



## A.1 CONTACT LIST AND NOTICES

**DRAFT - Glendon Drive Streetscape Environmental Assessment  
Stakeholder Contact List**

Interest	Agency	Title	First	Last	Division	Title2	Address	City	Province	Postal Code	Phone	Email
<b>Government</b>												
Provincial	Ministry of Aboriginal Affairs	Ms.	Pauline	Wakegijig	Consultation Unit		160 Bloor Street, East 4th Floor	Toronto	ON	M7A 2E6		pauline.wakegijig@ontario.ca
Provincial	Ministry of Aboriginal Affairs		Corwin	Troje	Ministry Partnerships Unit	Manager	160 Bloor Street, East 4th Floor	Toronto	ON	M7A2E6		corwin.troje@ontario.ca
Provincial	Ministry of Natural Resources	Ms.	Andrea	Fleischhauer	Aylmer District	District Planner	615 John St.N.	Aylmer	ON	N5H 2S8	T:519.773.4732 F:519.773.9014	
Federal	Environment Canada	Mr.	Rob	Dobos	Environmental Protection Operations Division - Ontario	Manager, Environmental Assessment Section	PO Box 5050, 867 Lakeshore Road	Burlington	ON	L7R 4A6		rob.dobos@ec.gc.ca
Federal	Fisheries and Oceans Canada	Mr.	Dave	Gibson	Southern Ontario District - London Office	Fish Protection Biologist	867 Lakeshore Drive	Burlington	ON	L7R 4A6	T: 905.315.5268 F:	dave.gibson@dfw-mpo.gc.ca
Provincial	Ministry of the Environment and Climate Change	Mr.	Craig	Newton	Southwestern Region	Regional Environmental Assessment Coordinator	733 Exeter Road	London	ON	N6E 1L3	T:519.873.5000 F:519.873.5020	
Provincial	Ministry of the Environment and Climate Change	-	-	-	Environmental Assessment & Approvals Branch	Project Evaluator, Project Review Unit	135 St. Clair Avenue West, 1st Floor	Toronto	ON	M4V 1P5		
Provincial	Ministry of the Environment and Climate Change				Environmental Assessment & Approvals Branch	Director	135 St. Clair Avenue West, 1st Floor	Toronto	ON	M4V 1P5	F:416.314.8452	EAASIBGen@ontario.ca
Provincial	Ministry of Municipal Affairs and Housing	Mr.	Bruce	Curtis	Community Planning and Development	Manager	659 Exeter Road, 2nd floor	London	ON	N6E 1L3	T:519.873.4020 F: 519.873.4018	Craig.cooper@ontario.ca
Provincial	Ministry of Transportation	Mr.	Phil	Hutton	Design and Contract Standards Office	Manager	Garden City Tower 301 St. Paul Street, 2nd Floor N	St. Catharines	ON	LR2 7R4	T:905.704.2199 F:905.704.2051	phil.hutton@ontario.ca
Provincial	Ministry of Tourism, Culture and Sport	Ms.	Penny	Young	Culture Services Unit	Heritage Planner	401 Bay Street Suite 1700	Toronto	ON	M7A 0A7	416-212-4019	penny.young@ontario.ca
Provincial	Ministry of Transportation	Mr.	Paul	Santos	Planning and Design	Senior Project Manager	659 Exeter Road	London	ON	N6E 1L3	(519) 873-4588	paul.santos@ontario.ca
<b>Local</b>												
Local	City of London	Mr.	Edward	Soldo	Roads and Transportation	Director	300 Dufferin Avenue PO Box 5035	London	ON	N6A 4L9		
Local	London Transit Commission	Mr.	John	Ford	Transportation and Planning	Director	450 Highbury Avenue N.	London	ON	N5W 5L2	519-451-1340 ext 317	jford@londontransit.ca
Local	Strathroy-Caradoc		Ralph	Coe		Chief Administrative Officer	52 Frank Street	Strathroy	ON	N7G 2R4	519-245-1105 x225	rcoe@strathroy-caradoc.ca
Local	Strathroy-Caradoc	Mr.	Brad	Dausett	Public Works	Roads Manager	52 Frank Street	Strathroy	ON	N7G 2R4	519-245-1105 x247	bdausett@strathroy-caradoc.ca
Provincial	Ontario Parks		Timothy	Marchand	Southwest Zone	Senior Park Planner	659 Exeter Road 4th Floor	London	ON	N6E 1L3	519-873-4618	tim.marchand@ontario.ca
Provincial	Ontario Parks		Rhonda	Card	Port Burwell Provincial Park	Park Super Intendent	9 Wilson Lane PO Box 9	Port Burwell	ON	NOJ 1T0	519-874-4691 c:221	Rhonda.card@ontario.ca
Middlesex	Middlesex-London Health Unit	Ms.	Emily	Van Kesteren		Public Health Nurse	50 King St.	London	ON	N6A 5L7	T:519.663.5317 ext 2278	emily.vankesteren@mlhu.on.ca
OPP	Ontario Provincial Police					Detachment Commander	28444 Centre Road	Strathroy	ON	N7G 3H6	T:519.245.2323 F:519.245.1410	
Utilities	Hydro One	Mr.	Paul	Dill			850 Pond Mills Rd.	London	ON	N5Z 4R2	T:519.649.3664 F:519.649.3650 C:519.475.0539	
Utilities	Rogers Cablesystems Utilities Coordinating Committee	Mr.	Ted	Feeney			800 York St.	London	ON	N5W 2S9	T:519.660.7527 F:519.672.0199	
Utilities	Bell Canada	Mr.	Jeff	Holmes	Access Network Facilities		100 Dundas St. 4th Floor	London	ON	N6A 4L6	T:519.663.6105 F:519.663.1188	
Utilities	Cogeco				Office of the President		950 Syson Rd	Burlington	ON	L7R 4S6		
Utilities	Union Gas Limited/Spectra Energy Company	Mr.	Rob	Elliot		Construction Project Manager	109 Commissioners Road W	London	ON	N6A 4P1	519.667-4100 ext 5153512	roelliot@uniongas.com
Conservation Authority	Upper Thames River Conservation Authority	Ms.	Karen	Winfield	Hydrology & Regulatory Services Unit	Land Use Regulations Officer	1424 Clarke Road	London	ON	N5V 5B9	T:519.451.2800 F:519.451.1188	winfieldk@thamesriver.on.ca
Conservation Authority	Lower Thames Valley Conservation Authority	Ms.	Valerie	Towsley		Resource Technician	100 Thames St.	Chatham	ON	N7L 2Y8	F:519.352.3435	ltvca@mnsi.net
<b>Emergency Services</b>	<b>Municipality of Middlesex Centre</b>	<b>Ms.</b>	<b>Shannon</b>	<b>Leitch</b>	<b>Fire Services</b>	<b>Fire Services Coordinator</b>					<b>519-666-0190 x266</b>	<b>leitchs@middlesexcentre.on.ca</b>
Emergency Services	Municipality of Middlesex Centre	Mr.	Al	Hunt	Middlesex-London EMS	Deputy Chief, Professional Standards	340 Waterloo Street	London	ON	N6B 2N6	519-679-5466 ext 1105	ahunt@mls.ca
Advisory Committee	City of London	Ms.	Jackie	Martin	Cycling Advisory Committee	Committee Secretary	300 Dufferin Avenue PO Box 5035	London	ON	N6A 4L9		
Local Business	Komoka-Kilworth Business Association	Mr.	Paul	Noad	Primerica Financial Services	President	135 Prince Street	Komoka	ON	N0L 1R2	519-474-2484x202	pnoad@primerica.com
Local Interest Group	Kilworth Ratepayers Association	Mr.	Andrew	Wyseman							519-641-6627	awyseman@gmail.com
Local Interest Group	Komoka-Kilworth Optimists	Ms.	Carolynn	Off		President						coff50@gmail.com
Local Interest Group	Celebrate the Centre	Mr.	Jim	Graham	Try Recycling	Chair						jim.graham@tryrecycling.com
<b>Aboriginal Contacts</b>												
Local	Southern First Nations Secretariat	Mr.	Paul	Schisler		Manager Technical Services	22361 Austin Line	Bothwell	ON	N0P 1C0	519-692-5868 ext. 232	pschisler@sfn.on.ca
Local	Chippewas of the Thames	Chief	Leslee	White-Eye		Chief	320 Chippewa Road	Muncey	ON	N0L 1Y1	519-289-5241	lwhite-eye@cottfn.com
Local	Chippewas of the Thames	Ms.	Fallon	Burch		Consultation Coordinator	320 Chippewa Road	Muncey	ON	N0L 1Y1	519-289-2662 ext. 213	fburch@cottfn.com
Local	Oneida Nation of the Thames	Chief	Sheri	Doxtator			2212 Elm Ave.	Southwold	ON	N0L 2G0	519-652-6161	sheri.doxtator@oneida.on.ca
Local	Oneida Nation of the Thames	Ms.	Holly	Elijah		Council Assisstant	2212 Elm Ave.	Southwold	ON	N0L 2G0	519-652-6161	holly.elijah@oneida.on.ca
Local	Munsee-Delaware Nation	Chief	Roger	Thomas			279 Jubilee Road	Muncey	ON	N0L 1Y0	519-289-5396 ext. 226	Chief.thomas@munsee-delaware.org
Local	Munsee-Delaware Nation	Mr.	Glen	Forrest		Director of Operations	279 Jubilee Road	Muncey	ON	N0L 1Y0	519-289-5396 ext. 222	band.manager@munsee-delaware.o
Local	Delaware Nation (Moravian of the Thames)	Chief	Greg	Peters			14760 School House Line RR #3	Thamesville	ON	N0P 2K0	519-692-3936	gpeters@mnsi.net
Local	Delaware Nation (Moravian of the Thames)	Mr.	Justin	Logan		Lands & Resources Consultation Assistant	14760 School House Line	Thamesville	ON	N0P 2K0	519-692-3936	loganju@explomet.ca
Local	Bkejwanong Territory (Walpole Island)	Chief	Dan	Miskokomon			117 Tahgahoning Road, RR#3	Wallaceburg	ON	N8A 4K9	519-627-1481	drskoke@wfn.org
Local	Bkejwanong Territory (Walpole Island)	Mr.	Jared	Macbeth		Project Review Coordinator	117 Tahgahoning Road, RR#3	Wallaceburg	ON	N8A 4K9	519-627-1475 ext.108	jared.macbeth@wfn.org
Local	Bkejwanong Territory (Walpole Island)	Mr.	Dean	Jacobs		Consultation Manager	117 Tahgahoning Road, RR#3	Wallaceburg	ON	N8A 4K9	519-627-1475 ext. 104	dean.jacobs@wfn.org
Local	Caldwell First Nation	Chief	Louise	Hillier			P.O.Box 388	Leamington	ON	N8H 3W3	519-322-1766	cfnchief@lve.com
Local	Chippewas of Kettle and Stony Point First Nation	Chief	Tom	Bressette			6247 Indian Lane	Forest	ON	NON 1J0	519-786-2125	Thomas.bressette@kettlepoint.org
<b>Developers</b>												
	Tricar		Joe	Carapella								joecarapella@tricar.com
	Forest City Developments		Ashley	Winder								eawinder@gmail.com
	Melchers Construction		Chris	Melchers								chris@melchersconstruction.com
	Treadstone Developments		Shaun	Stevens								shaun@treadstonedevelopments.
	Auburn Developments		Steve	Stapleton			560 Wellington Street 2nd Floor	London	ON	N6A 3R4		sstapleton@auburndev.com
	1748804 Ontario Inc		Emil	Pattyn								
	MarshallZehr		MarshallZehr				465 Phillip St., Suite 206	Waterloo	ON	N2L 6C7		info@marshallzehr.com
			Todd	Powell							519.264.2311	
	Tridon		Don	de Jong							519.657.5989	ddejong@tridongroup.com
	Tridon		Paul	Hinde							(519) 657-5989	planner@tridongroup.com
	Pemic Komoka Developments		Craig	Linton							519.672.4011	craig@developpro.ca
	Nola Developments		Bob	Fenlon							519.671.8299	
	2425021 Ontario Inc.		Marian	Backx							519-614-8090	mvgorp60@yahoo.ca
	Drewlo Holdings		George	Bikas								gbikas@drewloholdings.com

## Glendon Drive Stakeholder Contact List - Property Owners Within Study Area


# Glendon Drive Streetscape Municipal Class Environmental Assessment

## Public Contact List

Interest	Title	First	Last	City	Pr	Postal Code
	Ms.	Carol	Sutter	Komoka	ON	NOL 1R0
	Mr.	John	Lean (Lupine Properties)			
	Ms.	Tammy	Johnson			
		Darryl & Patricia	Newbigging	Komoka	ON	NOL 1R0
	Mr.	Phyllis	Price	Komoka	ON	NOL1R0
Mayor - Adelaide Metcalfe		Kurtis	Smith			
PIC Participant		Wendy	Bradnam	Komoka	ON	NOL1R0
		Gail & Ray	Hardman	Komoka	ON	NOL 1R0
		Jerry	Bujnowski			
		Alfred and Jean	Treax	Komoka	On	NOL 1R0
		Brandie	Bendig	Mount Brydges	ON	NOL 1W0
Tridon		Paul	Hinde			
		Frank	Bennett			NOL 1R0
		Victoria	Pepe	Komoka	ON	NOL 1R0
		Win	Braunsch	Komoka	On	NOL 1R0
		Joe	Carroll	Komoka	ON	NOL 1R0
		David	Nelms	London	ON	
		Bruce Gaily		Komoka	ON	NOL 1R0
		Laura	Plank	Komoka	ON	NOL 1R0
		Larry and Donna	Slater	Komoka	on	NOL 1R0
		Stephanie	Egehen			NOM 2A0
		Joe	Gabrial	Komoka	ON	NOL 1R0
		Walter	Lenam	Komoka	ON	NOL rR0
		Neil & Carol	Suter	Komoka	ON	NOL 1R0
		Don & Marga	Vertolli	Komoka	ON	NOL 1R0
Strathroy-Caradoc		Rob	Lilbourne	Komoka	ON	N7R 2B9
		K.	Glanin	Komoka	ON	
		Ken	Morley	Komoka	ON	NOL 1R0
		Joe	Hanson	Strathroy Caradoc	ON	NOL 1R0
		Jane	Campbell	Komoka	ON	NOL 1R0



# Glendon Drive Streetscape Municipal Class Environmental Assessment

## Public Contact List

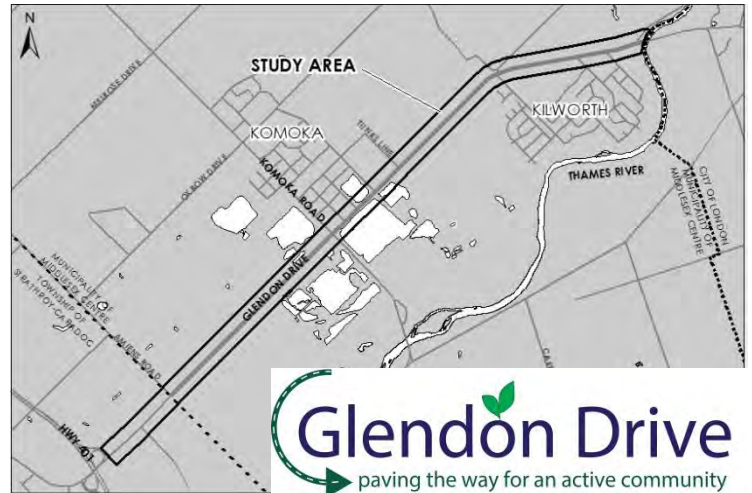
		Christina	Pulla		ON	
		Alicia	Nelms			
		Sandy	Weatherhead	Komoka	ON	NOL 1R0
		Barbara	Arcese	Komoka	ON	NOL 1R0
		Nick	Braunsch			
		Lindsay	Tansey	Komoka	ON	NOL 1R0
		Paula	Hohner			

# NOTICE OF COMMENCEMENT GLENDON DRIVE STREETSCAPE SCHEDULE 'C' MUNICIPAL CLASS 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 extends from the Thames River Bridge through the communities of Kilworth and Komoka to the Highway 402 interchange.

