.com>
Sent: April 23, 2014, 1:12 PM
To: Marc, Curt <Curt.Morgan@glaxo.com>; Benjamin, Stephanie <Stephanie.Benjamin@glaxo.com>
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Hi Curt,

It has been a few months since we started to meet, but I have just been advised that a registered letter was sent to all Old River Road property owners, including those of an adjoining public infrastructure meeting scheduled for 18 April. We have not received the letter. If it was sent to us at the Old River Road property address we would receive it on the property it intended. If it was sent to us at our Toronto address we may well not receive it on the same day, based on your experience of international registered post delivery times. We would appreciate your assistance if it should be possible to contact the letter and any enclosures to us by email at my and Curt's email address (the good address at which the letter is copied). Further, as we will be able to attend the meeting to present our response that is possible arrangement to make that would be to do so in the meeting. This would be at our expense. All that we require is to be on a speaker phone of sufficient quality to enable us to listen to the meeting proceedings.

Regards,

Hugh Gilgrippe

-----Original Message-----
From: Marc, Curt <Curt.Morgan@glaxo.com>
Sent: Tuesday, October 22, 2013, 1:12 PM
To: Hugh Gilgrippe
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Hi Hugh - I am going back to my cell - 226-236-2063

-----Original Message-----

From: Hugh Gilgrippe <hugh.gilgrippe@glaxo.com>
Sent: October 22, 2013, 12:58 PM
To: Marc, Curt
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Hi Marc,

Is there another meeting? I hope so.

-----Original Message-----

From: Marc, Curt <Curt.Morgan@glaxo.com>
Sent: Tuesday, October 22, 2013, 1:12 PM
To: Hugh Gilgrippe
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Hi Hugh - please call me at 519-875-6460.

Thanks Curt

-----Original Message-----
From: Hugh Gilgrippe <hugh.gilgrippe@glaxo.com>
Sent: Wednesday, 10/11/13
To: Hugh Gilgrippe
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Hi Hugh - I am not yet back in my office. I will be shortly.

Hugh

-----Original Message-----
From: Hugh Gilgrippe <hugh.gilgrippe@glaxo.com>
Sent: October 22, 2013, 1:12 PM
To: Marc, Curt <Curt.Morgan@glaxo.com>; Benjamin, Stephanie <Stephanie.Benjamin@glaxo.com>

Hi Hugh - I am available now if you'd like to call in.

Hi Curt

-----Original Message-----

From: Hugh Gilgrippe <hugh.gilgrippe@glaxo.com>
Sent: October 22, 2013, 1:12 PM
To: Marc, Curt <Curt.Morgan@glaxo.com>; Benjamin, Stephanie <Stephanie.Benjamin@glaxo.com>
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Hi Curt,

Yes, but time for both of us. We'll call you then on that.

Regards,

Hugh

-----Original Message-----
From: Marc, Curt <Curt.Morgan@glaxo.com>
Sent: Wednesday, October 23, 2013, 12:52 PM
To: Hugh Gilgrippe
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Hi Hugh - can you be available tomorrow at 12:30 to have a discussion. Also the public meeting that was scheduled for tomorrow has been postponed. We would appreciate your assistance in this regard. I would be happy to have you on and answer any questions that might arise. You can call me at 519-875-6460.

Hi Curt

Good to hear from you.

-----Original Message-----

From: Hugh Gilgrippe <hugh.gilgrippe@glaxo.com>
Sent: Thursday, 10/24/13
To: Marc, Curt <Curt.Morgan@glaxo.com>; Benjamin, Stephanie <Stephanie.Benjamin@glaxo.com>
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Hi Curt,

We can be available at 9 am or any time after 12:30 pm your time tomorrow on Thursday.

Regards,

Hugh

-----Original Message-----
From: Marc, Curt <Curt.Morgan@glaxo.com>
Sent: Monday, October 21, 2013, 9:52 PM
To: Hugh Gilgrippe
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

I understand your response. I need to check back with you. If you could suggest a few options for weekend? Thursday that would work for you. I will confirm later tomorrow. Once again I appreciate for the information.

Curt

-----Original Message-----

From: Hugh Gilgrippe <hugh.gilgrippe@glaxo.com>
Sent: Thursday, 10/24/13
To: Marc, Curt <Curt.Morgan@glaxo.com>; Benjamin, Stephanie <Stephanie.Benjamin@glaxo.com>
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Hi Curt,

Hi Hugh - unfortunately I am going to have to reschedule our call tomorrow morning for another day. I will contact you via email to reschedule our discussion for another time. I apologize for the late notice.

Curt

-----Original Message-----
From: Hugh Gilgrippe <hugh.gilgrippe@glaxo.com>
Sent: Thursday, 10/24/13
To: Marc, Curt <Curt.Morgan@glaxo.com>
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Thank Curt I will call you then.

-----Original Message-----
From: Marc, Curt <Curt.Morgan@glaxo.com>
Sent: Monday, October 21, 2013, 9:52 PM
To: Hugh Gilgrippe
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Yes I am available. But you can call me at 519-875-6460 at 10 am tomorrow to discuss the project.

Hi Curt

-----Original Message-----
From: Hugh Gilgrippe <hugh.gilgrippe@glaxo.com>
Sent: Thursday, 10/24/13
To: Marc, Curt <Curt.Morgan@glaxo.com>
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Curt

My wife is looking up all zoning. Would Glaxo want to have a quick call at 10 am tomorrow, see and the transportation specialist to gain her on her input. Her name is a normal call. Between you, me and Curt's of the originally scheduled. I put the Collector to participate in an event of the discussion.

Hugh

-----Original Message-----
From: Marc, Curt <Curt.Morgan@glaxo.com>
Sent: Monday, October 21, 2013, 9:52 AM
To: Hugh Gilgrippe
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Hi Curt,

Could you do that?

-----Original Message-----
From: Hugh Gilgrippe <hugh.gilgrippe@glaxo.com>
Sent: Monday, 10/21/13 11:58 AM
To: Marc, Curt <Curt.Morgan@glaxo.com>
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Hi Curt,

Thank you for your information. Could you suggest an alternative, then I will check with my wife on her schedule?

Hugh

-----Original Message-----
From: Marc, Curt <Curt.Morgan@glaxo.com>
Sent: Monday, October 21, 2013, 9:52 AM
To: Hugh Gilgrippe
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Good morning Hugh - would it be possible to schedule our meeting on Thursday for 10:00 am tomorrow? Our transportation specialist who I would also like to have on our call is away Tuesday afternoon.

Curt

-----Original Message-----
From: Hugh Gilgrippe <hugh.gilgrippe@glaxo.com>
Sent: Thursday, 10/24/13 11:58 AM
To: Marc, Curt <Curt.Morgan@glaxo.com>
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Curt,

Thank for the prompt response. Thursday at 9 am your time works for us.

Regards,

Hugh

-----Original Message-----
From: Marc, Curt <Curt.Morgan@glaxo.com>
Sent: Friday, October 25, 2013, 7:12 PM
To: Hugh Gilgrippe
Subject: RE: Glaxo Drive Westside Environmental Assessment - Old River Road

Hi Gilgrippe - thank you for your interest in this project. Unfortunately I am not available today or Monday for a discussion, however I am available Tuesday afternoon. Please let me know if there is a specific time Tuesday afternoon that works for you and I will provide a number for you to call.

Curt

From:
To:
Cc:
Subject:
Date:



Good afternoon Isaac,

We were extremely disappointed by the presentation at the last PIC meeting on November 30 2017 in Komoka

Your team still showed that the closure of Old River Road was an option even though all the residents of Old River Road are opposed to such a plan. The safety issues that would arise from closing the road are well documented and unavoidable; yet it is still being pitched as a viable option. In addition, the proposed relocation of the Glendon/Old River Road intersection does not adequately address the safety issues that exist with the current intersection.

This last PIC on November 30th presented the 3rd iteration of essentially the same plan that was originally presented (road closure and slight realignment of Glendon/ORR intersection). It is disheartening that all the valid safety issues with your plan that we have presented and that we are all very concerned about have so far fallen on deaf ears.

The only positive note from the November 30th PIC is that it appears your team has finally adopted our recommendation to install more traffic calming measures this spring. We appreciate that and look forward to its implementation in the coming months.

We urge you and your team to review the safety recommendations that the Old River Road Safety Committee has presented and adjust the proposed plans to include these changes. We cannot live with the unsafe proposal that has been presented at the November 30th PIC.

Regards



Please find hereby my comments from last April the 18 meeting;

To Stantec Consulting Ltd.

Cc; Municipality of Middlesex Centre

Middlesex County, attention Chris Traini

May 12, 2017

Re: Closing of Old River Road

Good morning Isaac,

We are shocked by your persistence in pushing for the closure of Old River Road. The residents of Old River Road have spoken out quite vocally regarding their opposition to the Stantec plans and yet it keeps being pushed forward. As you know from our meeting on April 18th, and from the extensive correspondence leading up to that meeting, no one living on Old River Road believes the proposed plan is acceptable, and many significant safety issues have been raised, repeatedly.

As residents of Middlesex Centre, we know how severe winter weather can be, and we all know that we must plan accordingly in order to deal with typical Canadian winter weather conditions. Further than that, we know that we must plan for the unpredictability of winter storms and severe weather throughout the year. Snow and ice can make the Old River Road hill inaccessible during the winter season; you and the residents of the road know this well, from past experiences.

Middlesex Centre, Mr Brian Lima, has tried to assure the residents that this road would have top priority for snow clearing and sanding in the winter, and that it would be cleared as soon as it becomes unsafe. However, we as residents know that such a promise is easy to make, but hard to keep, and in fact is not one that Middlesex Centre can, or even should, be making: no one can guarantee this kind of service. As far as we understand, Old River Road is *already* a top priority for the municipality during the winter, and yet nonetheless, during storm conditions, the hill is frequently unsafe or impassable, and residents must enter/exit via Vanneck Road. During a heavy snow fall or ice storm, there will of course be times that you don't have the ability or man power available to immediately deal with all of the priority road areas. Everyone knows this, and respects the fact that these delays exist, and for residents at the top of the Old River Road, we have always had the option of avoiding the hill during snow storm conditions. Why is the Municipality of Middlesex Centre / Stantec insistent upon making us travel up/down the hill in these severe weather conditions, when this could be avoided altogether?

The lack of sensitivity to these issues was especially evident when three different residents spoke and presented compelling medical reasons why the road cannot be closed and turned into a Dead End Road. Stantec and Middlesex Centre kept trying to sell the idea of the Dead End Road without even acknowledging the residents' valid concerns. After the meeting, I spoke with these residents, and they were quite upset and distressed by the lack of empathy to their situations.

As residents, we have simply asked that safety on our road be prioritized, and we have even

provided a solution that is acceptable to the residents. Our ideas were outlined in the report from Frank Berry & Associates (dated October 11nd 2016), which you have all received (except perhaps Mr. Silva, because of his recent appointment to the position). These proposed solutions, which represent consensus from 85% of the road's residents, in our view solve all of the safety issues at the Glendon Drive intersection, and throughout the length of the road.

Our proposed solution was as follows:

- [if !supportLists]-->• <!--[endif]-->A simple right-in-right-out at the Old River Road & Glendon Drive intersection (no major structural changes required, just updated and enhanced signage, and increased enforcement until drivers become accustomed to the changes)
- [if !supportLists]-->• <!--[endif]-->Designate Old River Road a “Community Safety Zone” with a maximum speed of 40km/h (again, with new signage and increased enforcement)
- [if !supportLists]-->• <!--[endif]-->Install removable speed bumps and/or convert the upper portion of Old River Road into gravel to deter through traffic (as one meeting participant described was successfully done on Boston Drive to discourage its use as a shortcut). Making Old River Road less convenient to non-residents will force people to change their driving habits, and instead use the major arterial roads (Glendon Drive, Vanneck Road)
- [if !supportLists]-->• <!--[endif]-->Additional signage, such as “No trucks allowed except for local deliveries”

Once these changes are implemented, traffic will naturally decrease and be largely restricted to local traffic. To our knowledge, no resident of Old River Road has been involved in any of the accidents reported at the Glendon Drive intersection, so we can assume that these were all involving non-residents. Reducing non-resident traffic is essential to ensuring safety along Old River Road and at the Glendon Drive intersection.

We have presented many cost-effective and simple solutions to slow traffic and reduce the use of Old River Road by non-residents. We have, as residents of the road, shown you unquestionably that we do not support the closure of Old River Road, and that there are serious safety concerns at play. We are increasingly frustrated that no matter what the residents say, you keep pushing the totally unacceptable idea of creating a Dead End Road. Why are you pushing an idea that the residents oppose, and that wastes taxpayer money unnecessarily?

Sincerely,



cc. Alan Patton Law

From:
To:
Cc:
Subject:
Date:



Attachments: [0033_001.pdf](#)

Hi Bob and Bill,

The monitoring program will be developed by the Municipality in accordance with a traffic calming policy that is currently being developed.

The intent of the traffic calming strategy would be to have Old River Road function as a local road, though this is not solely a quantitative exercise. This means there are more criteria than simply traffic volumes at play, as the trip type as well needs to be considered. The goal here is to greatly reduce the usage of the road as a through road, and reduce the demand on the Old River Road and Glendon Drive intersection.

For additional information, the criteria for a local road can be found in the Transportation Association of Canada (TAC) Geometric Guide for Canadian Roads (Chapter 2). An excerpt is attached.

Isa



From:
Sent:
To:

van Logtenstein

<bill.vanlogtenstein@dairyland.ca>

Subject: OLD RIVER ROAD

Issac: Re the Nov 30th pic meeting.

With reference to the speed bumps there was an indication at the presentation when installed, a certain amount of traffic quota must be attained, and if this was not reached with these devices, the gate option would be implemented. At this meeting, Brian did not seem to know what that lever of traffic amount to be attained would be. Could you let us know what this level would be. 100, 250, 500, or 1000 vehicle per day. This was not clear in the presentation. If there is a predetermined level you have set, we should know this.

Regards,

Bob Burns,

Old River Road Safety Committee.



A.3.4 JEFFERIES COMMERCIAL

From: [Marr, Corri](mailto:Marr,Corri)
To: [Bartlett, Isaac](mailto:Bartlett,Isaac)
Cc: [Bergman, Stephanie](mailto:Bergman,Stephanie)
Subject: FW: Proposed Kilworth Commercial Development
Date: Wednesday, April 06, 2016 12:35:55 PM

FYI – see email chain below...

From: Chris Traini [<mailto:ctraini@middlesex.ca>]
Sent: April-06-16 11:31 AM
To: Frank Berry; Marr, Corri
Cc: Pappin, Garry; lima@middlesexcentre.on.ca; 'Steven Ruse'; 'Paul Hinde'; 'Don de Jong'; Ben Puzanov
Subject: RE: Proposed Kilworth Commercial Development

Frank,

Two important notes here – the first is that the County does not permit 'right-in, right-out' configurations for access and is not anticipating changing this policy.

The second more important thing to note here is that as a condition of the development the owner dedicated a 0.3 m reserve to the County along the Glendon Drive right-of-way with the understanding that access to Glendon would not be permitted.

I cannot recommend that you proceed with the consideration of any option that would propose any type of access directly to Glendon Drive as that will not be permitted and was agreed to by the owner by their dedication of the reserve at the time the site was approved.

The County would be happy to review any recommendations for improvements at the Glendon/Vanneck/Coldstream/Jeffries intersection.

Chris Traini, P.Eng.
County Engineer
County of Middlesex
ctraini@middlesex.ca
(519) 434-7321 ext. 2264

From: Frank Berry [<mailto:fyberry@rogers.com>]
Sent: Wednesday, April 06, 2016 10:14 AM
To: Corri.Marr@stantec.com
Cc: Garry.Pappin@stantec.com; Chris Traini <ctraini@middlesex.ca>; lima@middlesexcentre.on.ca; 'Steven Ruse' <sruse@herefordshirecapital.com>; 'Paul Hinde' <planner@tridongroup.com>; dshaw@factorgas.com; 'Don de Jong' <ddejong@tridongroup.com>
Subject: Proposed Kilworth Commercial Development

Good day Corri

As you may be aware, I am preparing an update to the traffic impact assessment report I did for the Tridon Group in March, 2012. Although my update is not yet complete, I am sending you the attached exhibits from the report for your information and comments.

The estimates of vehicle trip generation (Table 1) are based on a preliminary concept of potential uses. These will be adjusted and confirmed when a site plan is prepared for submission to the Municipality.

My review considered three access options. Option A has no direct access to Glendon Drive. Option B permits right turns only to and from Glendon Drive. Option C permits left and right turns to and from Glendon Drive.

Site generated vehicle trips were assigned separately for destined trips and for pass-by and diverted trips. Figures 3, 4 and 5 show the two assessments combined.

A review of the turning movements shows that, as more trips are assigned to the Glendon Drive access, the volume of traffic on Jefferies goes down. Similarly, the volume of turning movements, particularly left turns at Glendon and Jefferies, goes down.

I did an assessment of turn lane requirements. For left turns on Glendon Drive (Option C) a left turn lane with a storage length of 50 metres is warranted. This is a very long left turn lane, the reasons being the design speed of the road (100km/h) and the volume of opposing through traffic on Glendon. On Jefferies, a left turn lane with a storage length of 25 metres is warranted for Options A and B. The storage length requirement drops to 15 metres for Option C. A separate right turn lane on Glendon would not be warranted under Options B and C.

I will be undertaking a level of service analysis of the three key intersections in the next day or two. I suspect that we may have a problem at Glendon and Jefferies, especially with Options A and B, that would necessitate left turn lanes on Jefferies and Vanneck as well as advanced green signal indications on all four approaches.

I hope to have my report completed by the end of this week. If you have any questions, please call me.

frank

F. R. Berry & Associates
519 474 2527

July 14, 2016

County of Middlesex
399 Ridout Street North
London, Ontario N6A 2P1

Attention: Mr. Chris Traini, P.Eng. (ctraini@middlesex.ca)

Attention: Brian Lima, P. Eng. (Middlesex Centre, lima@middlesexcentre.on.ca),
and Stephanie Bergman (Stantec, stephanie.bergman@stantec.com)

**Re: Glendon Drive Streetscape
 Municipal Class Environmental Assessment
 Commercial Development at the South-East Corner of
 Jefferies Road and Glendon Drive**

Mr. Traini,

Please be advised that the MBTW Group has been retained by Litera Investments Inc. to undertake a preliminary review of the Public Information Centre #2 Presentation Boards for the Glendon Drive Streetscape Municipal Class Environmental Assessment, herein referred to as the Glendon Drive EA, on behalf of our client. The subject lands are located at the south-east corner of Jefferies Road and Glendon Drive in Kilworth and are currently vacant. They comprise a significant portion of planned commercial uses in the Komoka-Kilworth Urban Settlement Area, and within the County of Middlesex as a whole.

In this letter, we introduce the planning context of our client's lands and provide an overview of our client's concerns with the Glendon Drive EA, specifically as they relate to:

- The need for a means of access from Glendon Drive in order to render the site a viable commercial site (as designated in the Middlesex Centre Official Plan); and
- The appropriateness of the proposed roundabout at the intersection of Glendon Drive and Jefferies Road.

These concerns are not exhaustive and simply outline some key areas for discussion upon preliminary review of the Glendon Drive EA.

A. Current Planning Context for the Subject Lands

County of Middlesex Official Plan

The subject lands fall within the Kilworth Settlement Area, as shown on Schedule A of the Middlesex County Official Plan. The County Official Plan delegates the primary responsibility for detailed planning within settlement areas to each of the local municipalities and focuses future growth within these Urban

Areas and Community Areas (Section 2.3.8). It also considers the need for residential and commercial lands based on anticipated growth patterns. According to Section 2.3.3 of the County Official Plan, this demand is currently met by sufficient vacant land as designated in the local official plans. The subject lands constitute a significant parcel of vacant land that is designated for commercial use within the Komoka-Kilworth Urban Settlement Area and Secondary Plan.

The subject lands also front onto Glendon Drive, a four-lane County arterial road, as designated in Schedule B of the County of Middlesex Official Plan. The role of County Roads within the transportation hierarchy is to provide for efficient movement to and from provincial freeways, highways and local roads (Section 2.4.1(b), page 2-25). According to this section of the County Official Plan, commercial development is identified as an appropriate land use adjacent to Glendon Drive.

Municipality of Middlesex Centre Official Plan

The subject lands are located within the Komoka-Kilworth Urban Settlement Area and Secondary Plan, at a designated Community Gateway location (as shown in Schedule A-2 of the Middlesex Centre Official Plan). The lands are designated Settlement Commercial, and are intended to accommodate larger commercial uses outside of the existing Village Centre (Section 5.4.1.b), page 46). Uses permitted in these areas are specified in Section 5.4.3 as “*general retail, personal services, recreational uses, restaurants and office uses. Retail uses such as department stores and general merchandise stores are not permitted*” (page 47).

Komoka-Kilworth Secondary Plan

The Komoka-Kilworth Secondary Plan is presented in Section 5.7 of the Official Plan of the Municipality of Middlesex Centre. Additional policies relating more specifically to the design of the commercial buildings within the Komoka-Kilworth Settlement Commercial Area are provided in Section 5.7.5 (page 52). Furthermore, Section 5.7.8 provides policies relating to the Community Gateway designation that speak to the significance of these locations as entry points to the community, and the need to define community edges at these locations and to integrate community elements to pronounce these prominent locations (page 54).

The Komoka-Kilworth Secondary Plan identifies Glendon Drive (County Road 14) as a County arterial road, planned to facilitate the movement of high traffic volumes (regional and local). In general, the policies of the Secondary Plan aim to limit public road intersections (Section 5.7.12.a)i)), while recognizing that the Village Centre area will provide for street oriented development in a traditional main street setting (page 58).

B. Access from Glendon Drive for a Viable Commercial Site

Our client is concerned that the Glendon Drive EA has not adequately considered the transportation requirements to make viable the designated commercial land use at the intersection of Glendon Drive and Jefferies Road. In order to achieve the objectives of the Municipality of Middlesex Centre Official Plan, traffic generated from the commercial site should be account for in the Glendon Drive EA process. In April 2016, a *Preliminary Traffic Impact Assessment* (prepared by F.R. Berry & Associates) was circulated to the Glendon Drive EA team, and does not appear to have been reflected in the June 2016 Public Information Centre #2 Presentation Boards. The assessment recommends a primary (full turn) access to the subject lands at Jefferies Road, supported by a right in/right out access at Glendon Drive.

While access is discouraged from Glendon Drive, it is not prohibited. The County's By-law #5783 is referenced in the County of Middlesex Official Plan (Section 2.4.2.1.b) and controls access onto arterial or collector roads. This by-law provides a list of standards and principles (set out in Schedules B of the By-law) for access, which include permission for a maximum of 2 entrances onto a 2-lane or 4-lane arterial road for commercial properties in urban locations (provided they conform to County and MTO standards).

When reviewing the alternative cross sections for Jefferies Road to Kilworth Park Drive, presented in the Glendon Drive EA Public Information Centre #2 Presentation Boards, all three options consider "no change to property access", which fails to reflect the recommendations of the *Preliminary Traffic Impact Assessment* prepared by F.R. Berry & Associates (April 2016). In light of this, we feel that there has not been adequate consideration to ensure the feasibility of a commercial development on the subject lands, and are consequently concerned that all of the recommended options for this segment of Glendon Drive are incompatible with the Municipality of Middlesex Centre Official Plan objectives and land use vision.

C. Concerns with the Proposed Roundabout at Glendon Drive and Jefferies Road

We are concerned that the recommended option for a roundabout at the intersection of Glendon Drive and Jefferies Road causes safety concerns in terms of road approaches and is not an appropriate recommendation for an intersection that is heavily used by regional truck traffic. Should this continue to be the recommended option, it would be critical to incorporate site generated traffic into the design of the roundabout.

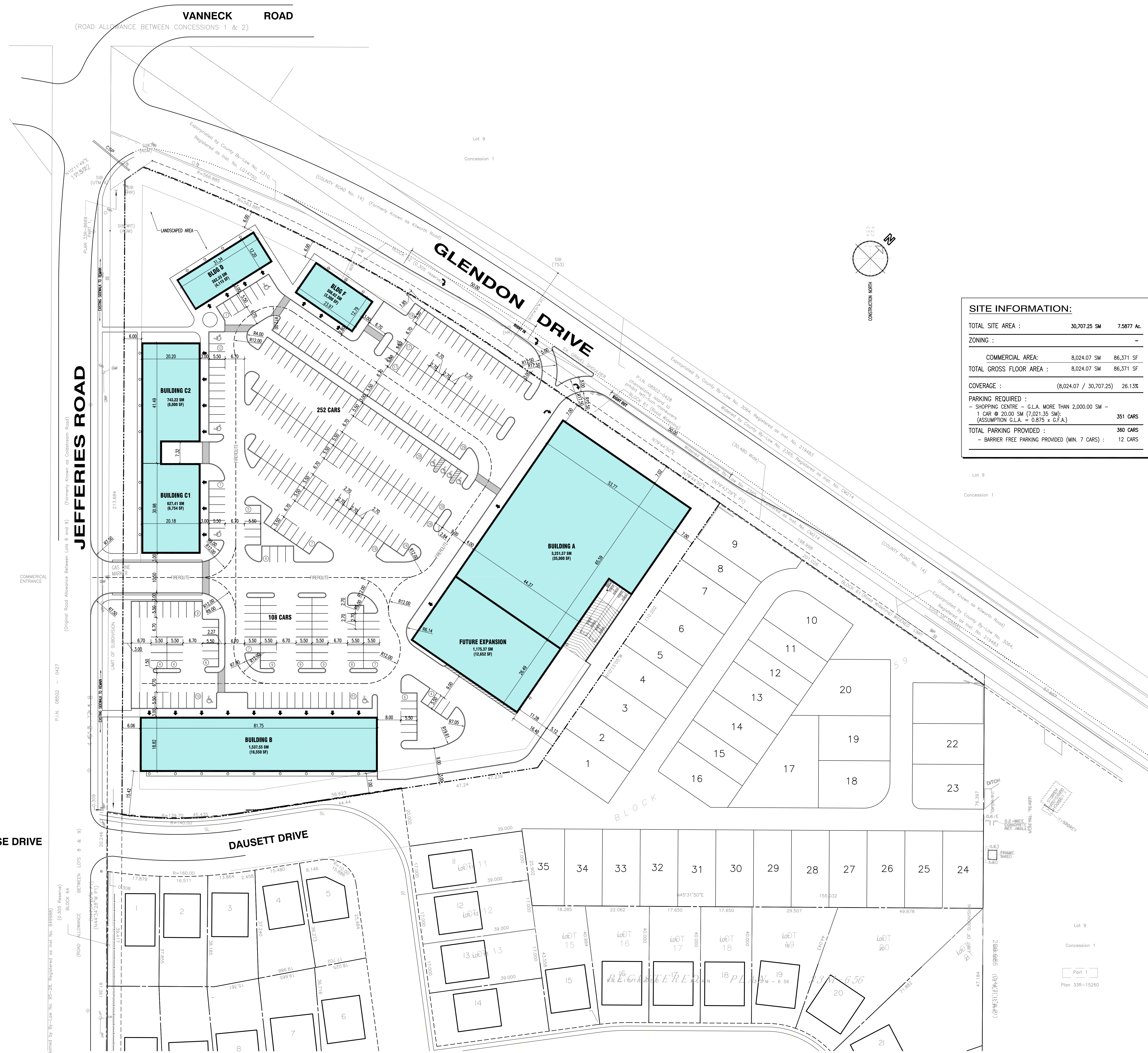
We appreciate your attention to these comments and request that further work completed for the Glendon Drive EA consider this development proposal and a right in/right out access to Glendon Drive. We have attached a preliminary concept plan to this letter for your consideration. We would be pleased to coordinate a meeting for further discussion. Please do not hesitate to contact the undersigned.

Yours Truly,
The MBTW Group



Michael Hannay
Director of Business Development
B.ARCH., B.E.S., MRAIC, MCIP, LEED AP

CC. Jacob Katz, Litera Investments Inc. (jacob@literainvestments.com)
Steven Ruse, Herefordshire Capital Group (sruse@herefordshirecapital.com)
Lina Al-Dajani, the MBTW Group (lina@mbtw.com)
Frank Berry, F.R. Berry & Associates (fyberry@rogers.com)
Michelle Smibert, Municipality of Middlesex Centre (smibert@middlesexcentre.on.ca)



SITE INFORMATION:

TOTAL SITE AREA :	30,707.25 SM	7,5877 Ac.
ZONING :	-	
COMMERCIAL AREA:	8,024.07 SM	86,371 SF
TOTAL GROSS FLOOR AREA :	8,024.07 SM	86,371 SF
COVERAGE :	(8,024.07 / 30,707.25) 26.13%	
PARKING REQUIRED :	-	
- SHOPPING CENTRE - G.L.A. MORE THAN 2,000.00 SM -	-	
1 CAR @ 20.00 SM (7,021.35 SM):	351 CARS	
(ASSUMPTION G.L.A. = 0.675 x G.F.A.)	-	
TOTAL PARKING PROVIDED :	360 CARS	
- BARRIER FREE PARKING PROVIDED (MIN. 7 CARS) :	12 CARS	

KEY PLAN
N.T.S.

LEGEND:

- NEW BUILDING
- NEW CONCRETE CURB & ISLAND
- NEW PAINTED LINEWORK
(2.70m x 5.50m PARKING SPACE)
(4.90m x 5.50m H/C SPACE TYPE 'A')
(6.30m x 5.50m 2 H/C SPACE TYPE 'B')
(6.70m DRIVEWAY)
(9.00m x 3.60m LOADING SPACE)
- SOD / LANDSCAPING
- TRAFFIC PAINTED LINES
- PEDESTRIAN CROSSING - CONCRETE / PAVERS
- BUILDING ACCESS
- BUILDING EXIT
- PROPERTY LINE
- LINE OF CANOPY / ROOF ABOVE
- FIRE ROUTE

**CONCEPT
PRELIMINARY**

LONDON CITY HALL FILE :

1.	ISSUED FOR CITY E.A.	JULY 15, 2016	M.W.
NO.	REVISIONS	MARK VOB ALL COPIES PREVIOUS FINAL DATE	DATE BY

Contractor must check and verify all dimensions on the job and report any discrepancies to the Architect before proceeding with the work.
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SITE PLAN - CONCEPT SK-06
SCALE: 1 : 500

COMMERCIAL DEVELOPMENT
JEFFERIES ROAD AND COUNTY ROAD 14
LONDON, ONTARIO

PETROFF PARTNERSHIP ARCHITECTS
PETROFF

260 TOWN CENTRE BLVD. SUITE 300
MARKHAM ONTARIO CANADA L3R 8H8
TEL. 905.470.7000 FAX. 905.470.2500

ONTARIO ASSOCIATION OF ARCHITECTS
MICHAELA WEINER
LICENCE 3636

DRAWN BY	M.C.	PROJECT NO.	15168
CHECKED BY	M.W.	DWG. NO.	A-101
DATE	DECEMBER 16, 2015		
ISSUED	JULY 15, 2016		

From: [Brian Lima](#)
To: [Bartlett, Isaac](#)
Cc: [Marr, Corri](#); [Bergman, Stephanie](#)
Subject: FW: Proposed Kilworth Commercial Development
Date: Thursday, April 07, 2016 4:41:21 PM
Attachments: [image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)

FYI



Brian Lima, P.Eng.