The Urban Settlement Area of Komoka-Kilworth is identified as a primary area for future growth within the Municipality of Middlesex Centre. Glendon Drive has the potential to function not only as a gateway into and out of the community, but 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 improvements are being considered which may include:

- Traffic improvements including safe turning movements and appropriate right of way requirements;
- Upgrades to the linear infrastructure system including storm and sanitary sewers, and watermains;
- Active Transportation including pedestrian and cyclist infrastructure;
- Urban design and streetscape elements.



## WE WANT TO HEAR FROM YOU!

Participation from the community and stakeholders will be vital in creating a livable, active, and safe environment for the future of the Komoka-Kilworth communities, as well as creating safe and efficient access to Highway 402 and the City of London.

**WAYS TO GET INVOLVED:** A **Public Information Centre (PIC)** will be held in late fall to present background information and preliminary alternative solutions. The location, date, and time will be advertised in the local newspaper, as well as sent to all those on the study mailing list.

A public engagement platform has been developed to provide more ways for you to get involved and help shape the future of YOUR COMMUNITY. Visit [glendondrive.mindmixer.com](http://glendondrive.mindmixer.com) and sign in with your email address, Facebook account, or other social media accounts to participate in an online community devoted to the Glendon Drive Streetscape project. Here you will find information on the project, periodic survey questions, and other opportunities to share your vision for the future of the Glendon Drive corridor. Be sure to share the page with your friends!

For more information, or to be included on the project mailing-list, please contact one of the follow project team members below:

**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



**From:** Bergman, Stephanie  
**To:** [Undisclosed Recipients \(stephanie.bergman@stantec.com\)](mailto:Undisclosed Recipients (stephanie.bergman@stantec.com))  
**Bcc:** ["findtammy@gmail.com"](mailto:findtammy@gmail.com); ["leitchs@middlesexcentre.on.ca"](mailto:leitchs@middlesexcentre.on.ca); ["jnoad@primerica.com"](mailto:jnoad@primerica.com); ["awyseman@gmail.com"](mailto:awyseman@gmail.com); ["coff50@gmail.com"](mailto:coff50@gmail.com); ["jim.graham@tryrecycling.com"](mailto:jim.graham@tryrecycling.com); ["christina.pulla@mlhu.on.ca"](mailto:christina.pulla@mlhu.on.ca); ["ksmith@adelaidemetcalfe.on.ca"](mailto:ksmith@adelaidemetcalfe.on.ca); ["johnlean@bell.net"](mailto:johnlean@bell.net); ["joecarapella@tricar.com"](mailto:joecarapella@tricar.com); ["eawinder@gmail.com"](mailto:eawinder@gmail.com); ["chris@melchersconstruction.com"](mailto:chris@melchersconstruction.com); ["shaun@treadstonedevelopments.ca"](mailto:shaun@treadstonedevelopments.ca); ["ssapleton@auburndev.com"](mailto:ssapleton@auburndev.com); ["info@marshallzehr.com"](mailto:info@marshallzehr.com); ["ddejong@tridongroup.com"](mailto:ddejong@tridongroup.com); ["planner@tridongroup.com"](mailto:planner@tridongroup.com); ["craig@developro.ca"](mailto:craig@developro.ca); ["mvgorp60@yahoo.ca"](mailto:mvgorp60@yahoo.ca); ["gbikas@drewloholdings.com"](mailto:gbikas@drewloholdings.com)  
**Subject:** Glendon Drive PIC 2  
**Date:** Monday, June 13, 2016 9:40:00 AM  
**Attachments:** [PIC2\\_Notice\\_fnl.pdf](#)

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Good morning,

Please find attached an invitation to the upcoming Public Information Centre (PIC) No. 2 for the Glendon Drive Streetscape Environmental Assessment (Middlesex County, and the Municipality of Middlesex Centre). The second PIC will be held in open house format on **MONDAY JUNE 27<sup>th</sup>, from 6:00pm to 8:00pm** in the London Life room (second floor) at the Komoka Wellness and Recreation Centre (1 Tunks Ln. Komoka, ON).

The PIC will be held to present a summary of the input received, and the Preliminary Preferred Alternatives which include road widening and additional through lanes, intersection operational improvements, off-peak on-street parking, and active transportation improvements for public review and comment.

Presentation materials will also be available online at [glendondrive.mindmixer.com](http://glendondrive.mindmixer.com), along with background information on the project, and material presented at PIC No. 1.

Feel free to contact me if you have any questions. Hope to see you there!

**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](mailto:Stephanie.Bergman@stantec.com)

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1 & 2 BDRM  
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Take some Jack Russell & mix in a little Chihuahua & you get a MILD! This adorable little fellow is only 18 months old so he is of puppyhood. He is crate, house & leash trained. His perfect day includes play time with his canine foster siblings, a walk & t

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**Legals & Tenders**

**NOTICE OF COMMENCEMENT**  
**GLENDON DRIVE STREETSCAPE**  
**SCHEDULE 'C' MUNICIPAL CLASS 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 extends from the Thames River Bridge through the communities of Kilworth and Komoka to the Highway 402 Interchange.



The Urban Settlement Area of Komoka-Kilworth is identified as a primary area for future growth within the Municipality of Middlesex Centre. Glendon Drive has the potential to function not only as a gateway into and out of the community, but 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 improvements are being considered which may include:

- Traffic improvements including safe turning movements and appropriate right of way requirements;
- Upgrades to the linear infrastructure system including storm and sanitary sewers, and water mains;
- Active Transportation including pedestrian and cyclist infrastructure;
- Urban design and streetscape elements.

**WE WANT TO HEAR FROM YOU!**

Participation from the community and stakeholders will be vital in creating a livable, active, and safe environment for the future of the Komoka-Kilworth communities, as well as creating safe and efficient access to Highway 402 and the London.

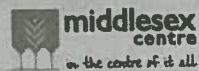
**WAYS TO GET INVOLVED:** A Public Information Centre (PIC) will be held in late fall to present background information and preliminary alternative solutions. The location, date, and time will be advertised in the local newspaper, as well as those on the study mailing list.

A public engagement platform has been developed to provide more ways for you to get involved and help shape the future of YOUR COMMUNITY. Visit [glendondrive.mindmixer.com](http://glendondrive.mindmixer.com) and sign in with your email address, Facebook and other social media accounts to participate in an online community devoted to the Glendon Drive Streetscape project. Here you will find information on the project, periodic survey questions, and other opportunities to share your vision for the future of the Glendon Drive corridor. Be sure to share the page with your friends! For more information, or to be included on the project mailing-list, please contact one of the project team members below:

**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.**  
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600-171 Queens Avenue  
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**Chris Traini, P. Eng.**  
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399 Ridout Street North  
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Email: [ctraini@middlesex.on.ca](mailto:ctraini@middlesex.on.ca)





# NOTICE OF PUBLIC INFORMATION CENTRE No.1

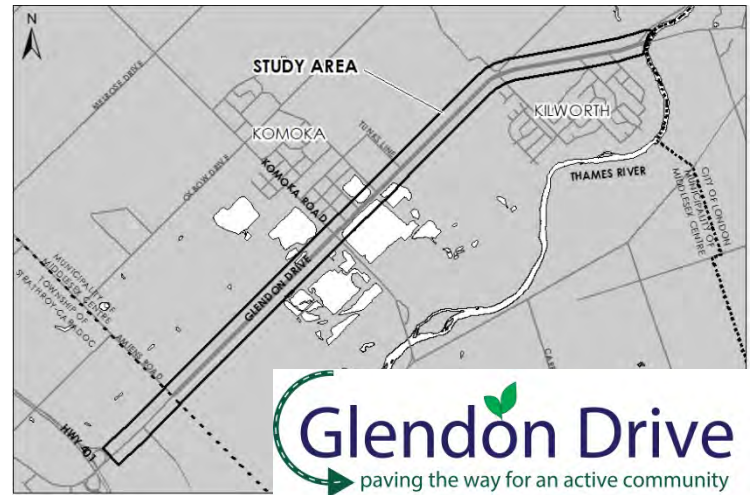
## GLENDON DRIVE STREETScape

### SCHEDULE 'C' MUNICIPAL CLASS 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 extends from the Thames River Bridge through the communities of Kilworth and Komoka to the Highway 402 interchange.

The Urban Settlement Area of Komoka-Kilworth is identified as a primary area for future growth within the Municipality of Middlesex Centre. Glendon Drive has the potential to function not only as a gateway into and out of the community, but 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 improvements are being considered which may include:

- Traffic improvements including safe turning movements and appropriate right of way requirements;
- Upgrades to the linear infrastructure system including storm and sanitary sewers, and water mains;
- Active Transportation including pedestrian and cyclist infrastructure;
- Urban design and streetscape elements.



## WE WANT TO HEAR FROM YOU!

Participation from the community and stakeholders will be vital in creating a livable, active, and safe environment for the future of the Komoka-Kilworth communities, as well as creating safe and efficient access to Highway 402 and the City of London.



Public Information Centre (PIC) No.1 will be held in open-house format on THURSDAY, NOVEMBER 26 2015 from 5:30-7:30pm in the Plunkett Foundation Library Programming Room, at the Komoka Library (Wellness & Recreation Complex, 1 Tunks Ln., Komoka) to present the information collected to-date, as well as preliminary alternative solutions.

All material presented will be available on the Middlesex County and Middlesex Centre websites, as well as on the online public engagement forum [glendondrive.mindmixer.com](http://glendondrive.mindmixer.com). Here, you will find information on the project, periodic survey questions, and other opportunities to provide comment and to share your vision for the future of the Glendon Drive corridor. Be sure to share the page with your friends!

Brian Lima, P.Eng.  
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Fax: 519-434-0638  
Email: [ctraini@middlesex.ca](mailto:ctraini@middlesex.ca)

# Your Notifications

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## Upcoming Public Information Centre No. 2!

Good morning Glendon Drive participants!

The next Public Information Centre (PIC) for the Glendon Drive Streetscape Environmental Assessment is scheduled for MONDAY JUNE 27th from 6:00pm to 8:00pm in the London Life room of the Komoka Wellness and Recreation Centre (2nd floor - 1 Tunks Ln.).

The PIC will be held in open house format to present comments received to-date and the Preliminary Preferred Alternatives which include road widening and additional through lanes, intersection operational improvements, off-peak on-street parking, and active transportation improvements for public review and comment. Presentation materials will also be posted here on the site shortly after the meeting.

Please take the opportunity to come out and take part in the shaping of your community!

Stephanie Bergman Hons. BA, MA  
Planner

Stantec Consulting, Ltd.

[stephanie.bergman@stantec.com](mailto:stephanie.bergman@stantec.com)

519-675-6614

June 13, 2016 @ 7:13 AM

---

## Upcoming Public Information Centre No.1!

Hello Glendon Drive Study Participants!

Our first Public Information Centre (PIC) will be held on Thursday, November 26th, in the Plunkett Foundation Library Programming Room at the Komoka Library (within the Wellness and Recreation Centre), 1 Tunks Ln, from 5:30-7:30pm.

The PIC will be held in open house format, so feel free to drop by at any time between 5:30pm-7:30pm. We will be displaying the information we've collected to-date, and preliminary alternatives being considered for the corridor.

All of the information presented at the meeting will be posted here on [glendondrive.mindmixer.com](http://glendondrive.mindmixer.com) within a day or two of the PIC, and we encourage you to review the information and provide comment.

Thanks for participating!

Stephanie Bergman, Planner, Stantec Consulting Ltd.

November 12, 2015 @ 1:00 PM

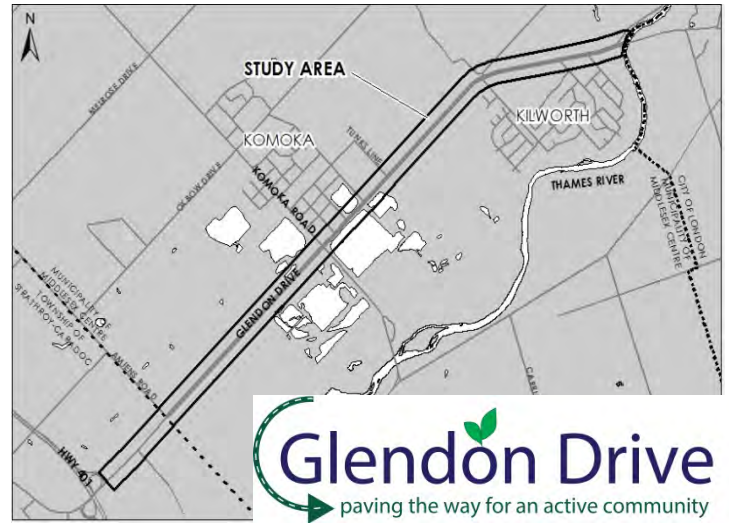
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# NOTICE OF PUBLIC INFORMATION CENTRE No. 2

## GLENDON DRIVE STREETScape

### SCHEDULE 'C' MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

Middlesex County and the Municipality of Middlesex Centre have retained Stantec Consulting Ltd. to undertake a Schedule 'C' Municipal Class Environmental Assessment (Class EA) to identify potential streetscape improvements to Glendon Drive, County Road 14. The study area extends from the Thames River Bridge through the communities of Kilworth and Komoka to the Highway 402 interchange, and is investigating transportation improvements (including capacity and intersection/turning movement operations), upgrades to the linear infrastructure system, active transportation improvements, and urban design and streetscape elements.



Public Information Centre (PIC) No. 1 was held on November 26<sup>th</sup> 2015 at the Komoka Library to present information on existing traffic condition, future development areas, forecasted traffic volumes, and alternative planning solutions. Based on an evaluation of impacts to the social, natural, technical, and economic environments, it was determined that widening Glendon Drive and identifying operational improvements at various intersections was recommended to address the future growth and development within the neighbouring communities while recognizing its function as an arterial road.

As part of Phase 3 of the Class EA process, design alternatives have been identified for the corridor and intersections, taking into account the input received from the public up to this point in the study. PIC 2 will be held on MONDAY JUNE 27 from 6:00pm to 8:00pm at the Komoka Wellness and Recreation Centre (1 Tunks Ln. Komoka) in the London Life room (2<sup>nd</sup> floor) to present a summary of the comments received and the Preliminary Preferred Alternatives which include road widening and additional through lanes, intersection operational improvements, off-peak on-street parking and active transportation improvements for public review and comment.

## WE WANT TO HEAR FROM YOU!



Participation from the community and stakeholders will be vital in creating a livable, active, and safe environment for the future of the Komoka-Kilworth communities, as well as maintaining safe and efficient access to Highway 402 and the City of London.

All information presented at PIC 2 will be made available on the County and Municipality's websites, as well as on the online public engagement forum [glendondrive.mindmixer.com](http://glendondrive.mindmixer.com). Here you will find background information on the project including the materials presented at PIC 1, along with opportunities to contribute to the project and share your vision for the future of the Glendon Drive corridor. Be sure to share the page with your friends and neighbours!

To be included on the mailing list to receive future project updates, visit [glendondrive.mindmixer.com](http://glendondrive.mindmixer.com) or contact one of the project team members below.

Brian Lima, P.Eng.  
Director – Public Works and Engineering  
10227 Ilderton Road RR2  
Ilderton, ON N0M 2A0  
Phone: (519)-666-0190 ext.233  
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Email: [ctraini@middlesex.ca](mailto:ctraini@middlesex.ca)



**From:** Bergman, Stephanie  
**To:** [Bergman, Stephanie](mailto:Stephanie.Bergman@stantec.com)  
**Bcc:** "[jnoad@primerica.com](mailto:jnoad@primerica.com)"; "[awyseman@bell.blackberry.net](mailto:awyseman@bell.blackberry.net)"; "[coff50@gmail.com](mailto:coff50@gmail.com)"; "[jim.graham@tryrecycling.com](mailto:jim.graham@tryrecycling.com)"  
**Subject:** Glendon Drive: paving the way for an active community!  
**Date:** Wednesday, September 30, 2015 11:25:00 AM  
**Attachments:** [image001.jpg](#)  
[image002.emz](#)  
[image004.png](#)

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Good afternoon,

Middlesex County and the Municipality of Middlesex Centre would like to invite you to take part in the Glendon Drive Streetscape Environmental Assessment (EA). The study will be considering improvements to the Glendon Drive corridor from the Thames River to the interchange of Highway 402, through the communities of Kilworth and Komoka. Improvements will be considered in terms of traffic operations, active transportation (pedestrian/cycling) facilities, linear infrastructure, and urban design and streetscape elements. Please see the attached Notice of Commencement for more information.

**YOUR PARTICIPATION** will be vital in creating an active, livable, and safe environment for the future of the Komoka-Kilworth communities. Please visit [glendondrive.mindmixer.com](http://glendondrive.mindmixer.com) and sign in with your email address, Facebook, Google, or LinkedIn account to participate in the online community dedicated to creating a vision for the future of the Glendon Drive corridor. The online community contains information on the project, and opportunities to share your ideas, which will be added throughout the study. Project updates, public notices, and documents will also be made available on the website as the study progresses, so please sign into the online community to be a part of this exciting project!

If you have any questions regarding the [glendondrive.mindmixer.com](http://glendondrive.mindmixer.com) online community, please feel free to contact me at the phone number or email below.

Description: Description: cid:image003.jpg@01D0FB6E.40E61820



Have a great day,

**Stephanie L Bergman, Hons.B.A., M.A.**  
Planner  
Stantec  
600-171 Queens Avenue London ON N6A 5J7  
Phone: (519) 675-6614  
[stephanie.bergman@stantec.com](mailto:stephanie.bergman@stantec.com)

**Additional members of the study team can be contacted below:**

**Brian Lima, P.Eng.**  
Director – Public Works and Engineering  
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Ilderton, ON N0M 2A0  
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 Please consider the environment before printing this email.

# NOTICE OF PUBLIC INFORMATION CENTRE No. 3

## GLENDON DRIVE STREETScape

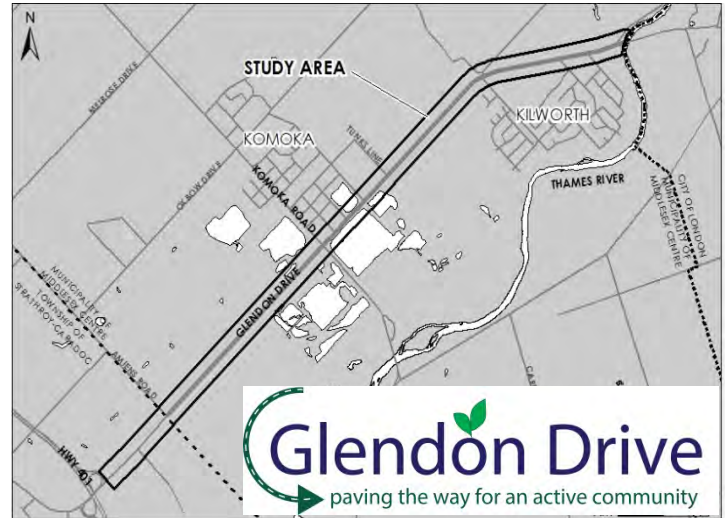
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Middlesex County and the Municipality of Middlesex Centre have retained Stantec Consulting Ltd. to undertake a Schedule 'C' Municipal Class Environmental Assessment (Class EA) to identify potential streetscape improvements to Glendon Drive, County Road 14. The study area extends from the Thames River Bridge through the communities of Kilworth and Komoka to the Highway 402 interchange, and is investigating transportation improvements (including capacity and intersection/turning movement operations), upgrades to the linear infrastructure system, active transportation improvements, and urban design and streetscape elements.

Public Information Centre (PIC) No. 1 was held on November 26<sup>th</sup> 2015, and PIC No. 2 was held on June 27, 2016.

A few changes have been made to the project, including: the gating of Old River Road and realignment of its intersection with Glendon Drive to improve safety conditions and a modification to the design of the Jefferies Road/Glendon Drive/Vanneck Road roundabout concept with a realignment of Coldstream Road.

The updated recommendations throughout the study area, taking into account the input received from the public to this point in the study, will be presented at PIC No. 3. The PIC will be held on Thursday November 30, 2017 from 6:00-8:00pm at the Komoka Library, within the Komoka Wellness and Recreation Centre (1 Tunks Ln., Komoka).



## We Want to Hear from You!

Participation from the community and stakeholders continues to be vital in creating a livable, active, and safe environment for the future of the Komoka-Kilworth communities, as well as maintaining safe and efficient access to Highway 402 and the City of London. The study team has been receiving comments from residents, agencies, and First Nations communities throughout the study, and all input has been considered through the development of the study's recommendations.

All information presented at PIC No. 3 will be made available on the study website: [glendondrive.mindmixer.com](http://glendondrive.mindmixer.com). Here you will find background information on the project including the materials presented at PIC No. 1 and 2, along with opportunities to contribute to the project and share your vision for the future of the Glendon Drive corridor.

To be included on the study mailing list to receive future project updates, visit [glendondrive.mindmixer.com](http://glendondrive.mindmixer.com) or contact one of the project team members below.

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**From:** [Kendra Routley](#)  
**To:** [Bergman, Stephanie](#)  
**Cc:** [Brian Lima](#)  
**Subject:** RE: Glendon PIC Advertisements  
**Date:** Wednesday, November 01, 2017 3:52:45 PM  
**Attachments:** [image003.png](#)

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Hi Stephanie,

I have received confirmation and the ad will run through the following dates:

Banner – Nov 8 – 22<sup>nd</sup>

Londoner – Nov 5<sup>th</sup> – 18<sup>th</sup>

Let me know if you need anything else.

Thanks,



**Kendra Routley**

Public Works & Engineering Assistant  
Middlesex Centre | [routleyk@middlesexcentre.on.ca](mailto:routleyk@middlesexcentre.on.ca)  
10227 Ilderton Road, RR#2 | Ilderton, Ontario, N0M 2A0  
Tel: 519.666.0190 Ext. 263 | Fax: 519.666.0271

---





## A.2 PIC PRESENTATION MATERIALS

# WELCOME

Thank you for attending the first Public Information Centre (PIC) for the **Glendon Drive Streetscape** Municipal Class Environmental Assessment.

## WHAT IS THE PURPOSE OF TONIGHTS PIC?

The County of Middlesex and the Municipality of Middlesex Centre are undertaking a Municipal Class Environmental Assessment (EA) to identify potential improvements to Glendon Drive. The improvements to be considered include:

- **traffic and transportation** – Existing and future road operations for a 20 year horizon;
- **road design** – safety and traffic calming,
- **Streetscape/ urban design**, aesthetic improvements, lighting, landscaping and signage;
- **active transportation**, provision pedestrian and bikeway connections;
- **linear infrastructure and stormwater management**,

while having regard for the social and environmental functions within the corridor.

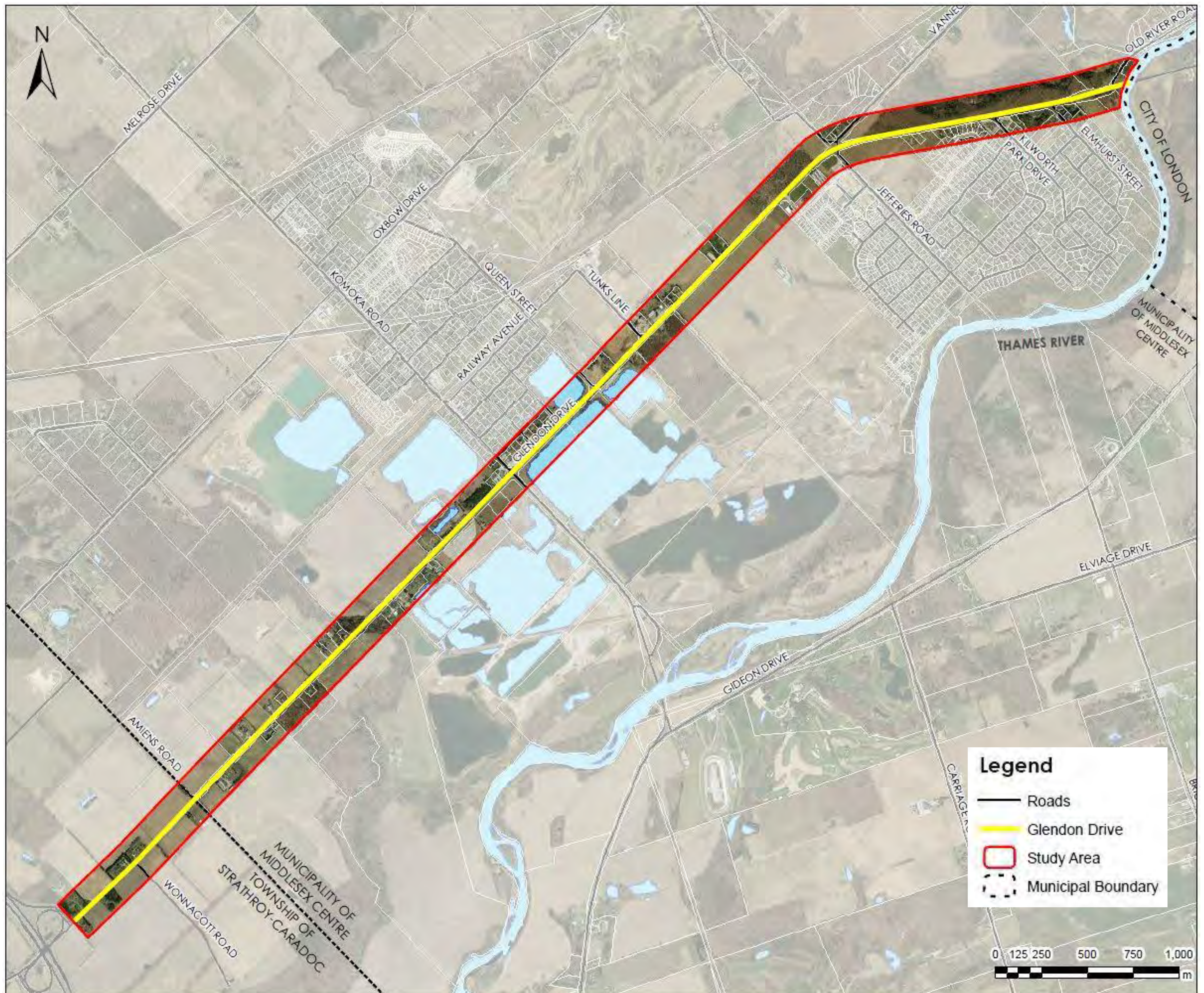
## WE NEED YOUR INPUT ON:

- the information provided tonight,
- our planning solution,
- how you may benefit or be affected by the proposed works,
- any additional information to consider and incorporate into the study.





# STUDY AREA



The study area includes Glendon drive, west of the Thames River bridge to the Highway 402 interchange.

Glendon Drive is an east-west arterial road that provides connectivity between the local communities of Komoka and Kilworth.

It serves as a main commuter route to the City of London to the east and to the Highway 402 interchange to the west,

It serves as a through traffic route for intra-County traffic.

As the local communities develop, it will be important to make improvements to Glendon Drive that will maintain its arterial road function and provide sufficient road capacity, while safely and efficiently accommodating active transportation modes.