Director of Public Works & Engineering

[Middlesex Centre](#) | lima@middlesexcentre.on.ca

10227 Ilderton Road, RR#2 | Ilderton, Ontario, N0M 2A0

Tel: 519.666.0190 | Fax: 519.666.0271

From: Paul Hinde [mailto:planner@tridongroup.com]
Sent: Thursday, April 07, 2016 4:24 PM
To: 'Chris Traini' <ctraini@middlesex.ca>; 'Frank Berry' <fyberry@rogers.com>; Corri.Marr@stantec.com
Cc: Garry.Pappin@stantec.com; Brian Lima <lima@middlesexcentre.on.ca>; 'Steven Ruse' <sruse@herefordshirecapital.com>; 'Don de Jong' <ddejong@tridongroup.com>; 'Ben Puzanov' <bpuzanov@middlesex.ca>; jacob@literainvestments.com
Subject: RE: Proposed Kilworth Commercial Development

Chris: we understand you suggest the County “does not permit” right –in, right-out configurations for access however the County of Middlesex Official plan merely states “The County shall discourage development which would inhibit traffic movement along the County road system.” This does not say “prohibit” or “permit” as you are suggesting. The .3m reserve was placed on the draft plan of subdivision in order to obtain County approval of the plan of subdivision in 2012 so that the 58 lot residential development could proceed. We had provided a traffic impact analysis by Frank Berry in 2012 but that report was somewhat visionary as specific tenants (trip generators), intensity of development ect. was not known. We had held discussion in 2012 and had indicated our desire to revisit the request for access to Glendon Drive once a more realistic development proposal was formulated.

The information provided to you from Frank earlier this week clearly demonstrates that the efficient movement of traffic along Glendon Road will not be compromised and in fact a right-in right-out will actually alleviate a congestion problem at the Jefferies/Glendon (five corners) intersection. The traffic volumes resulting with all movement needing to enter or exit via Jefferies road will cause disruption on Glendon Road at this intersection.

We are of the firm belief that the Class EA study currently underway should evaluate **all** options for considering the efficient movement of traffic along the entire Glendon road study limits. Pre

establishing a position of “does not permit right-in, right-out” impacts the ability of the consultants to fully assess all options when completing their study.

We would ask that the Frank Berry traffic assessment continue and that Stantec consider this option as part of the class EA process.

Paul V. Hinde
Manager, Land Development



phone: (519) 657-5989
fax: (519) 690-0071
email: planner@tridongroup.com
website: www.tridongroup.com

From: Chris Traini [<mailto:ctraini@middlesex.ca>]
Sent: April 6, 2016 11:31 AM
To: Frank Berry; Corri.Marr@stantec.com
Cc: Garry.Pappin@stantec.com; lima@middlesexcentre.on.ca; 'Steven Ruse'; 'Paul Hinde'; 'Don de Jong'; Ben Puzanov
Subject: RE: Proposed Kilworth Commercial Development

Frank,

Two important notes here – the first is that the County does not permit ‘right-in, right-out’ configurations for access and is not anticipating changing this policy.

The second more important thing to note here is that as a condition of the development the owner dedicated a 0.3 m reserve to the County along the Glendon Drive right-of-way with the understanding that access to Glendon would not be permitted.

I cannot recommend that you proceed with the consideration of any option that would propose any type of access directly to Glendon Drive as that will not be permitted and was agreed to by the owner by their dedication of the reserve at the time the site was approved.

The County would be happy to review any recommendations for improvements at the Glendon/Vanneck/Coldstream/Jeffries intersection.

Chris Traini, P.Eng.
County Engineer
County of Middlesex
ctraini@middlesex.ca
(519) 434-7321 ext. 2264

From: Frank Berry [<mailto:fyberry@rogers.com>]

Sent: Wednesday, April 06, 2016 10:14 AM

To: Corri.Marr@stantec.com

Cc: Garry.Pappin@stantec.com; Chris Traini <ctraini@middlesex.ca>; lima@middlesexcentre.on.ca; 'Steven Ruse' <sruse@herefordshirecapital.com>; 'Paul Hinde' <planner@tridongroup.com>; dshaw@factorgas.com; 'Don de Jong' <ddejong@tridongroup.com>

Subject: Proposed Kilworth Commercial Development

Good day Corri

As you may be aware, I am preparing an update to the traffic impact assessment report I did for the Tridon Group in March, 2012. Although my update is not yet complete, I am sending you the attached exhibits from the report for your information and comments.

The estimates of vehicle trip generation (Table 1) are based on a preliminary concept of potential uses. These will be adjusted and confirmed when a site plan is prepared for submission to the Municipality.

My review considered three access options. Option A has no direct access to Glendon Drive. Option B permits right turns only to and from Glendon Drive. Option C permits left and right turns to and from Glendon Drive.

Site generated vehicle trips were assigned separately for destined trips and for pass-by and diverted trips. Figures 3, 4 and 5 show the two assessments combined.

A review of the turning movements shows that, as more trips are assigned to the Glendon Drive access, the volume of traffic on Jefferies goes down. Similarly, the volume of turning movements, particularly left turns at Glendon and Jefferies, goes down.

I did an assessment of turn lane requirements. For left turns on Glendon Drive (Option C) a left turn lane with a storage length of 50 metres is warranted. This is a very long left turn lane, the reasons being the design speed of the road (100km/h) and the volume of opposing through traffic on Glendon. On Jefferies, a left turn lane with a storage length of 25 metres is warranted for Options A and B. The storage length requirement drops to 15 metres for Option C. A separate right turn lane on Glendon would not be warranted under Options B and C.

I will be undertaking a level of service analysis of the three key intersections in the next day or two. I suspect that we may have a problem at Glendon and Jefferies, especially with Options A and B, that would necessitate left turn lanes on Jefferies and Vanneck as well as advanced green signal indications on all four approaches.

I hope to have my report completed by the end of this week. If you have any questions, please call me.

frank

F. R. Berry & Associates
519 474 2527

**PROPOSED COMMERCIAL DEVELOPMENT
GLENDON DRIVE AT JEFFERIES ROAD
KILWORTH**

PRELIMINARY TRAFFIC IMPACT ASSESSMENT

**F.R. Berry & Associates
April, 2016**



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LEVEL OF SERVICE ANALYSIS



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PROPOSED COMMERCIAL DEVELOPMENT GLENDON DRIVE AT JEFFERIES ROAD KILWORTH

PRELIMINARY TRAFFIC IMPACT ASSESSMENT

1. INTRODUCTION AND BACKGROUND

Litera Properties Inc. has proposed the development of a parcel of vacant land in the south-east quadrant of the intersection of Glendon Drive (Middlesex County Road 14) and Jefferies Road in Kilworth. The proposed development may include a variety of uses such as office and retail space, a food store, restaurants and a gas bar. The location of the proposed development is shown in **Figure 1**.

The primary access to the development will be off Jefferies Road. A secondary access is proposed off Glendon Drive.

In March, 2012, F. R. Berry & Associates submitted a report on the potential traffic impact of a similar development on the same site. Due to a change in ownership, the potential uses on the site have been reconsidered. The purpose of this report is to update the potential vehicle trip generation of the proposed development and to assess the impact of this trip generation on traffic operation on Glendon Drive and Jefferies Road. The report also includes an assessment of alternative accesses to Glendon Drive.

Since the traffic impact assessment is based on possible uses for the site and not on a final site plan, this report should be considered preliminary in nature, subject to confirmation when the final site plan is submitted.

2. EXISTING CONDITIONS

Glendon Drive is a two lane rural arterial with a posted speed limit of 80km/h in the vicinity of the site. It is a major commuter route between Mt. Brydges, Komoka, Kilworth and London.

Jefferies Road is a two lane local street under the jurisdiction of the Municipality of Middlesex Centre. It has a posted speed limit of 50km/h.



The intersection of Glendon Drive and Jefferies Road is signalized with auxiliary left turn lanes on the eastbound and westbound (Glendon Drive) approaches.

Land uses on the west side of Jefferies Road south of Glendon Drive are primarily commercial. Jefferies Road is also the primary access to a residential area to the south. Other residential developments are proposed to the west of Jefferies Road.

Currently, the County of Middlesex is undertaking an Environmental Assessment study for this portion of County Road 14. The purpose of this study is to determine what improvements may be needed to accommodate increases in traffic growth.

The most recent traffic count available at the intersection of Glendon Drive and Jefferies Road was made in September, 2015 for the purposes of the EA study. Peak hour turning movements derived from this count are shown in **Figure 2**. A summary of the traffic count is contained in Appendix A.

3. PROPOSED DEVELOPMENT

A formal site plan has not yet been prepared for the revised development. As noted above, however, a number of possible uses have been identified. These are shown in **Table 1**.

3.1 Vehicle Trip Generation

Peak hour vehicle trip generation was estimated based on rates contained in the Institute of Transportation Engineers Trip Generation Manual, Eighth Edition. **Table 1** shows estimated peak hour trip generation

The aggregate of all of the proposed uses was discounted by 15 percent to account for trips with two or more origins or destinations on site. The net total of generated trips was divided between pass-by trips and diverted trips, those already in the traffic flow on adjacent streets, and destined trips, those with an origin and destination on site. Pass-by trip and diverted rates for each use were estimated based on data contained in the ITE Trip Generation Handbook, Second Edition.



3.2 Vehicle Trip Distribution and Assignment

Three options were considered for direct access between the site and Glendon Drive, as follows:

Option A - no access

Option B - right turns only

Option C - all turning movements permitted

It should be noted that there is currently a 0.3 metre reserve along the frontage of the site on County Road 14.

Pass-by and diverted trips for each option were assigned in proportion to peak hour traffic flows on adjacent streets.

Destined trips were distributed generally in proportion to directional flows on adjacent streets and also relative to concentrations of residential development in the area. These trips were distributed as follows:

north	15 percent
south	25 percent
east	20 percent
west	40 percent

Figures 3, 4 and 5 show total peak hour site generated trips. The turning movements shown in Figures 3, 4 and 5 were obtained by aggregating pass-by trips and destined trips.

4. ANALYSIS

4.1 Projected Traffic

A comparison of the peak hour turning movement count made on September 28, 2015 at the intersection of Glendon Drive and Jefferies Road with a similar count made in November, 2008 shows that there has been a significant increase in peak hour traffic volumes through the intersection. Traffic volumes have increased by approximately 24 percent on Glendon Drive in the morning peak hour and by 10 to 14 percent in the afternoon peak hour. Peak hour traffic volumes on Vanneck Road have increased by an average of 60 percent while those on Jefferies Road have increased by between 22 and 38 percent.



By calculating a weighted average of these increases, it was estimated that traffic volumes through the intersection of Glendon Drive and Jefferies Road have increased at an average rate of about 3.5 percent per year over the seven year interval between traffic counts.

This rate was used to project the peak hour turning movement volumes shown in **Figure 2** to a five year planning horizon. Projected 2021 background peak hour volumes are shown in **Figure 6**.

Figures 7, 8 and 9 show projected total peak hour volumes assuming full build-out of the development by 2021. The turning movement volumes shown in **Figures 7, 8 and 9** were obtained by adding site generated traffic from **Figures 3, 4 and 5** to background traffic from **Figure 6**.

4.2 Left Turn Lanes

A preliminary assessment of the need for left turn lanes, using MTO methodology, indicated that left turn lanes would likely be justified on Jefferies Road at the site access for all options and on Glendon Drive for Option C. Left turn lanes were assumed at these intersections in the level of service analysis.

4.3 Level of Service

Level of service analyses were made for the intersection of Glendon Drive and Jefferies Road for existing (2015), projected background and projected total peak hour conditions for all three options. Analyses were also made for the intersection of Jefferies Road and the site access for all three options and for the intersection of Glendon Drive and the site access for Option C. The analyses used the Synchro 6 program to determine average peak hour delays, queue lengths and volume to capacity ratios.

The results of the analyses are summarized in **Tables 2A, 2B, 3 and 4**. Analysis reports are contained in Appendix B.

Level of service is a measure of how well an intersection operates under prevailing traffic conditions. It is expressed on a scale of A to F where A is the highest level of service and F indicates unacceptable congestion and delay. Level of service is measured in terms of average delay to all vehicles passing through the intersection in the peak hour.



4.3.1 Glendon Drive and Jefferies Road

The intersection was analyzed with the existing lane configuration assumed for both existing and projected background conditions. Currently, the intersection is controlled by a traffic signal which operates with a simple two phase cycle. Signal phasing and timing were kept constant for the analyses. **Table 2A** summarizes the results of the analyses.

Under existing conditions, the intersection operates at a good level of service. Peak hour delays do not exceed level of service C. The maximum volume to capacity ratio is 0.81 for the westbound shared through and right turn movement.

Under projected background conditions, the eastbound left turn movement and the southbound shared approach would both have v/c ratios exceeding 1.0 and delays of over 85 seconds (level of service F) in the afternoon peak hour. The v/c ratio for the shared westbound through and right turn movement would increase to 0.85.

Because of the potential failure conditions, the intersection configuration was adjusted to include separate left turn lanes on the Jefferies Road and Vanneck Road approaches. A left turn signal indication with a phase length of 10 seconds was assumed for the Glendon Drive approaches.

It should be noted that these adjustments were assumed for the purposes of this study only. It is expected that the ongoing EA study will identify more specific adjustments to accommodate future traffic demand.

A summary of the level of service analysis with these improvements included is shown in **Table 2A**. All movements would operate at an acceptable level of service.

Table 2B shows a summary of the analyses of total peak hour traffic for each of the access options. Approach v/c ratios are similar for each option but are generally least for Option B. Overall intersection utilization is lower for Option B than for Option A. Critical movements in the afternoon peak hour are the northbound left turn movement on Jefferies Road in Options A and B, and the eastbound left turn and westbound shared through and right turn movements in Option C



4.3.2 Jefferies Road and Site Access

The proposed site access is aligned with an existing commercial driveway on the west side of Jeffries Road. For the purposes of this analysis, however, the site access was treated as a tee intersection with single lanes on all approaches. A southbound left turn lane was assumed on Jefferies Road.

Table 3 summarizes the results of the analyses. While the intersection would operate at an acceptable level of service for all options, the performance would improve from Option A to Option B and from Option B to Option C.

4.3.3 Glendon Drive and Site Access

Only the full turns option (Option C) was analyzed. The results are summarized in **Table 4**.

The analysis indicates that the exit movement from the site to Glendon Drive would operate at a poor level of service with a 95th percentile queue length in the afternoon peak hour of 87 metres (approximately 12 car lengths). This level of service is likely to lead to unsafe conditions with drivers attempting to make turns when gap lengths are not adequate.

For this reason, a full turns access at Glendon Drive cannot be recommended.

5. CONCLUSIONS

Based on a preliminary range of potential uses on site, the proposed development would generate about 388 vehicle trips in the morning peak hour and 638 vehicle trips in the afternoon peak hour.

Vehicle trips generated by the proposed development were assigned to an access on Jefferies Road permitting all turning movements and to an access to Glendon Drive. Three access options were considered: no access, right turns only and all turns.

This preliminary assessment indicates that improvements would be required at the intersection of Glendon Drive and Jefferies Road under projected background conditions, i.e. without the addition of site generated traffic.



Under all options, the intersection Jefferies Road and the site access would operate at a good level of service

Analysis of Option C, a full turns access at Glendon Drive, indicates that the exit movement from the site would operate at an unacceptable level of service.

It is recommended that Option B, a right turn only access at Glendon Drive and a full turn access at Jefferies Road, be considered for future development of the site.



ITE Land Use		AM Peak Hour				PM Peak Hour			
		Ave. Rate	total	in	out	Ave. Rate	total	in	out
720	Medical-dental Office 7 000sf	2.30	16	13	3	3.46	24	7	17
816	Hardware Store 15 000sf	1.08	16	12	4	4.84	73	34	39
	pass-by trips	25%	4	2	2	25%	18	9	9
	destined trips		12	10	2		55	25	30
850	Supermarket 25 000sf	3.59	90	55	35	10.50	262	134	128
	pass-by trips	25%	22	11	11	25%	66	33	33
	destined trips		68	44	24		196	101	95
880	Pharmacy 15 000sf	3.20	48	28	20	8.42	126	63	63
	pass-by trips	50%	24	12	12	50%	63	32	31
	destined trips		24	16	8		63	31	32
932	High Turnover Restaurant 5 000sf	11.52	58	30	28	11.15	56	33	23
	pass-by trips	25%	14	7	7	25%	14	7	7
	destined trips		44	23	21		42	26	16
934	Fast Food Rest. w. Drive-thru 3 000sf	49.35	148	76	72	33.84	102	53	49
	pass-by trips	75%	111	56	55	50%	51	26	25
	destined trips		37	20	17		51	27	24
945	Gas Bar w. Conv. Store 8 fuelling posns.	10.16	81	41	40	13.38	107	53	54
	pass-by trips	70%	56	28	28	70%	75	37	38
	destined trips		25	13	12		32	16	16
Total Pass-by Trips									
15 percent reduction*			231	116	115	287	144	143	
			196	98	98	244	122	122	
Total Destined Trips									
15 percent reduction*			226	139	87	463	233	230	
			192	118	74	394	198	196	
Total Net Trips			388	216	172	638	320	318	

Note: * Reduction for two or more destinations on site

Table 1
Vehicle Trip Generation

Intersection	AM Peak Hour				PM Peak Hour			
	v/c	Del.	LofS	Q	v/c	Del.	LofS	Q
Existing, Sept. 28, 2015								
Eastbound L	0.59	17.4	B	35.8	0.64	24.0	C	35.2
Eastbound TR	0.76	17.8	B	82.6	0.61	16.7	B	66.9
Westbound L	0.19	11.4	B	9.8	0.32	14.3	B	19.0
Westbound TR	0.60	14.3	B	57.0	0.81	21.1	C	100.4
Northbound LTR	0.42	15.5	B	46.2	0.30	13.0	B	28.3
Southbound LTR	0.60	22.4	C	72.5	0.73	25.2	C	103.2
Intersection ICU	77.1%				83.7%			
LofS	B				C			
Background 2021								
Eastbound L	0.78	27.1	C	66.2	1.01	96.3	F	69.5
Eastbound TR	0.85	21.5	C	117.9	0.63	17.9	B	88.5
Westbound L	0.29	13.2	B	13.3	0.41	17.3	B	26.3
Westbound TR	0.67	15.7	B	77.2	0.85	28.3	C	159.8
Northbound LTR	0.59	22.3	C	63.2	0.46	18.1	B	37.1
Southbound LTR	0.90	50.9	D	105.9	1.07	85.8	F	145.3
Intersection ICU	92.7%				99.5%			
LofS	C				D			
Background 2021 with improvements								
Eastbound L	0.64	19.1	B	30.9	0.82	42.4	D	39.3
Eastbound TR	0.87	30.5	C	166.7	0.71	25.9	C	111.8
Westbound L	0.24	9.8	A	9.7	0.36	12.4	B	18.3
Westbound TR	0.74	22.7	C	100.4	0.96	48.4	D	193.3
Northbound L	0.21	25.0	C	20.9	0.30	26.0	C	21.3
Northbound TR	0.42	19.9	B	45.1	0.23	10.9	B	19.4
Southbound L	0.56	34.6	C	47.6	0.44	27.1	C	43.8
Southbound TR	0.33	11.1	B	25.3	0.57	17.2	B	54.4
Intersection ICU	78.0%				87.9%			
LofS	C				C			

Note: Del. - ave. delay (secs.)

LofS - level of service

v/c - volume to capacity ratio

ICU - intersection capacity utilization

Q - maximum queue length (metres)
(95th percentile)

Table 2A

**Level of Service
Glendon Drive and
Jefferies Road
Existing and Background**

Intersection	AM Peak Hour				PM Peak Hour			
	v/c	Del.	LofS	Q	v/c	Del.	LofS	Q
Total 2021 Option A								
Eastbound L	0.58	16.1	B	29.3	0.69	27.3	C	29.9
Eastbound TR	0.95	41.2	D	195.1	0.88	34.3	C	160.1
Westbound L	0.48	15.0	B	15.5	0.76	31.4	C	39.0
Westbound TR	0.68	21.3	C	93.4	0.93	39.9	D	176.5
Northbound L	0.43	30.2	C	36.6	0.98	89.0	F	82.6
Northbound TR	0.59	24.7	C	65.4	0.45	17.3	B	45.3
Southbound L	0.71	49.5	D	57.5	0.56	32.7	C	46.4
Southbound TR	0.40	18.3	B	39.4	0.66	25.1	C	77.8
Intersection ICU LofS	87.7% C				95.1% D			
Total 2021 Option B								
Eastbound L	0.58	16.2	B	29.3	0.69	27.3	C	29.9
Eastbound TR	0.94	39.1	D	193.8	0.87	34.3	C	160.9
Westbound L	0.48	15.1	B	15.5	0.76	31.6	C	39.1
Westbound TR	0.68	21.3	C	93.4	0.93	39.9	D	176.5
Northbound L	0.42	29.7	C	36.3	0.94	80.2	F	81.3
Northbound TR	0.48	23.5	C	53.7	0.31	18.0	B	34.2
Southbound L	0.61	38.7	D	53.3	0.48	28.5	C	45.4
Southbound TR	0.39	17.2	B	36.8	0.64	23.9	C	73.9
Intersection ICU LofS	83.6% C				94.0% D			
Total 2021 Option C								
Eastbound L	0.63	18.6	B	29.3	0.89	62.8	E	54.2
Eastbound TR	0.94	39.1	D	193.8	0.81	30.6	C	160.9
Westbound L	0.25	10.2	B	9.0	0.43	14.6	B	17.3
Westbound TR	0.75	23.6	C	107.8	1.03	68.2	E	218.7
Northbound L	0.30	27.2	C	26.7	0.61	39.0	D	44.2
Northbound TR	0.45	22.2	C	49.8	0.27	15.0	B	27.0
Southbound L	0.59	37.1	D	51.6	0.47	28.1	C	44.4
Southbound TR	0.39	17.2	B	36.8	0.65	24.6	C	73.9
Intersection ICU LofS	80.0% C				95.5% D			

Note: Del. - ave. delay (secs.)

LofS - level of service

v/c - volume to capacity ratio

ICU - intersection capacity utilization

Q - maximum queue length (metres)
(95th percentile)

Table 2B

**Level of Service
Glendon Drive and
Jefferies Road
Total Traffic 2021**

Intersection	AM Peak Hour				PM Peak Hour			
	v/c	Del.	LofS	Q	v/c	Del.	LofS	Q
Total 2021 Option A								
Westbound LR	0.31	13.8	B	10.7	0.68	26.0	D	41.1
Northbound TR	0.20	0.0	-	0.0	0.15	0.0	-	0.0
Southbound L	0.15	8.4	A	4.2	0.21	8.5	A	6.5
Southbound T	0.10	0.0	-	0.0	0.15	0.0	-	0.0
Intersection ICU LofS	50.3% A				60.9% B			
Total 2021 Option B								
Westbound LR	0.21	12.6	B	6.3	0.49	18.1	C	21.4
Northbound TR	0.20	0.0	-	0.0	0.15	0.0	-	0.0
Southbound L	0.10	8.2	A	2.6	0.15	8.2	A	4.3
Southbound T	0.10	0.0	-	0.0	0.15	0.0	-	0.0
Intersection ICU LofS	43.1% A				51.2% A			
Total 2021 Option C								
Westbound LR	0.13	12.0	B	3.6	0.30	14.4	B	9.9
Northbound TR	0.20	0.0	-	0.0	0.15	0.0	-	0.0
Southbound L	0.05	8.1	A	1.3	0.08	8.0	A	2.1
Southbound T	0.10	0.0	-	0.0	0.15	0.0	-	0.0
Intersection ICU LofS	37.0% A				40.1% A			

Note: Del. - ave. delay (secs.)

LofS - level of service

v/c - volume to capacity ratio

ICU - intersection capacity utilization

Q - maximum queue length (metres)
(95th percentile)

Table 3

Level of Service Jefferies Road and Site Access

Total Traffic 2021

Intersection	AM Peak Hour				PM Peak Hour			
	v/c	Del.	LofS	Q	v/c	Del.	LofS	Q
Total 2021 Option C								
Eastbound TR	0.53	0.0	-	0.0	0.45	0.0	-	0.0
Westbound L	0.07	10.0	B	1.7	0.11	9.7	A	2.8
Westbound T	0.32	0.0	-	0.0	0.45	0.0	-	0.0
Northbound LR	0.53	41.5	E	22.0	1.24	212.2	F	87.0
Intersection ICU				63.4%				68.5%
LofS				B				C

Note: Del. - ave. delay (secs.)

LofS - level of service

v/c - volume to capacity ratio

ICU - intersection capacity utilization

Q - maximum queue length (metres)
(95th percentile)

Table 4

Level of Service Glendon Drive and Site Access

Total Traffic 2021



Figure 1
Area Plan

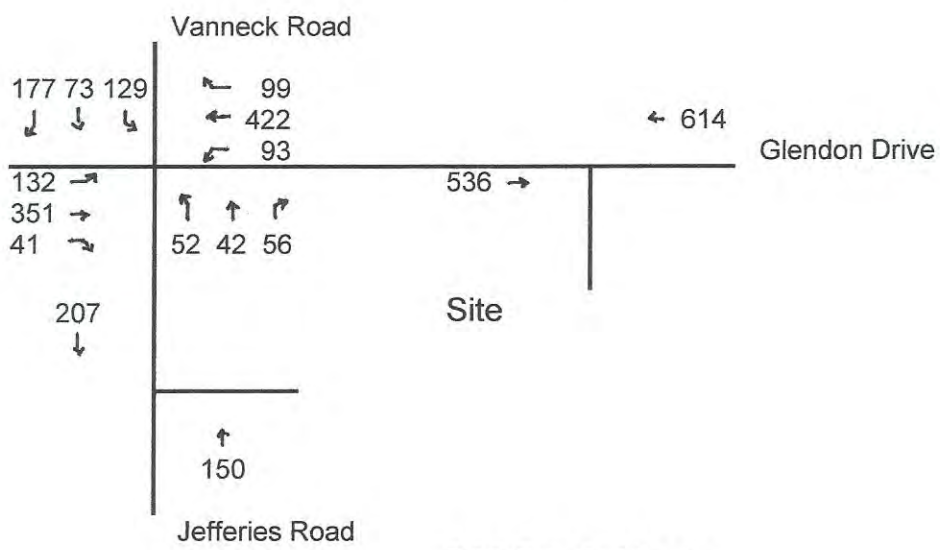
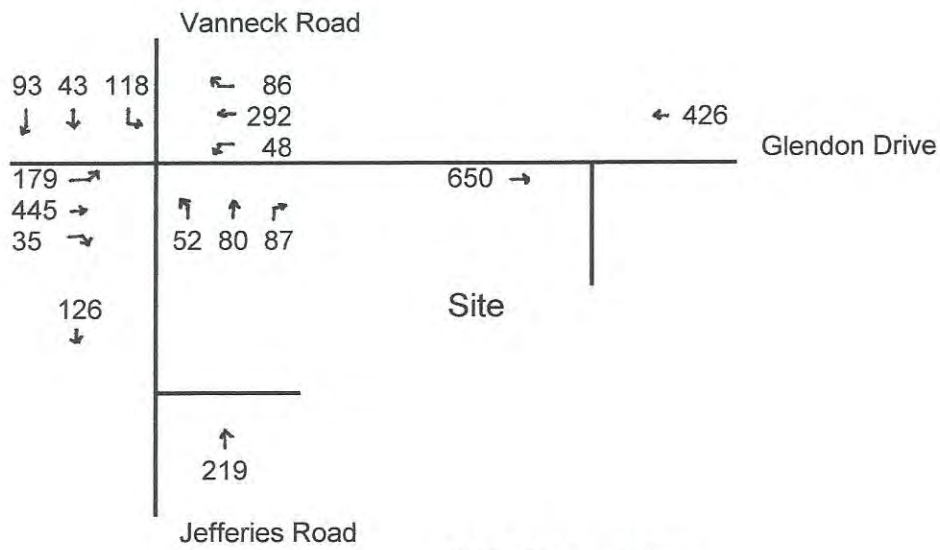
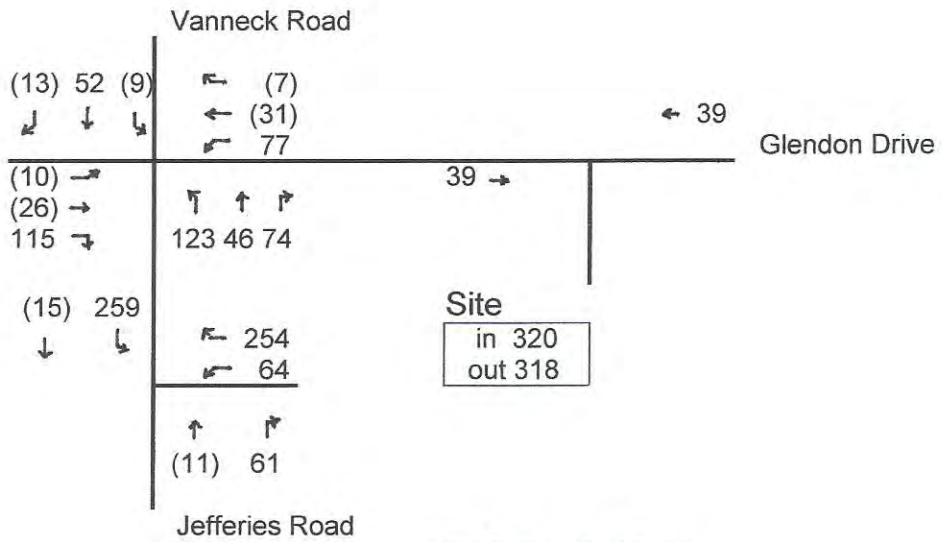
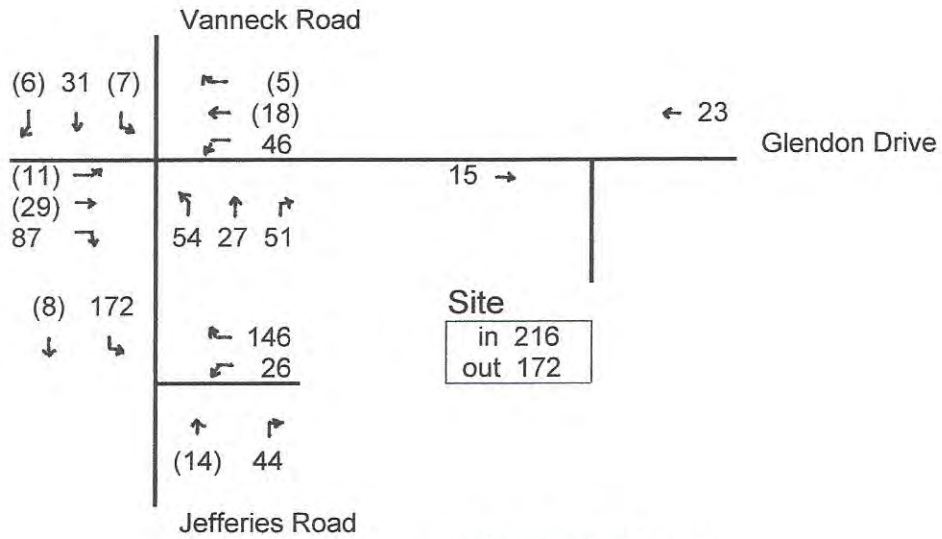
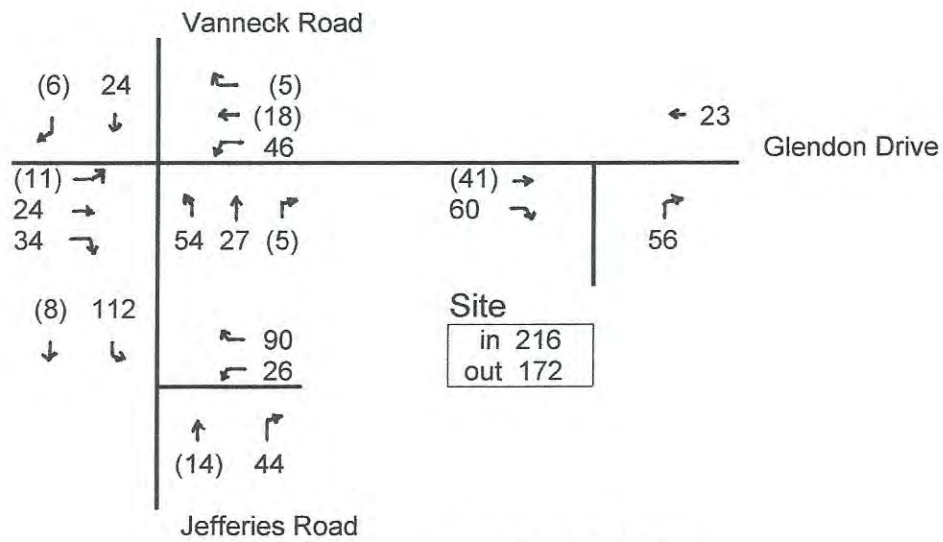