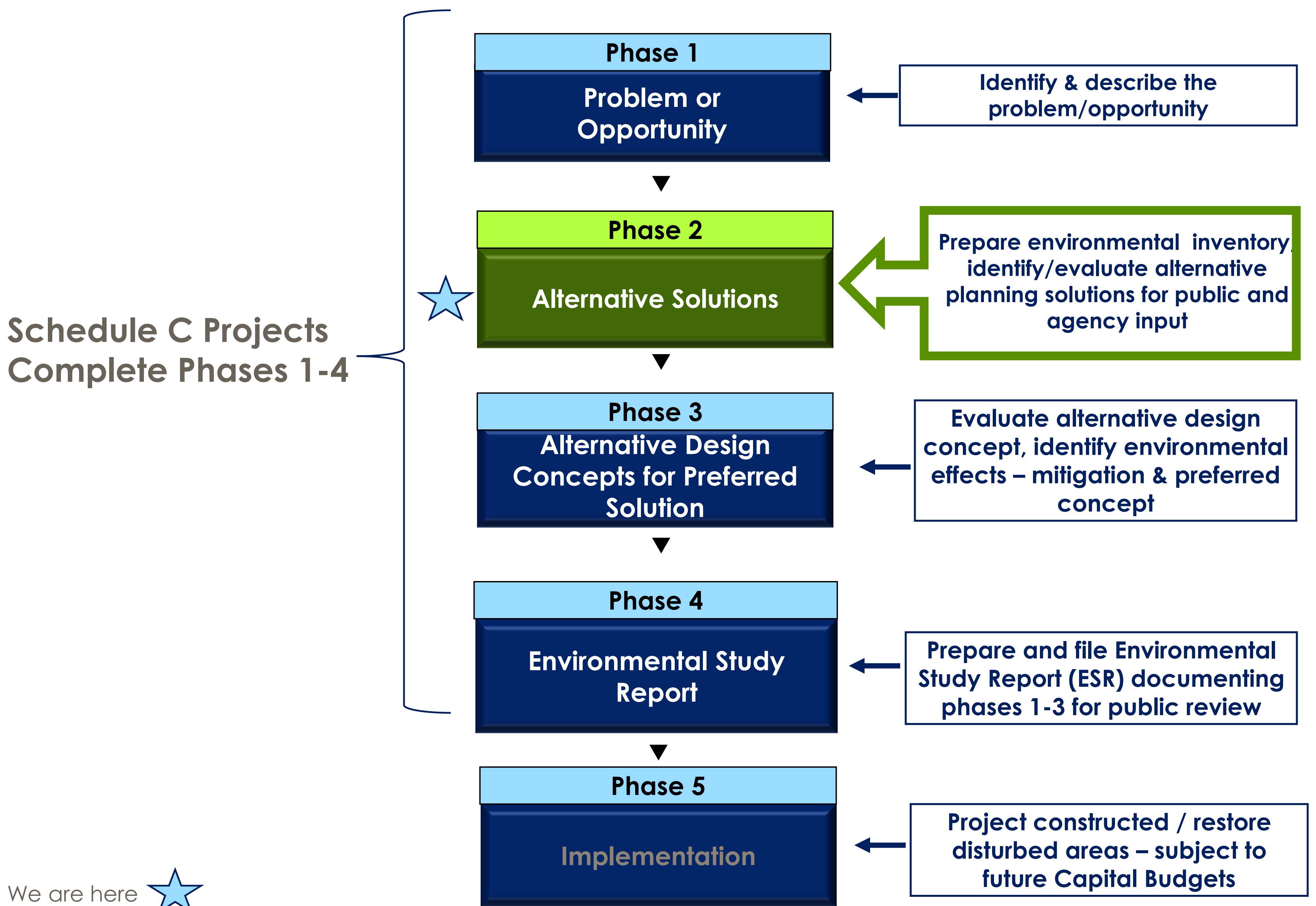
# WHAT IS THE CLASS EA PROCESS?

The Municipal Class Environmental Assessment process is a five phase planning process which:

- o Identifies **reasonable solutions** to the problems and opportunities in the study area;
- o Considers **advantages and disadvantages** including **net environmental effects**;
- o Requires **public consultation**; and
- o Provides **clear documentation** that describes the decision making process.

This study will :

- o Follow the **Schedule 'C'** Class EA requirements.
- o Complete **Phases 1, 2, 3, & 4**; and
- o Document the decision making process in an Environmental Study Report to be filed for a **30 calendar day review period**.





## PROBLEMS/OPPORTUNITY

### GLENDON DRIVE (COUNTY ROAD 14) IS:

- ❖ an east-west arterial road that provides connectivity between the local communities of Komoka and Kilworth;
- ❖ It is a main commuter route to the City of London to the east and Highway 402 interchange to the west,
- ❖ is a through traffic route for intra-County traffic.

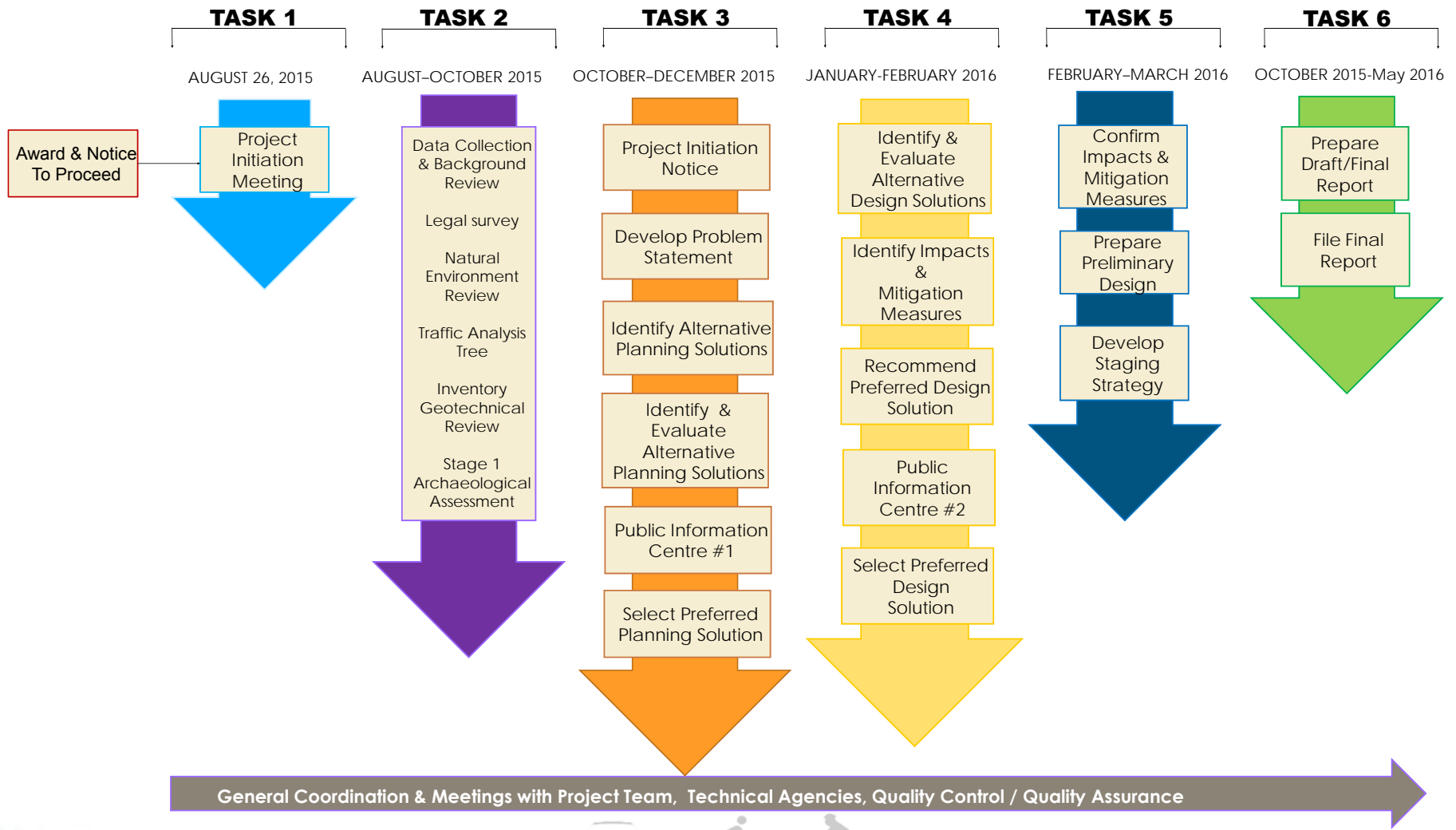
As the local communities develop, it will be important to make improvements to Glendon Drive that will maintain its arterial road function and provide sufficient road capacity, while safely and efficiently accommodating active transportation modes.

### THE GLENDON DRIVE CLASS ENVIRONMENTAL ASSESSMENT SHALL:

1. Address several transportation **problem** areas under future (20 years) conditions, including:
  - ❖ Road safety at collision prone intersections and mid-block locations;
  - ❖ Roadway capacity requirements;
  - ❖ Active transportation network and design deficiencies;
  - ❖ Operating characteristics of Glendon Drive and its functional classifications according to the County and Municipal Official Plans.
2. Develop and **evaluate** opportunities for improving transportation conditions under future (20 years) conditions, including:
  - ❖ Intersection and roadway traffic control, design, and/or safety improvements;
  - ❖ Alternatives to increase or enhance transportation capacity to better accommodate travel demand for all modes;
  - ❖ Alternatives to increase or enhance east-west connectivity and capacity for all modes.



# PROJECT SCOPE & SCHEDULE

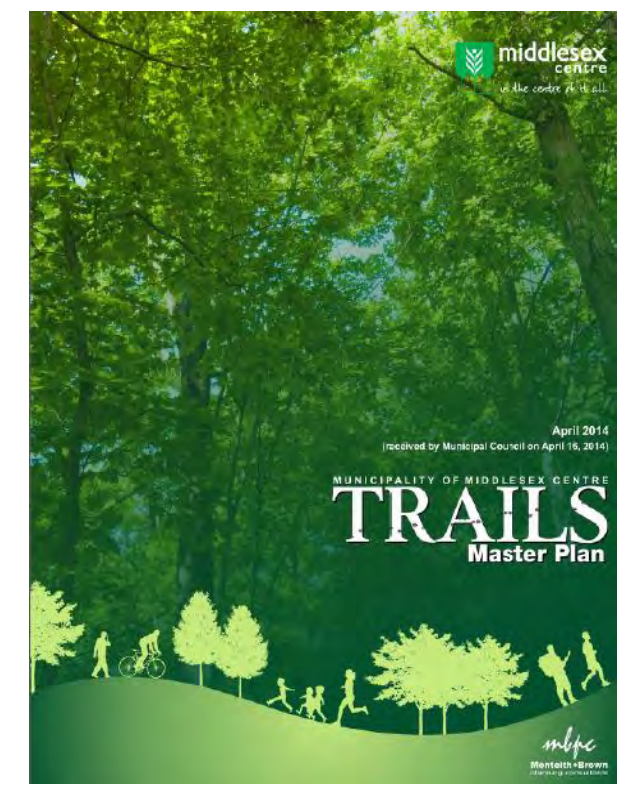
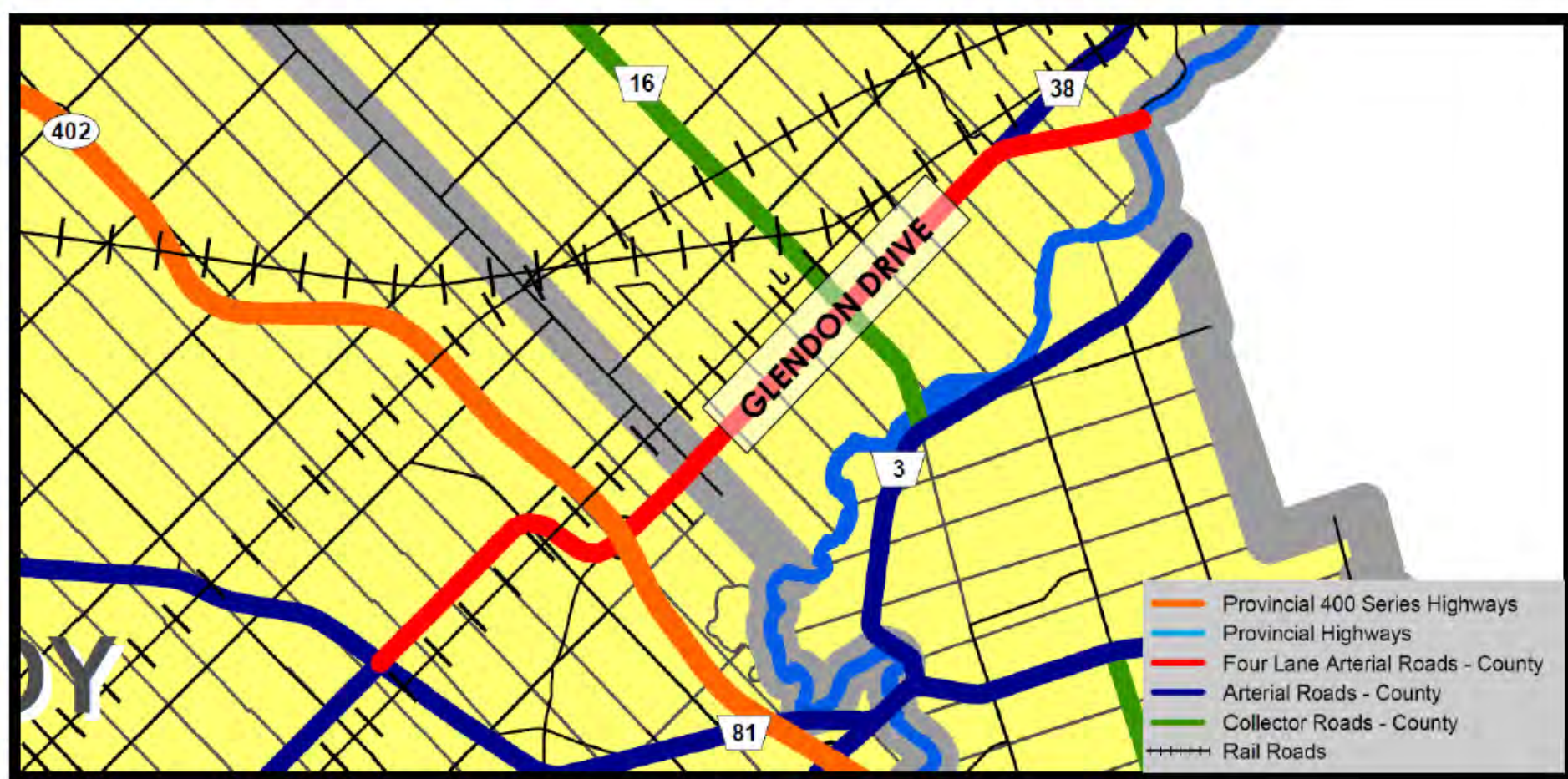