Figure 2
Existing Traffic
September 28, 2015

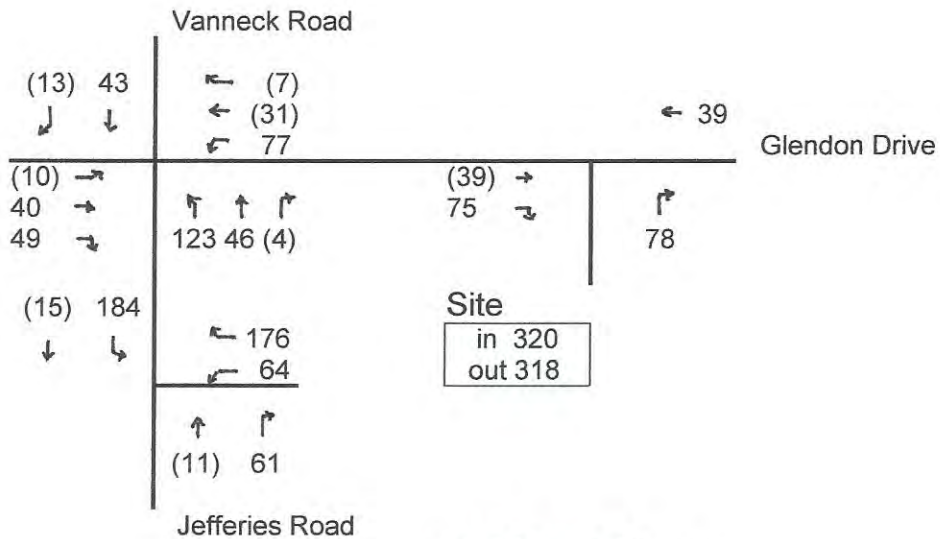


Note: (15) - Adjustment for pass-by and diverted trips

Figure 3
Site Generated Traffic
Option A



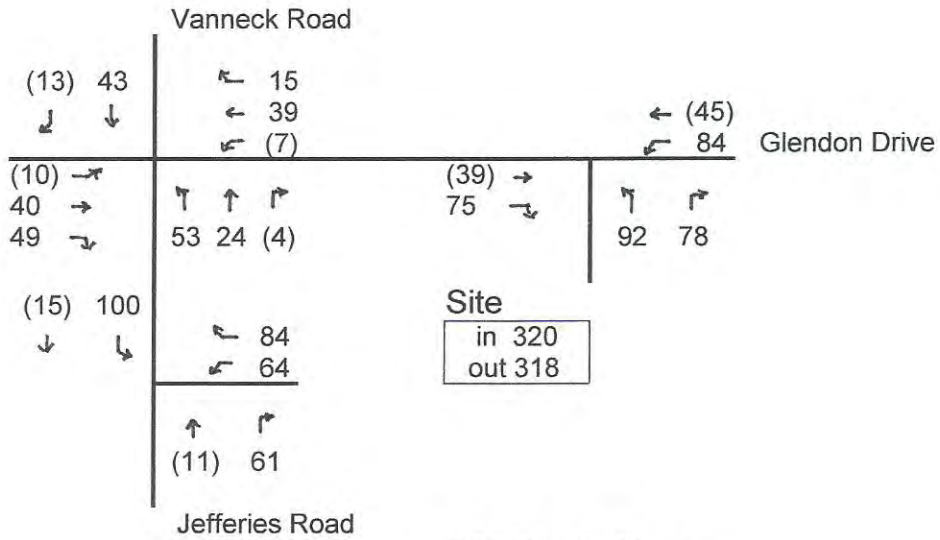
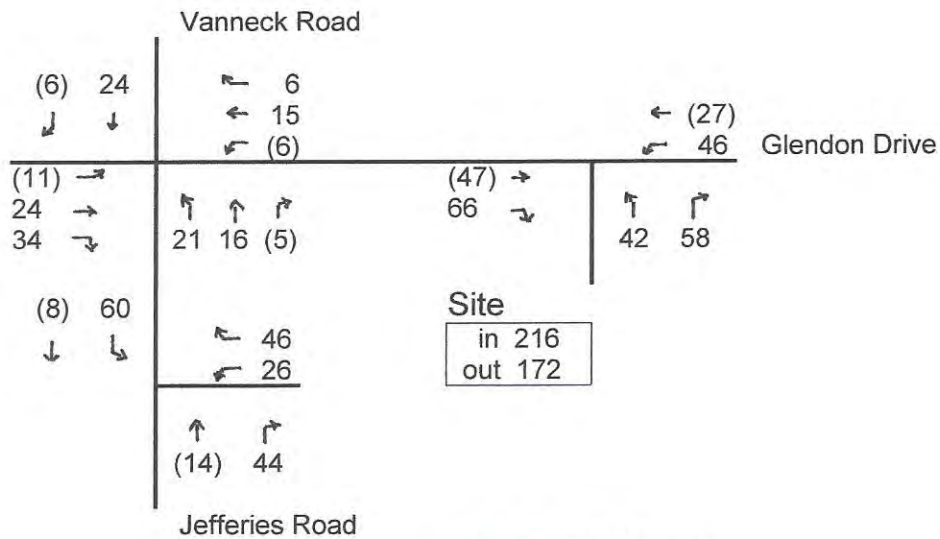
AM Peak Hour



PM Peak Hour

Note: (15) - Adjustment for pass-by and diverted trips

Figure 4
Site Generated Traffic
Option B



Note: (15) - Adjustment for pass-by and diverted trips

Figure 5
Site Generated Traffic
Option C

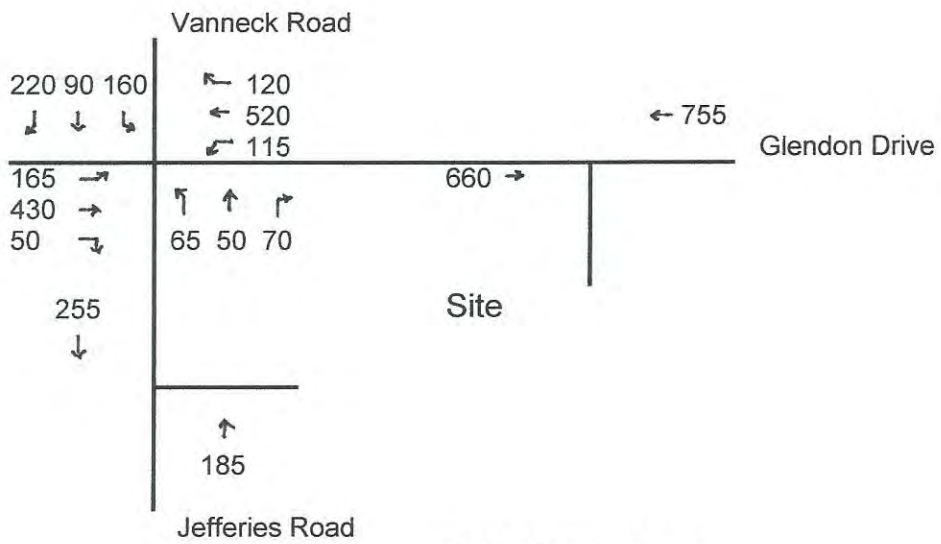
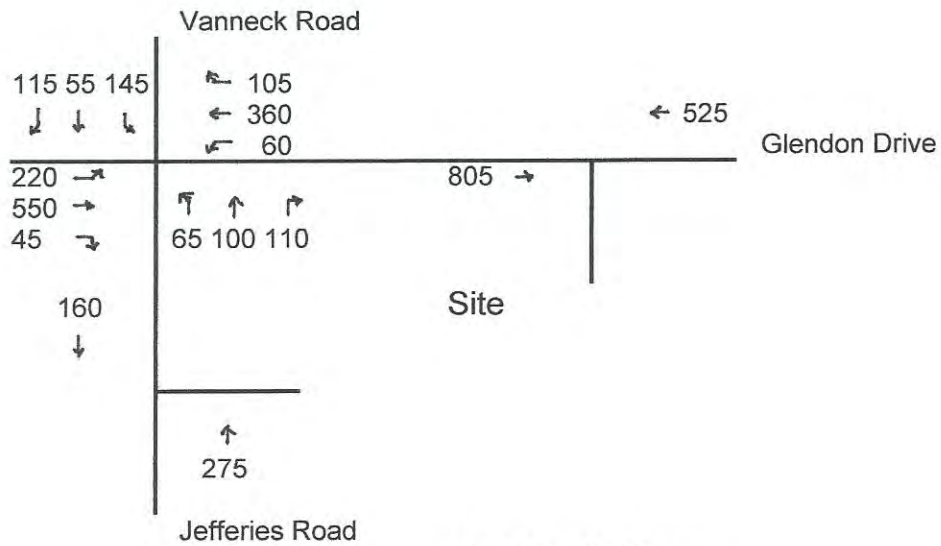


Figure 6
Background Traffic 2021

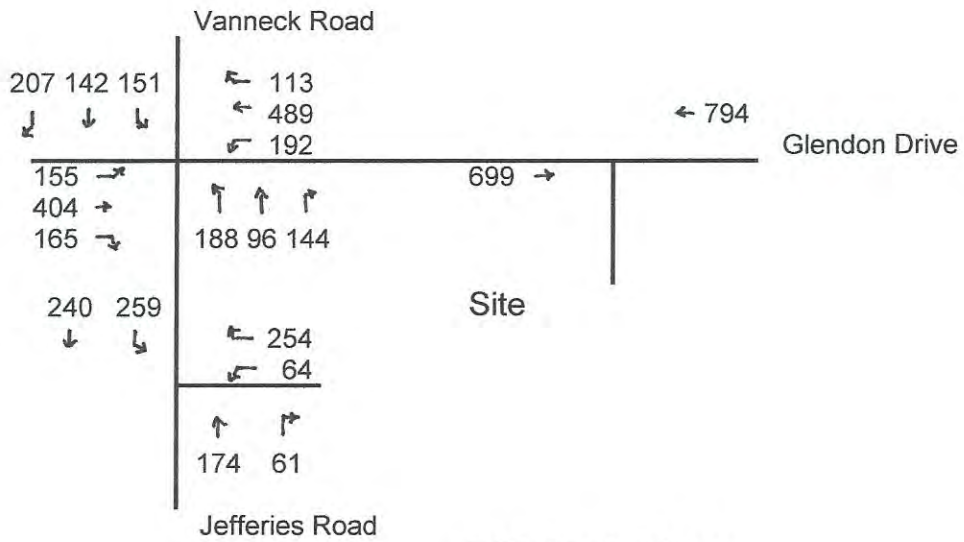
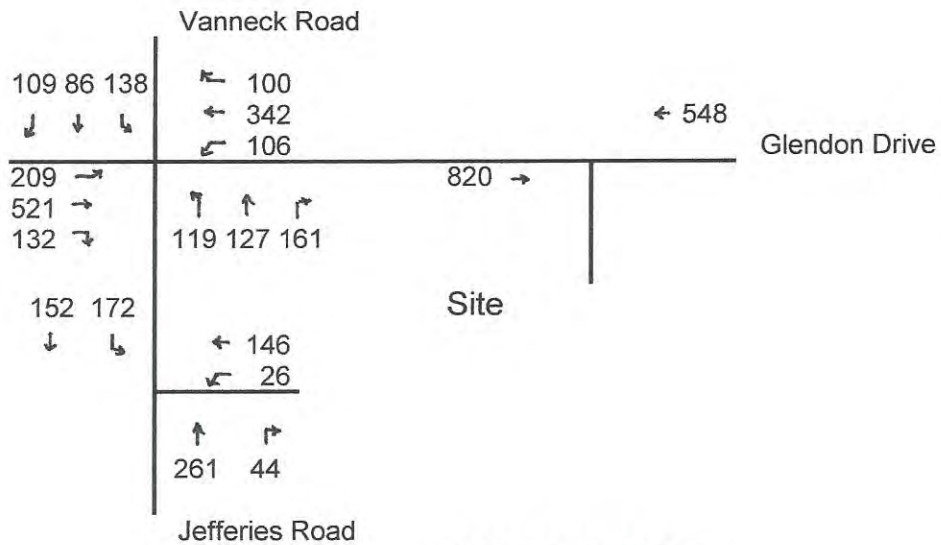


Figure 7
Total Traffic 2021
Option A

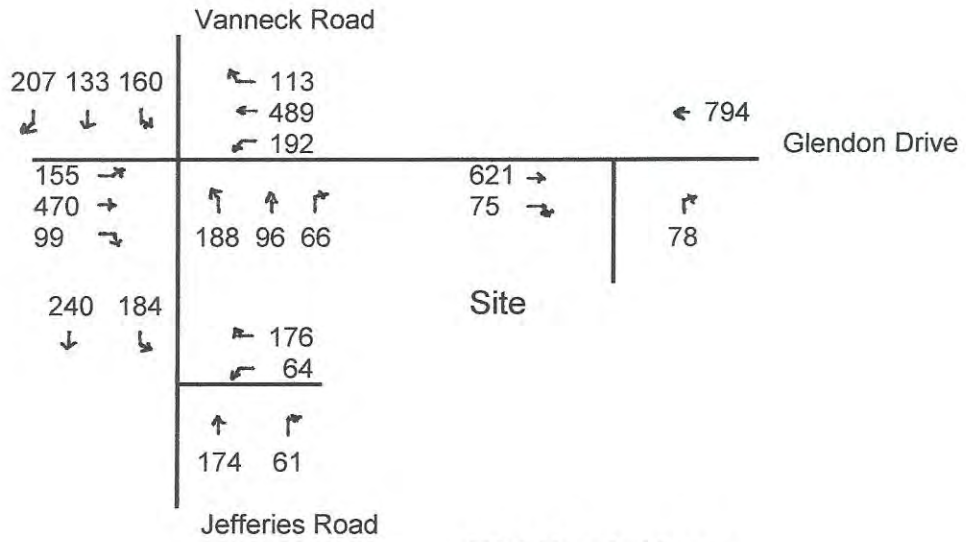
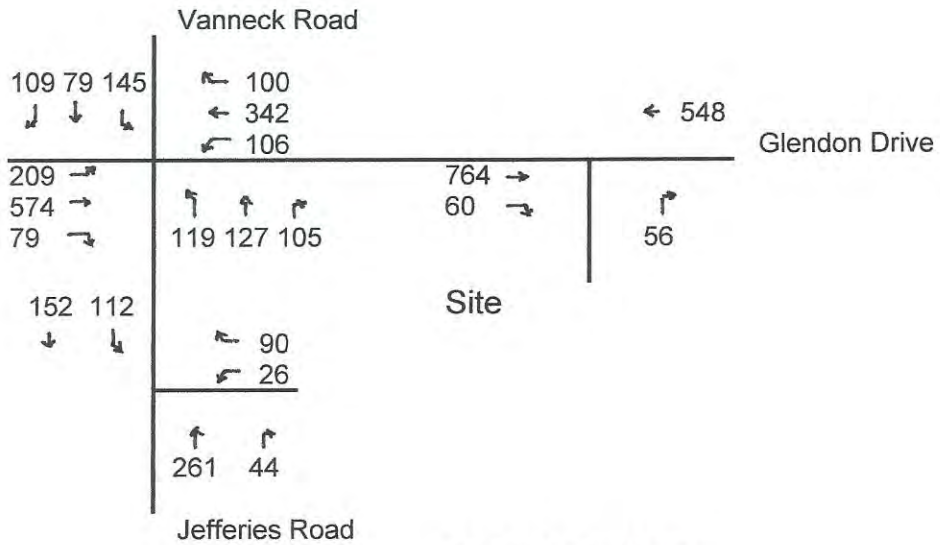


Figure 8
Total Traffic 2021
Option B

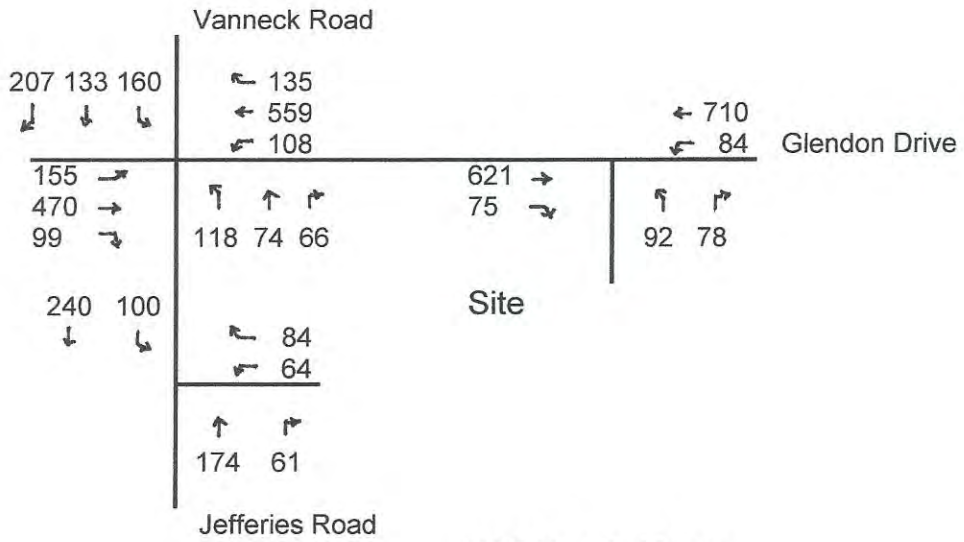
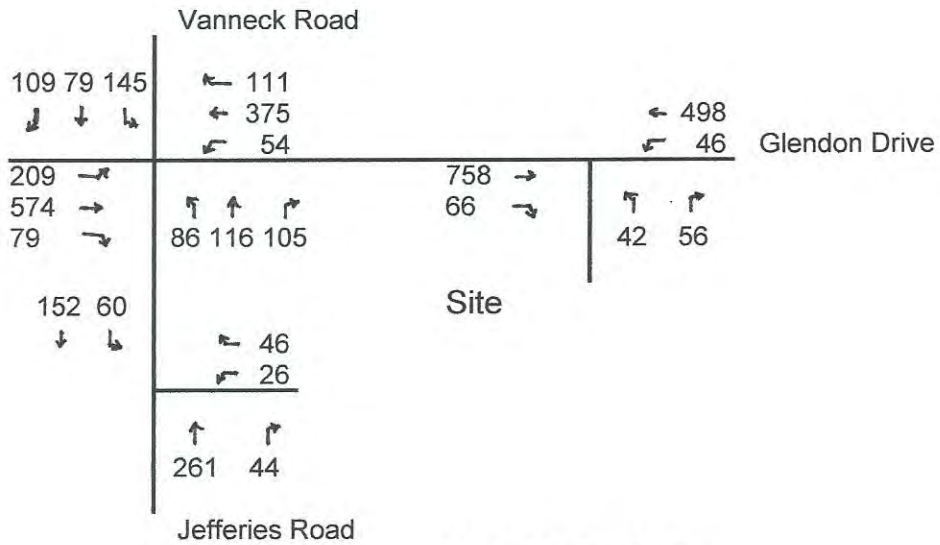


Figure 9
Total Traffic 2021
Option C

APPENDIX A
TRAFFIC COUNTS



Glendon Drive & Vanneck Road / Jefferies Road

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 10:00:00

One Hour Peak

From: 7:30:00

To: 8:30:00

Municipality: Komoka
Site #: 0000003305
Intersection: Glendon Drive & Vanneck Road / Jefferies Road
TFR File #: 1
Count date: 29-Sep-2015

Weather conditions:

Cloudy / Rain

Person(s) who counted:

** Signalized Intersection **

Major Road: Glendon Drive runs W/E

North Leg Total: 599

North Entering: 254

North Peds: 0

Peds Cross: \times

Heavys	3	1	0	4
Trucks	4	1	9	14
Cars	86	41	109	236
Totals	93	43	118	



Heavys 5

Trucks 11

Cars 329

Totals 345

East Leg Total: 1076

East Entering: 426

East Peds: 0

Peds Cross: \times

Heavys	7	Trucks	13	Cars	417	Totals	437
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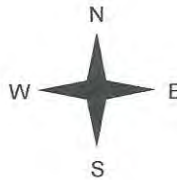


Vanneck Road

Cars	82	Trucks	3	Heavys	1	Totals	86
Cars	281	Trucks	7	Heavys	4	Totals	292
Cars	47	Trucks	1	Heavys	0	Totals	48
Totals	410	11	5				



Heavys	2	Trucks	5	Cars	172	Totals	179
Heavys	3	Trucks	9	Cars	433	Totals	445
Heavys	3	Trucks	3	Cars	29	Totals	35
Totals	8	17	634				



Glendon Drive

Glendon Drive



Peds Cross: \times
 West Peds: 0
 West Entering: 659
 West Leg Total: 1096

Cars	117
Trucks	5
Heavys	4
Totals	126



Jefferies Road

Cars	50	75	86	211
Trucks	2	3	1	6
Heavys	0	2	0	2
Totals	52	80	87	

Peds Cross: \times
 South Peds: 0
 South Entering: 219
 South Leg Total: 345

Comments

Glendon Drive & Vanneck Road / Jefferies Road

Mid-day Peak Diagram

Specified Period

From: 11:30:00

To: 13:30:00

One Hour Peak

From: 12:00:00

To: 13:00:00

Municipality: Komoka
Site #: 0000003305
Intersection: Glendon Drive & Vanneck Road / Je
TFR File #: 1
Count date: 29-Sep-2015

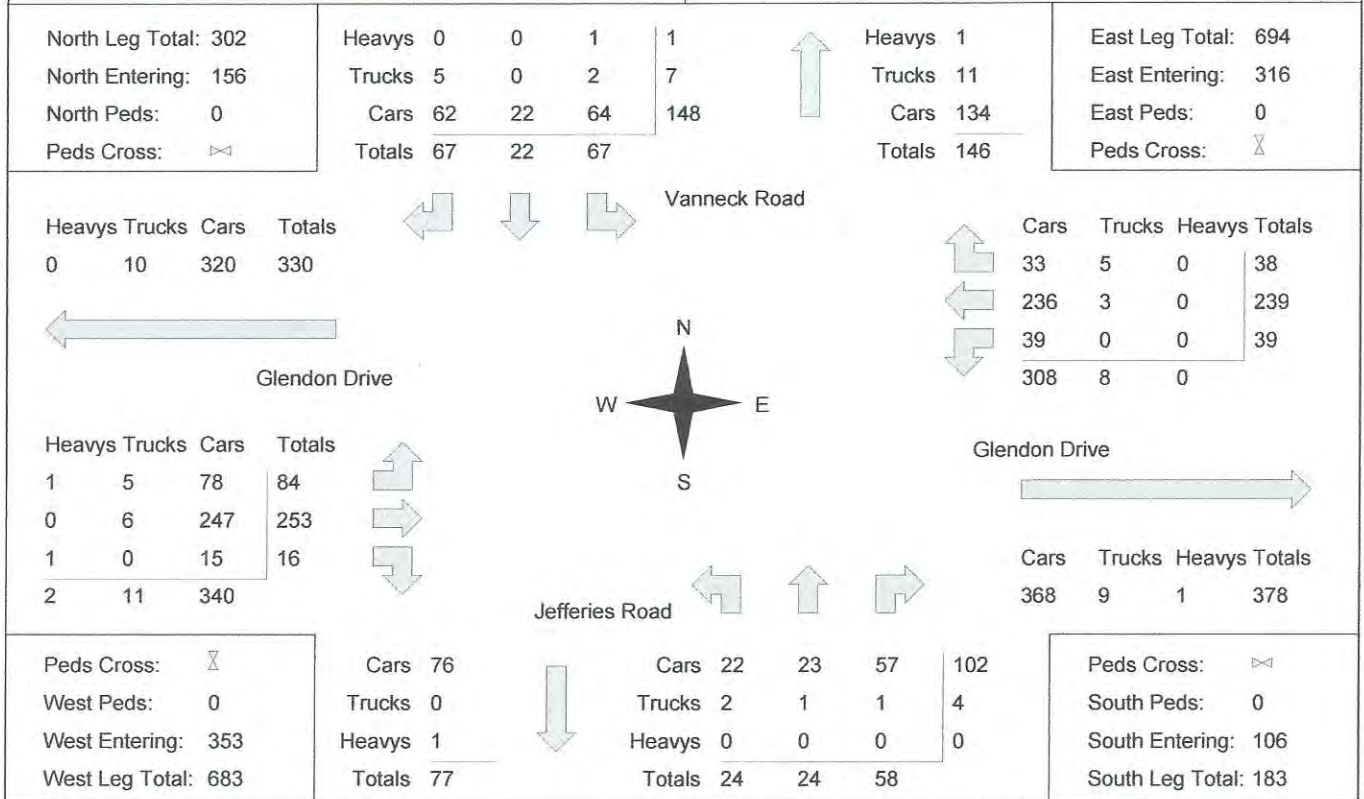
Weather conditions:

Cloudy / Rain

Person(s) who counted:

** Signalized Intersection **

Major Road: Glendon Drive runs W/E



Comments

Glendon Drive & Vanneck Road / Jefferies Road

Afternoon Peak Diagram

Specified Period

From: 15:00:00
To: 18:00:00

One Hour Peak

From: 16:45:00
To: 17:45:00

Municipality: Komoka
Site #: 0000003305
Intersection: Glendon Drive & Vanneck Road / Je
TFR File #: 1
Count date: 29-Sep-2015

Weather conditions:

Cloudy / Rain

Person(s) who counted:

** Signalized Intersection **

Major Road: Glendon Drive runs W/E

North Leg Total: 652
North Entering: 379
North Peds: 0
Peds Cross: ☒

Heavys	1	0	0	1
Trucks	6	0	4	10
Cars	170	73	125	368
Totals	177	73	129	



Heavys 2
Trucks 6
Cars 265
Totals 273

East Leg Total: 1150
East Entering: 614
East Peds: 0
Peds Cross: ☒

Heavys	Trucks	Cars	Totals
1	9	641	651

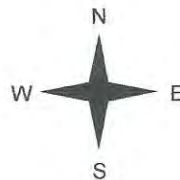


Vanneck Road

Cars	Trucks	Heavys	Totals
96	2	1	99
419	3	0	422
93	0	0	93
608	5	1	



Heavys	Trucks	Cars	Totals
1	3	128	132
1	4	346	351
0	1	40	41
2	8	514	



Glendon Drive

Glendon Drive



Peds Cross: ☒
West Peds: 0
West Entering: 524
West Leg Total: 1175

Cars	206
Trucks	1
Heavys	0
Totals	207



Jefferies Road

Cars	52	41	55	148
Trucks	0	1	1	2
Heavys	0	0	0	0
Totals	52	42	56	



Cars	Trucks	Heavys	Totals
526	9	1	536

Peds Cross: ☒
South Peds: 0
South Entering: 150
South Leg Total: 357

Comments

Glendon Drive & Vanneck Road / Jefferies Road

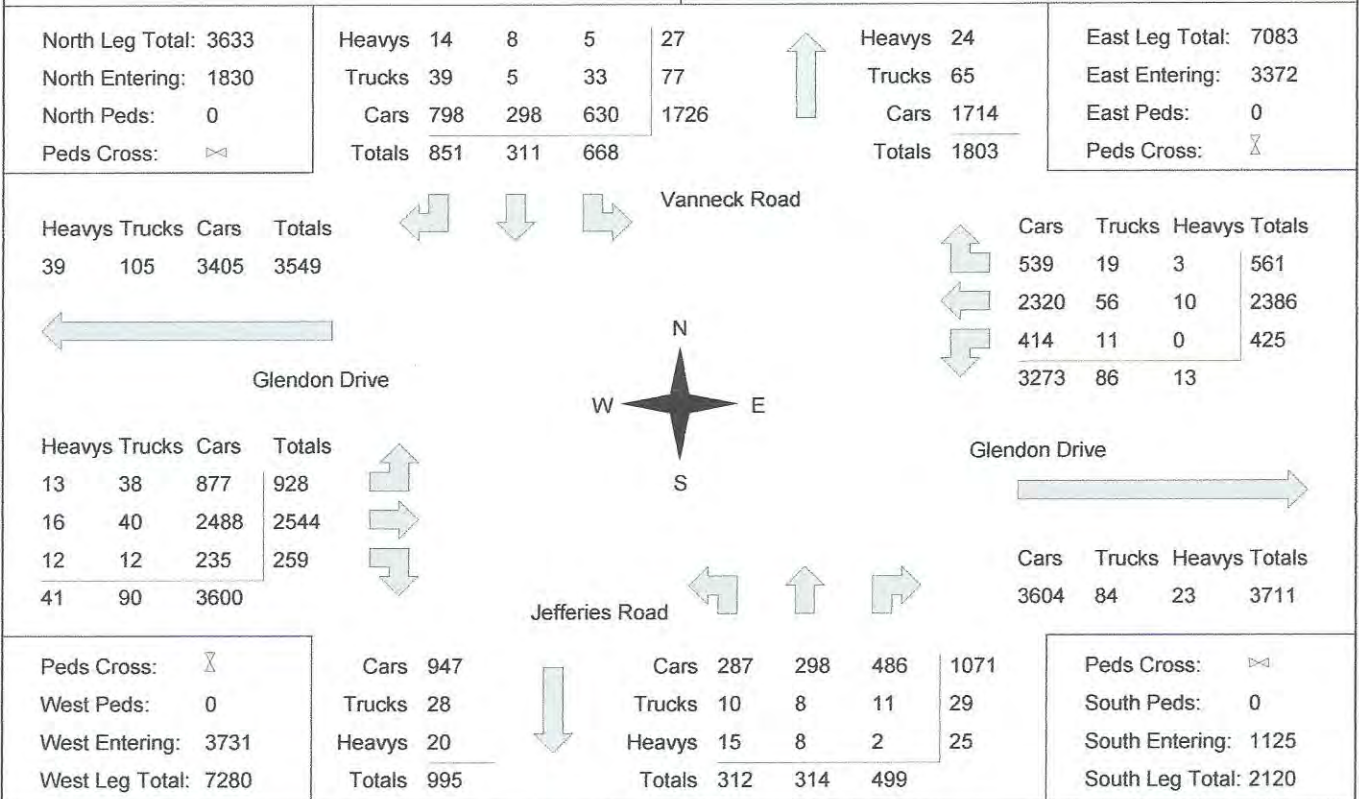
Total Count Diagram

Municipality: Komoka
Site #: 0000003305
Intersection: Glendon Drive & Vanneck Road / Je
TFR File #: 1
Count date: 29-Sep-2015

Weather conditions:
 Cloudy / Rain
Person(s) who counted:

**** Signalized Intersection ****

Major Road: Glendon Drive runs W/E



Comments

Glendon Drive & Vanneck Road / Jefferies Road Traffic Count Summary

Intersection: Glendon Drive & Vanneck Road / J Count Date: 29-Sep-2015 Municipality: Komoka

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	96	28	79	203	0	404	8:00:00	36	62	103	201	0
9:00:00	91	33	88	212	0	432	9:00:00	71	68	81	220	0
10:00:00	56	29	72	157	0	248	10:00:00	26	18	47	91	0
12:00:00	27	12	31	70	0	109	12:00:00	11	10	18	39	0
13:00:00	67	22	67	156	0	262	13:00:00	24	24	58	106	0
15:00:00	33	11	38	82	0	112	15:00:00	8	9	13	30	0
16:00:00	92	47	140	279	0	395	16:00:00	33	26	57	116	0
17:00:00	95	65	181	341	0	518	17:00:00	56	45	76	177	0
18:00:00	111	64	155	330	0	475	18:00:00	47	52	46	145	0
Totals:	668	311	851	1830	0	2955		312	314	499	1125	0

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	33	238	66	337	0	947	8:00:00	164	419	27	610	0
9:00:00	51	275	77	403	0	973	9:00:00	153	383	34	570	0
10:00:00	31	226	61	318	0	778	10:00:00	111	319	30	460	0
12:00:00	15	119	40	174	0	339	12:00:00	38	113	14	165	0
13:00:00	39	239	38	316	0	669	13:00:00	84	253	16	353	0
15:00:00	16	98	27	141	0	306	15:00:00	35	121	9	165	0
16:00:00	78	370	66	514	0	913	16:00:00	92	266	41	399	0
17:00:00	82	431	101	614	0	1113	17:00:00	129	321	49	499	0
18:00:00	80	390	85	555	0	1065	18:00:00	122	349	39	510	0
Totals:	425	2386	561	3372	0	7103		928	2544	259	3731	0

Calculated Values for Traffic Crossing Major Street									
Hours Ending:	8:00	9:00	10:00	12:00	13:00	16:00	17:00	18:00	
Crossing Values:	194	230	111	50	115	172	216	222	



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September 26, 2016

Municipality of Middlesex Centre
10227 Ilderton Road RR2
Ilderton, Ontario.
N0M 2A0

Stantec
600-171 Queens Avenue,
London, Ontario.
N6A 5J7

Middlesex County
399 Ridout Street North
London, Ontario.
N6A 2P1

Attn: Brian Lima, P. Eng
Director-Public Works
and Engineering

Attn: Corri Marr, H.B.Sc.
Project Manager

Attn: Chris Traini, P.Eng
County Engineer

RE: GLENDON DRIVE STREETScape

SCHEDULE 'C' MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

The Municipal Class Environmental Assessment (EA Study) currently being undertaken on behalf of the County of Middlesex and the Municipality of Middlesex Centre for County Road 14, Glendon Drive, is considering a number of options for improvements to Glendon Drive. The assessment of technical, social/cultural, economic and environmental impacts for all options must ensure that future improvements to Glendon Road provide efficient and safe traffic operation. The assessment, must take into account the future development of lands in the south-east quadrant of the intersection of Glendon Drive and Jefferies Road. These lands are designated Settlement Commercial in the Municipality's Official Plan.

Not considering the possible intersection improvements necessary to accommodate full build-out of the south-east corner of Glendon Drive and Jefferies Road stands in contrast to the EA Study's consideration of intersection treatments at other intersections of Glendon Drive such as Tunks Line, Future Street A and Springfield Way. These are all considered in the context of future development in the corridor some of which have pending development applications and other merely vision of how development might proceed.

In March, 2012, F. R. Berry & Associates prepared a traffic impact assessment for a proposed commercial development for the vacant lands in the south-east quadrant of the intersection of Glendon Drive. The assessment was based on a conceptual plan for approximately 76 000sf of development, including offices, retail uses and a bank. Peak hour traffic projections were based on a count made in 2008. The assessment concluded that an access to Jefferies Road (all turning movements permitted) and an access to Glendon Drive (right turns only) would accommodate site generated traffic at a good level of service and in safety with no improvements required to either Glendon Drive or Jefferies Road or to the intersection of the two streets.



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F. R. Berry & Associates prepared an updated study in April, 2016 which considered the impact of approximately 70 000sf of commercial space plus a gas bar and convenience store. Uses contemplated in this plan included a medical-dental office, a hardware store, a supermarket, a pharmacy, a restaurant and a fast food restaurant with a drive-through. All of these uses are permitted in the Official Plan designation and all are geared to neighbourhood service. In this study, three access options to Glendon Drive were considered: no access, right turns only and all turning movements permitted. Peak hour traffic projections were based on a count made in 2015.

The study showed that, with no improvements to the intersection of Glendon Drive with Vanneck Road and Jefferies Road, and without the addition of site generated traffic, the eastbound left turn movement to Vanneck Road and the southbound shared movement on Vanneck Road would operate at level of service F, i.e. demand would exceed capacity leading to unacceptable delays and congestion. To this extent, the study corroborated the findings of the EA study that improvements would be required at the intersection.

When the intersection operation was assessed to determine the impact of site generated traffic, it was found that with Option A, no direct site access to Glendon Drive, and Option B, a right turns only site access to Glendon Drive, the left turn movement from Jefferies Road to Glendon Drive would operate at level of service F. Acceptable levels of service for this movement could be achieved if all turning movements to Glendon Drive were permitted. However, analysis of the direct site access options to Glendon Drive clearly indicated that the full turns option was not feasible. Accordingly, the report concluded that a right in, right out site access at Glendon Drive coupled with improvements to the intersection of Glendon Drive with Vanneck Road and Jefferies Road would permit full development of the site in accordance with the Official Plan designation.

The April, 2016 report was submitted prior to the release of the EA Study's options being considered. One possible option being considered is for a roundabout at the intersection of Glendon Drive with Vanneck Road and Jefferies Road which satisfies the need for intersection improvements identified in the April, 2016 study. However, consideration of this option did not take into account the recommended right in, right out access to the site and, in fact, completely ignored the potential for this access. There is sufficient spacing between the possible roundabout and the proposed access to meet intersection spacing standards. Sight distance is not an issue.

Typically, because of the traffic volumes related to commercial developments of this nature, direct access to arterial roads is permissible. Access is clearly permitted in the County of Middlesex Official Plan policies. Where turning movements, especially left turns, are a cause for concern, restrictions can be applied. In this case, a centre barrier median, which would physically prevent left turns, can be constructed. It has been suggested that consideration of direct access from Glendon Drive has been ignored or not considered as a 0.3 metre reserve along the frontage of the site on Glendon Drive was created. That 0.3 metre reserve was put in place as a safety measure when the larger draft plan of subdivision was being considered and a portion of that plan contained the commercial block. It was an expressed concern of the County and Municipal staff that in the absence of a detailed site plan, access should be restricted to the commercial block until such time as a full traffic impact assessment could be undertaken. The reserve could then quit possibly be removed if it could be demonstrated that such



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removal is in the best interests of traffic safety and operation of Glendon Drive as a whole and permits the orderly development of adjacent lands. In my opinion, this has been demonstrated.

It should also be noted that if appropriate and safe access is not provided for the future development of vacant lands, there is a strong likelihood that these lands will remain vacant or at the very least be underutilized. This would not be in the best interests of the Municipality or the community as a whole.

We urge the County and the Municipality to direct the study consultants to incorporate the findings of the April, 2016 study in their ultimate recommendations. If the EA Study consultants' release of the preferred recommendations for Glendon Drive improvements does not incorporate a right in, right out access to the proposed commercial development in the south-east quadrant of the intersection of Glendon Drive and Jefferies Road, **we will have no recourse but to request a bump up to the Minister of the Environment.**

Very truly yours,
Tridon Group Ltd

Paul V. Hinde
Manager, Land Development



TRIDON GROUP LTD.

July 18, 2016

Middlesex County
399 Ridout Street North
London, Ontario N6A 2P1

Attn: Chris Traini, P.Eng
County Engineer

Attn: Brian Lima, P. Eng (Middlesex Centre)
Stephanie Bergman (Stantec)

**RE: GLENDON DRIVE STREETSCAPE
SCHEDULE "C" MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**

Mr. Traini,

As you are aware, Tridon Group Ltd owns or has an interest in a number of landholding adjacent to the above noted study area boundary. One such parcel is the presently vacant land in the south-east quadrant of the intersection of Glendon Drive (Middlesex County Road 14) and Jefferies Road in Kilworth.

The subject lands are designated "Settlement Commercial" within the Municipality of Middlesex Centre Official Plan. The goals of the Settlement Commercial designated lands is to provide additional opportunity for retail, service and office uses where such uses will not undermine the planned function of the established Village Centres of the Municipality. Further, these lands are envisioned to be developed where larger commercial uses can locate outside of (or adjacent to) existing Village Centres. Suffice it to say, the form of development is of a larger scale and more vehicular dependent than the types of uses envisioned to be developed within the Village Centre designated lands.

The County of Middlesex Official Plan Transportation Network policy 2.4.2 identifies Glendon Drive as being a "County Road". To this extent, County roads generally function as arterial or collector roads and direct private access is controlled through By-law 5783 for the County of Middlesex. Section 2.4.2.2f) limits direct access to County roads where access is available by a local road. It does not "prohibit access". Although access will be provided from Jefferies Road it should be recognized and acknowledged that this road serves as a primary access route to predominantly residential development. Introducing commercial truck traffic to this road is something not being experienced now to service any existing development in the vicinity of the subject lands. Section 2.4.2.2(g) requires that development proposals that are likely to generate significant traffic are accompanied by a transportation study addressing the potential impacts on the transportation network and surrounding land uses. Such a traffic impact study was prepared by F. R. Berry & Associates April 2016, to support a conceptual development plan envisioned for the site. Based upon the scale of development proposed, it is essential that a second access albeit a right in/right out be provided on Glendon Drive to minimize traffic impact at the intersection of Glendon Drive and Jefferies Road. This report has been provided to you for your consideration in creating and evaluating the various design options which we hope had some influence when you formulated your recommended design options.

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E-Mail: info@tridongroup.com



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Section 2.4.2.5 states of the County Official Plan states "Access to any County road shall require the approval of the County Roads Department and will be subject to Bylaw # 5783 of the County of Middlesex for access permits. The location of access driveways should not create a traffic hazard due to concealment by a curve, grade, or other visual obstructions. Access driveways should be limited in number and design to minimize the danger to vehicular and pedestrian traffic in the vicinity." The bylaw through a list of standards and principals does in fact allow for a maximum of 2 entrances onto an arterial road for commercial properties. The traffic impact assessment prepared by F.R. Berry & Associates recommended full turning on Jefferies Road and a right in/right out on Glendon. It is our respectful opinion that the traffic impact assessment demonstrates a right in/right out does not create a traffic hazard and in fact maintains safety performance. The County Official Plan policies also recognize that commercial development adjacent to arterial County roads is desirable. This is the very land use being promoted within both the County and Municipal Official Plans. A traffic Impact Assessment has been prepared and submitted which supports the development proposed. It is clear that the County Official plan policies "discourages" access. The policies do not "prohibit" access.

It is discouraging to see that the Glendon Drive Streetscape Schedule "C" Municipal Class Environmental Assessment Study has had no or very limited regard to the traffic impact assessment and development concept plans submitted or the findings of the F.R. Berry traffic impact assessment. This has been confirmed through conversation during the second public information session which was held on June 27 2016 at the Komoka Wellness and Recreation Centre. Questioning of Stantec staff indicates the consultants may not have had or been given enough latitude to look at future development opportunities whether they been in the form of a formal in planning application submission or preliminary conceptual basis. Not having consideration of full or optimal development opportunities on vacant or undeveloped lands will influence recommended design option being advanced. We were advised that it was not within the scope of the Class EA study to evaluate opportunities other than development proposals which have been submitted to the Municipality. In essence, this can be interpreted as no regard has been given to other development opportunities or the material provided which included the development concept plan and traffic impact assessment. We were advised Stantec did receive this material however they had some questions or issues regarding traffic generated from this development along with other future traffic generating volumes along the study corridor and as such the reports were merely received.

To make this site commercially viable it requires a secondary means of egress/access onto Glendon Drive. The terms of reference or in other words scope of study must be expanded to allow Stantec the opportunity to assess all potential development opportunities. Direction must be given to Stantec allowing an assessment of other access points in their work; options which seem to be dismissed by County Staff.

As noted at the public information session a roundabout is the preferred option to replace the traffic lights at the Glendon Drive/Jefferies Road intersection. During discussions with consultant staff we were advised that the alignment/design may need to be altered if in fact a right in/ right out was incorporated into the final design being recommended. Also a possible median island may need to be constructed to ensure illegal left turn movement does not occur. This consideration is not contemplated in the "urban" 4 lane cross section adjacent to the property. If in fact the County and Municipality supports the form and intensity of development permitted, regard for traffic flow, and movement must be considered. Prohibiting access to Glendon Road could very likely result in these lands remaining vacant for an extended period of time. They cannot be developed to their fullest potential without ingress/egress to Glendon. To this end we would respectfully request and encourage the scope of study be expanded to allow Stantec



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the opportunity to complete a "full" assessment of the Glendon Drive corridor rather than the current "very limited" assessment. We are concerned that the final outcome of the Class EA study will be used as a basis to regulate access to adjacent lands in the future.

We would be please to meet with you to discuss our concerns and to determine how best our development vision can be incorporated into the Class EA study.

Sincerely,

Tridon Group Ltd.

Paul V. Hinde
Manager, Land Development

cc. Don de Jong, Tridon Group
Jacob Katz, Litaria Investments Inc.
Steven Ruse, Herefordshire Capital Group
Frank Berry, F.R Berry & Associates
Michelle Smibert, Middlesex Centre

A.4 AGENCY

From: [Al Hunt](#)
To: [Bergman, Stephanie](#)
Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD
Date: Monday, July 04, 2016 9:07:13 AM
Attachments: [image004.png](#)
[image005.png](#)
[image001.png](#)

Hi Stephanie,

I hope you had a great long weekend.

I posed those questions to the Deputy Superintendent and here are his responses.

I'm not too concerned about the tracks or the hill. The delay from a train would be the same as anywhere, and driving around to avoid it would be just as long as waiting it out. I have been up the hill in winter and I find the driveways below the hill to be worse than the hill itself. I can't speak for all staff but most of the staff here are comfortable driving up it during winter. Happy Canada Day!!

Thanks,

Al

Al Hunt, BAppBus: ES, CMM III EMS Executive | Deputy Chief | Middlesex – London EMS

340 Waterloo Street | London, ON N6B 2N6 | 519-679-5466 ext. 1105 | ahunt@mlems.ca

-



@DCHuntMiddlesex

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From: Bergman, Stephanie [mailto:Stephanie.Bergman@stantec.com]
Sent: Thursday, June 30, 2016 11:08 AM
To: Al Hunt <ahunt@mlems.ca>

Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Good morning AI,

Thanks for the speedy response (I think that is an EMS joke?).

That is very helpful. I'm not sure if this is something one of your staff can speak to, but residents were quite concerned about EMS being able to make it up the hill during the winter, seeing as this would be the only egress. One of the residents in particular discussed an experience during the winter when the EMS workers did not feel comfortable attempting to traverse the hill, and instead went southwest to the Glendon Drive intersection. I know that this would be a very specific circumstance, but ultimately we want to ensure that we are not creating a dangerous situation for residents.

The other concern expressed by residents was the potential delays created by the rail crossing at Pulham Road and Vanneck Road, but again, I understand that this would be a specific circumstance. I think it is a matter of how much of a risk you folks would consider these to be.

Thanks again from your time,

Stephanie Bergman, Hons.B.A., M.A. ENV SP

Planner
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6614
Stephanie.Bergman@stantec.com

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From: Al Hunt [<mailto:ahunt@mlems.ca>]
Sent: Thursday, June 30, 2016 10:14 AM
To: Bergman, Stephanie
Cc: Marr, Corri; Bartlett, Isaac
Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Hi Stephanie,

As suspected, we do not use this road very often, and the only concern that we have is noted below from the Deputy Superintendent from the Komoka Station who covers that area.

“Correct, we do very little calls along that road. Most are MVC’s at the intersection so if they improve that it would be great. My only concern with the proposal is whether they rename one of the streets. Since it would no longer be a thoroughfare it will take a very long time to get from one section around to the other if the crew made an error. If they rename one of new streets that would negate the issue.”

I hope this helps,

Al

Al Hunt, BAppBus: ES, CMM III EMS Executive | Deputy Chief | Middlesex – London EMS

340 Waterloo Street | London, ON N6B 2N6 | 519-679-5466 ext. 1105 | ahunt@mlems.ca



@DCHuntMiddlesex

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From: Bergman, Stephanie [<mailto:Stephanie.Bergman@stantec.com>]

Sent: Wednesday, June 29, 2016 1:34 PM

To: Al Hunt <ahunt@mlems.ca>

Cc: Marr, Corri <Corri.Marr@stantec.com>; Bartlett, Isaac <isaac.bartlett@stantec.com>

Subject: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Good afternoon Mr. Hunt,

I believe I spoke with one of your staff members about a month ago regarding the Glendon Drive Streetscape Environmental Assessment that is currently being undertaken by Middlesex County and the Middlesex Centre, and he referred me to you if I had any additional questions. I wanted to follow up with you to get some more information on potential impacts of our preliminary recommendations regarding Old River Road.

We recognized early in the study that there were serious safety concerns at the intersection of Glendon Drive and Old River Road, in addition to erosion concerns that were investigated as part of a Class EA started in 2011. Based on our traffic analysis, 95% of vehicles are using the road as a cut through route, since there are only about 17 residences along the road.

To address the safety concerns at the intersection with Glendon Drive and erosion concerns along the road, our preliminary recommendations include closing Old River Road off to through traffic by creating two cul de sacs. I've attached the applicable slide from our recent Public Information Centre that shows the proposed cul-de-sacs along the road. The northernmost cul de sac is located at the bottom of the rather steep hill.

Although residents are interested in reducing through traffic along the road, the biggest concern we heard from them related to the impact to EMS response times (particularly with the rather busy rail line crossing Vanneck and Pulham), and EMS access during the winter, since heavy vehicles may not be able to make it up the hill during severe weather, whereas now they

have an alternate egress via Glendon Drive.

I am hoping that you can provide some feedback on the proposed recommendations, and potential impacts to emergency response operations. Let me know if you'd like more information on the project. A website has also been created which contains all of the material presented at the two public information centres – glendondrive.mindmixer.com.

I'd be more than happy to discuss via phone if you prefer. Feel free to contact me at the number below.

Thanks and have a great day!

Stephanie Bergman, Hons.B.A., M.A. ENV SP

Planner

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600-171 Queens Avenue London ON N6A 5J7

Phone: 519-675-6614

Stephanie.Bergman@stantec.com

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From: [Al Hunt](#)
To: [Bergman, Stephanie](#)
Cc: [Bartlett, Isaac](#); [Kevin Mackay](#); [Marr, Corri](#)
Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD
Date: Monday, March 13, 2017 3:41:36 PM
Attachments: [image003.png](#)
[image004.png](#)

Thanks for the response Stephanie.

Our only concern is the carrying of a “master key”, as we have 35 ambulances in our fleet, and any one of them could be responding to that location if the Komoka crew is out. Keys can easily get lost or misplaced.



Al Hunt BAppBus: ES, CMM III EMS Executive
Deputy Chief, Operations
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Mobile: (519) 808-3401
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www.mlems.ca

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From: Bergman, Stephanie [mailto:Stephanie.Bergman@stantec.com]
Sent: Monday, March 13, 2017 1:56 PM
To: Al Hunt <ahunt@mlems.ca>
Cc: Bartlett, Isaac <isaac.bartlett@stantec.com>; Kevin Mackay <kmackay@mlems.ca>; Marr, Corri <Corri.Marr@stantec.com>
Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Hi Al,

Thanks for forwarding that along. We are still working out the specifics of the emergency gate. There are several systems we've seen in the past where municipal staff, EMS, Fire, etc. would be given master keys that could be used in the event that flooding, inclement weather, or other such emergency make the alternate access impassable. We are also speaking with CN staff to discuss the rail crossing, which may impact things a bit.

I will keep you posted. I appreciate your initial thoughts!

Thanks for your time,

Stephanie Bergman, Hons.B.A., M.A. ENV SP

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Stephanie.Bergman@stantec.com

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From: Al Hunt [<mailto:ahunt@mlems.ca>]
Sent: Monday, March 13, 2017 12:29 PM
To: Bergman, Stephanie <Stephanie.Bergman@stantec.com>
Cc: Bartlett, Isaac <isaac.bartlett@stantec.com>; Kevin Mackay <kmackay@mlems.ca>
Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Hi Stephanie,

Thanks for the update.

I don't have any issues with this new concept, but my only question is how does one open up this emergency gate if need be? Who has access / permissions to open the gate?

Also, I will forward this on to our Deputy Superintendent for the Komoka Station for him to comment on.

We do not have any experience with emergency road access gates unfortunately.

Thanks,

Al



Al Hunt BAppBus: ES, CMM III EMS Executive
Deputy Chief, Operations
Middlesex-London EMS
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London, ON N6B 2N6
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Mobile: (519) 808-3401
Fax: (519) 679-9509
[@DCHuntMiddlesex](https://twitter.com/DCHuntMiddlesex)
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destroy all copies of this original correspondence (including any attachments). Thank you for your cooperation.

From: Bergman, Stephanie [<mailto:Stephanie.Bergman@stantec.com>]
Sent: Thursday, March 09, 2017 4:28 PM
To: Al Hunt <ahunt@mlems.ca>
Cc: Bartlett, Isaac <isaac.bartlett@stantec.com>
Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Good afternoon Al,

I wanted to follow up with you regarding the Glendon Drive Class EA and our assessment of the intersection of Old River Road. We have gone through a few rounds of meetings with the residents, and we've assessed SEVERAL different configurations for the Old River Road intersection with Glendon Drive and the Old River Road corridor itself.

When last we spoke, we were looking at a right in, right out configuration at the intersection of Old River Road and Glendon Drive with a median on Glendon Drive, which we reassessed based on several concerns expressed by the residents with our initial cul de sac alternative. You may recall that one of their main concerns with our proposed cul de sac turnaround option (which included two cul de sacs on Old River Road, west and east of the bend) was having to traverse the steep hill during inclement weather events as their only access/egress (and also EMS/Fire access up the hill during the same).

After all of our communications with the residents and the municipality, we've actually come full circle back to a modified cul de sac design that will eliminate the non-local through traffic on Old River Road entirely.

I've attached a very rough sketch for your consideration. Our concept includes the construction of a cul de sac turnaround on Pulham road, just north of the CN rail tracks. An emergency gate would be installed at the turnaround, as well as south of the CN Rail tracks to be used during emergency situations should flooding or some other emergency make the lower section of Old River Road impassable, or for rail maintenance.

So, under this scenario, the through function of Old River Road would be eliminated, significantly reducing the collision frequency at the intersection with Glendon Drive. We are also recommending a realignment of the intersection with Glendon westward up the hill slightly, which will improve sight lines to the Thames River bridge, and provide left and right turning lanes on Glendon Drive which will also help prevent conflicts with the Glendon Drive through traffic. All Old River Road residents and the 3 Pulham Road residents south of Old River Road would enter and exist via Glendon Drive.

I apologize for the long winded email. We can certainly have a quick phone chat if that works for you! I would appreciate any input that you may have. The municipality has examples of access gates for utility companies, but I would also appreciate it if you had any experience with similar emergency gates elsewhere.

Thanks for your time. Again, feel free to let me know if you'd like to set up a quick call. Have a great night!

Stephanie Bergman, Hons.B.A., M.A. ENV SP
Planner
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6614
Stephanie.Bergman@stantec.com

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From: Al Hunt [<mailto:ahunt@mlems.ca>]
Sent: Wednesday, November 30, 2016 4:13 PM
To: Bergman, Stephanie <Stephanie.Bergman@stantec.com>
Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Hi Stephanie,

I hope all is well.

So, my initial thought is this will be troublesome for our crews. As the crews that would primarily be responding to Old River Road would be coming from the west out of our Komoka Station.

The only way for them really to get there would be to go past and do a u-turn which would be extremely dangerous.

I have sent this to our Deputy Superintendent of the Komoka Station to see what he thinks as well as he's out there driving that every shift.

When I hear back from him, I will let you know.

Thanks,

Al

From: Bergman, Stephanie [<mailto:Stephanie.Bergman@stantec.com>]
Sent: Tuesday, November 29, 2016 5:13 PM
To: Al Hunt
Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Hi Al,

You may recall that we communicated a bit back in July regarding the Glendon Drive Streetscape Municipal Class Environmental Assessment being undertaken by the Municipality of Middlesex Centre and Middlesex County. I was poking around for comments regarding the potential to close off Old River Road to through traffic(just before the Thames River Bridge at Glendon) via two cul de sacs.

We presented our preliminary recommendations to the local landowners, and based on a few meetings with them, we're looking at other options to maintain full use of Old River Road, while mitigating the safety concerns at the intersection with Glendon Drive. I wouldn't mind getting your thoughts on the configuration we're considering at this point, which consists of a **right in, right out intersection, with a median along Glendon Drive**. The intersection would likely be realigned slightly to the west, with the median extending up to 200m

westward from the intersection (towards Elmhurst St.).

The rationale for this option rests in minimizing access impacts for the residents, removing the problematic left turn movement onto Glendon Drive (which is the movement resulting in the high collision rate), and reducing a portion of through traffic along the corridor. What I'd like your input on is the ability for EMS to maneuver around the median to maintain access to Old River Road heading eastward on Glendon. I've attached a sketch if that helps. We've also identified some widening of Glendon Drive, so to give a more accurate picture, there would be two lanes of traffic heading westward from Old River Road.

I hope that makes a bit of sense, and I would really appreciate input from you and your staff. Let me know if you have any questions! Have a great day,

Stephanie Bergman, Hons.B.A., M.A. ENV SP

Planner


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Stephanie.Bergman@stantec.com

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From: Al Hunt [<mailto:ahunt@mlems.ca>]

Sent: Monday, July 04, 2016 9:07 AM

To: Bergman, Stephanie <Stephanie.Bergman@stantec.com>

Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Hi Stephanie,

I hope you had a great long weekend.

I posed those questions to the Deputy Superintendent and here are his responses.

I'm not too concerned about the tracks or the hill. The delay from a train would be the same as anywhere, and driving around to avoid it would be just as long as waiting it out. I have been up the hill in winter and I find the driveways below the hill to be worse than the hill itself. I

can't speak for all staff but most of the staff here are comfortable driving up it during winter.
Happy Canada Day!!

Thanks,

Al

Al Hunt, BAppBus: ES, CMM III EMS Executive | Deputy Chief | Middlesex – London EMS

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@DCHuntMiddlesex

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From: Bergman, Stephanie [<mailto:Stephanie.Bergman@stantec.com>]

Sent: Thursday, June 30, 2016 11:08 AM

To: Al Hunt <ahunt@mlems.ca>

Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Good morning Al,

Thanks for the speedy response (I think that is an EMS joke?).

That is very helpful. I'm not sure if this is something one of your staff can speak to, but residents were quite concerned about EMS being able to make it up the hill during the winter, seeing as this would be the only egress. One of the residents in particular discussed an experience during the winter when the EMS workers did not feel comfortable attempting to traverse the hill, and instead went southwest to the Glendon Drive intersection. I know that this would be a very specific circumstance, but ultimately we want to ensure that we are not creating a dangerous situation for residents.

The other concern expressed by residents was the potential delays created by the rail crossing at Pulham Road and Vanneck Road, but again, I understand that this would be a specific circumstance. I think it is a matter of how much of a risk you folks would consider these to be.

Thanks again from your time,

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From: Al Hunt [<mailto:ahunt@mlems.ca>]
Sent: Thursday, June 30, 2016 10:14 AM
To: Bergman, Stephanie
Cc: Marr, Corri; Bartlett, Isaac
Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Hi Stephanie,

As suspected, we do not use this road very often, and the only concern that we have is noted below from the Deputy Superintendent from the Komoka Station who covers that area.

“Correct, we do very little calls along that road. Most are MVC’s at the intersection so if they improve that it would be great. My only concern with the proposal is whether they rename one of the streets. Since it would no longer be a thoroughfare it will take a very long time to get from one section around to the other if the crew made an error. If they rename one of new streets that would negate the issue.”

I hope this helps,

Al

Al Hunt, BAppBus: ES, CMM III EMS Executive | Deputy Chief | Middlesex – London EMS

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From: Bergman, Stephanie [<mailto:Stephanie.Bergman@stantec.com>]

Sent: Wednesday, June 29, 2016 1:34 PM

To: Al Hunt <ahunt@mlems.ca>

Cc: Marr, Corri <Corri.Marr@stantec.com>; Bartlett, Isaac <isaac.bartlett@stantec.com>

Subject: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Good afternoon Mr. Hunt,

I believe I spoke with one of your staff members about a month ago regarding the Glendon Drive Streetscape Environmental Assessment that is currently being undertaken by Middlesex County and the Middlesex Centre, and he referred me to you if I had any additional questions. I wanted to follow up with you to get some more information on potential impacts of our preliminary recommendations regarding Old River Road.

We recognized early in the study that there were serious safety concerns at the intersection of Glendon Drive and Old River Road, in addition to erosion concerns that were investigated as part of a Class EA started in 2011. Based on our traffic analysis, 95% of vehicles are using the road as a cut through route, since there are only about 17 residences along the road.

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Although residents are interested in reducing through traffic along the road, the biggest concern we heard from them related to the impact to EMS response times (particularly with the rather busy rail line crossing Vanneck and Pulham), and EMS access during the winter, since heavy vehicles may not be able to make it up the hill during severe weather, whereas now they have an alternate egress via Glendon Drive.

I am hoping that you can provide some feedback on the proposed recommendations, and potential impacts to emergency response operations. Let me know if you'd like more information on the project. A website has also been created which contains all of the material presented at the two public information centres – glendondrive.mindmixer.com.