## RELEVANT POLICY DOCUMENTS

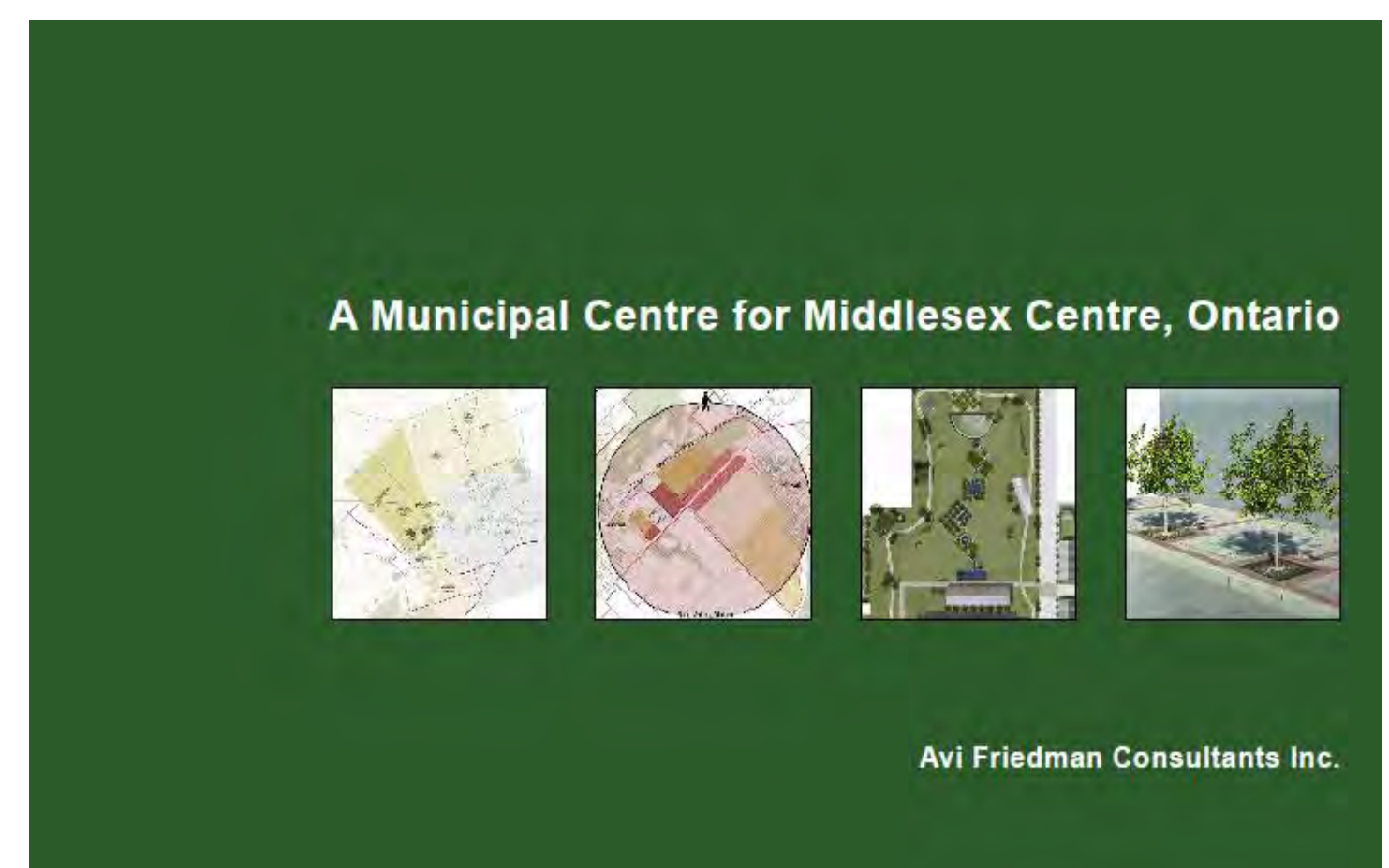
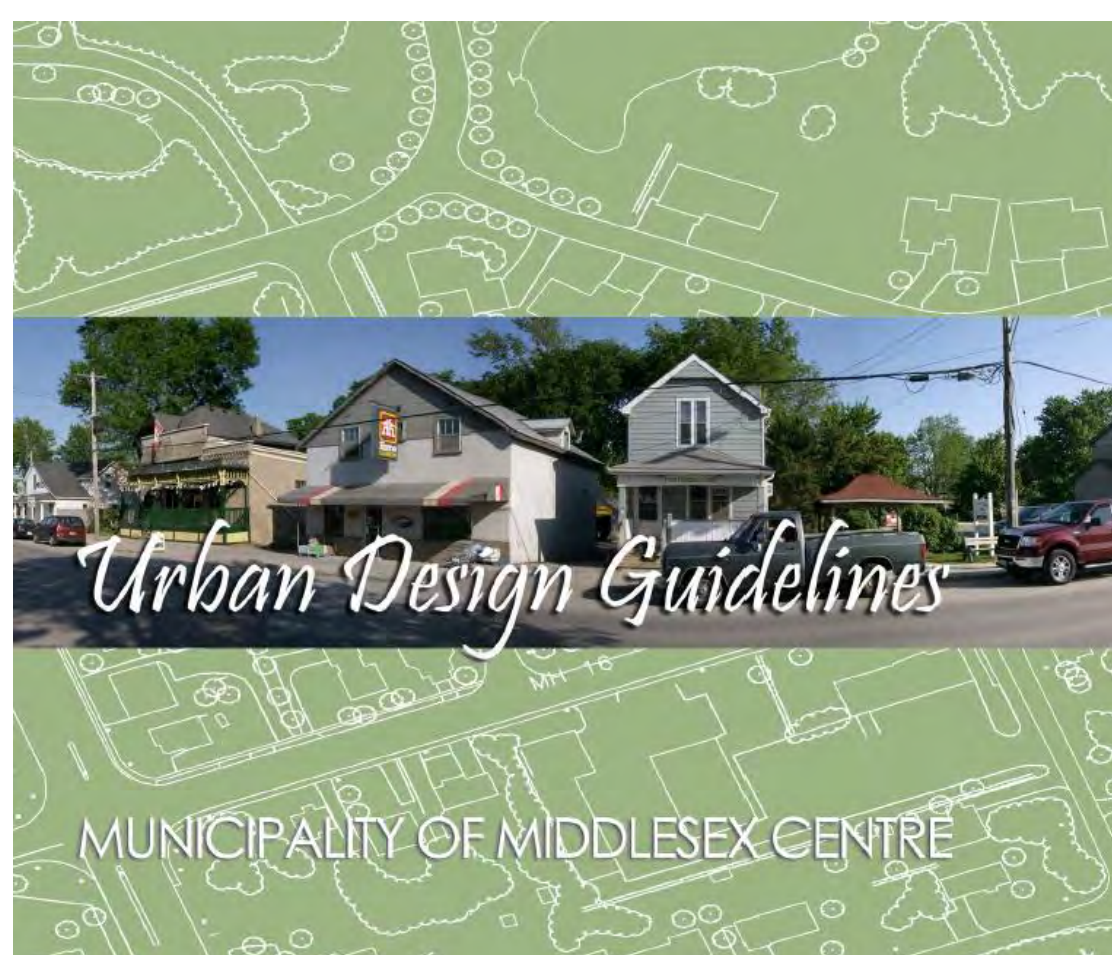
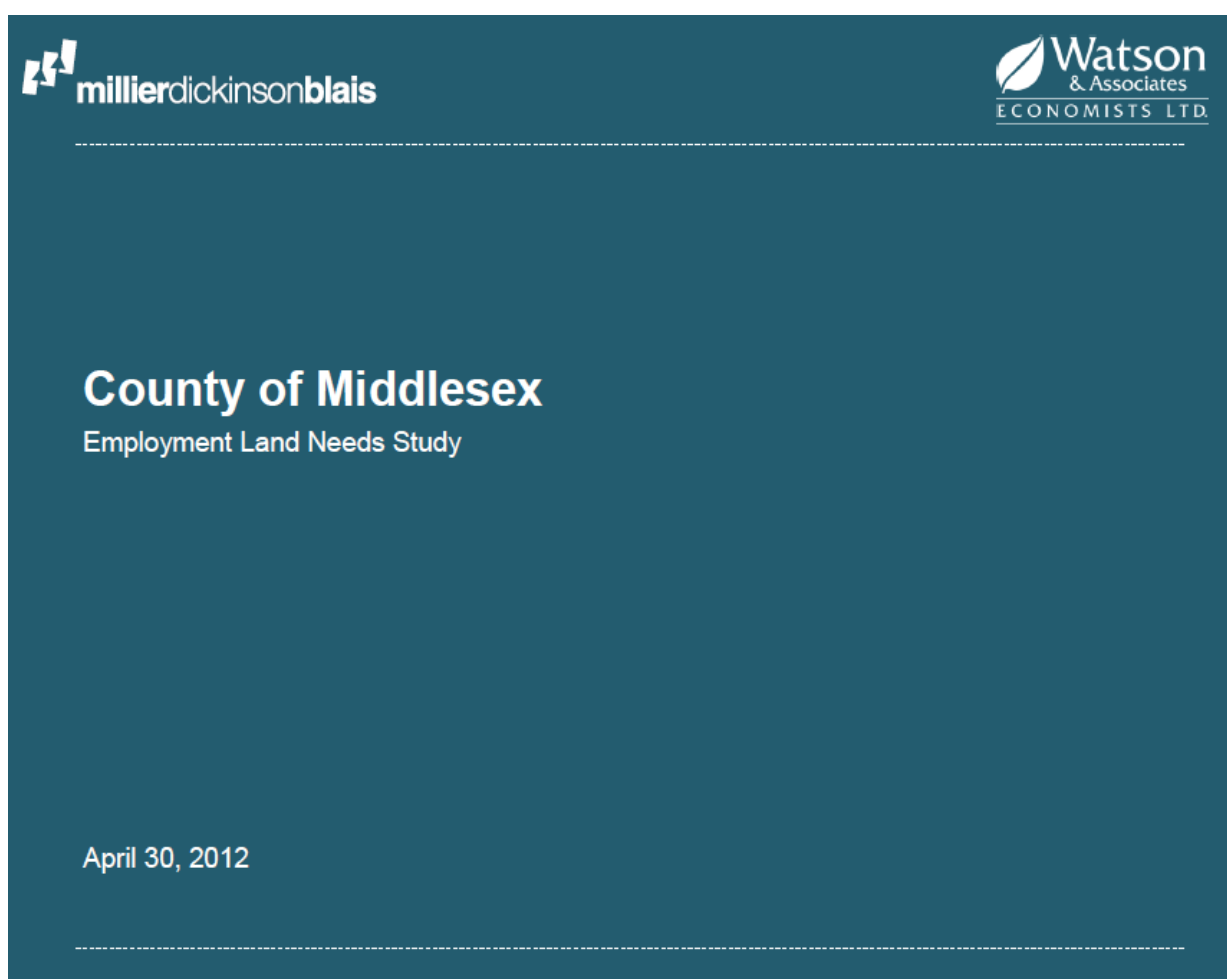
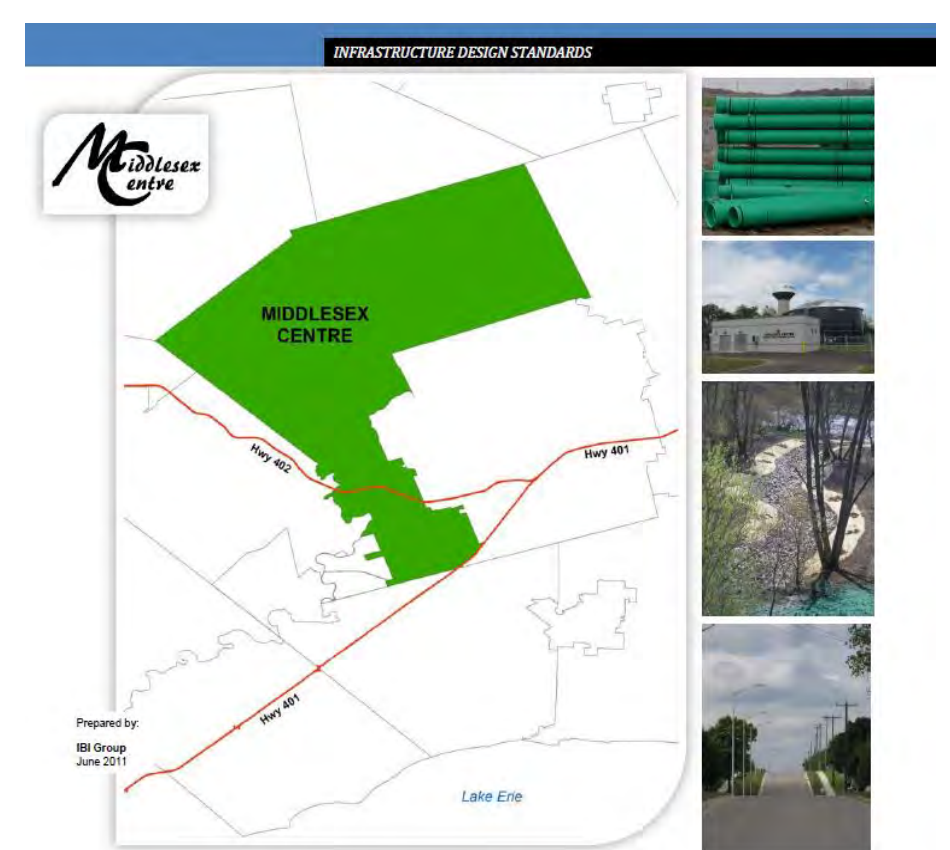
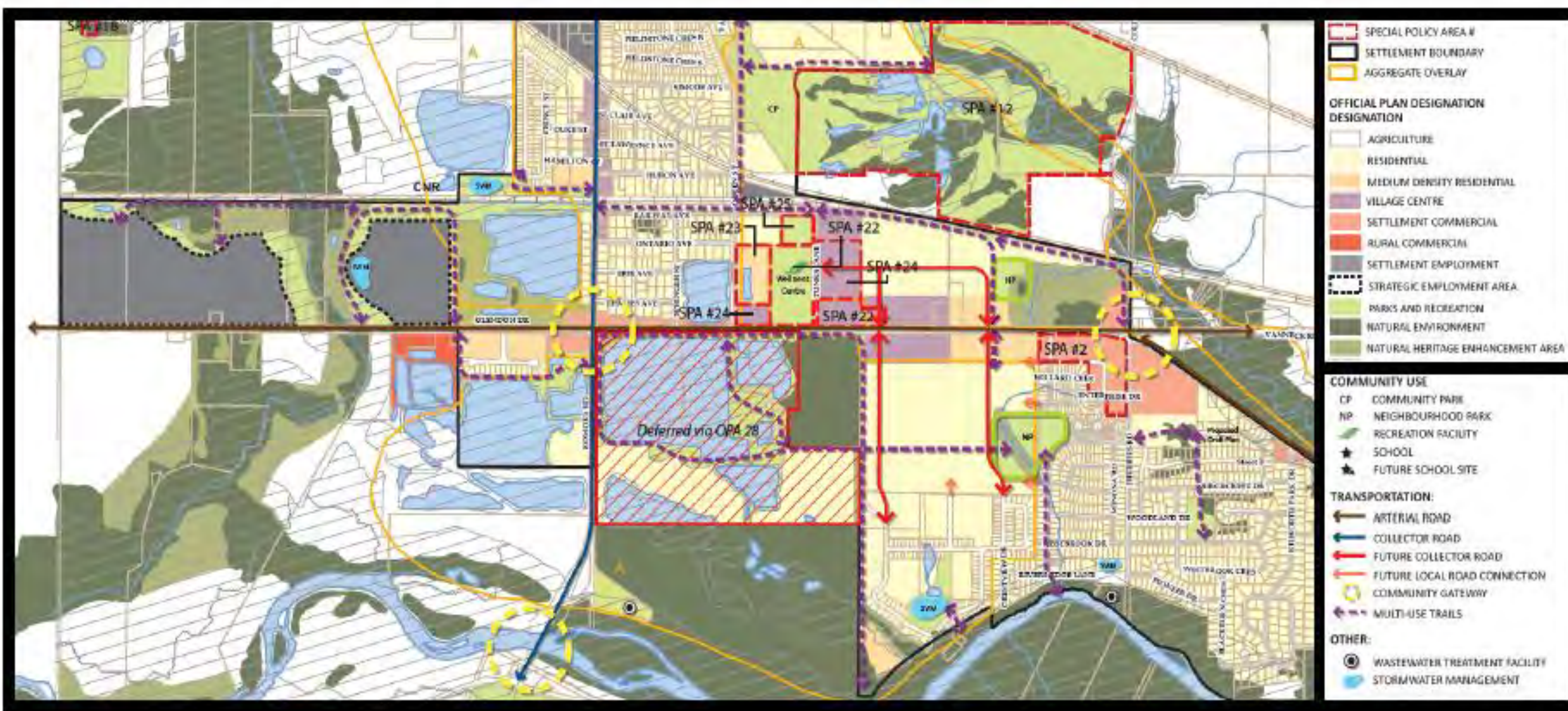
A number of policy documents and studies have been reviewed as part of the Class EA process to gain an understanding of the existing and planned conditions for the study area and surrounding neighbourhoods of Komoka and Kilworth. As part of this study, some of the documents reviewed by the study team include:

### Middlesex County Official Plan



### Roundabout Feasibility Study Glendon Drive and Vanneck Road/Jefferies Road Middlesex County

### Middlesex Centre Official Plan



Visit the website to get involved

[glendondrive.mindmixer.com](http://glendondrive.mindmixer.com)





# What We've Heard So Far

We've had over 57 participants on [glendondrive.mindmixer.com](http://glendondrive.mindmixer.com) so far! Here is a snapshot of what you've been saying...

## Bike Paths and Sidewalks

The community wants safe, separated facilities for cyclists and pedestrians along the corridor.

## Access to Old River Road

This is a high-collision intersection, and a left turn lane is needed, or access from Glendon should be removed.

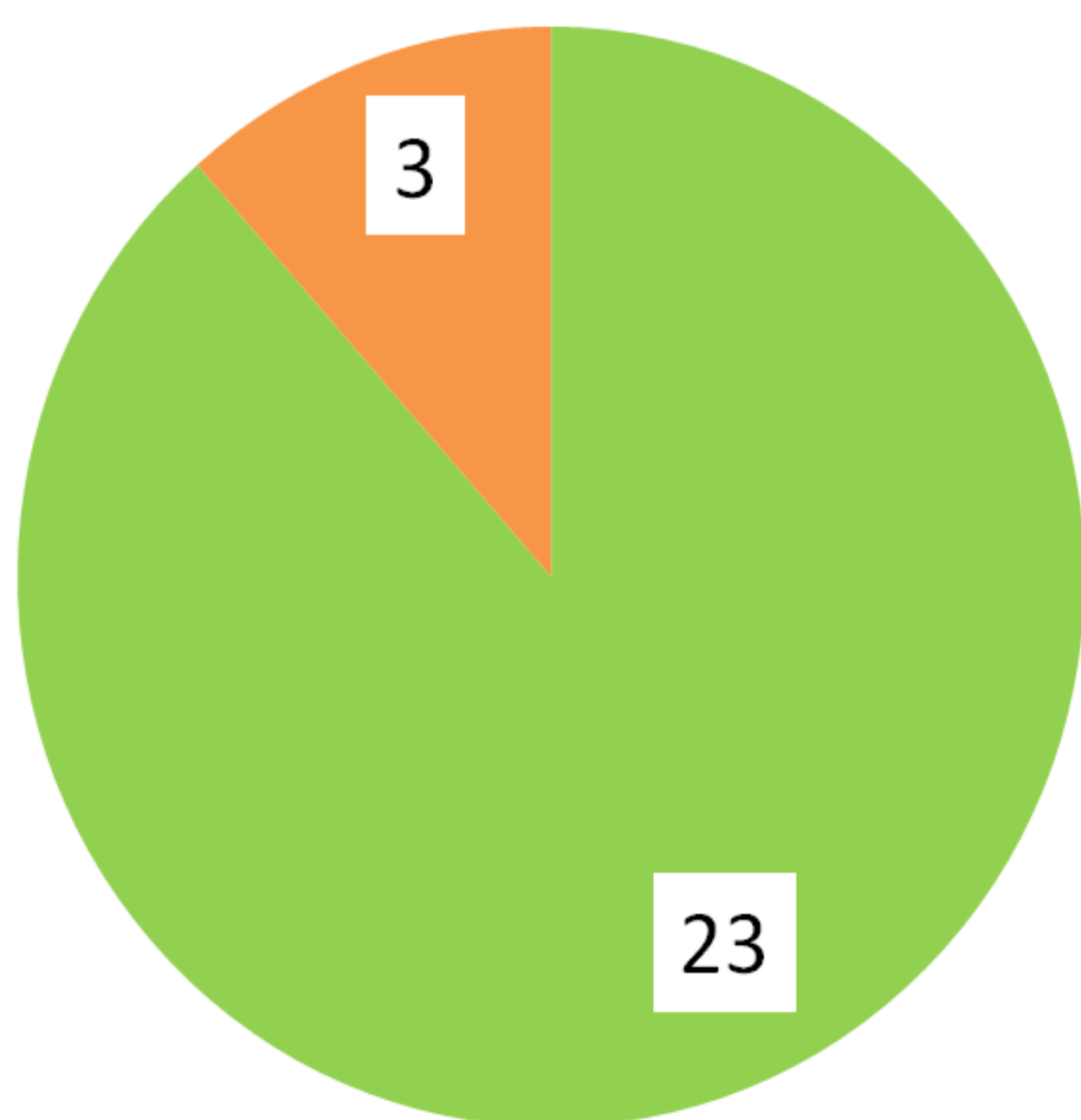
## High Speeds

The high volumes and speeds of traffic on Glendon make it difficult for pedestrians and cyclists.

## Traffic Signals and Turn Lanes

Motorists often wait for long periods at the the Jefferies/Vanneck intersection when there is no traffic on Glendon Drive, and many vehicles have to wait to turn right.

## Do you think Glendon Drive is Safe for Cyclists?



■ No, Let's Make it Safer!

■ No, Cyclists Shouldn't Use Glendon Drive at all.

## Sound Barrier Walls

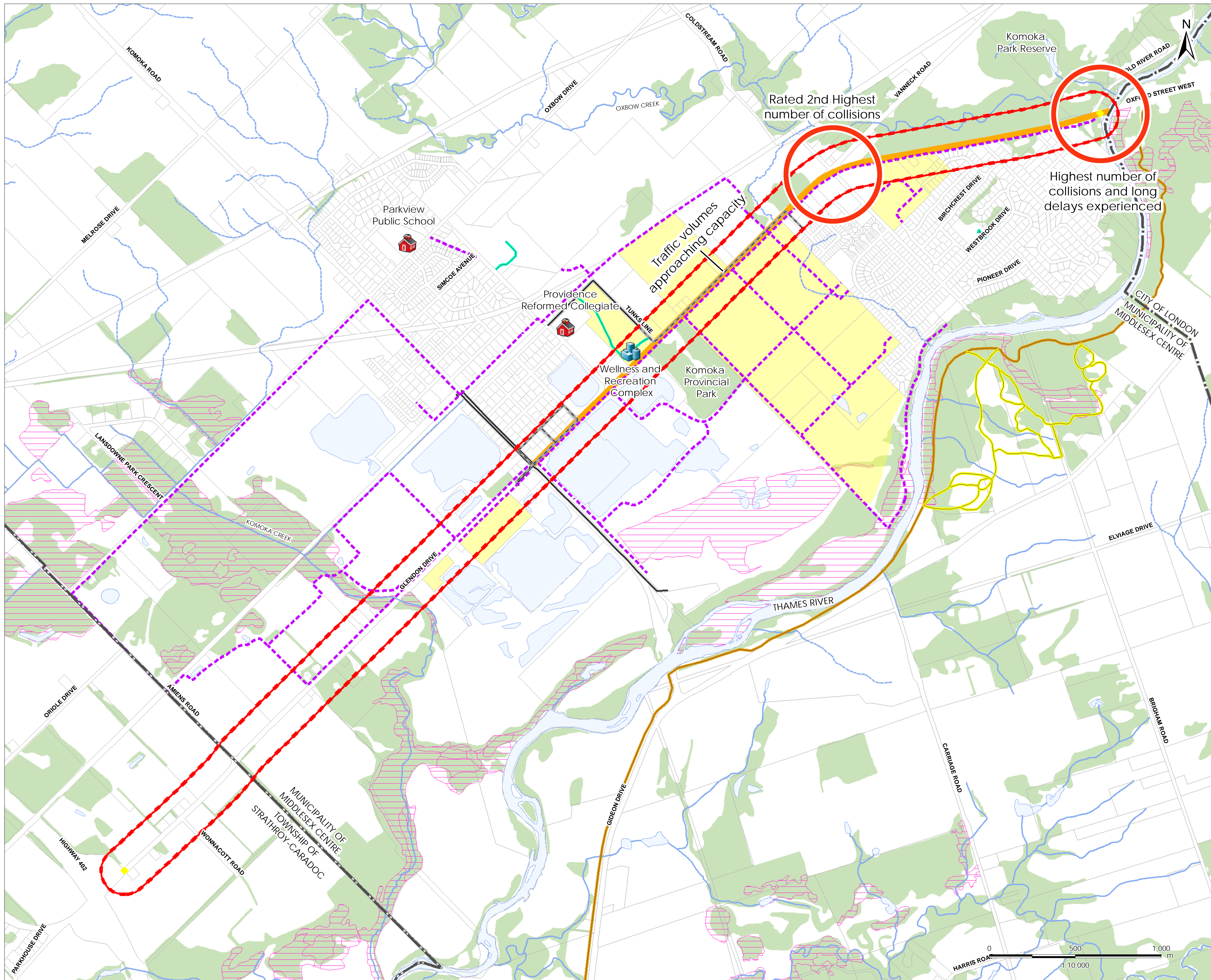
Residences along Glendon should be protected from noise level on Glendon Drive.

## Enhance the Natural Environment

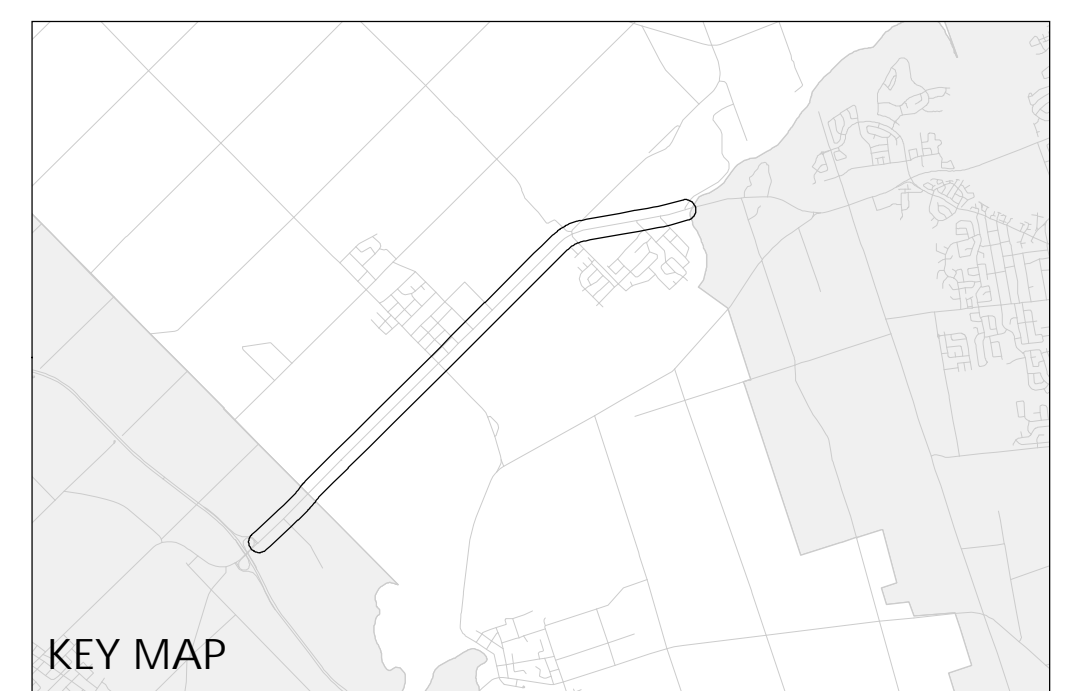
The Natural Environment including trails, trees, and ponds are important to the character and identity of the Kilworth and Komoka communities.