I'd be more than happy to discuss via phone if you prefer. Feel free to contact me at the number below.

Thanks and have a great day!

Stephanie Bergman, Hons.B.A., M.A. ENV SP

Planner


Stantec

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Phone: 519-675-6614

Stephanie.Bergman@stantec.com

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From: Lawrence Clark [<mailto:Lawrence.Clark@cn.ca>]
Sent: March-28-17 9:14 PM
To: Henry Dickson <Henry.Dickson@cn.ca>; Derek Basso <Derek.Basso@cn.ca>
Cc: Bartlett, Isaac <isaac.bartlett@stantec.com>
Subject: Re: Rail Crossing at Pulham Road, Middlesex Centre, County of Middlesex

Yes we can close the road

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Henry Dickson
Sent: Tuesday, March 28, 2017 20:53
To: Derek Basso
Cc: Bartlett, Isaac; Lawrence Clark
Subject: RE: Rail Crossing at Pulham Road, Middlesex Centre, County of Middlesex

Derek,

I would like to help you but it is 2 miles out of my territory. Lawrence Clark is your man for mile 7.3 of the Strathroy Sub.

Thanks

HAVE A SAFE DAY!

CHEERS,

HENRY DICKSON | TRACK SUPERVISOR - ENGINEERING -  | (226) 388-3627 |



Save a tree. Be Green Keep It On The Screen

From: Derek Basso
Sent: Tuesday, March 28, 2017 1:38 PM
To: Bartlett, Isaac <isaac.bartlett@stantec.com>
Cc: Henry Dickson <Henry.Dickson@cn.ca>
Subject: RE: Rail Crossing at Pulham Road, Middlesex Centre, County of Middlesex

Isaac;

I believe that the key pad option would be a viable solution, however Henry would be better to provide a response as he is the Track Supervisor there now.

Henry, let us know your concerns!

Thanks
Derek



Derek Basso
Engineering Technician | Eastern Canada Division of Engineering
Design and Construction

1 Administration Road, Concord, ON, L4K 1B9
O - 905-669-3184
F - 905-760-3406
E - Derek.Basso@cn.ca

From: Bartlett, Isaac [<mailto:isaac.bartlett@stantec.com>]
Sent: Tuesday, March 28, 2017 1:34 PM
To: Derek Basso <Derek.Basso@cn.ca>
Cc: Henry Dickson <Henry.Dickson@cn.ca>
Subject: RE: Rail Crossing at Pulham Road, Middlesex Centre, County of Middlesex

Thanks Derek.

As we are at the concept stage, this detail has some flexibility. Options to access the gate could include shared keys, a coded lock, remote sensor from vehicle, audio sensor (such as siren) or contacting the municipality to open the gate. We recognize that this scenario would impact the access to the rail crossing from the road for your maintenance crews. Is there a similar situation elsewhere that your crews must access a crossing behind a secured fence/gate?

Isaac

From: Derek Basso [<mailto:Derek.Basso@cn.ca>]
Sent: March-28-17 1:23 PM

To: Bartlett, Isaac <isaac.bartlett@stantec.com>
Cc: Henry Dickson <Henry.Dickson@cn.ca>
Subject: RE: Rail Crossing at Pulham Road, Middlesex Centre, County of Middlesex
Importance: High

Isaac;

After review of this location, CN has no concerns with the proposed works on Old River Road. You state that CN will be able to maintain access through these gates, how will this work?

Thanks
Derek



Derek Basso
Engineering Technician | Eastern Canada Division of Engineering
Design and Construction

1 Administration Road, Concord, ON, L4K 1B9
O - 905-669-3184
F - 905-760-3406
E - Derek.Basso@cn.ca

From: Bartlett, Isaac [<mailto:isaac.bartlett@stantec.com>]
Sent: Tuesday, March 28, 2017 12:58 PM
To: Derek Basso <Derek.Basso@cn.ca>
Subject: RE: Rail Crossing at Pulham Road, Middlesex Centre, County of Middlesex

Hi Derek,

Just following up on your thoughts an input in the proposal below. Would CN have concerns with this approach? What if the closure/emergency access was shifted to Old River Road and Pulham Rd was maintained in it's existing condition (with less traffic) as per the attached Option 2?

Isaac

From: Bartlett, Isaac
Sent: March-24-17 9:49 AM
To: 'Derek.Basso@cn.ca' <Derek.Basso@cn.ca>
Subject: Rail Crossing at Pulham Road, Middlesex Centre, County of Middlesex
Importance: High

Good Morning Derek,

Following up on our phone tag, I thought to provide you with a sketch of what is being proposed for the section of Pulham Road in Middlesex Centre. The crossing is located at: <https://www.google.ca/maps/place/London,+ON/@42.9766271,-81.3837126,427m/data=!3m1!1e3!4m5!3m4!1s0x882ef20ea88d9b0b:0x28c7d7699a056b95!8m2!3d42.9849233!4d-81.2452768>

The proposal stems from an Environmental Assessment along Glendon Drive that is working to improve safety at the Old River Road and Glendon Drive intersection. One of the main components of the collisions recorded at that intersection directly relate to the high percentage of through (non local) traffic using the intersection (over 90% of users). Many options have been considered at the intersection and along Old River Road. Following public feedback and many times back to the drawing board, we have a new alternative to bring forward.

The new recommendation includes eliminating this cut through traffic by modifying access along Pulham Road (see attached). The gates are being provided to permit the use of the Pulham Road connection to Vanneck in the event of an emergency on Old River Road (flooding, winter conditions on the steep hill preventing access). The gates would be made accessible by EMS, municipal staff and CN.

We want to solicit your input into the feasibility of this recommendation. We recognize that coordination and procedures need to be implemented to be able to provide your crews access through the gates. As this section of Pulham would be considered an emergency route, Municipal forces would continue to maintain the access. We envision that no changes would be required to the crossing protection as the traffic volumes would decrease, but could be restored to the existing conditions should the need arise.

I would greatly appreciate your input into the recommended concept. We have a public meeting in April to discuss this with the residents, and I would greatly appreciate your thoughts.

Thanks,

Isaac Bartlett, P.Eng., ENV SP
Associate, Transportation
Stantec
600-171 Queens Avenue, London ON N6A 5J7
Phone: 519-675-6643
Cell: 519-282-3230
Fax: 519-645-6575
isaac.bartlett@stantec.com

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From: [Bergman, Stephanie](#)
To: [Mary Ann Tamming](#)
Subject: RE:
Date: Thursday, October 19, 2017 4:59:00 PM

Thanks very much for your time Mary Ann!

Have a great day,

Stephanie L. Bergman, MA, ENV SP
Planner
Phone: 519-675-6614
stephanie.bergman@stantec.com

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 Please consider the environment before printing this email.

From: Mary Ann Tamming [mailto:maryann@langsbus.com]
Sent: Thursday, October 19, 2017 3:13 PM
To: Bergman, Stephanie <Stephanie.Bergman@stantec.com>
Subject:

Good Afternoon Stephanie.

Regarding our telephone conversation, Langs

Bus Lines would be good with you closing off Old River Road at the top of the hill; and we could enter from Glendon Drive with our vans.

Having a good bus turnaround at Old River Road/ /Vanneck would definitely help.

All the scenarios you spoke of, we can work with.

We thank you for including us with some feedback.

Don't hesitate to call with any other questions.

Thank you

Mary Ann Lalich Tamming
Operation Manager
Langs Bus Lines Limited
Ph: 519-245-2350 Ext *230
F: 519-245-2577
Email: maryann@langsbus.com

Ministry of Tourism, Culture and Sport

Archaeology Programs Unit
Programs and Services Branch
Culture Division
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel.: (416) 212-5107
Email: jenna.down@ontario.ca

Ministère du Tourisme, de la Culture et du Sport

Unité des programmes d'archéologie
Direction des programmes et des services
Division de culture
401, rue Bay, bureau 1700
Toronto ON M7A 0A7
Tél. : (416) 212-5107
Email: jenna.down@ontario.ca



Nov 4, 2016

Parker S. Dickson (P256)
Stantec Consulting
171 Queens London ON N6A 5J7

RE: Review and Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "Stage 1 Archaeological Assessment: Glendon Drive Streetscape Improvements, Schedule C Municipal Class Environmental Assessment, Various Lots and Concessions, Geographic Township of Lobo, now Municipality of Middlesex Centre, and Geographic Township of Caradoc, now Township of Strathroy-Caradoc, Middlesex County, Ontario", Dated Oct 3, 2016, Filed with MTCS Toronto Office on Nov 4, 2016, MTCS Project Information Form Number P256-0367-2015, MTCS File Number 0003702

Dear Mr. Dickson:

This office has reviewed the above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18.¹ This review has been carried out in order to determine whether the licensed professional consultant archaeologist has met the terms and conditions of their licence, that the licensee assessed the property and documented archaeological resources using a process that accords with the 2011 Standards and Guidelines for Consultant Archaeologists set by the ministry, and that the archaeological fieldwork and report recommendations are consistent with the conservation, protection and preservation of the cultural heritage of Ontario.

The report documents the assessment/mitigation of the study area as depicted in Map 1 and Map 4-11 of the above titled report and recommends the following:

The Stage 1 archaeological assessment, involving background research and a property inspection, resulted in the determination that much of the study area, approximately 75%, retains no archaeological potential as it includes: extensive land disturbance, steep slope, a low and wet area, and previously assessed areas. However, the remaining portion of the study area, approximately 25%, retains potential for the identification and documentation of archaeological resources. **Thus, in accordance with Section 1.3 and Section 7.7.4 of the MTCS' 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), portions of the study area which retain archaeological potential and any area of archaeological potential that will be subject to construction disturbance must be subject to a Stage 2 archaeological assessment prior to construction.** It has also been determined that portions of the study area do not retain archaeological potential and no further archaeological assessment is recommended for those areas.

The objective of the Stage 2 archaeological assessment will be to document archaeological resources within the study area and to determine whether these archaeological resources require further assessment. The Stage 2 archaeological assessment of the study area will consist of a combination of pedestrian survey and test pit survey. The pedestrian survey of agricultural fields will entail the systematic walking of open ploughed fields at five metre intervals as outlined in Section 2.1.1 of the 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011). Areas to be subjected to test pit survey that are within woodlots, scrubland, pasture, or areas that cannot be ploughed will be assessed according to Section 2.1.2 of the MTCS' 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011). If the archaeological field team judges any lands to be low and wet, steeply sloped, or disturbed during the course of the Stage 2 field work, those areas will not require assessment, but will be photographically documented instead in accordance with Section 2.1 of the MTCS' 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011).

Based on the information contained in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the ministry's 2011 Standards and Guidelines for Consultant Archaeologists and the terms and conditions for archaeological licences. This report has been entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require any further information regarding this matter, please feel free to contact me.

Sincerely,

Jenna Down
Archaeology Review Officer

cc. Archaeology Licensing Officer
Brian Lima, Municipality of Middlesex Centre
Sarah Paul, Ministry of Environment and Climate Change

¹In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.



Stantec Consulting Ltd.
600-171 Queens Avenue, London ON N6A 5J7

November 4, 2015
File: 161413164

Attention: Edward Soldo
Director – Roads and Transportation
City of London
300 Dufferin Avenue
PO BOX 5035
London, ON
N6A 4L9

Dear Edward,

Reference: Glendon Drive Streetscape Schedule 'C' Environmental Assessment

Middlesex County and the Municipality of Middlesex Centre have retained Stantec Consulting Ltd. to undertake a Schedule 'C' Municipal Class Environmental Assessment to identify potential streetscape improvements to Glendon Drive, County Road 14. The study area runs from the Thames River Bridge, through the communities of Kilworth and Komoka, to the Highway 402 interchange. Upgrades being considered include but are not limited to traffic operations, linear infrastructure, Active Transportation facilities, and urban design and streetscaping elements. Please see the attached Notice of Commencement for more information on the project.

Since Glendon Drive functions as an important route into and out of the City of London, and provides the main access to Highway 402, input from the City of London will be important to ensure all stakeholders' interests are addressed within the Environmental Assessment. We welcome your participation in the study, and look forward to receiving any input you may have on the project. Please feel free to contact me if you have any questions.



Regards,

STANTEC CONSULTING LTD.

Corri Marr Hons. B.Sc.
Senior Planner
Phone: (519) 675-6668
Fax: 519-645-6575
Corri.marr@stantec.com

Attachment: Glendon Drive Notice of Commencement

Design with community in mind

August 12, 2015
File: 161413164

Attention: Corwin Troje
Ministry of Aboriginal Affairs
Consultation Unit
160 Bloor Street East, 9th Floor
Toronto, ON M7A 2E6

Dear Corwin Troje,

Reference: Notice of Commencement for the Glendon Drive Streetscape Municipal Class 'C' Environmental Assessment

Middlesex County and the Municipality of Middlesex Centre have retained Stantec Consulting Ltd. to undertake a Schedule 'C' Municipal Class Environmental Assessment to identify potential streetscape improvements to Glendon Drive, County Road 14. The study area runs from the Thames River Bridge through the communities of Kilworth and Komoka to the Highway 402 interchange. A map outlining the study area has been included below.

The Urban Settlement Area of Komoka-Kilworth is identified as a primary area for future growth within the Municipality of Middlesex Centre, and Glendon Drive has the potential to function as a gateway into and out of the community, and also operate as a traditional village main street, supporting Commercial, Village Centre, and Residential land uses. In order to realize this vision for Glendon Drive, potential streetscape improvements to be considered will include:

- Traffic considerations including safe turning movements;
- Upgrades to the linear infrastructure system including storm and sanitary sewers, and watermains;
- Active Transportation considerations including pedestrian and cyclist infrastructure;
- Urban design and streetscaping elements.

The study is being conducted as a Schedule 'C' project under the Municipal Class Environmental Assessment process (Municipal Engineers Association, as amended in 2007 and 2011).

We have included the following communities in our project contact list due to study area proximity and previous project interest:

- Chippawas of the Thames First Nations;
- Oneida Nation of the Thames;
- Munsee-Delaware Nation;
- The Southern First Nations Secretariat;
- Delaware Nation (Moravian of the Thames);
- Bkejwanong Territory (Walpole Island);
- Caldwell First Nation;
- Chippawas of Kettle and Stoney Point First Nations
- Aamjiwnaang First Nation

Anticipated future approvals related to this project may include:

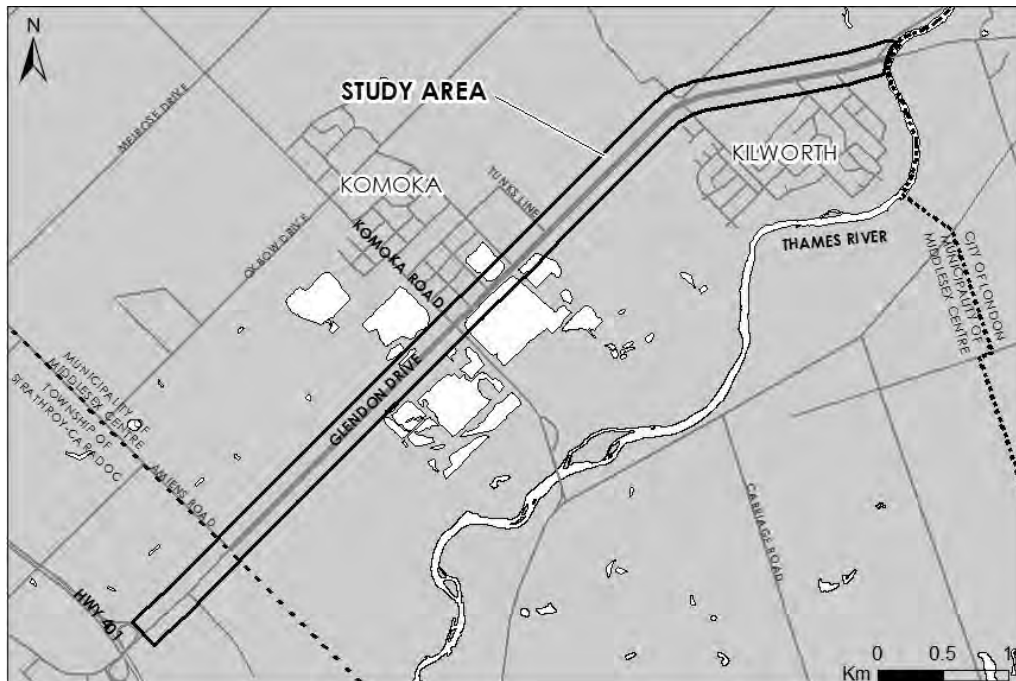


August 12, 2015
Corwin Troje
Page 2 of 2

Reference: Notice of Commencement for the Glendon Drive Streetscape Municipal Class 'C' Environmental Assessment

- Section 28 (Conservation Authorities);
- Environmental Compliance Approval (Ministry of Environment and Climate Change)

We respectfully request any additional information specific to Aboriginal federal and provincial land claims and litigation that may be within the project study area illustrated below.



Regards,

STANTEC CONSULTING LTD.

Stephanie L Bergman, Hons.B.A., M.A.
Planner
Phone: 519-675-6614
Fax: 519-345-6575
stephanie.bergman@stantec.com

c. Brian Lima, Director-Public Works and Engineering, Municipality of Middlesex Centre; Chris Traini, County Engineer, Middlesex County

From: [Brian Lima](#)
To: [Marr, Corri](#); [Bergman, Stephanie](#)
Cc: [Chris Traini](#)
Subject: FW: Glendon Drive EA
Date: Monday, November 30, 2015 10:45:43 AM
Attachments: [image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)

FYI



Brian Lima, P.Eng.

Director of Public Works & Engineering

[Middlesex Centre](#) | lima@middlesexcentre.on.ca

10227 Ilderton Road, RR#2 | Ilderton, Ontario, N0M 2A0

Tel: 519.666.0190 | Fax: 519.666.0271

From: Ben Puzanov [mailto:bpuzanov@middlesex.ca]
Sent: Monday, November 30, 2015 10:42 AM
To: Chris Traini <ctraini@middlesex.ca>; Brian Lima <lima@middlesexcentre.on.ca>
Cc: Arnie Marsman <marsmana@middlesexcentre.on.ca>
Subject: Glendon Drive EA

Good morning gentlemen,

Unfortunately, I was away the day of the first Public Information Centre and thus was unable to provide my feedback in person.

I appreciated the opportunity to review the materials that have been posted to the mindmixer website. For your consideration, I note the following:

- I urge you to please consider limiting the road cross-section to a maximum of 3 lanes (with one being a dedicated turning lane). While I recognize that County Road 14 is a vital transportation route, this should be balanced with the extensive work and public consultation that was completed via the Komoka-Kilworth Secondary Plan and Avi Friedman's follow-up design work for land immediately around the Wellness Complex. Coupled with the main street, urban streetscape that is envisioned in the Middlesex Centre Official Plan for this part of the community, a narrower cross-section would aid with achieving many of the priorities that have been cited by study participants on the mindmixer website (e.g. improving pedestrian connectivity and safety, creating cycling opportunities and reducing the speed of vehicular traffic).
- Please consider re-routing truck traffic between the 402 and the City of London via County Road 3 (Gideon Drive). While in the short-term much of this traffic would continue to utilize County Road 14, such traffic patterns could change over time as the area between Komoka and Kilworth urbanizes and County Road 3 becomes a more efficient option with less local traffic.
- Please consider closing Old River Road at County Road 14 -- as you know, this is a dangerous intersection that is used primarily as a shortcut by commuters; some of whom ignore regulatory traffic signage.

Thank you for the opportunity to provide input.

Cheers,

BEN PUZANOV, M.P.A., M.PL., MCIP, RPP | COUNTY OF MIDDLESEX | SENIOR PLANNER | [519-434-7321](tel:519-434-7321) x2282

From: [Fleischhauer, Andrea \(MNRF\)](#)
To: [Bergman, Stephanie](#)
Subject: FW: DataGlendon Drive Streetscape EA
Date: Thursday, April 14, 2016 2:58:42 PM

The Mapleleaf Mussel and Swamp Darner (not an SAR species) are associated with the Thames. However, the Eastern Hognosed Snake is not and the occurrence is located within the 17MH6555 NHIC 1km square

Andrea Fleischhauer
District Planner, Aylmer District
Ministry of Natural Resources and Forestry

P: 519.773.4750
C: 519.765.6455
F: 519.773.9014
E: andrea.fleischhauer@ontario.ca

From: Bergman, Stephanie [<mailto:Stephanie.Bergman@stantec.com>]
Sent: April-14-16 2:14 PM
To: Fleischhauer, Andrea (MNRF)
Subject: RE: DataGlendon Drive Streetscape EA

Thanks for doing that so quickly, Andrea!

Are the additional SAR records you provided provided associated with a particular NHIC square/watercourse within the study area? I am just wondering if they are associated with the Thames River corridor (which the project should not be impacting).

Thanks again,

Stephanie Bergman, Hons.B.A., M.A.
Planner
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6614
Stephanie.Bergman@stantec.com

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From: Fleischhauer, Andrea (MNRF) [<mailto:Andrea.Fleischhauer@ontario.ca>]
Sent: Thursday, April 14, 2016 1:55 PM
To: Spisani, Sean; Bergman, Stephanie
Subject: FW: DataGlendon Drive Streetscape EA

Hi Sean and Stephanie –

I apologize – Stephanie pointed out to me this morning that there was an outstanding info request sent to our office last fall. Based on the info provided to us in that email – and also an email today from Stephanie (see attached), this is the information we think is relevant and **additional** to what you had listed:

- Designated natural areas
 - No additional ones to add
- Records of species at risk and provincially rare species
 - **In addition** to the submitted list from NHIC:
 - Eastern Hognosed Snake (THR)
 - Mapleleaf Mussel (THR)
 - Swamp Darner (S2)
- Fisheries information:
 - Suggest contacting the Upper Thames River Conservation Authority and the Department of Fisheries & Oceans for more information
- species/community information including any aquatic species at risk
 - No more to add outside of above
- watercourse thermal regime
 - ARA data lists this section of the Thames as a Warm Water Stream
- special habitat features (e.g. known spawning areas)
 - Suggest contacting the Upper Thames River Conservation Authority and the Department of Fisheries & Oceans
- in-water construction timing window
 - Suggest in addition to the following websites (<https://www.ontario.ca/document/water-work-timing-window-guidelines> AND <http://www.dfo-mpo.gc.ca/pnw-ppe/timing-periodes/on-eng.html>), contacting the Department of Fisheries & Oceans

With consideration of the stage of this project (i.e. not confirmed what area will be impacted), it is hard to assess the overall impact of this project on SAR individuals and their habitat. If the project occurs in the current road allowance, it may be possible to propose avoidance measures which will not require further permitting under the ESA. However, we would need more specific information on proposed activities, timing and possible avoidance measures before making a final decision.

Please let me know if you require anything further,
Andrea

Andrea Fleischhauer
District Planner, Aylmer District
Ministry of Natural Resources and Forestry

P: 519.773.4750
C: 519.765.6455
F: 519.773.9014
E: andrea.fleischhauer@ontario.ca

From: Barney, Ted (MNRF)
Sent: April-14-16 11:59 AM
To: Fleischhauer, Andrea (MNRF)
Subject: RE: DataGlendon Drive Streetscape EA

Andrea,

Please see below. Let me know if there is anything you would like to comment or add to.

- Designated natural areas
 - No additional ones to add
- Records of species at risk and provincially rare species
 - In addition to the submitted list from NHIC:
 - Eastern Hognosed Snake (THR)
 - Mapleleaf Mussel (THR)
 - Swamp Darner (S2)
- Fisheries information:
 - Suggest contacting the Upper Thames River Conservation Authority and the Department of Fisheries & Oceans for more information
- species/community information including any aquatic species at risk
 - No more to add outside of above
- watercourse thermal regime
 - ARA data lists this section of the Thames as a Warm Water Stream
- special habitat features (e.g. known spawning areas)
 - Suggest contacting the Upper Thames River Conservation Authority and the Department of Fisheries & Oceans
- in-water construction timing window
 - Suggest in addition to the following websites (<https://www.ontario.ca/document/water-work-timing-window-guidelines> AND <http://www.dfo-mpo.gc.ca/pnw-ppe/timing-periodes/on-eng.html>), contacting the Department of Fisheries & Oceans

With consideration of the stage of this project (i.e. not confirmed what area will be impacted), it is hard for me to assess the overall impact of this project on SAR individuals and their habitat. If the project occurs in the current road allowance, it may be possible to propose avoidance measures which will not require further permitting under the ESA. However, I would need more specific information on proposed activities, timing and possible avoidance measures before making a final

decision.

Please let me know if you require anything further,
Ted.

Ted Barney, M.Sc.
A/Management Biologist
MNRF Aylmer District
615 John St. N.
Aylmer, ON
N5H 2S8
Phone: 519-773-4723
Fax: 519-773-9014
ted.barney@ontario.ca

From: Fleischhauer, Andrea (MNRF)
Sent: April-14-16 10:14 AM
To: Barney, Ted (MNRF)
Subject: FW: DataGlendon Drive Streetscape EA

Hi Ted –

Can you do me a huge favour and take a look at this? The consultant is aware of the ANSI and PSWs in the area and I think at this point is mostly interested in potential species and habitat that may be impacted that are protected under the ESA.

See note below.

If there is a way to fast track this, it would be greatly appreciated by this planner.

A

Andrea Fleischhauer
District Planner, Aylmer District
Ministry of Natural Resources and Forestry

P: 519.773.4750
C: 519.765.6455
F: 519.773.9014
E: andrea.fleischhauer@ontario.ca

From: Spisani, Sean [<mailto:Sean.Spisani@stantec.com>]
Sent: September-23-15 9:55 PM
To: Riddell, Heather (MNRF); Fleischhauer, Andrea (MNRF)
Cc: Ball, Janice; Mason, Kelly
Subject: DataGlendon Drive Streetscape EA

Hi Heather, Andrea,

I hope this email finds you both well. My apologies for copying both of you. Please direct me to the correct contact for this data request.

Stantec has been retained by the Municipality of Middlesex Centre to undertake the Glendon Drive Streetscape Improvements Master Plan Class EA. A study commencement notice will be circulated shortly. The natural environment study area is indicated in the attached figures.

We completed a review of the NHIC and LIO databases and identified a number of species at risk and rare species records. The attached excel file is a list of recent records (1970+). We also noted the following designated natural areas:

- Komoka/Strathroy Creek PSW
- Komoka Park Reserve ANSI (Provincial)

Stantec is requesting confirmation that this information is complete and accurate, and additional relevant natural heritage data:

- Designated natural areas
- Records of species at risk and provincially rare species
- Fisheries information:
 - species/community information including any aquatic species at risk
 - watercourse thermal regime
 - special habitat features (e.g. known spawning areas)
 - in-water construction timing window;

Thanks in advance for your consideration of this request. Please let me know if there is anything I can provide to assist in your review.

Sean Spisani, B.Sc., ERGC

Senior Ecologist

Stantec

200 - 835 Paramount Drive Stoney Creek ON L8J 0B4

Phone: (905) 381-3223

Cell: (289) 208-6934

Fax: (905) 385-3534

Sean.Spisani@stantec.com

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Ministry of the Environment
and Climate Change

Ministère de l'Environnement
et de l'Action en matière de
changement climatique



733 Exeter Road
London ON N6E 1L3
Tel: 519 873-5000
Fax: 519 873-5020

733, rue Exeter
London ON N6E 1L3
Tél.: 519 873-5000
Fax: 519 873-5020

September 24th, 2015

Municipality of Middlesex Centre
10227 Ilderton Road
RR2
Ilderton, Ontario
N0M 2A0

Attention: Mr. Brian Lima P. Eng, Director – Public Works & Engineering

Middlesex County
399 Ridout Street North
London, Ontario
N6A 2P1

Attention: Mr. Chris Traini P. Eng, County Engineer

Re: Notice of Commencement Glendon Drive Streetscape Schedule C Municipal Class EA

Dear Mr. Lima & Mr. Traini:

This letter is this ministry's response to the Notice of Commencement for the above noted project. This response acknowledges that this study is being completed following the Municipal Engineers Association Municipal Class EA.

Thank you for the opportunity to comment on this project.

As you know, the Class EA planning process includes consultation with interested stakeholders, evaluation of alternatives, assessment of the effects of the proposed works and identification of measures to mitigate any adverse impacts. In addition to public agencies, and the general public, consultation with First Nations and Metis is required.

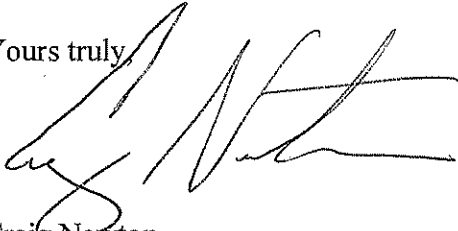
Consultation with First Nation and Metis Communities

The Crown has a duty to consult First Nation and Metis communities if there is a potential impact to Aboriginal or treaty rights. As the co-proponents of this project, the Municipality of Middlesex Centre and Middlesex County have a responsibility to conduct adequate consultation with First Nation and Metis communities as part of the environmental assessment process. The Crown is therefore, delegating the procedural aspects of consultation to the Municipality of Middlesex Centre and Middlesex County as outlined in the attached document.

The Municipality of Middlesex Centre and Middlesex County must contact the Director, Environmental Approvals Branch if this project may adversely affect an Aboriginal or treaty right. The Ministry will then determine whether the Crown has a duty to consult. Information and resources to assist the Municipality of Middlesex Centre, Middlesex County, and Stantec in fulfilling this requirement are provided as an attachment.

Please keep this office fully informed of the status of this project as it proceeds through the Class EA process. Thank you in advance.

Yours truly,



Craig Newton
Regional Environmental Planner / Regional EA Coordinator
Ministry of the Environment & Climate Change
Southwestern Region
(519) 873-5014

Ms. Corri Marr, Project Manager, Stantec, London.

Attachment (1)

ABORIGINAL CONSULTATION INFORMATION

Consultation with Interested Persons under the Ontario Environmental Assessment Act

Proponents subject to the Ontario *Environmental Assessment Act* are required to consult with interested persons, which may include First Nations and Métis communities. In some cases, special efforts may be required to ensure that Aboriginal communities are made aware of the project and are afforded opportunities to provide comments. Direction about how to consult with interested persons/communities is provided in the Code of Practice: Consultation in Ontario's Environmental Assessment Process available on the Ministry's website:

<https://www.ontario.ca/environment-and-energy/consultation-ontarios-environmental-assessment-process>

As an early part of the consultation process, proponents are required to contact the Ontario Ministry of Aboriginal Affairs' Consultation Unit and visit Aboriginal Affairs and Northern Development Canada's Aboriginal and Treaty Rights Information System (ATRIS) to help identify which First Nation and Métis communities may be interested in or potentially impacted by their proposed projects.

ATRIS can be accessed through the Aboriginal Affairs and Northern Development Canada website:

http://sida1t-atris.aadnc-aandc.gc.ca/atris_online/

For more information in regard Aboriginal consultation as part of the Environmental Assessment process, refer to the Ministry's website:

www.ontario.ca/government/environment-assessments-consulting-aboriginal-communities

You are advised to provide notification directly to all of the First Nation and Métis communities who may be interested in the project. You should contact First Nation communities through their Chief and Band Council, and Metis communities through their elected leadership.