- Legend**
- Project Limits
  - Study Area
  - Parcel Fabric
  - Municipal Boundary
  - Watercourse (Permanent)
  - Watercourse (Intermittent)
  - Water
  - Provincially Significant Wetland
  - Wooded Area
  - Known Development Areas
  - Peak Traffic Near Capacity
  - Local Trail
  - Thames Valley Trail
  - Komoka Provincial Trail
  - Proposed Trail
  - Wellness & Recreation Complex
  - School
  - Existing Sanitary System
  - Existing Water Main



- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
  2. Base features produced under license with the Ontario Ministry of Natural Resources © Queen's Printer for Ontario, 2015.
  3. Orthoimagery © First Base Solutions, 2015
  4. Trails shown on map are generalized and placed in approximate location (From Middlesex Centre Trails Master Plan)

November 2015

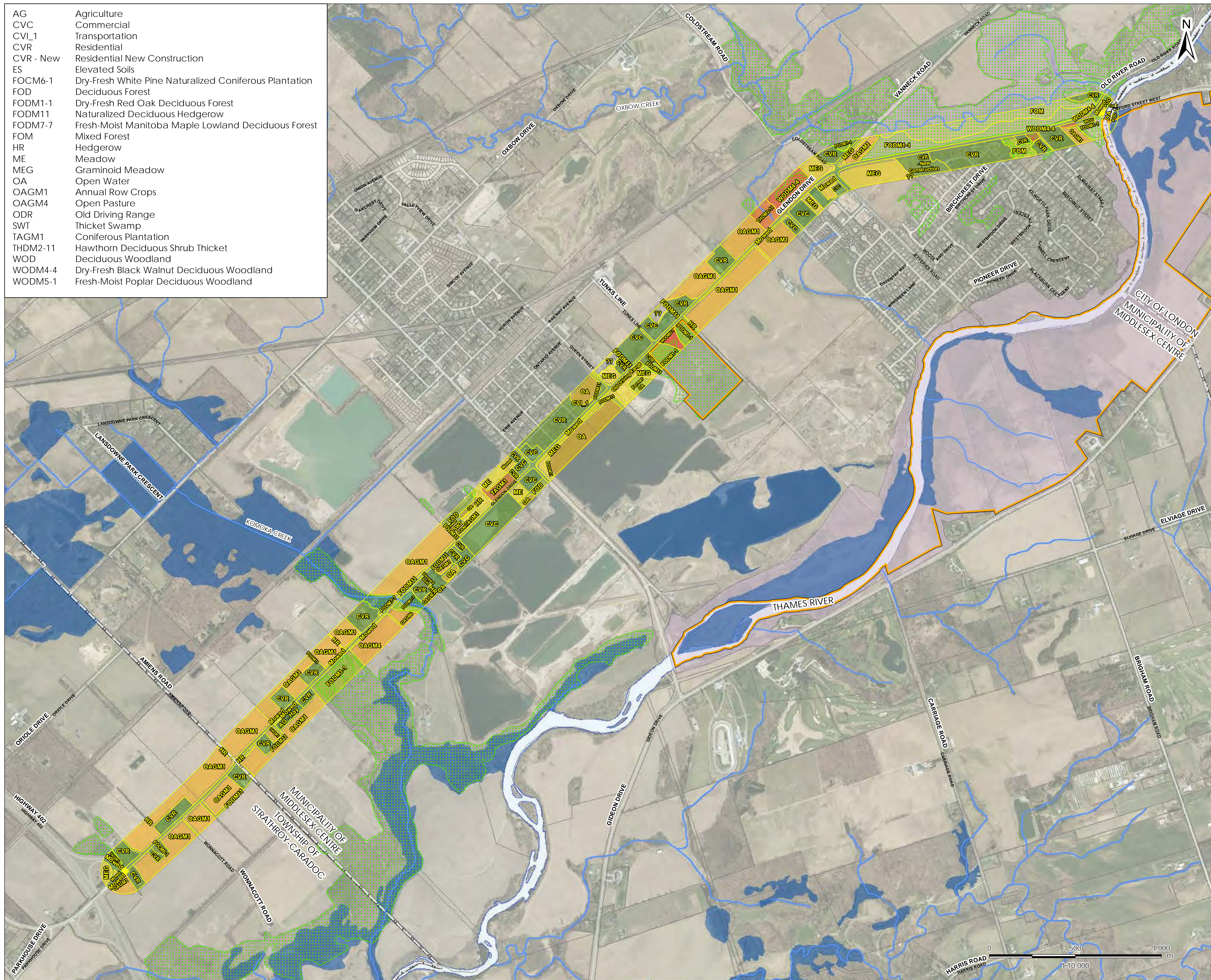
## Stantec

Existing Conditions

V:\01614\active\161413164\design\drawing\GIS\MXD\Working\161413164\_Existing\_Conditions\_24x36.mxd  
 Revised: 2015-11-17 By: albrown

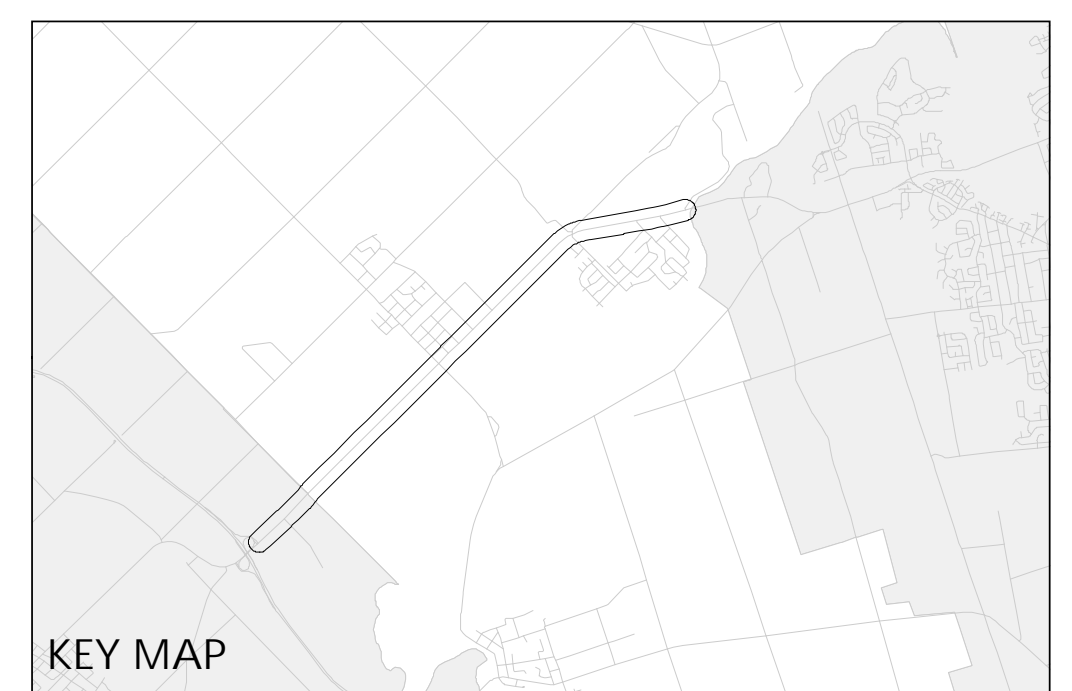


AG	Agriculture
CVC	Commercial
CVL1	Transportation
CVR	Residential
CVR - New	Residential New Construction
ES	Elevated Soils
FOCM6-1	Dry-Fresh White Pine Naturalized Coniferous Plantation
FOD	Deciduous Forest
FODM1-1	Dry-Fresh Red Oak Deciduous Forest
FODM11	Naturalized Deciduous Hedgerow
FODM7-7	Fresh-Moist Manitoba Maple Lowland Deciduous Forest
FOM	Mixed Forest
HR	Hedgerow
ME	Meadow
MEG	Graminoid Meadow
OA	Open Water
OAGM1	Annual Row Crops
OAGM4	Open Pasture
ODR	Old Driving Range
SWT	Thicket Swamp
TAGM1	Coniferous Plantation
THDM2-11	Hawthorn Deciduous Shrub Thicket
WOD	Deciduous Woodland
WODM4-4	Dry-Fresh Black Walnut Deciduous Woodland
WODM5-1	Fresh-Moist Poplar Deciduous Woodland



- Legend**
- Watercourse (Permanent)
  - Watercourse (Intermittent)
  - Significant Woodland (OP)
  - Provincially Significant Wetland
  - Provincially Significant Life Science ANSI
  - Provincial Park

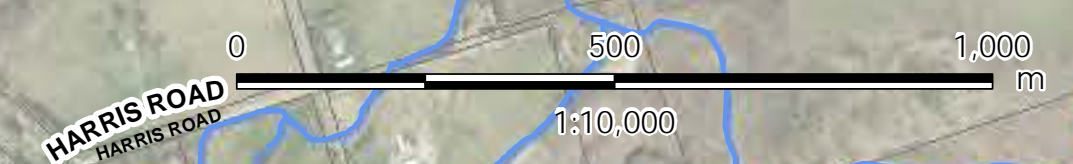
- ELC Code**
- |             |          |
|-------------|----------|
| ELC Unknown | HR       |
| AG - Hay    | ME       |
| CVC         | MEG      |
| CVL1        | Mowed    |
| CVR         | OA       |
| CVR - New   | OAGM1    |
| ES          | OAGM4    |
| FOCM6-1     | ODR      |
| FOD         | SWT      |
| FODM1-1     | TAGM1    |
| FODM11      | THDM2-11 |
| FODM7-7     | WOD      |
| FOM         | WODM4-4  |
| Former OA   | WODM5-1  |



- Notes**
- Coordinate System: NAD 1983 UTM Zone 17N
  - Base features produced under license with the Ontario Ministry of Natural Resources © Queen's Printer for Ontario, 2015.
  - Orthoimagery © First Base Solutions, 2015

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 Revised: 2015-11-17 By: albrown