Rights-based consultation with First Nation and Métis Communities

Proponents should note that, in addition to requiring interest-based consultation as described above, certain projects may have the potential to adversely affect the ability of First Nation or Métis communities to exercise their established or credibly asserted Aboriginal or treaty rights. In such cases, Ontario may have a duty to consult those Aboriginal communities.

Activities which may restrict or reduce access to unoccupied Crown lands, or which could result in a potential adverse impact to land or water resources in which harvesting rights are exercised, may have the potential to impact Aboriginal or treaty rights. For assistance in determining whether your proposed project could affect these rights, please refer to the attached "Preliminary Assessment Checklist: First Nation and Métis Community Interest."

If there is likely to be an adverse impact to Aboriginal or treaty rights, accommodation may be required to avoid or minimize the adverse impacts. Accommodation is an outcome of consultation and includes any mechanism used to avoid or minimize adverse impacts to Aboriginal or treaty rights and traditional uses. Solutions could include mitigation such as

adjustments in the timing or geographic location of the proposed activity. Accommodation may in certain circumstances involve the provision of financial compensation, but does not necessarily require it.

For more information about the duty to consult, please see the Ministry's website at:

www.ontario.ca/government/duty-consult-aboriginal-peoples-ontario

The proponent must contact the Director, Environmental Approvals Branch if a project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a Part II Order or an elevation request is anticipated; the Ministry will then determine whether the Crown has a duty to consult.

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to EAASIBgen@ontario.ca or by mail or fax at the address provided below:

Email:	EAASIBgen@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Approvals Branch 135 St. Clair Avenue West, 1 st Floor Toronto, ON, M4V 1P5

Delegation of Procedural Aspects of Consultation

Proponents have an important and direct role in the consultation process, including a responsibility to conduct adequate consultation with First Nation and Métis communities as part of the environmental assessment process. This is laid out in existing environmental assessment codes of practice and guides that can be accessed from the Ministry's environmental assessment website at

www.ontario.ca/environmentalassessments

The Ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process. Where the Crown's duty to consult is triggered, various additional procedural steps may also be asked of proponents as part of their delegated duty to consult responsibilities. In some situations, the Crown may also become involved in consultation activities.

Ontario will have an oversight role as the consultation process unfolds but will be relying on the steps undertaken and information you obtain to ensure adequate consultation has taken place. To ensure that First Nation and Métis communities have the ability to assess a project's potential to adversely affect their Aboriginal or treaty rights, Ontario requires proponents to undertake certain procedural aspects of consultation.

The proponent's responsibilities for procedural aspects of consultation include:

- Providing notice to the elected leadership of the First Nation and/or Métis communities (e.g., First Nation Chief) as early as possible regarding the project;

- Providing First Nation and/or Métis communities with information about the proposed project including anticipated impacts, information on timelines and your environmental assessment process;
- Following up with First Nation and/or Métis communities to ensure they received project information and that they are aware of the opportunity to express comments and concerns about the project. If you are unable to make the appropriate contacts (e.g. are unable to contact the Chief) please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office for further direction.
- Providing First Nation and/or Métis communities with opportunities to meet with appropriate proponent representatives to discuss the project;
- Gathering information about how the project may adversely impact the relevant Aboriginal and/or Treaty rights (for example, hunting, fishing) or sites of cultural significance (for example, burial grounds, archaeological sites);
- Considering the comments and concerns provided by First Nation and/or Métis communities and providing responses;
- Where appropriate, discussing potential mitigation strategies with First Nation and/or Métis communities;
- Bearing the reasonable costs associated with these procedural aspects of consultation, which may include providing support to help build communities' capacity to participate in consultation about the proposed project.
- Maintaining a Consultation Record to show evidence that you, the proponent, completed all the steps itemized above or at a minimum made meaningful attempts to do so.
- Upon request, providing copies of the Consultation Record to the Ministry. The Consultation Record should:
 - summarize the nature of any comments and questions received from First Nation and/or Métis communities
 - describe your response to those comments and how their concerns were considered
 - include a communications log indicating the dates and times of all communications; and
 - document activities in relation to consultation.

Successful consultation depends, in part, on early engagement by proponents with First Nation and Métis communities. Information shared with communities must be clear, accurate and complete, and in plain language where possible. The consultation process must maintain sufficient flexibility to respond to new information, and we trust you will make all reasonable efforts to build positive relationships with all First Nation and Métis communities contacted. If you need more specific guidance on Aboriginal consultation steps in relation to your proposed project, or if you feel consultation has reached an impasse, please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office.

Preliminary Assessment Checklist: First Nation and Métis Community Interests and Rights

In addition to other interests, some main concerns of First Nation and Métis communities may pertain to established or asserted rights to hunt, gather, trap, and fish – these activities generally occur on Crown land or water bodies. As such, projects related to Crown land or water bodies, or changes to how lands and water are accessed, may be of concern to Aboriginal communities.

Please answer the following questions and keep related notes as part of your consultation record. “Yes” responses will indicate a potential adverse impact on Aboriginal or treaty rights.

Where you have identified that your project may trigger rights-based consultation through the following questions, you should arrange for a meeting between you and the Environmental Assessment and Planning Coordinator at the Ministry’s appropriate regional office to provide an early opportunity to confirm whether Ontario’s duty to consult is triggered and to discuss roles and responsibilities in that event.

	YES	NO
<p>1. Are you aware of concerns from First Nation and Métis communities about your project or a similar project in the area?</p> <p>The types of concerns can range from interested inquiries to environmental complaints, and even to land use concerns. You should consider whether the interest represents on-going, acute and/or widespread concern.</p>		
2. Is your project occurring on Crown land, or is it close to a water body? Might it change access to either?		
3. Is the project located in an open or forested area where hunting or trapping could take place?		
4. Does the project involve the clearing of forested land?		
5. Is the project located away from developed, urban areas?		
<p>6. Is your project close to, or adjacent to, an existing reserve?</p> <p>Projects in areas near reserves may be of interest to the First Nation and Métis communities living there.</p>		
7. Will the project affect First Nations and/or Métis ability to access areas of significance to them?		
<p>8. Is the area subject to a land claim?</p> <p>Information about land claims filed in Ontario is available from the Ministry of Aboriginal Affairs; information about land claims filed with the federal government is available from Aboriginal Affairs and Northern Development Canada.</p>		
9. Does the project have the potential to impact any archaeological sites?		

Glendon Drive Municipal Class EA
Stakeholder Meeting

Date/Time: January 13, 2017 / 1:30pm
Place: UTRCA Offices – Clark Road
Next Meeting: N/A
Attendees: Karen Winfield, Mark Snowsell, Chris Tasker (UTRCA), Stephanie Bergman, Isaac Bartlett (Stantec), Brian Lima (Middlesex Centre)
Absentees: Corri Marr
Distribution: File

Item:	Action:
Class EA Overview Isaac provided an overview of Glendon Drive Class EA recommendations, including roadworks and SWM strategy.	INFO
Natural Environment Karen noted trout hatchery downstream of Komoka Creek crossing (MOECC enhanced water treatment quality recommended for SWM), and noted consultation to be undertaken with MNRF during detailed design regarding any disruption to ANSI land north of Glendon Drive between Vanneck Road and Old River Road.	INFO
Old River Road – Updated Flood Mapping As part of the Glendon Class EA, recommendations from 2011 EA for road realignment and erosion/bank stability improvements are being carried forward. Flooding in the lower section of Old River Road was not addressed in the previous EA, since raising the road profile out of the floodplain was deemed cost prohibitive (both based on construction costs and significant property impacts). Stantec concurs with the 2011 assessment, since raising the road profile out of the flood limit as identified in the EA (raising the profile approx. 1m) would require significant property acquisition and impact; however, Stantec requests updated flood mapping to assess the cost vs. benefit of raising the road profile within the existing right of way. UTRCA to review floodplain mapping from 2011 EA, and provide updated elevations for flood mapping to aid in assessing the cost/benefit of raising the profile.	UTRCA
UTRCA – 2011 Class EA Concerns	INFO

Item:

Action:

UTRCA originally concerned that the previous EA did not address road flooding, which was stated as one of the main purposes of the study. UTRCA concerned with property accesses during flood events, damage to property, opportunities to improve property access during flood events, understanding the necessity for a cost/benefit analysis.

Old River Road Intersection with Glendon

There are existing erosion concerns just upstream of the intersection (at Oxbow Creek confluence). UTRCA would be in favour of shifting the intersection westward, away from the river valley to mitigate potential erosion issues.

The meeting adjourned at 2:30pm

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.

Stephanie L. Bergman, BA Hons, MA
Planner
Phone: 519-675-6614
stephanie.bergman@stantec.com

c. File

From: [Card, Rhonda \(MNRF\)](#)
To: [Bergman, Stephanie](#)
Cc: [Marchand, Tim \(MNRF\)](#); [Cerniavskaja, Karina \(MNRF\)](#)
Subject: FW: Komoka Park boundary modification
Date: Monday, October 05, 2015 12:59:29 PM
Attachments: [Glendon Drive Study Commencement.pdf](#)

Dear Stephanie,

Thank you for your email regarding Komoka Provincial Park.

As per our conversation, currently, we are looking to add both of the provincially acquired parcels outlined on the Public Notice to Komoka Provincial Park, as regulated Provincial Park lands.

I do appreciate you adding me as a contact for the Glendon Drive EA and if you would be so kind as to add both Tim Marchand tim.marchand@ontario.ca and Karina Cerniavskaja Karina.Cerniavskaja@ontario.ca to that distribution list, that would be appreciated.

Should you have any further questions, please do not hesitate to contact me directly.

Sincerely,

Rhonda Card

Park Superintendent

Port Burwell | Komoka | John E. Pearce
Port Bruce | Trillium Woods Provincial Parks

Port Burwell Provincial Park

9 Wilson Lane, PO Box 9
Port Burwell, ON N0J 1T0
Ph: 519-874-4691 x221
Fx: 519-874-4104

From: Bergman, Stephanie [mailto:Stephanie.Bergman@stantec.com]
Sent: October 1, 2015 5:20 PM
To: Card, Rhonda (MNRF)
Subject: Komoka Park boundary modification

Good afternoon,

I just left you a voicemail, but I wanted to provide some additional information regarding the project we recently initiated on Glendon Drive. There have been several initiatives within the Municipality of Middlesex Centre focusing on the future vision for the Komoka-Kilworth communities, and one of the most prominent themes that arise is the desire to facilitate access to park space, and otherwise encouraging active lifestyles (Active Transportation facilities, etc).

I have recently received the Park Management Plan for Komoka Provincial Park, but if you have any additional information on the proposed use of the new additions to the park (and the portion of land at Queen St. and Glendon Drive in particular), I would appreciate taking a look.

If you don't mind, I would like to add you as a contact for the Glendon Drive EA. Please see the attached Notice of Commencement. We've also set up an online community at glendondrive.mindmixer.com to get feedback from residents and interested parties, so please

feel free to forward it along to others who might be interested.

Stephanie L Bergman, Hons.B.A., M.A.

Planner

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From: [Kevin Mackay](#)
To: [Al Hunt](#); [Bergman, Stephanie](#)
Cc: [Bartlett, Isaac](#); [Marr, Corri](#)
Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD
Date: Sunday, March 19, 2017 3:48:35 PM
Attachments: [image003.png](#)
[image004.png](#)

I agree with Al regarding the key. It could get lost or more likely not be in the truck responding to the emergency. Oriole Park Trailer Park has a gate system that responds to a short burst of the siren to open the gate. Could something like that be used?

Kevin]-)

From: Al Hunt
Sent: Monday, March 13, 2017 3:41 PM
To: Bergman, Stephanie <Stephanie.Bergman@stantec.com>
Cc: Bartlett, Isaac <isaac.bartlett@stantec.com>; Kevin Mackay <kmackay@mlems.ca>; Marr, Corri <Corri.Marr@stantec.com>
Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Thanks for the response Stephanie.

Our only concern is the carrying of a “master key”, as we have 35 ambulances in our fleet, and any one of them could be responding to that location if the Komoka crew is out. Keys can easily get lost or misplaced.



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From: Bergman, Stephanie [<mailto:Stephanie.Bergman@stantec.com>]
Sent: Monday, March 13, 2017 1:56 PM
To: Al Hunt <ahunt@mlems.ca>

Cc: Bartlett, Isaac <isaac.bartlett@stantec.com>; Kevin Mackay <kmackay@mlems.ca>; Marr, Corri <Corri.Marr@stantec.com>

Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Hi Al,

Thanks for forwarding that along. We are still working out the specifics of the emergency gate. There are several systems we've seen in the past where municipal staff, EMS, Fire, etc. would be given master keys that could be used in the event that flooding, inclement weather, or other such emergency make the alternate access impassable. We are also speaking with CN staff to discuss the rail crossing, which may impact things a bit.

I will keep you posted. I appreciate your initial thoughts!

Thanks for your time,

Stephanie Bergman, Hons.B.A., M.A. ENV SP

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From: Al Hunt [<mailto:ahunt@mlems.ca>]

Sent: Monday, March 13, 2017 12:29 PM

To: Bergman, Stephanie <Stephanie.Bergman@stantec.com>

Cc: Bartlett, Isaac <isaac.bartlett@stantec.com>; Kevin Mackay <kmackay@mlems.ca>

Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Hi Stephanie,

Thanks for the update.

I don't have any issues with this new concept, but my only question is how does one open up this emergency gate if need be? Who has access / permissions to open the gate?

Also, I will forward this on to our Deputy Superintendent for the Komoka Station for him to comment on.

We do not have any experience with emergency road access gates unfortunately.

Thanks,

Al

Al Hunt BAppBus: ES, CMM III EMS Executive
Deputy Chief, Operations



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From: Bergman, Stephanie [<mailto:Stephanie.Bergman@stantec.com>]
Sent: Thursday, March 09, 2017 4:28 PM
To: Al Hunt <ahunt@mlems.ca>
Cc: Bartlett, Isaac <isaac.bartlett@stantec.com>
Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Good afternoon Al,

I wanted to follow up with you regarding the Glendon Drive Class EA and our assessment of the intersection of Old River Road. We have gone through a few rounds of meetings with the residents, and we've assessed SEVERAL different configurations for the Old River Road intersection with Glendon Drive and the Old River Road corridor itself.

When last we spoke, we were looking at a right in, right out configuration at the intersection of Old River Road and Glendon Drive with a median on Glendon Drive, which we reassessed based on several concerns expressed by the residents with our initial cul de sac alternative. You may recall that one of their main concerns with our proposed cul de sac turnaround option (which included two cul de sacs on Old River Road, west and east of the bend) was having to traverse the steep hill during inclement weather events as their only access/egress (and also EMS/Fire access up the hill during the same).

After all of our communications with the residents and the municipality, we've actually come full circle back to a modified cul de sac design that will eliminate the non-local through traffic on Old River Road entirely.

I've attached a very rough sketch for your consideration. Our concept includes the construction of a cul de sac turnaround on Pulham road, just north of the CN rail tracks. An emergency gate would be installed at the turnaround, as well as south of the CN Rail tracks to be used during emergency situations should flooding or some other emergency make the lower section of Old River Road impassable, or for rail maintenance.

So, under this scenario, the through function of Old River Road would be eliminated, significantly reducing the collision frequency at the intersection with Glendon Drive. We are also recommending a realignment of the intersection with Glendon westward up the hill slightly, which will improve sight lines to the Thames River bridge, and provide left and right turning lanes on Glendon Drive which will also help prevent conflicts with the Glendon Drive through traffic.

All Old River Road residents and the 3 Pulham Road residents south of Old River Road would enter and exist via Glendon Drive.

I apologize for the long winded email. We can certainly have a quick phone chat if that works for you! I would appreciate any input that you may have. The municipality has examples of access gates for utility companies, but I would also appreciate it if you had any experience with similar emergency gates elsewhere.

Thanks for your time. Again, feel free to let me know if you'd like to set up a quick call. Have a great night!

Stephanie Bergman, Hons.B.A., M.A. ENV SP

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From: Al Hunt [<mailto:ahunt@mlems.ca>]

Sent: Wednesday, November 30, 2016 4:13 PM

To: Bergman, Stephanie <Stephanie.Bergman@stantec.com>

Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Hi Stephanie,

I hope all is well.

So, my initial thought is this will be troublesome for our crews. As the crews that would primarily be responding to Old River Road would be coming from the west out of our Komoka Station.

The only way for them really to get there would be to go past and do a u-turn which would be extremely dangerous.

I have sent this to our Deputy Superintendent of the Komoka Station to see what he thinks as well as he's out there driving that every shift.

When I hear back from him, I will let you know.

Thanks,

Al

From: Bergman, Stephanie [<mailto:Stephanie.Bergman@stantec.com>]

Sent: Tuesday, November 29, 2016 5:13 PM

To: Al Hunt

Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Hi Al,

You may recall that we communicated a bit back in July regarding the Glendon Drive Streetscape Municipal Class Environmental Assessment being undertaken by the Municipality of Middlesex Centre and Middlesex County. I was poking around for comments regarding the potential to close off Old River Road to through traffic (just before the Thames River Bridge at Glendon) via two cul de sacs.

We presented our preliminary recommendations to the local landowners, and based on a few meetings with them, we're looking at other options to maintain full use of Old River Road, while mitigating the safety concerns at the intersection with Glendon Drive. I wouldn't mind getting your thoughts on the configuration we're considering at this point, which consists of a **right in, right out intersection, with a median along Glendon Drive**. The intersection would likely be realigned slightly to the west, with the median extending up to 200m westward from the intersection (towards Elmhurst St.).

The rationale for this option rests in minimizing access impacts for the residents, removing the problematic left turn movement onto Glendon Drive (which is the movement resulting in the high collision rate), and reducing a portion of through traffic along the corridor. What I'd like your input on is the ability for EMS to maneuver around the median to maintain access to Old River Road heading eastward on Glendon. I've attached a sketch if that helps. We've also identified some widening of Glendon Drive, so to give a more accurate picture, there would be two lanes of traffic heading westward from Old River Road.

I hope that makes a bit of sense, and I would really appreciate input from you and your staff. Let me know if you have any questions! Have a great day,

Stephanie Bergman, Hons.B.A., M.A. ENV SP

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From: Al Hunt [<mailto:ahunt@mlems.ca>]
Sent: Monday, July 04, 2016 9:07 AM
To: Bergman, Stephanie <Stephanie.Bergman@stantec.com>
Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Hi Stephanie,

I hope you had a great long weekend.

I posed those questions to the Deputy Superintendent and here are his responses.

I'm not too concerned about the tracks or the hill. The delay from a train would be the same as anywhere, and driving around to avoid it would be just as long as waiting it out. I have been up the hill in winter and I find the driveways below the hill to be worse than the hill itself. I can't speak for all staff but most of the staff here are comfortable driving up it during winter. Happy Canada Day!!

Thanks,

Al

Al Hunt, BAppBus: ES, CMM III EMS Executive | Deputy Chief | Middlesex – London EMS
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From: Bergman, Stephanie [<mailto:Stephanie.Bergman@stantec.com>]
Sent: Thursday, June 30, 2016 11:08 AM
To: Al Hunt <ahunt@mlems.ca>
Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Good morning Al,

Thanks for the speedy response (I think that is an EMS joke?).

That is very helpful. I'm not sure if this is something one of your staff can speak to, but residents were quite concerned about EMS being able to make it up the hill during the winter, seeing as this would be the only egress. One of the residents in particular discussed an experience during the winter when the EMS workers did not feel comfortable attempting to traverse the hill, and instead went southwest to the Glendon Drive intersection. I know that this would be a very specific circumstance, but ultimately we want to ensure that we are not creating a dangerous situation for residents.

The other concern expressed by residents was the potential delays created by the rail crossing at Pulham Road and Vanneck Road, but again, I understand that this would be a specific circumstance. I think it is a matter of how much of a risk you folks would consider these to be.

Thanks again from your time,

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From: Al Hunt [<mailto:ahunt@mlems.ca>]
Sent: Thursday, June 30, 2016 10:14 AM
To: Bergman, Stephanie
Cc: Marr, Corri; Bartlett, Isaac
Subject: RE: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Hi Stephanie,

As suspected, we do not use this road very often, and the only concern that we have is noted below from the Deputy Superintendent from the Komoka Station who covers that area.

“Correct, we do very little calls along that road. Most are MVC’s at the intersection so if they improve that it would be great. My only concern with the proposal is whether they rename one of the streets. Since it would no longer be a thoroughfare it will take a very long time to

get from one section around to the other if the crew made an error. If they rename one of new streets that would negate the issue.”

I hope this helps,

Al

Al Hunt, BAppBus: ES, CMM III EMS Executive | Deputy Chief | Middlesex – London EMS
340 Waterloo Street | London, ON N6B 2N6 | 519-679-5466 ext. 1105| ahunt@mlems.ca



@DCHuntMiddlesex

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From: Bergman, Stephanie [<mailto:Stephanie.Bergman@stantec.com>]
Sent: Wednesday, June 29, 2016 1:34 PM
To: Al Hunt <ahunt@mlems.ca>
Cc: Marr, Corri <Corri.Marr@stantec.com>; Bartlett, Isaac <isaac.bartlett@stantec.com>
Subject: Glendon Drive Streetscape Environmental Assessment - OLD RIVER ROAD

Good afternoon Mr. Hunt,

I believe I spoke with one of your staff members about a month ago regarding the Glendon Drive Streetscape Environmental Assessment that is currently being undertaken by Middlesex County and the Middlesex Centre, and he referred me to you if I had any additional questions. I wanted to follow up with you to get some more information on potential impacts of our preliminary recommendations regarding Old River Road.

We recognized early in the study that there were serious safety concerns at the intersection of Glendon Drive and Old River Road, in addition to erosion concerns that were investigated as part of a Class EA started in 2011. Based on our traffic analysis, 95% of vehicles are using the road as a cut through route, since there are only about 17 residences along the road.

To address the safety concerns at the intersection with Glendon Drive and erosion concerns along the road, our preliminary recommendations include closing Old River Road off to through traffic by creating two cul de sacs. I've attached the applicable slide from our recent Public Information Centre that shows the proposed cul-de-sacs along the road. The northernmost cul de sac is located at the bottom of the rather steep hill.

Although residents are interested in reducing through traffic along the road, the biggest concern we heard from them related to the impact to EMS response times (particularly with the rather busy rail line crossing Vanneck and Pulham), and EMS access during the winter, since heavy vehicles may not be able to make it up the hill during severe weather, whereas now they have an alternate egress via Glendon Drive.


I am hoping that you can provide some feedback on the proposed recommendations, and potential impacts to emergency response operations. Let me know if you'd like more information on the project. A website has also been created which contains all of the material presented at the two public information centres – glendondrive.mindmixer.com.

I'd be more than happy to discuss via phone if you prefer. Feel free to contact me at the number below.

Thanks and have a great day!

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Phone: 519-675-6614
Stephanie.Bergman@stantec.com

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From: Colin Toth
To: [Bergman, Stephanie](#)
Cc: [Mark Rennison](#); [Launie Fletcher](#)
Subject: RE: Glendon Drive Class EA
Date: Saturday, November 04, 2017 12:38:39 PM

Stephanie, here are my thoughts as to these roadway projects:

Old River Road – I have no concerns with the proposed gate at the Pulham intersection pending this road and gate is maintained throughout the year – leaving us the 2 response direction options if required. (Snow clearing and salting – no snow piling at this gate!)

Coldstream Road – I would prefer option #1 as provided which cleans up the sightlines of this road and still allows for “through road” access under the tracks. As this is our quickest and designated primary route to Kilworth from my Coldstream station, any closure would mean a noticeable increase in response times via our secondary route, down Komoka Road. Additionally, worst case scenario - if a train was to be passing during a fire response, I would not be able to provide second station assistance to my Delaware firefighters – my Coldstream, Ilderton and Arva stations would not be able to get by this train from any direction.

At this point, I do not see any other issues outside those stated however, if something else comes to light I will let you know immediately.

Thanks!

Colin

From: Bergman, Stephanie [mailto:Stephanie.Bergman@stantec.com]
Sent: Tuesday, October 24, 2017 10:36 AM
To: Colin Toth <toth@middlesexcentre.on.ca>
Cc: Shannon Leitch <leitchs@middlesexcentre.on.ca>
Subject: Glendon Drive Class EA

Good afternoon Colin,

As you may or may not be aware, we are currently working with Middlesex Centre and Middlesex County on completing the Glendon Drive Streetscape Municipal Class Environmental Assessment. The study is considering transportation improvements along the Glendon Drive corridor from Highway 402 to the Thames River Bridge. I believe we have previously had some correspondence with the past/interim Fire Chief, but there are a few specific issues that we would like to get insight on from a fire services perspective.

First is Old River Road – there is a rather high collision rate at the intersection of Glendon Drive and Old River Road, as well as some other concerns along the roadway (flooding, erosion/bank stability, vehicles speeds, etc.). Our traffic counts showed that an average of over 90% of vehicles consisted of non-local through traffic. To effectively eliminate that through traffic, the municipality is proposing to install a manual gate and turnaround at the intersection of Old River Road with Pulham Road. This proposal went to the residents and many were concerned with

emergency response times and access up and down the hill during inclement weather. A more detailed 'Management Plan' would be developed to clearly identify roles and responsibilities with respect to the operation of the gate, and it is the intent that emergency services would be provided access. The Municipality would also commit to maintaining the existing snow removal operations along the corridor to ensure the gate system is operational all year round.

My question for you with respect to Old River Road, is how might the gate proposal impact fire services along the corridor?

Second topic is Coldstream Road northwest of the '5 corners' intersection of Glendon Drive, Vanneck Road, Jefferies Road and Coldstream Road. We have proposed a roundabout at the intersection, but we are also looking at a few options for potential realignments of Coldstream Road, in order to remove its access to the roundabout to improve the design. I have attached a few figures that should help. In looking at the realignment options, we are also looking at ways to address the narrow rail underpass and tight curve along the road which create very poor sightlines at the underpass.

Same question as above with respect to Coldstream Road – would the potential underpass closure impact fire response services in the area?

I apologize for the lengthy email, and I would be more than happy to discuss over the phone or provide additional details. Thanks so much for your time,

Stephanie L. Bergman, MA, ENV SP

Planner

Phone: 519-675-6614

stephanie.bergman@stantec.com

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From: [Marr, Corri](#)
To: [Bartlett, Isaac](#); [Bergman, Stephanie](#)
Cc: [Oliveira, Nelson](#); [Hendriksen, Chris](#); [Vucetic, Dan](#)
Subject: FW: Glendon Drive EA
Date: Tuesday, November 03, 2015 11:20:25 AM

FYI – Stephanie please add to the comments and tracer table.

Chris/Dan/Nelson – this is just and FYI for you to keep you in the loop.

From: Elliott, Rob [mailto:roelliot@uniongas.com]
Sent: November-02-15 2:59 PM
To: Marr, Corri
Cc: Thompson, Reg; Elliott, Rob
Subject: Glendon Drive EA

Hi Corri, I recently met with Chris Traini and Brian Lima to discuss future plans for the Glendon Dr. corridor and how Union Gas might fit into it these plans.

They suggested that I send you an e-mail outlining potential work that Union Gas may be interested in completing over the next few years.

At a high level our work is as follows;

1. Install a new regulating station to supply an additional feed to the proposed Kilworth developments on the south side of Glendon east of Tunks Lane. This station may be located in the southwest corner of the Wellness Center property with a driveway off of Glendon Dr. This is expected to happen in 2016.
2. In conjunction with the installation of the station mentioned above we would also have to install new gas main along Glendon Drive from this station site to the new residential developments east of Tunks on the south side of Glendon. This new main would most likely be installed along the north side of Glendon so that it could also be used for the servicing of the commercial development that is proposed for the northeast corner of Tunks and Glendon. This is expected to happen in 2016-17.
3. In addition to the above mains that will support new development we also have an old gas main that needs to be replaced on Glendon between the intersection at Komoka Rd. and municipal # 3637 Glendon Dr., this is approx. 1500.0m and would replace a gas main that is currently on easement paralleling Glendon. This work is likely to take place in the 5 – 10yr. time frame.

Let me know if you have any questions, I would be happy to meet with you if you need further clarification on any of the above items.

Thanks,

Rob Elliott

Construction Project Manager
Union Gas Limited | A Spectra Energy Company
109 Commissioners Rd. W., London, ON N6A 4P1
Tel: 519.667-4100 ext 5153512 Cell: 519-495-5834
email: roelliot@uniongas.com



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From: [Marr, Corri](#)
To: [Bergman, Stephanie](#)
Subject: FW: Kilworth Station & Glendon Dr.
Date: Wednesday, July 20, 2016 2:12:36 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

FYI – see below

From: Elliott, Rob [mailto:roelliot@uniongas.com]
Sent: July-20-16 1:18 PM
To: Brian Lima; Marr, Corri; Chris Traini (ctraini@middlesex.ca); Bartlett, Isaac
Subject: Kilworth Station & Glendon Dr.

Hi all,

Further to the notes below, I have been given approval by our engineering group to defer the installation of the new Glendon Drive station until 2017.

Hopefully this will give us adequate time to ensure that our proposed station and main fit into your Glendon Drive streetscape plans.

If possible, I would appreciate a copy of your preliminary design showing proposed widening's in the area from Jeffries Dr. to the Komoka wellness center.

Thanks,

Rob Elliott

Construction Project Manager
Union Gas Limited | A Spectra Energy Company
109 Commissioners Rd. W., London, ON N6A 4P1
Tel: 519.667-4100 ext 5153512 Cell: 519-495-5834
email: roelliot@uniongas.com



From: Elliott, Rob
Sent: May 18, 2016 2:45 PM
To: 'Brian Lima'
Cc: Chris Traini (ctraini@middlesex.ca); Jerry Rychlo; Corri.Marr@stantec.com; Isaac Barlett
Subject: RE: Kilworth Station & Glendon Dr.

Thanks for the feedback Brian, the timing of our installation is connected to the timing of the Kilworth developments – which as you know have been delayed.

I am going to check with our engineering folks to see if we can make it another winter without this station and associated main.

If we can, then it would allow us time to wait for the design to be a little further along and ensure that we get things in the proper locations.

I will get back to the group when I get an answer from engineering.

In the meantime, I am going to put the "offer to purchase" for the station land on hold until we get a couple of these questions answered.

Thanks, Rob.

From: Brian Lima [<mailto:lima@middlesexcentre.on.ca>]

Sent: May 18, 2016 1:34 PM

To: Elliott, Rob

Cc: Chris Traini (ctraini@middlesex.ca); Jerry Rychlo; Corri.Marr@stantec.com; Isaac Barlett

Subject: RE: Kilworth Station & Glendon Dr.

Hi Rob,

As you may or may not know, the Municipality and County in partnership are undertaken a Class EA as we speak led by Stantec (London). Having actually met this morning, the second and final PIC will be scheduled sometime in June. Stantec is working away at further details to confirm what potential property acquisition along the entire Glendon Drive corridor between Hwy 401 and the Kilworth bridge may be required...

I can support the easement proposal but am reluctant to commit to an additional 2m with final details yet to be confirmed.

Regards,



Brian Lima, P.Eng.

Director of Public Works & Engineering

Middlesex Centre | lima@middlesexcentre.on.ca

10227 Ilderton Road, RR#2 | Ilderton, Ontario, NOM 2A0

Tel: 519.666.0190 | Fax: 519.666.0271

From: Elliott, Rob [<mailto:roelliot@uniongas.com>]

Sent: Wednesday, May 18, 2016 8:13 AM

To: Brian Lima <lima@middlesexcentre.on.ca>; Chris Traini (ctraini@middlesex.ca)
<ctraini@middlesex.ca>

Cc: Jerry Rychlo <jrychlo@middlesex.ca>

Subject: Kilworth Station & Glendon Dr.

Hi all, as you are aware Union Gas is working through the design of a new station in the southwest

corner of the wellness center property. We also need to install new main along Glendon from the station to the new Kilworth developments to the east. We have obtained pre-engineering locates and have found the utility corridor has a substantial number of Bell cables along with a storm drain on the north side of the road. Through our research we have also obtained a preliminary site plan for the property on the northeast corner of Tunks and Glendon. We noticed that it has a proposed 2.0m widening of the Glendon Dr. road allowance identified. Do you know if this widening will continue across the frontage of the wellness center as well? If this widening is likely to happen, then I am thinking that Union could approach Middlesex Center for a 2.0m easement (same as the proposed widening) along the frontage of the wellness center, install the new main in the future standard location of the street line and then release the easement when the actual widening takes place.

Brian, we will also need to consider this for the depth of our station, I need 20.0m depth so we may want to set it back 2.0m and take easement on a 2.0m strip across the front of the station. This may make the county's widening easier as they would only have to deal with your municipality for the widening.

Let me know your thoughts on this.

Thanks,

Rob Elliott

Construction Project Manager

Union Gas Limited | A Spectra Energy Company

109 Commissioners Rd. W., London, ON N6A 4P1

Tel: 519.667-4100 ext 5153512 Cell: 519-495-5834

email: roelliot@uniongas.com



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"Inspiring a Healthy Environment"

October 30, 2015

Stantec Consulting Limited
171 Queens Avenue, Suite #600
London, Ontario
N6A 5J7

Attention: Corri Marr (corri.marr@stantec.com)

Dear Ms. Marr:

**Re: Notice of Study Commencement
Glendon Drive Streetscape Improvement Project
Municipal Class Environmental Assessment
Municipality of Middlesex Centre**

Upper Thames River Conservation Authority (UTRCA) staff are in receipt of the "Notice of Commencement" for the Municipal Class Environmental Assessment (EA) regarding review of the Glendon Drive Streetscape Improvement Project from the Thames River Bridge through Kilworth and Komoka to the Highway #402 interchange. We offer the following comments under Ontario Regulation 157/06 and our responsibilities as a commenting agency providing technical review and advisement related to natural heritage, water resources and natural hazard management pursuant to relevant legislation and policies set out in the UTRCA Planning Policy Manual (June 28, 2006):

General Comments

- 1) We would appreciate the opportunity for our technical staff to review and provide comments on any upcoming draft documents and proposed alternatives including any draft Environmental Study Report (ESR). We respectfully request review of copies of any public presentation documents as well. Please note that our scope of review is based on the policies set out in the Upper Thames River Conservation Authority Planning Policy Manual (June 28, 2006). EA and subsequent detail design project review for the Glendon Drive Streetscape Improvement Project would generally be guided by, but not limited to, natural heritage, natural hazard and pollution prevention areas of concern for lands regulated within our jurisdiction.

UTRCA Regulated Areas

- 2) According to the enclosed project location mapping, portions of the study area occur within natural hazard and natural heritage areas regulated by the Conservation Authority. The UTRCA regulates development within the Regulation Limit in accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the *Conservation Authorities Act*. This regulation requires

proponents to obtain written approval from the UTRCA prior to undertaking any works in the regulated area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

Digital Mapping

- 3) Our staff can provide digital mapping which outlines the boundaries of the natural heritage and natural hazard features as well as Drinking Water Source Protection Areas present within the study area. Our digital mapping may be obtained by contacting our GIS department (contact: Phil Simm, 519-451-2800 x 247). Generally the fee involved with obtaining digital mapping of our natural heritage and natural hazard features is \$100 but this fee will be waived as the mapping is intended for use by one of our member municipalities for a Municipal Class EA.

Drainage Considerations

- 4) We are aware of localized drainage concerns in the Komoka area. Any proposed work or activity associated with the Glendon Drive corridor study area should be designed: a) with regard for the potential for pluvial flooding concerns; and b) to avoid exacerbating drainage concerns on adjacent, upstream and/or downstream properties. This EA exercise might be a strategic opportunity to examine some of the drainage issues which have emerged in recent months. The UTRCA has suggested to the Municipality in the past that a Master Drainage Study is needed to help guide stormwater management and drainage design in support of future development within the Kilworth-Komoka corridor and we would be pleased to work with Middlesex Centre, the County of Middlesex and the study team to explore this further.

Groundwater and Surface Water Quality and Quality

- 5) For details on our policies regarding groundwater, you may wish to refer to *Section 3.4.2 – Policies for Groundwater* contained within our Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006), available on our website at:

<http://thamesriver.on.ca/planning-permits-maps/utrca-environmental-policy-manual/>

These policies generally discuss the protection of identified groundwater wellhead protection areas, areas that contribute to recharge (recharge zones), areas of groundwater susceptibility and discharge and reflect the requirements of the Provincial Policy Statement as it relates to these areas and features.

The Source Protection Plan and Assessment Reports for the Thames-Sydenham and Region are approved. The Source Protection Plan is discussed further in the Drinking Water Source Protection Section of this document.

- 6) UTRCA staff have noted concerns with fluctuating and/or elevated groundwater levels in parts of Komoka. We are currently unclear as to the cause of this phenomenon, but until more is known, we suggest that planning and EA decisions incorporate regard for the potential for groundwater flooding in this location. This is particularly important if the vision for improvements to Glendon Drive are associated with and/or are meant to incorporate future development and/or expansion adjacent the Glendon Drive corridor.

- 7) We recommend that any works proposed through the Komoka area that may impact groundwater levels incorporate a Hydrogeological Assessment/Report, prepared by a qualified professional. This assessment/report should include:
- A characterization of any surface water connections to or from the study area.
 - A characterization of the groundwater in the area and current water quality of the aquifer.
 - Details on how the aquifer may be impacted by any filling, development and/or changes in municipal servicing.
 - Details of the potential impact of the land uses, activities and/or changes in municipal servicing which may impact the water quality of the aquifer.
 - Information on how the potential works and/or future development associated with corridor improvements can be achieved without impacting the water quality.
 - Details of the long-term water quality monitoring plan, how the monitoring would be handled and how future complaints would be dealt with.
- 8) We recommend the above noted Hydrogeological Study additionally address the impacts of any associated development/expansion on the hydrostatic flows and water levels of the regional groundwater system. The waterbody and adjacent properties may be subject to groundwater flood effects and hydrostatic pressures. It is for this reason that we recommend the Hydrogeological Study address water quantity concerns and suggest it include:
- Details on the potential for hydrostatic concerns to any development or potential issues with groundwater level rise and falls.
 - The impact of any proposed filling and/or future development on adjacent uses of the aquifer in the area.
 - The potential for displacement of water to neighbouring basements.

Terrestrial and Aquatic Species At Risk

- 9) Our data indicates the potential presence of federally and/or provincially protected aquatic (fish/mussels) species at risk (SAR) within the Thames River at the east end of the study area. Impacts on water quality (including thermal impacts) from stormwater effluent that may affect this vulnerable aquatic community should be addressed within the EA.

Areas of Natural or Scientific Interest

- 10) Our data indicates the presence of an Area of Natural or Scientific Interest (ANSIs) located at the east end of the study area (Komoka Park Reserve – Life Science ANSI). Please note, the Ontario Ministry of Natural Resources and Forestry would be the agency responsible for ANSI data and the one to contact directly regarding ANSI information.

Water Quality, Woodlands and Other Natural Heritage Features

- 11) The study area lies within a portion of the Komoka Creek, Oxbow Creek and River Bend subwatersheds. Please refer to our latest (2012) edition of the Upper Thames River Watershed Report Cards for information related to water quality, woodlands and other natural heritage features in these subwatersheds, available on our website at:

<http://thamesriver.on.ca/watershed-health/watershed-report-cards/>

Drinking Water Source Protection

- 12) The proponent should be aware that the Municipal Engineers Association (MEA) is updating the Class EA to account for Source Water Protection. We understand that one set of revisions has been consulted on and that more detail is being added through further revisions. Both revisions, among other things, highlight the importance of considering the Clean Water Act and local Source Protection Plan (SPP) in assessing the alternatives through the EA process. The EA is the best time to consider regulatory requirements of the Clean Water Act and Source Protection Plan as well as designated vulnerable areas. The EA planning process offers an excellent opportunity to document how these factors have been considered in the planning process.
- 13) The Komoka-Killworth area is predominantly Highly Vulnerable Aquifers and Significant Groundwater Recharge Areas as identified in the approved Assessment Report for the Upper Thames River Source Protection Area. These are areas where certain activities (including storm water management, salt application, storage of snow and sanitary sewers) may be a threat to drinking water. These areas are also considered designated vulnerable areas which the Provincial Policy Statement (MMAH, 2014) requires municipalities to protect (2.2.1e).
- 14) You may wish to contact the UTRCA to request digital mapping (refer to Item #3 above) of the vulnerable areas which can be utilized for your study.
- 15) We encourage you to discuss with municipal planners how their obligations under the PPS may be satisfied and you may wish to engage the municipality's Risk Management Official (RMO) in those discussions. If the works proposed through the EA would require Environmental Compliance Approvals by the MOECC, the consultant may wish to discuss the plan with appropriate staff at the MOECC to determine what impact, if any, these designated vulnerable areas would have on the approval process for storm water management in these areas.
- 16) If the proponents have questions on how source protection and the local plan may affect the proposed alternatives they may contact UTRCA Drinking Water Source Protection (DWSP) staff or their municipal Risk Management Official (RMO).

Summary

Please be advised that we have not yet received enough information to provide detailed comments regarding the project. However, we appreciate being contacted early in the process and are always open to meeting with you to discuss and work through any concerns or complications along the way.

Our office would like to be included in future circulations regarding this project. We would appreciate receiving information and reports as they become available in order to ensure that we can meet the project deadlines with our comments.

If you have any questions regarding the above information, please contact the undersigned.

Yours truly,
UPPER THAMES RIVER CONSERVATION AUTHORITY

Karen M. Winfield

Karen M. Winfield

Land Use Regulations Officer

MSn/CT/KW/kw

c.c. – Brian Lima, Municipality of Middlesex Centre – (via e-mail: lima@middlesexcentre.on.ca)
Chris Traini, County of Middlesex – (via e-mail: ctraini@middlesex.ca)



"Inspiring a Healthy Environment"

January 11, 2016

Stantec Consulting Limited
171 Queens Avenue, Suite #600
London, Ontario
N6A 5J7

Attention: Corri Marr (corri.marr@stantec.com)

Dear Ms. Marr:

**Re: Notice of Public Information Centre No. #1
Glendon Drive Streetscape Improvement Project
Municipal Class Environmental Assessment
Municipality of Middlesex Centre**

Upper Thames River Conservation Authority (UTRCA) staff are in receipt of the "Notice of Public Information Centre No. #1" for the Municipal Class Environmental Assessment (EA) regarding review of the Glendon Drive Streetscape Improvement Project from the Thames River Bridge through Kilworth and Komoka to the Highway #402 interchange. Our staff previously provided comments regarding this project in a letter dated October 30, 2015. Having reviewed the additional information provided at the Public Information Centre – available on the Middlesex Centre website - we offer the following [additional] comments under Ontario Regulation 157/06 and our responsibilities as a commenting agency providing technical review and advisement related to natural heritage, water resources and natural hazard management pursuant to relevant legislation and policies set out in the UTRCA Planning Policy Manual (June 28, 2006):

- 1) We note the proposed alternatives will be considering various options for the road widening of Glendon Drive through the study area. We suggest any road widening of Glendon Drive from Jeffries Road through Old River Road should respect the integrity of the valley lands to the north as an inappropriate place for new development (i.e. road widening). North of Glendon Drive at this location is a valuable Life Since Area of Natural and Scientific Interest (ANSI), a Species At Risk corridor, and it contains one of the more pristine ravine valleys in our watershed where there are known records of salmonid migration, spawning and juvenile rearing areas. We recommend any road widening in this stretch consider widening to the south instead of encroaching further into the natural area to the north.

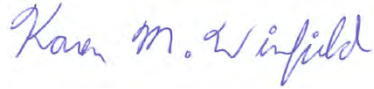
Summary

Please be advised that we have not yet received enough information to provide detailed comments regarding the project. However, we appreciate being contacted early in the process and are always open to meeting with you to discuss and work through any concerns or complications along the way.

Our office would like to be included in future circulations regarding this project. We would appreciate receiving information and reports as they become available in order to ensure that we can meet the project deadlines with our comments.

If you have any questions regarding the above information, please contact the undersigned.

Yours truly,
UPPER THAMES RIVER CONSERVATION AUTHORITY



Karen M. Winfield
Land Use Regulations Officer

c.c. – Brian Lima, Municipality of Middlesex Centre – (via e-mail: lima@middlesexcentre.on.ca)
Chris Traini, County of Middlesex – (via e-mail: ctraini@middlesex.ca)

From: [Karen Winfield](#)
To: [Bergman, Stephanie](#)
Cc: [Brian Lima](#); [Bartlett, Isaac](#)
Subject: RE: Glendon Drive Class EA - Coldstream Road
Date: Thursday, November 30, 2017 3:58:08 PM
Attachments: [ATT00001](#)

Hi Stephanie,

My apologies for the late reply on this one, but as per our phone conversation we don't see any significant issues with the currently preferred alternative for the Coldstream Road realignment that couldn't be accommodated for. (We are still, for the record, concerned with the gating of Old River Road.)

As to the info provided for Coldstream Road:

1) We are of the understanding consideration was being given to closing the rail underpass to vehicle traffic however it sounds like that option is no longer being considered? For the record we would have concerns with closing the rail underpass without all parties having more info on the hydraulic capacity of the bridge crossing Oxbow Creek (further north on Coldstream Road). If flood waters would overtop an undersized bridge/culvert at Oxbow, closing the road at the rail underpass would mean all the residents of Coldstream north of the rail underpass but south of Oxbow Creek would no longer have flood free access heading towards Vanneck Road and Glendon Drive. Instead they would have no choice but to head north to Oxbow Drive over a bridge/culvert that may not be sized to convey a Regulatory Flood Event.

2) The currently preferred alternative is not ideal as we are not in favour of a new road crossing through a Natural Heritage Feature and potential wetland. However, we understand there is a valid safety concern at this location. Perhaps, as discussed, there is an option for Net Gain of Natural Heritage at this location with the creation of a footprint of Natural Heritage features equal to (or preferably greater than) the footprint size of the area that may be lost. Will let you discuss with the Municipality. We are of the understanding some of the residents don't want to see woodlands lost here as a result of the road works so this option may be beneficial to all parties.

3) Please note (ecology) comments (below) on the field studies and reports that were undertaken (Flora Survey dated September 28, 2017 and Aquatic Habitat Assessment dated September 27, 2017). Realizing, as discussed, that any potential road alignment at this location may still be years ahead when it comes to detail design, we recommend that the following comments be considered in the context of the road realignment, mitigation measures and/or Net Gain of removed Natural Heritage Features at the EA stage and/or detail design.

- a. Please include both the 1998 and 2008 ELC vegetation codes as the 2008 have not been officially accepted.
- b. In addition to sensitive plant species, please identify and discuss sensitive vegetation communities on site. For example, why has the Dry-Fresh Black Walnut Deciduous Woodland community (WODM4-4) not been identified as the most significant S2S3 Moist-Fresh Black Walnut Deciduous Forest community? Please provide rationale to support the ELC classification.
- c. Please place all alignment options on an aerial photo with the vegetation communities and aquatic habitat boundaries, as well as locations of any significant floral species. For the full EA, we would expect the significant faunal species and their habitats also on the aerial photo.
- d. According to our regulations, we do not permit development (including roads) within wetland habitat. Please provide discussion as to how this wetland receives its current

water supply and how that will be maintained. Please indicate where the skunk cabbage was found as it indicates groundwater.

- e. Please show the location of milkweed and discuss potential for Monarch habitat
- f. We would recommend an aquatic habitat assessment in the spring when the watercourse is conveying water.
- g. Please include a separate list of plants for each vegetation community that also includes all the metrics as shown in Appendix A.

Let me know if you have any questions.

Have fun at the PIC tonight!

Thank-you,

Karen Winfield

Land Use Regulations Officer

1424 Clarke Road London, Ontario, N5V 5B9

519.451.2800 Ext. 237 | Fax: 519.451.1188

winfieldk@thamesriver.on.ca



>>> "Bergman, Stephanie" <Stephanie.Bergman@stantec.com> 28/09/2017 11:05 AM >>>
Hi Karen,

I've attached a terrestrial memo and species list for the fieldwork completed for the lands west of Coldstream Road as well as the results of the aquatic habitat assessment recently conducted to take a look at the mapped watercourse (unnamed tributary to Oxbow Creek) crossing under Coldstream Road south of the rail underpass. The photo log is provided on the FTP site below for reference.

We also took a look at this watercourse closer to the Glendon Drive right of way back in September of 2015 during the initial fieldwork for the Glendon Drive Class EA. At that time, "*there was no channelized feature at the location mapped as watercourse, and the area was a meadow thicket. Within the study area, the unnamed tributary to Oxbow Creek does not contain fish habitat*" (taken from the existing conditions memo prepared for the Class EA).

We've moved the designs forward a little, so I've attached the latest preferred alignment from a technical/land use perspective. It also largely avoids the wetland/watercourse feature, with the exception of the crossing closest to the existing culvert under Coldstream Road. The lands

directly adjacent to Coldstream Road are designated as Village Commercial, and while we haven't received specific comments back from the property owner as of yet, this alignment takes into consideration potential development of those lands. I should note that we are looking at potential options for the narrow rail underpass as well, including removing vehicle access and maintaining it as a pedestrian/cyclist crossing only. This would remove that segment of road from the underpass, and avoid the watercourse/wetland entirely. We are currently reaching out to property owners along Coldstream Road.

I'd be happy to have a chat to go over everything at this point. We are looking to have the PIC by early November, but ideally we'd like to get your thoughts sooner than later so we can address any significant issues that may come up.

Photo log for aquatic habitat assessment here:

Login Information

Browser link: <https://tmpsftp.stantec.com>

FTP Client Hostname: tmpsftp.stantec.com **Port:** 22 (can be used within an FTP client to view and transfer files and folders; e.g., FileZilla)

Login name: s1011100314

Password: 3775388

Disk Quota: 2GB

Expiry Date: 10/11/2017

Stephanie L. Bergman, MA, ENV SP

Planner

Phone: 519-675-6614

stephanie.bergman@stantec.com

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From: Karen Winfield [mailto:winfieldk@thamesriver.on.ca]

Sent: Friday, September 08, 2017 9:55 AM

To: Bergman, Stephanie <Stephanie.Bergman@stantec.com>

Cc: Brian Lima <lima@middlesexcentre.on.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Welker, Kevin <Kevin.Welker@stantec.com>; Mark Snowsell <SNOWSELLM@thamesriver.on.ca>; Spencer McDonald <McDonaldS@thamesriver.on.ca>; Tara Tchir <TchirT@thamesriver.on.ca>

Subject: Re: Glendon Drive Class EA - Coldstream Road

Hi Stephanie,

Appreciate you keeping us informed on this one. Our staff have taken a preliminary look at all the options but we would like to view the environmental field info associated with the site before providing official comments. We note our mapping suggests the area indicated as wetland may also contain a watercourse that outlets to Oxbow Creek east of Coldstream Road. Might be hard to tell this time of year with low flows.

Please also keep us informed of dates for the next PIC.

Thank-you,

Karen Winfield

Land Use Regulations Officer

1424 Clarke Road London, Ontario, N5V 5B9
519.451.2800 Ext. 237 | Fax: 519.451.1188
winfieldk@thamesriver.on.ca



>>> "Bergman, Stephanie" <Stephanie.Bergman@stantec.com> 30/08/2017 9:26 AM >>>
Hi Karen,

Hope all is well, and that you've been able to enjoy the summer that is apparently over?

We've been working through another change of scope to the Glendon Drive Class EA with Middlesex Centre and Middlesex County. Early in the study, a roundabout was recommended at the '5-corners' intersection of Glendon Drive with Vanneck Road, Jefferies Road, and Coldstream Road to address a number of issues related to capacity, level of service, and safety at the intersection. As we dove deeper into the design of the roundabout, the opportunity arose to look at removing the Coldstream Road access and realigning the road to meet Glendon Drive further to the west, which would allow a more conventional four-leg roundabout with improved operations. There's been longstanding issues along Coldstream Road with regard to the narrow one-lane rail underpass and curve in the road that together create very poor sightlines. We also received concerns from residents along the southern/eastern leg of Coldstream Road relating to speeds and volumes of traffic, and sightlines to the '5-corners' intersection.

So, we have been in discussions with Drewlo Holdings who owns the entire parcel west of Coldstream Road, and began fieldwork in May to characterize the existing conditions at the site and inform the development of alternative alignments. The environmental data is still being compiled, but our ecologist mapped out the wetland feature associated with the tributary to Oxbow Creek that is marked out in red on the attached drawings.

I've attached three very preliminary alignment options that are considered technically feasible that we'd like to bring forward for further review, which realign Coldstream Road to meet Glendon Drive at Springfield Way (identified within the Glendon EA as a future signalized intersection). We've looked at other alignments that bring the road further west adjacent to the rail corridor to meet Glendon Drive at the future access to the Black Property, but these options generally decrease sightlines and the turn radius at the rail underpass, mirroring/worsening existing conditions.

The drawings are a bit crude at this point, and do not show the roundabout intersection at Glendon/Jefferies/Vanneck/Coldstream. Under the realignment scenario, the Coldstream Road approach to the intersection would be closed, and residents along this stretch would access Glendon Drive via the realignment. Initial conversations with residents along this stretch have been in favour of the realignment concept. We will be going back out to the public for another PIC prior to wrapping up the EA.

Please feel free to give me a call if you would like to discuss. Again, the drawings are preliminary, as we wanted to get initial input from UTRCA. I can follow up with more documentation on the environmental field investigations when that has been compiled.

Thanks,

Stephanie L. Bergman, MA, ENV SP
Planner
Phone: 519-675-6614

stephanie.bergman@stantec.com

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From: [Karen Winfield](#)
To: [Bartlett, Isaac](#); [Bergman, Stephanie](#)
Subject: Re: Glendon/Old River Road
Date: Monday, March 20, 2017 6:10:17 PM

Hi Isaac,

Section 2.1 and 2.2 of the MNRF Technical Guide Document discusses relevant Natural Hazard Policy:

<http://www.renaud.ca/public/Environmental-Regulations/MNR%20Technical%20Guide%20Flooding%20Hazard%20Limit.pdf>

CA Natural Hazard policies in general address not putting development (including access) in the floodplain. In this instance, gating the road (i.e. considered new development) may put more properties and landowners at risk in the event of a flood emergency.

We will discuss internally as this is a complicated one....

Thank-you for the update on the one-way road alternative.

Karen W.

>>> "Bartlett, Isaac" <isaac.bartlett@stantec.com> 20/03/2017 5:42 PM >>>
Thanks Karen.

Can you please clarify the provincial policy you are referring to?

We did consider the option of making this stretch of road one way. The option received great opposition from the residents, hence this alternative was being brought forward.

Isaac

From: Karen Winfield <winfieldk@thamesriver.on.ca>
Sent: Monday, March 20, 2017 5:32 PM
Subject: RE: Glendon/Old River Road
To: Bergman, Stephanie <stephanie.bergman@stantec.com>
Cc: Bartlett, Isaac <isaac.bartlett@stantec.com>

Hi Stephanie,

Unfortunately I was away for March Break and am just looking at your e-mail now. There are some concerns about the proposed cul-de-sac option which I would like to discuss with our flood control staff before we provide you our comments. At first glance we aren't sure if this proposal meets provincial policy.

In the meantime, perhaps you can answer a question. Instead of gating off the road on Pulham.... was making that stretch "one-way only" considered? Basically are the traffic problems (associated with the proposal for the gate specifically....) more about cars turning from Glendon onto Old River Road... or about cars turning from Old River Road onto Glendon Drive.

Again, I will be out of the office until Thursday and then in meetings for most of the time. Hoping to get you our formal response some time next week.

Thank-you,

Karen Winfield

Land Use Regulations Officer

1424 Clarke Road London, Ontario, N5V 5B9

519.451.2800 Ext. 237 | Fax: 519.451.1188

winfieldk@thamesriver.on.ca



>>> "Bergman, Stephanie" <Stephanie.Bergman@stantec.com> 13/03/2017 3:43 PM >>>
Hi Karen,

Thanks again for providing the information regarding flood frequency/depth along the lower section of Old River Road. Understanding the limitations of the data, it does help to confirm some of the analysis within the Old River Road EA and our analysis. I just wanted to give you an update on a few things before we finalize the report.

As we discussed at the meeting in January, we were looking for opportunities to fill some of the gaps from the Old River Road EA based on the direction we were heading with the Glendon Drive EA, which involved an assessment of alternatives to address the high collision rate at the intersection of Old River Road and Glendon Drive. After a lot of discussion with the residents and our traffic assessment, our recommendations for Old River Road include the following:

- Construction of a cul de sac turnaround on Pulham Road just north of the CN rail tracks, with an emergency access gate to be operated by municipal, rail, and emergency staff, with another gate installed south of the tracks (see attached sketch). This will eliminate through traffic, and provide an alternate egress during flooding other emergencies should the lower portion become impassable.
- A realignment of the Old River Road intersection with Glendon Drive westward to create a full access intersection, with a left turn lane and right turn taper on Glendon to improve sightlines and reduce impacts to Glendon Drive through traffic caused by turning vehicles.

Under this configuration, the through function of Old River Road is eliminated, and it reverts back to a local road servicing local residents. [We have included the realignment of the middle section of Old River Road as per the 2011 Class EA recommendations.](#)

As we discussed at our January meeting, we were also trying to assess the cost/benefit of raising the road profile in the lower section that is most prone to flooding. Raising the roadway to accommodate roughly a 5-year storm (-.75m) would necessitate shifting the roadway alignment and would result in significant property impacts and acquisition, with a construction premium of over 175% over standard road reconstruction costs (not including property acquisition). Based on the existing elevation of the lower road section and approximate right of way limit, the road could be raised approximately 0.25 m before impacting adjacent properties, but with minimal benefit to flood frequency/depth. Based on the high cost vs. benefit to flood frequency, we have not included the grade raise in the lower section as part of the study's recommendations. Through regular road reconstruction, the opportunity exists for pavement strengthening which would raise the grade by approximately 250mm.

I apologize for the long-winded email. Feel free to give me a call if you have any questions. We are just wrapping up a few consultation items with local residents, and we hope to have the notice of completion published in April. We'd appreciate any initial comments you may have prior to finalizing the report.

Thanks and have a great day!

Stephanie Bergman, Hons.B.A., M.A. ENV SP

Planner

Stantec

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Stephanie.Bergman@stantec.com

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From: Karen Winfield [<mailto:winfieldk@thamesriver.on.ca>]

Sent: Monday, February 27, 2017 8:47 PM

To: Bergman, Stephanie <Stephanie.Bergman@stantec.com>

Subject: RE: RE: Glendon/Old River Road

Thx! Received.

Karen W.

>>> "Bergman, Stephanie" <Stephanie.Bergman@stantec.com> 2/24/2017 2:20 PM >>>

Hi Karen,

Sorry about that! The full version will be on the FTP momentarily.

Thanks,

Stephanie Bergman, Hons.B.A., M.A. ENV SP

Planner

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From: Karen Winfield [<mailto:winfieldk@thamesriver.on.ca>]
Sent: Friday, February 24, 2017 2:16 PM
To: Mark Shifflett <ShifflettM@thamesriver.on.ca>; Bergman, Stephanie <Stephanie.Bergman@stantec.com>; lima@middlesexcentre.on.ca
Cc: Chris Tasker <TASKERC@thamesriver.on.ca>; Marr, Corri <Corri.Marr@stantec.com>; Bartlett, Isaac <isaac.bartlett@stantec.com>
Subject: RE: RE: Glendon/Old River Road

Hi (again) Stephanie,

Sorry to be a pain on a Friday afternoon..... but this one doesn't include the appendices and it is the appendices specifically that we were hoping to get. Any chance you have them electronically to forward?

Thank-you,

Karen W.

>>> "Bergman, Stephanie" <Stephanie.Bergman@stantec.com> 24/02/2017 1:39 PM >>>
Hi Karen,

The report is on the FTP site below. As I mentioned, it is the same 'draft' copy that you folks have, but at least it is a digital, searchable copy.

NOTE: FTP directories are not included in Stantec daily backups and are only intended to be used as a means of transferring large files between offices, clients, etc.

Login Information

Browser link: <https://tmsftp.stantec.com>

FTP Client Hostname: tmsftp.stantec.com **Port:** 22 (can be used within an FTP client to view and transfer files and folders; e.g., FileZilla)

Login name: s0310113542

Password: 6268323

Disk Quota: 2GB

Expiry Date: 3/10/2017

Thanks,

Stephanie Bergman, Hons.B.A., M.A. ENV SP

Planner

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From: Karen Winfield [<mailto:winfieldk@thamesriver.on.ca>]

Sent: Friday, February 24, 2017 1:31 PM

To: Mark Shifflett <ShifflettM@thamesriver.on.ca>; Bergman, Stephanie <Stephanie.Bergman@stantec.com>; lima@middlesexcentre.on.ca

Cc: Chris Tasker <TASKEC@thamesriver.on.ca>; Marr, Corri <Corri.Marr@stantec.com>; Bartlett, Isaac <isaac.bartlett@stantec.com>

Subject: RE: RE: Glendon/Old River Road

Hi Stephanie/Brian,

Mark and I were looking through our Old River Road EA file and noticed that we never received a final copy of the complete EA document. Any chance either of you have an electronic version of the final doc you could send our way?

If you have it and want to drop it in our ftp site I can send you the access info.

Let us know.

Thank-you,

Karen Winfield

Land Use Regulations Officer

1424 Clarke Road London, Ontario, N5V 5B9

519.451.2800 Ext. 237 | Fax: 519.451.1188

winfieldk@thamesriver.on.ca



>>> "Bergman, Stephanie" <Stephanie.Bergman@stantec.com> 24/02/2017 1:15 PM >>>
Thanks Mark,

We will have our team review and let you know if we have any questions.

Have a good weekend,

Stephanie Bergman, Hons.B.A., M.A. ENV SP

Planner

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From: Mark Shifflett [<mailto:shifflettm@thamesriver.on.ca>]

Sent: Friday, February 24, 2017 1:12 PM

To: Bergman, Stephanie <Stephanie.Bergman@stantec.com>

Cc: Marr, Corri <Corri.Marr@stantec.com>; Karen Winfield <WinfieldK@thamesriver.on.ca>; TASKERC@thamesriver.on.ca; Bartlett, Isaac <isaac.bartlett@stantec.com>; lima@middlesexcentre.on.ca

Subject: Fwd: RE: Glendon/Old River Road

Stephanie,

From your email request (and an earlier meeting with some of our staff), it is our understanding that there is interest in gaining a better understanding of approximate flood-frequency/flood-depth over the 'low' part of Old River Road for the purpose of undertaking a rough cost-benefit analysis of potentially raising road elevations.

UTRCA is working on updating flood models across the watershed, with the Thames River through London and downstream (including the section along Old River Road) being an early focus. The flood model updating efforts continue to be a work-in-progress, but the draft tools/information from this effort can be utilized at this time to provide an estimate of approximate frequency/depth of flooding over the low part of Old River Road. Hence, UTRCA has attempted to derive a basic summary of such information from the work-in-progress model....

Here are estimated flood depths over the 'low' part of Old River Road for various flood frequency return periods:

5yr - approximately 0.75m

10yr - approximately 1.5m

20yr - approximately 2m

50yr - approximately 2.5m

100yr - approximately 3m

250yr - approximately 3.5m

As noted previously, the estimates were derived from the work-in-progress UTRCA HEC-RAS model of the Thames River in the vicinity of Old River Road.

The various return period flood flows were primarily derived through analysis of flow records from the Water Survey of Canada 'Thames River at Byron' gauge; the flow derivations accounted for impacts of flow regulation by Fanshawe Dam; the resulting flows used in the HEC-RAS model include impacts of flow regulation by Fanshawe Dam.

It is cautioned that a more detailed flood analysis may be warranted for your cost-benefit analysis; it can be arranged that UTRCA flood models be provided for your review and use for this purpose. Potential details of interest not included in the summary above include: the varying estimated flood levels along the length of the 'low' part of Old River Road, and potential impacts of the confluence with Oxbow Creek. Also, please consider the following specific cautions of note related to uncertainty with the model estimates:

- * limited model calibration information (hydraulics) is available for this river reach.
- * flow regulation by Fanshawe Dam has a significant impact on frequent flood events related to this river reach; accounting for this impact is an added challenge in estimating flood frequency for this river reach
- * climate change has not been accounted for in the model estimates

Due to the uncertainties listed above, along with other various uncertainties with modeling/estimating flood-frequency/flood-depths, it may be prudent to consider a 'freeboard' in your analysis.

Please do not hesitate to contact us with any questions or further requests.

Mark Shifflett



Mark Shifflett, P.Eng.

Senior Water Resources Engineer

1424 Clarke Road London, Ontario, N5V 5B9
519.451.2800 Ext. 239 | Cell: 519.719.4934 | Fax: 519.451.1188
shifflett@thamesriver.on.ca | www.thamesriver.on.ca

>>> Karen Winfield 2/14/2017 12:32 PM >>>
FYI

>>> "Bartlett, Isaac" <isaac.bartlett@stantec.com> 13/02/2017 9:29 AM >>>
Hi Karen,

We were provided with the information Spriet developed as part of their EA, which included a generated profile of Old River Road. I have attached the AutoCAD plan that includes their recommended Alternative 3 with this profile. For reference, the text relating to the road flooding in the 2011 EA states:

Historical information regarding flood frequency and elevations was provided by the Middlesex Centre Road Department. The more common flood events approximately equating to slightly less than a 5 year return period produce high waterlevelsof approximately 219.4 elevation for the lower portion of the road (Sta.0+250 to Sta.0+600). This empirical data relates welltothe results of the geomorphology assessment.

The existing road in the lowest part (Sta.0+350 to Sta.0+550) has an approximate elevation of 218.5, which is therefore impacted by flooding approximately once every 4 years. Under these conditions there would be 0.3m to 0.9m of water over the road (elevation 219.4) in these locations making it impossible for traffic or access from private lands (3 to 5 properties).

Raising the road to improve flood conditions was investigated. Due to the location of the road being adjacent to the slope in this area, any raising would require shifting the road alignment away from the River resulting in a significant increase in disturbance to adjacent lands and vegetation, additional construction costs,and land acquisition requirement on the west/north side of Old River Road.

Chris, feel free to give me a ring if you have any questions or run into difficulty with the attached.

Isaac Bartlett, P.Eng., ENV SP

Associate, Transportation
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From: Karen Winfield [<mailto:winfieldk@thamesriver.on.ca>]
Sent: February-10-17 12:18 PM
To: Bergman, Stephanie <Stephanie.Bergman@stantec.com>
Cc: Brian Lima <lima@middlesexcentre.on.ca>; Chris Tasker <TASKERC@thamesriver.on.ca>; Marr, Corri <Corri.Marr@stantec.com>; Bartlett, Isaac <isaac.bartlett@stantec.com>
Subject: Re: Glendon/Old River Road

Hi Stephanie,

Didn't want you to think we have forgotten. Our engineering staff have been looking into your question.

While reviewing the previous info from the Old River Road EA they noticed that Stantec mentions they undertook an elevation survey of the road. Does Stantec or the Municipality happen to have access to this road survey? That may help us in answering the question.

Thank-you,

Karen Winfield

Land Use Regulations Officer
1424 Clarke Road London, Ontario, N5V 5B9
519.451.2800 Ext. 237 | Fax: 519.451.1188
winfieldk@thamesriver.on.ca



>>> "Bergman, Stephanie" <Stephanie.Bergman@stantec.com> 31/01/2017 3:10 PM >>>
Hi Karen,

I just wanted to follow-up from our meeting on January 13th regarding the Glendon Drive Class EA and Old River Road. We have taken a look at the impacts of raising the road profile both within and beyond the existing property lines. Are you able to provide any updated surface water elevations beyond what was identified in the Spriet EA? In order to better understand the cost vs. benefit of raising the road profile within the existing right of way, we would need more details on flood events. We assume that surface water elevations for various flood events could be extrapolated using the existing flood modeling. Let me know if you have been able to look into it.

Feel free to give me a call if you have any questions,

Stephanie Bergman, Hons.B.A., M.A. ENV SP
Planner
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From: [Karen Winfield](#)
To: [Bergman, Stephanie](#)
Cc: [Chris Tasker](#); [Marr, Corri](#); [Bartlett, Isaac](#); [Rick Goldt](#); [Tracy Annett](#)
Subject: Re: Glendon Drive/Old River Road
Date: Tuesday, December 06, 2016 9:36:52 AM

Hi Stephanie,
2011 feels like a long time ago and we are fuzzy on the details of all the previous alternatives that were looked at. I know we were concerned that some of the alternatives amalgamated design options and hence did not necessarily portray how the flooding could be addressed. Since it looks like the Glendon Drive EA and the original Old River Road EA fixes and now intertwined.... Perhaps a meeting to rebrief each other on the EA details and implications of each design going forward?

Our staff are currently available the following dates in January:

9, 10, 13, 16, 18, 20

Would any of these dates work for your team? Would you be available to come to our office or do you have an alternate meeting location?

Please advise.

Thank-you,

Karen Winfield

Land Use Regulations Officer

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winfieldk@thamesriver.on.ca



>>> "Bergman, Stephanie" 05/12/2016 1:14 PM >>>

Hi Karen,

I just wanted to follow-up on our conversation regarding the Glendon Drive Class EA and Old River Road specifically. As we discussed last week, we were hoping to close some of the loops from the previous 2011 EA for the Municipality, so they can move forward with addressing with some of the concerns along the Old River Road corridor.

From our conversation, I understand that one of UTRCA's main concern with the 2011 EA was that it did not address the flooding in the lower section, which was identified as one of the main objectives for the original study. As part of the current study, we've done some preliminary work to look at raising the profile of the lower portion of the road that is subject to flooding (from the intersection of Glendon Drive past the bridge over Oxbow Creek), on top of what we discussed last week about shifting the intersection with Glendon Drive further west. Raising the profile for that entire section would require a fair bit of property acquisition and impact, and we are having a tough time justifying those impacts to the residents, especially since we've been hearing from them that they aren't concerned about flooding.

I'd like to get your thoughts on how you think we can appropriately address the concerns along Old River Road as part of our study, while balancing the environmental and economic impacts. At this point, we are carrying forward the recommendations for erosion and bank stability improvements (including the realignment shown in the 2011 EA of the middle section), and have noted the benefits of shifting the intersection further west from both the traffic operations perspective, as well as the erosion/bank stability perspective. If, from UTRCA's perspective, this does not represent a sufficient improvement, we can sit down and take a look at the details so that we can get a better understanding of the concerns and weigh the impacts.

Thanks for your time and feel free to give me a call to discuss.

Stephanie Bergman, Hons.B.A., M.A. ENV SP

Planner

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A.5 FIRST NATIONS

Glendon Drive Streetscape Environmental Assessment
First Nations Communities Consultation TRACER

Contact Information	Date/Method of Communication	Comment/Concern	Response/Commitment to Carry Forward
Chippewa of the Thames First Nation Mary Alikakos Consultation Coordinator Lands & Environment 320 Chippewa Road, Muncey, ON N0L 1Y0 519-289-2662 Ext. 213	Notice of Commencement Sent: September 28 th , 2015 Canada Post	Acknowledgement of Commencement Notice. Consultation Coordinator has received project information, will begin the screening process, and will follow-up within 5 days with more information on the Community's interests	None required.
		Letter received October 20, 2015: Follow-up from Notice of Commencement, stating that project has been given high value for the Community. Location of project is within the Longwoods Treaty (1820), and located within the Big Bear Creek Additions to Reserve Land selection area.	Community will be directly contacted throughout the Study, and provided all project information for review.
	Notice of PIC#1 – November 11 th , 2015 Canada Post PIC1 presentation materials sent via email on January 11, 2016		
	Follow-up call on Jan 18 th with Mary Alikakos	Provided Mary with an overview of the project, and asked if the Community requires any additional information on the project. Mary stated that the community does not have any major concerns at this time, but would like to be involved in any archaeological work associated with the project.	A meeting was held January 27 th , 2015 with Mary Alikakos. Mary was given an overview of the project, including the environmental and archaeological work completed to date (Stage 1). Community would like to have a monitor for any additional archaeological investigation.
	Notice of PIC 2 sent via Canada Post June 13 th , 2016 PIC 2 presentation materials, and updates on the project sent via email on June 29, 2016.		
	Notice of PIC 3 sent via Canada Post on November 10, 2017	Letter response provided December 21, 2017. Indicates no concerns with the project, but would like to continue to receive project information. Would like to be involved in any subsequent archaeological assessments, and would like a copy of the final ESR.	Acknowledged receipt.
	Phone call March 23, 2018	Rochelle Smith contacted Brian Lima for an update on the study. Rochelle requested a copy of the Stage 1 Archaeological Assessment, and requested that COTTFN archaeological monitors be present during subsequent work.	Stantec contacted Rochelle to discuss the project. No project changes or updates since PIC 3. Provided Stage 1 archaeological assessment. Request for archaeological monitor included in ESR. Agreement will be made during design/pre construction when subsequent arch work is completed.
Notice of Completion sent via Canada Post DATE			
Southern First Nations Secretariat Paul Schisler 22361 Austin Line, Bothwell ON N0P 1C0 pschisler@sfns.on.ca	Notice of Commencement - September 28 th , 2015 Canada Post	Information received on previous projects states that the Southern First Nations Secretariat does not review/provide comments on projects, but that the communities themselves should be contacted. Will continue to provide project information.	
	Notice of PIC#1 – November 11 th , 2015 Canada Post		
	Notice of PIC 2 sent via Canada Post June 13 th , 2016		
	Notice of PIC 3 sent via Canada Post on November 10, 2017		
	Notice of Completion Sent via Canada post on DATE		
Oneida of the Thames First Nation Chief Sheri Doxtator Holly Elijah 2212 Elm Ave Southwold, ON N0L 2G0 sheri.doxtator@oneida.on.ca	Notice of Commencement - September 28 th , 2015 Canada Post		
	Notice of PIC#1 – November 11 th , 2015 Canada Post PIC1 presentation materials sent via email on January 11, 2016		
	Follow-up call to Holly Elijah on January 20 th , 2015 (left message).		
	Notice of PIC 2 sent via Canada Post June 13 th , 2016		

Glendon Drive Streetscape Environmental Assessment
First Nations Communities Consultation TRACER

Contact Information	Date/Method of Communication	Comment/Concern	Response/Commitment to Carry Forward
	Follow-up phone call to Holly Elijah on November 25 th , 2016		Message left to confirm receipt of project information and to request reply to identify any potential comments or concerns.
	Notice of PIC 3 sent via Canada Post on November 10, 2017		
	Notice of Completion sent via Canada Post DATE		
Munsee-Delaware Nation Chief Roger Thomas, Glen Forrest 279 Jubilee Road Muncey ON N0L 1Y0 Chief.thomas@munsee-delaware.org	Notice of Commencement - September 28 th , 2015 Canada Post		
	Notice of PIC#1 – November 11 th , 2015 Canada Post PIC1 presentation materials sent via email on January 11, 2016		
	Follow-up Call on January 20, 2015 (left message). Follow-up email on January 20 th with an overview of the project, and asking if the community has any questions, or requires any additional information on the project.		Phone message and email left to confirm receipt of project information and to request reply to identify any potential comments/concerns.
	Notice of PIC 2 sent via Canada Post June 13 th , 2016		
	Notice of PIC 3 sent via Canada Post on November 10, 2017		
	Notice of Completion sent via Canada Post on DATE		
Delaware Nation (Moravian of the Thames) Chief Greg Peters Justin Logan 14760 School House Line RR3 Thamesville ON N0P 2K0 gpeters@mnsi.net loganju@explornet.ca	Notice of Commencement - September 28 th , 2015 Canada Post		
	Notice of PIC#1 – November 11 th , 2015 Canada Post PIC1 presentation materials sent via email on January 11, 2016		
	Follow-up call with Justin Logan on January 20 th (left voicemail). Follow-up email on January 20 th providing an overview of the project, and asking if the community has any questions or requires any additional information.	Telephone call received from Justin Logan on Feb 1 st . Stantec to forward PIC1 material. Justin Logan to review information, and provide letter if consultation is required/not required.	
	Notice of PIC 2 sent via Canada Post June 13 th , 2016 PIC materials sent via email on June 29 th 2016.		Follow-up phone message left on January 20, 2017.
	Notice of PIC 3 sent via Canada Post on November 10, 2017		
	Notice of Completion sent via Canada Post on DATE		
Bkejwanong Territory (Walpole Island) Chief Dan Miskokomon Janet Macbeth Dr. Dean Jacobs	Notice of Commencement - September 28 th , 2015 Canada Post		
	Notice of PIC#1 – November 11 th , 2015 Canada Post PIC1 presentation materials sent via email on January 11, 2016		

Glendon Drive Streetscape Environmental Assessment
First Nations Communities Consultation TRACER

Contact Information	Date/Method of Communication	Comment/Concern	Response/Commitment to Carry Forward
	Follow-up email on January 20 th , 2015 providing an overview of the project, and asking if the community has any questions or requires any additional information. Follow-up phone call on January 28 th , 2015, voicemail left with Jared Macbeth.		
	Notice of PIC 2 sent via Canada Post June 13 th , 2016.		
	Follow-up Correspondence	Follow-up phone call with Jared Macbeth on November 25, 2016 to provide an overview of the project. No concerns expressed at this time. Would like to have a monitor present for subsequent archaeological investigations.	Continue to provide project notification. Included request for archaeological monitor in ESR.
	Notice of PIC 3 sent via Canada Post on November 10, 2017		
	Notice of Completion sent via Canada Post on DATE		
Caldwell First Nation Chief Louise Hillier P.O.Box 388 Leamington, ON N8H 3W3 cfnchief@live.com	Notice of Commencement - September 28 th , 2015 Canada Post		
	Notice of PIC#1 – November 11 th , 2015 Canada Post PIC1 presentation materials sent via email on January 11, 2016	Email received January 11 th . Chief Hillier informed us that the community would not be reviewing online materials, but would prefer an executive summary on the work to-date, and a face-to-face meeting to discuss the project, if required.	
	Meeting held on January 29 th , 2015.	Meeting was held at Caldwell First Nation offices in Leamington Ontario. Stantec staff provided an overview of the project and provided a hard copy of presentation materials from PIC1. Chief Hillier expressed concern regarding invasive species (phragmites), and provided a few tips to prevent the introduction of phragmites. Also recommended the planting of native species, including black walnut which is used in ceremonial/sweat lodges. No additional concerns expressed with regard to the project.	Precautions to prevent introduction of invasive species will be incorporated into the recommendations of the ESR. Native species suggestions will be given to landscape architects/arborists to be considered in the recommendations.
	PIC2 invitation sent via Canada Post on June 13 th , 2016. PIC2 materials sent via email with description of project updates on June 29 th , 2016.		Follow-up phone message left January 20, 2017.
	Notice of PIC 3 sent via Canada Post on November 10, 2017		
	Notice of Completion sent via Canada Post on DATE		
Chippewas of Kettle and Stony Point First Nation Chief Tom Bressette 6247 Indian Lane Forest ON N0N 1J0 Thomas.bressette@kettlepoint.org	Notice of Commencement - September 28 th , 2015 Canada Post		
	Notice of PIC#1 – November 11 th , 2015 Canada Post PIC1 presentation materials sent via email on January 11, 2016	Letter received November 19 th , 2015: Acknowledgement of Study Commencement. The Community does not require that we engage in consultation regarding the Glendon Drive project; however, the Community would like to be informed of any changes in scope and/or amendments to the project that may impact their Traditional Territory. The Community welcomes any additional consultation requests.	No response required. We will continue to provide information and encourage input from the Community throughout the project.
	Notice of Pic 2 sent via Canada Post on June 13 th , 2016. PIC2 materials sent via email on June 29 th , 2016.		
	PIC2 invitation sent via Canada Post on June 13 th , 2016. PIC2 materials sent via email with description of project updates on June 29 th , 2016.		Update email sent June 29 th 2017 to identify any concerns expressed. Message left with receptionist.
	Notice of PIC 3 sent via Canada Post on November 10, 2017		

Glendon Drive Streetscape Environmental Assessment
First Nations Communities Consultation TRACER

Contact Information	Date/Method of Communication	Comment/Concern	Response/Commitment to Carry Forward
	Notice of Completion sent via Canada Post on DATE		



CHIPPEWAS OF THE THAMES FIRST NATION

Date: September 23, 2015

Brian Lima, P.Eng.
Director – Public Works and Engineering
Municipality of Middlesex Centre
10227 Ilderton Road RR2
Ilderton, ON N0M 2A0

RECEIVED
SEP 28 2015

STANTEC CONSULTING LTD.

SUBJECT: Glendon Drive Streetscape Schedule 'C' Municipal Class Environmental Assessment

Please accept this letter of acknowledgment concerning the above-mentioned project. This letter is to confirm that the Consultation Coordinator has received the project information and associated documentation on September 23, 2015, on behalf of Chippewas of the Thames First Nation (COTTFN).

We will now begin the screening process. Should we require any additional information, we will be in contact with you within (5) five business days of receiving this letter.

In the interim, If you have any questions please do not hesitate to contact me at (519) 289-2662 Ext. 213 or malikakos@cottfn.com.

Respectfully,

Mary Alikakos
Consultation Coordinator
Lands & Environment Department
Chippewas of the Thames First Nation
T. 519-289-2662 Ext.213
F. 519-289-3117
malikakos@cottfn.com

c. Corri Marr, Stantec Consulting Ltd.
Chris Traini, Middlesex County
Stephanie Bergman, Stantec Consulting Ltd.



CHIPPEWAS OF THE THAMES FIRST NATION

December 21, 2017

RECEIVED

JAN 03 2018

Brian Lima, P. Eng.
Director of Public Works & Engineering,
Middlesex Centre
10227 Ilderton Rd. RR2,
Ilderton, ON N0M 2A0

Municipality of Middlesex Centre

RE: Notice PIC #3; Glendon Drive Streetscape

Mr. Lima,

We have received information concerning the abovementioned project. The proposed work will be conducted within the Longwoods Treaty (182) area to which Chippewas of the Thames First Nation (COTTFN) is a signatory. The proposed work is also located within the Big Bear Creek Additions to Reserve (ATR) land selection area, as well as COTTFN Traditional territory.

At this time, with the information that has been provided to us, we have minimal concern with this project. We do request a copy of the Class EA upon completion. However, if there are any substantive changes to this project, we ask that you keep us informed. As well, if there is an Archaeological Assessment conducted, we require notification and the opportunity to actively participate by sending First Nation monitors on behalf of this First Nation.

We look forward to continuing this open line of communication. To implement meaningful consultation, COTTFN has developed its own protocols - a document and a process that will guide positive working relationships. We would be happy to meet with you to review COTTFN's Consultation Protocols.

Please do not hesitate to contact me if you need further clarification of this letter.

Sincerely,

Rochelle Smith
A/ Consultation Coordinator

Cc: Chris Traini, P. Eng., County Engineer, Middlesex County

Caldwell First Nation – Municipal Class EA Update Meeting

Various Projects

Date/Time: January 29, 2016 / 2:30pm
Place: Caldwell First Nation, Leamington ON
Next Meeting: TBD
Attendees: Cameron Gorrie, Stantec
Stephanie Bergman, Stantec
Chief Louise Hillier, Caldwell First Nation
Councilor Jan Peters, Caldwell First Nation
Absentees:
Distribution: Project File

Item:**Action:****Introduction**

Stantec presented Chief Hillier and Councilor Jan Peters with local maple syrup.

Essex Ward 1 Sanitary Sewer System, Town of Essex

Cameron gave an overview of the project, being undertaken to alleviate basement flooding in a large area of the Town of Essex. Solutions include sewer replacement, and the recommissioning of a lagoon to increase storage capacity. A later phase will include improvements to vertical infrastructure (pumping stations). Solutions generally involve addressing existing flows versus increased flows.

Chief Hillier inquired about the history of the development in the area, and if ERCA was involved during the planning stage since the entire area is within the floodplain, and if they have been involved in the development of solutions.

Chief Hillier – inquired about water conservation/education programs for residents (suggests that the MOECC and ERCA undertake a campaign to better educate residents on lot level drainage/conservation efforts). Also inquired about systems in place to inform potential homebuyers of the existing issues in the area. City should accept some responsibility for damages, as well as ERCA for not fulfilling their mandate to manage/regulate floodplains.

Chief Hillier - inquired if there are any clean-up initiatives proposed: there should be no lasting environmental impacts.

Chief Hillier and Jan Peters suggested the installation of backflow valves

Design with community in mind

Item:

to prevent damage to personal property.

Cost projections – there are no costs identified in the EA.

Construction start date – Tendering will begin shortly, with construction likely beginning in the spring.

Action:**Glendon Drive Streetscape EA**

Stephanie gave an overview of the project, and the information provided at the first Public Information Centre. Project is being undertaken to reconcile the arterial function of the corridor with the growing communities, and to encourage active transportation with safe facilities.

Chief Hillier inquired about aquatic life in the nearby waterbodies, and if water crossing would be impacted. There are no water crossings along the corridor (study area does not include Thames River bridge), and aquatic assessments were completed for watercourses within 120m of the corridor in order to identify impacts of potential corridor improvements.

Chief Hillier and the Caldwell First Nation have concerns regarding invasive species, particularly *phragmites*. The following measures can be taken to prevent the spread of *phragmites*:

- Restore disturbed soil as soon as possible;
- Replant using native species;
- All heavy equipment should be cleaned prior to entering the construction site

Chief Hillier also asks that the project team consider planting Black Willows within the corridor. These are native species that are used in ceremonial/sweat lodges.

Melrose Water Supply EA

Stephanie provided an overview of the project in the initial stages, including the existing water infrastructure (municipal wells), and the preliminary alternatives including connecting the nearby Lake Huron Primary Water Supply transmission main. Impacts are anticipated to be minimal, and confined to right-of-ways.

Chief Hillier has no concerns at this time. Stantec to keep Caldwell FN informed as the study progresses.

Delaware Water Supply EA**Design with community in mind**

Item:**Action:**

Stephanie and Cameron provided an overview of the existing water infrastructure, and preliminary alternatives. Impacts are anticipated to be minimal (water storage alternatives likely to be located within same parcel, conveyance likely to utilize existing infrastructure).

Chief Hillier has no concerns at this time. Stantec to keep Caldwell FN informed as the study progresses.

Funding Support Letter – Port Stanley WWTP

Chief Hillier had previously agreed to provide a letter in support of the Port Stanley WWTP EA to be used in securing government funding. Stantec to provide a letter template for Chief Hillier to sign.

Grand Bend Wastewater Treatment Facility Education Booklet

Cameron provided Chief Hillier with a copy of the education booklet that was developed as part of the Grand Bend WWTF.

The meeting adjourned at 4:00pm

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.

Stephanie Bergman, Hons.B.A., M.A.
Planner
Phone: 519-675-6614
Stephanie.Bergman@stantec.com

Attachment: Attachment

c. Cc List

Municipal Class Environmental Assessment Review

Date/Time: January 27, 2016 / 1:30pm
Place: Chippewa of the Thames First Nation
Next Meeting: TBD
Attendees: Cameron Gorrie, Stantec
Stephanie Bergman, Stantec
Mary Alikakos, COTTFN
Absentees:
Distribution: Project File

Item:**Action:****Introduction**

INFO

Stantec staff introduced themselves, and presented COTTFN with a gift of local maple syrup.

Port Stanley WWTF

Cameron provided an overview of the project, including the PIC material and updated information recently provided by MOECC – Stantec to proceed with the completion of the EA prior to the completion of the ACS, based on the MOECC's acceptance of more stringent effluent limits, phosphorus reduction being the most significant, which was reduced by 50%.

Project also involves modifications to pumping stations 51 and 52.

Stage 1 archaeological investigation is being completed for the property, which will likely recommend Stage 2 investigation for any disturbance outside the existing lagoon footprint.

SC

COTTFN requested that an archaeological monitor be present for any additional field work is completed, and funding may be available. Stantec agreed to include the request in the EA recommendations.

Talbotville WWTP

Cameron provided an overview of the project. Cameron offered to carry forward recommendations from Southwold Master Servicing Plan, which included having an archaeological monitor present for archaeological field investigations; however, archaeological Stage 1&2

Design with community in mind

Item:**Action:**

was previously completed as part of the adjacent planning application.

No additional concerns were raised.

South Huron Water and Wastewater Master Plan

Though lands are within a treaty area, lands are not included in the Longwoods Treaty to which COTTFN are the sole signatories. Community has not assigned a high-value to this project. No concerns expressed at this time.

Dorchester WWTP

Cameron provided an overview of the project to-date. MOECC has recently signed off on effluent limits based on ACS. Public meeting to be held sometime in the spring. No concerns were raised at this time.

Glendon Drive Streetscape EA

Stephanie provided an overview of the project, including environmental and archaeological work completed (Stage 1), and preliminary recommendations.

Mary requested that a COTTFN archaeological monitor be present at any additional field work.

General interest - Mary informed Stantec of significant cultural heritage interest in areas south of Glendon Drive, east of Komoka Road – based on residents finding archaeological material. (Areas which are not impacted by the proposed improvements)

No additional concerns were raised.

Melrose Water Supply Environmental Assessment

Project is currently in the early stages, but Stephanie provided an overview of alternatives being considered, including the decommissioning of existing municipal wells. Minimal environmental impacts are anticipated.

No concerns were raised at this time.

Delaware Water Supply Environmental Assessment

Project is currently in the early stages, but Stephanie provided an overview of alternatives being considered.

No concerns were raised at this time.

Delaware SWM Master Plan**Design with community in mind**

Item:

Stephanie informed Mary that the Master Plan Document has been completed, and the Notice of Completion would be issued shortly.

Action:**Conclusion**

Stantec to continue to provide project information to COTTFN, and COTTFN welcomes the open line of communication.

The meeting adjourned at 3:00pm

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.

Stephanie Bergman, Hons.B.A., M.A.
Planner
Phone: 519-675-6614
Stephanie.Bergman@stantec.com

c. Cc List



CHIPPEWAS OF THE THAMES FIRST NATION

RECEIVED
OCT 19 2015

October 9, 2015

Municipality of Middlesex Centre
10227 Ilderton Road RR2
Ilderton, ON N0M 2A0

STANTEC CONSULTING LTD.

Attn: Brian Lima, P.Eng.
Director – Public Works and Engineering

Subject: Glendon Drive Streetscape Schedule 'C' Municipal Class Environmental Assessment

Dear Mr. Lima,

Thank you for distributing the project information package for the abovementioned project. The project information package has been screened internally and based on the location of the proposed work, a high value has been determined. The community of Kilworth falls just inside the boundaries of the Longwoods Treaty (1820) area, to which Chippewas of the Thames is a single signatory. The community of Kilworth is also located within the Big Bear Creek Additions to Reserve (ATR) Land selection area.

We encourage all project proponents to exercise due diligence by respecting our Aboriginal and Treaty Rights, and any Consultation and Accommodation. We wish to be informed of the project details and expected outcome. Moreover, we look forward to continuing this open line of communication.

Respectfully,

Mary Alikakos
Consultation Coordinator
Chippewa of the Thames First Nation
(519) 289-2662 Ext. 213
malikakos@cottfn.com

c. Corri Marr, Stantec Consulting Ltd.



Chippewas of Kettle & Stony Point First Nation

6247 Indian Lane
Kettle & Stony Point FN. Ontario. Canada N0N 1J1

November 16, 2015

Stantec Consulting Ltd.
600-171 Queens Avenue
London, Ontario
N6A 5J7
ATT: Corri Marr, Senior Planner

RECEIVED
NOV 19 2015

Dear Ms. Marr:

STANTEC CONSULTING LTD.

RE: Middlesex County and the Municipality of Middlesex Centre is undertaking a Class EA (Glendon Drive Streetscape Schedule 'C') within the vicinity of Kettle and Stony Point First Nation's Traditional Territory.

I'd like to take the opportunity to introduce myself as the Consultation Coordinator for Chippewas of Kettle and Stony Point First Nation ("Kettle & Stony Point"). Kettle & Stony Point have asserted it's Aboriginal and Treaty Rights, and Aboriginal Title in their traditional territory ("Traditional Territory") since time immemorial. These constitutionally entrenched rights and title to our Traditional Territory have been legally recognized by the provincial and federal Crowns, as signatories to the Huron Tract Treaty #29.

We are aware that Middlesex County and the Municipality of Middlesex is either engaged, or is interested in engaging in an activity that is in close proximity to Kettle & Stony Point's Traditional Territory. The First Nation does not require that you engage in consultation with the Chippewas of Kettle & Stony Point; however, in the event the scope of the project changes and/or amendments are made that in any manner involves / impacts our Traditional Territory, please ensure that the First Nation receives notification.

We acknowledge that industry does not have a court-imposed duty to consult with First Nations; however, it is our expectation that if Algonquin Power Co. is either engaging, or is interested in engaging, an activity in Kettle & Stony Point's Traditional Territory, it will have an interest in becoming involved in consultation and accommodation efforts with our First Nation.

Consequently, if Middlesex County and the Municipality of Middlesex is prepared to engage in meaningful consultations to understand, address and accommodate our concerns, then Kettle & Stony Point will welcome your participation as a sign of good faith and cooperation and we will respond in kind.

Therefore, on behalf of the Kettle & Stony Point First Nation, we thank you for providing information to our First Nation regarding the above mentioned.

Sincerely,

K. Suzanne Bressette
Chippewas of Kettle and Stony Point First Nation