## EXISTING CONDITIONS

Tunks Lane at Glendon Drive



Vanneck Road at Coldstream Road



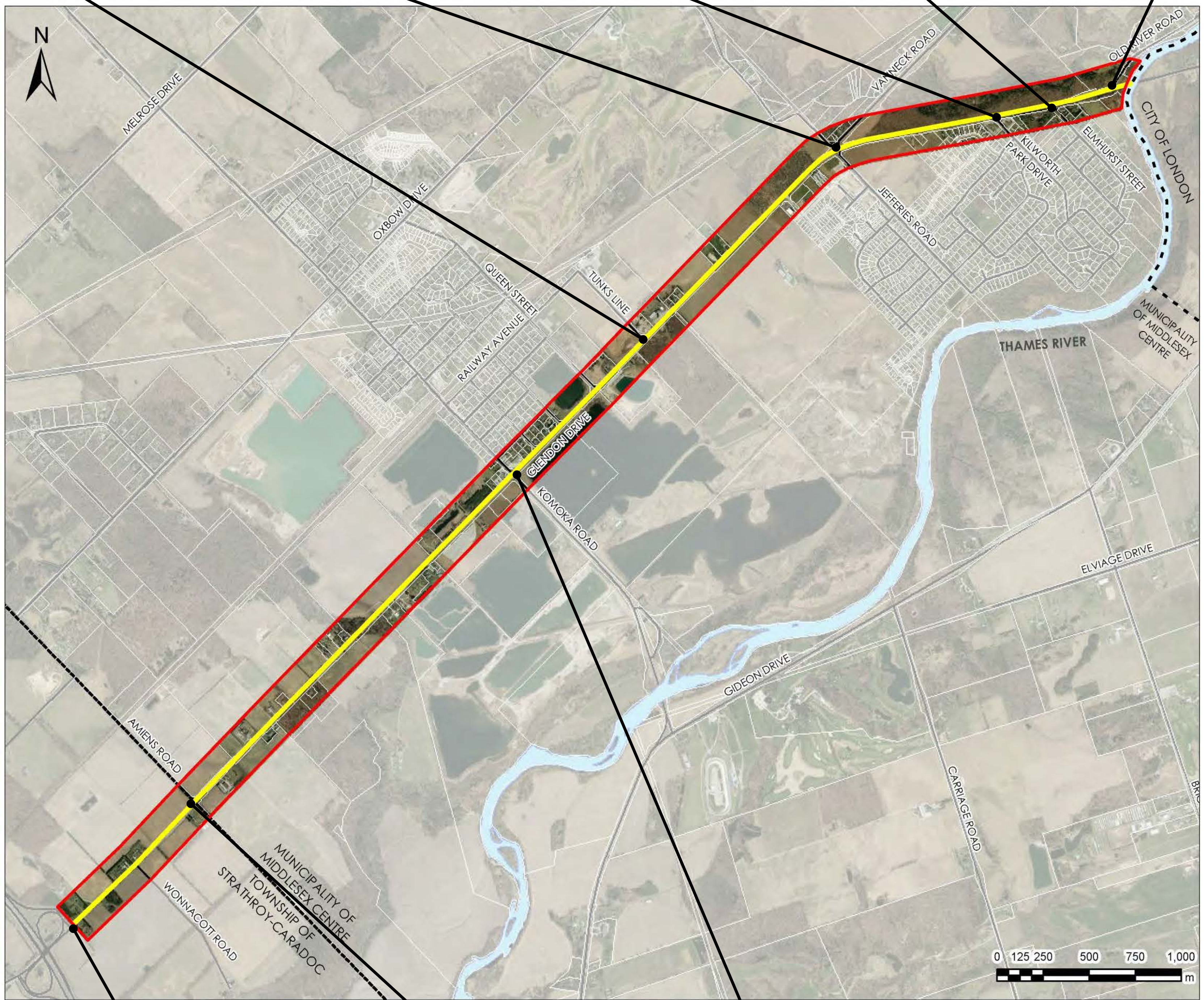
Kilworth Park Drive at Glendon Drive



Elmhurst Street at Glendon Drive



Old River Road at Glendon Drive



402 Ramp at Glendon Drive



Amiens Road at Glendon Drive



Boulevard: Komoka Road at Glendon Drive

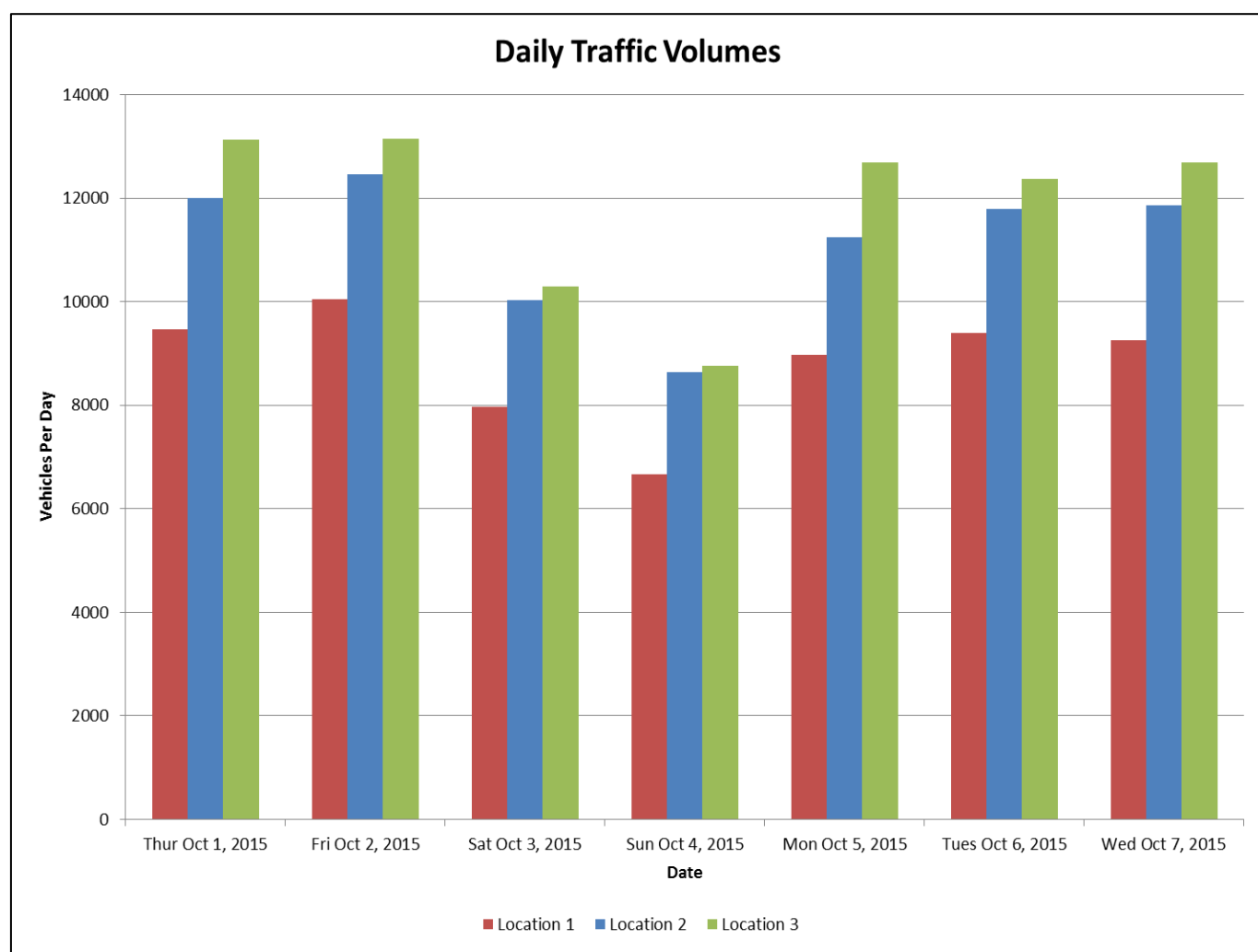


Komoka Road at Glendon Drive

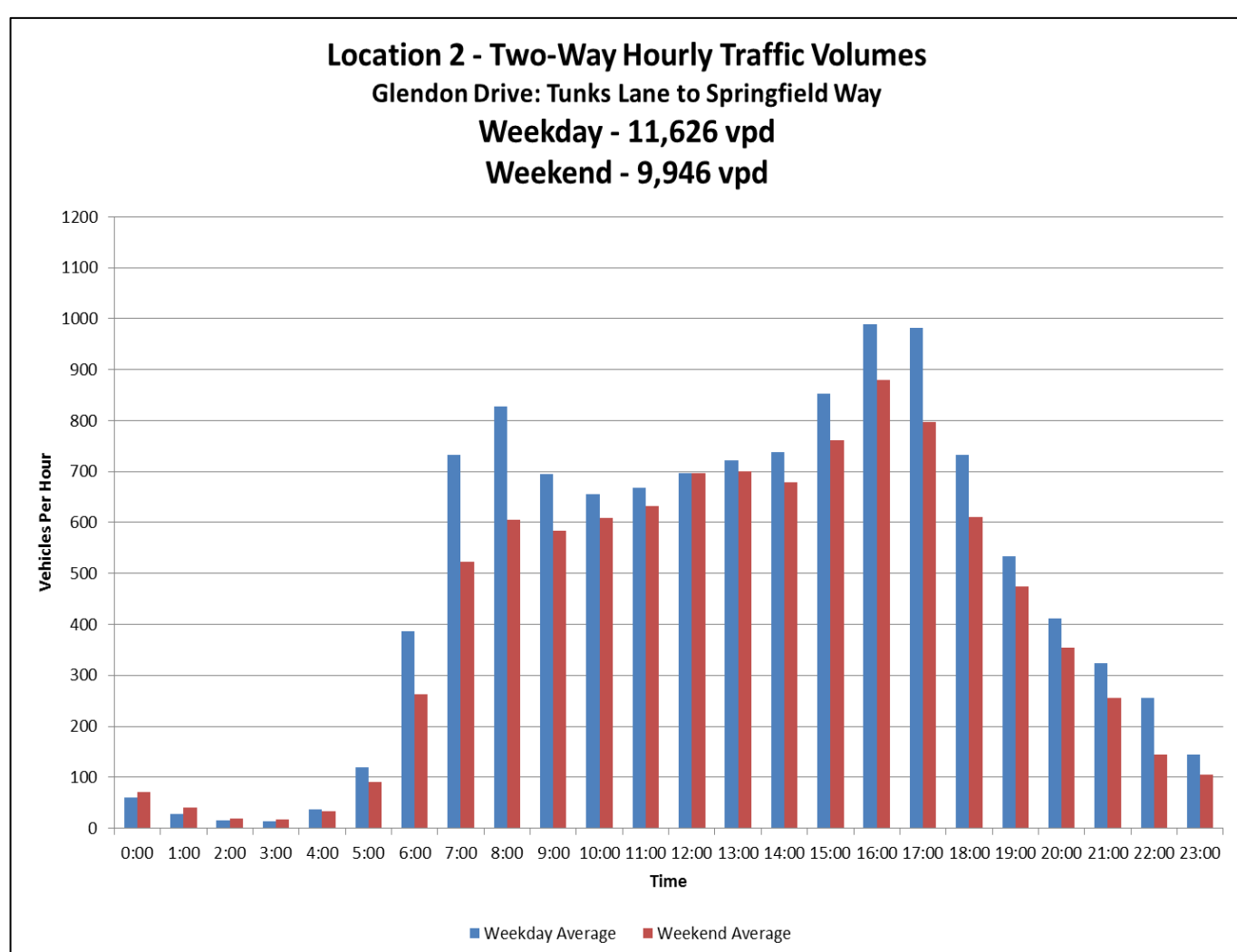
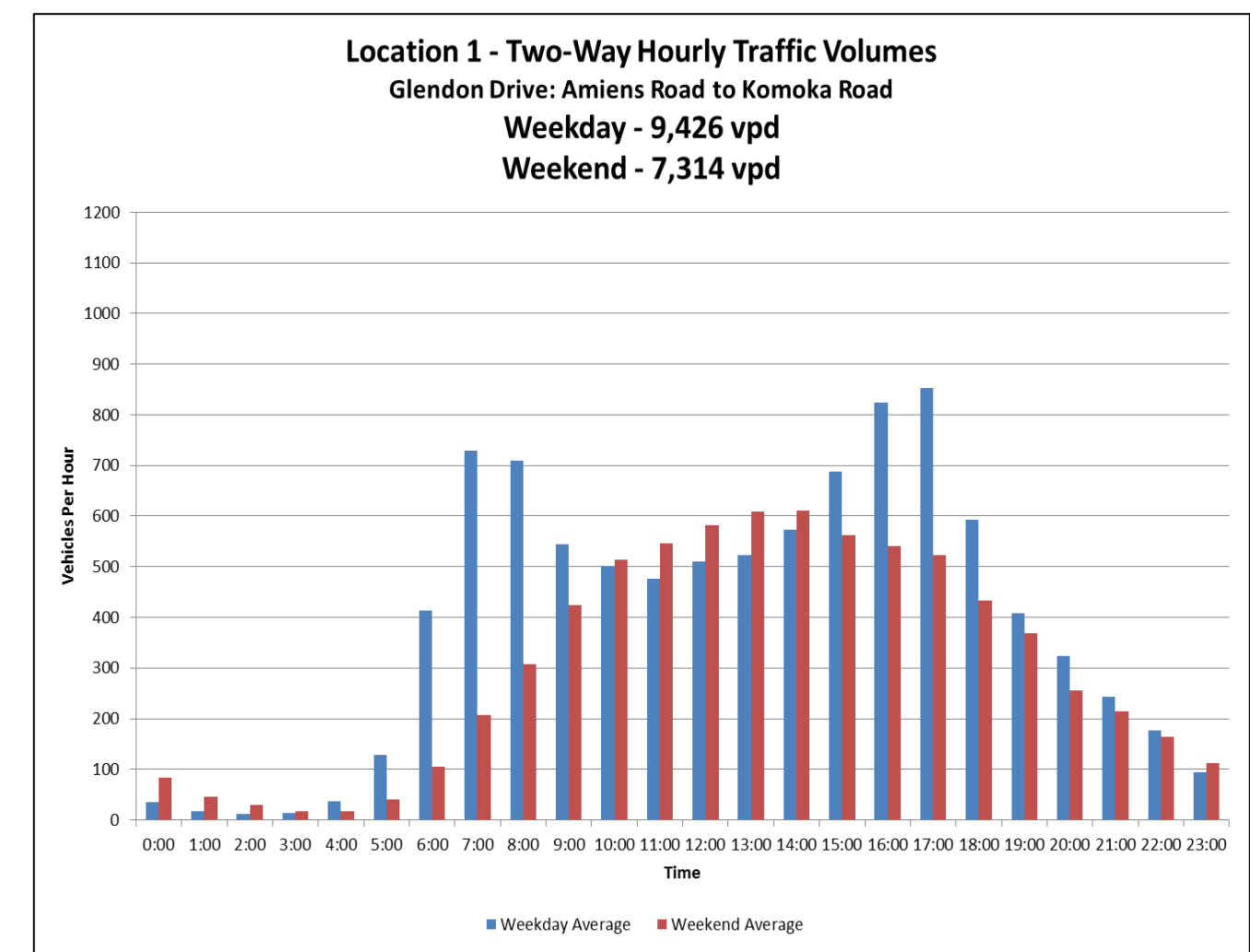




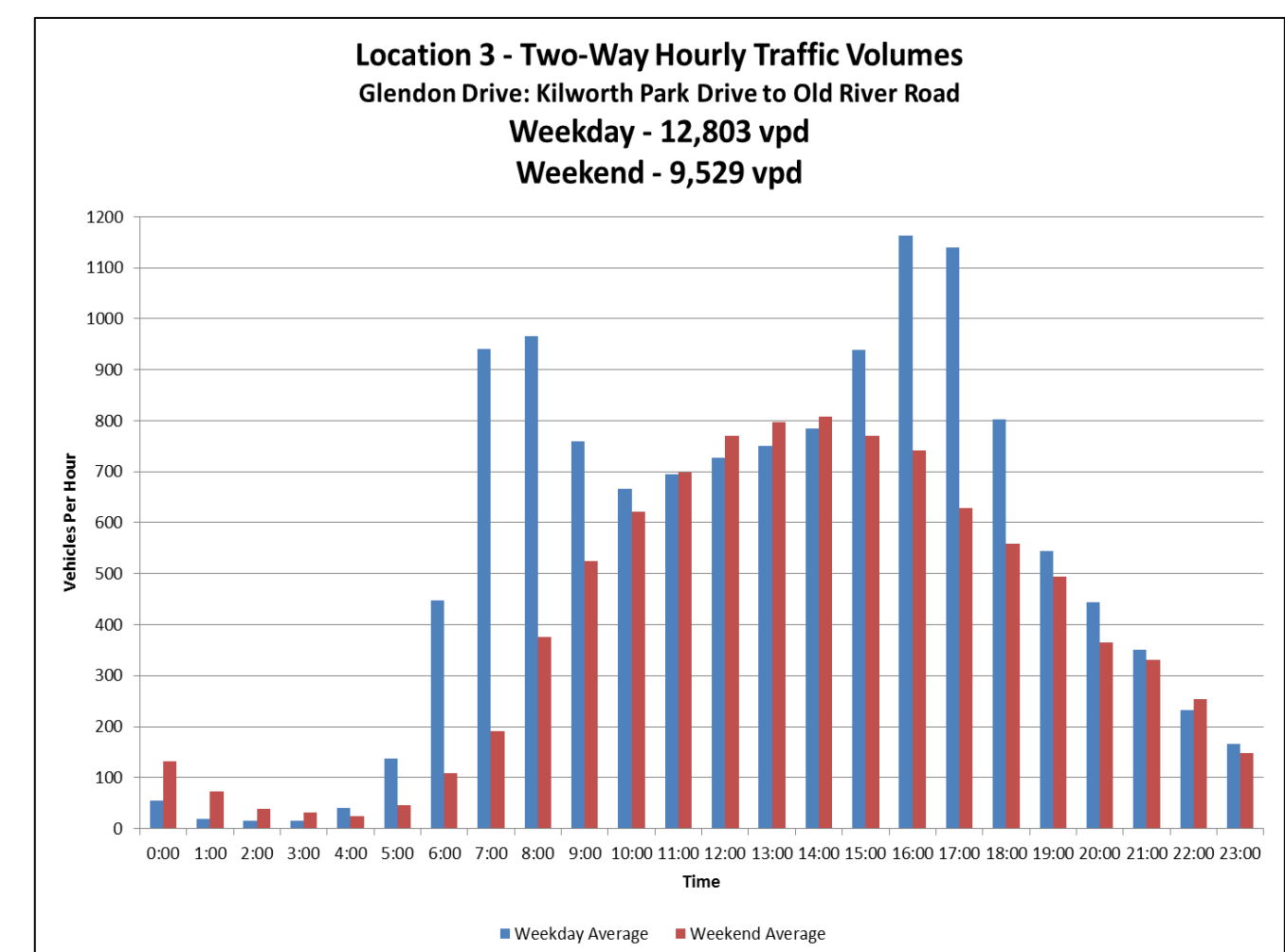
## EXISTING CONDITIONS TRANSPORTATION



Under existing conditions, Glendon Drive is generally operating well within capacity and intersections currently operate at good level of service. One exception is at the intersection of Glendon Drive with Old River Road where the southbound stop controlled approach is shown to operate with long delays.



Location 1 – Between Amiens Road & Komoka Road  
Location 2 – Between Tunks Lane and Springfield Way  
Location 3 – Between Kilworth Park Drive and Old River Road



Road Section	AM Peak Hour				PM Peak Hour			
	EB		WB		EB		WB	
	Vol <sup>1</sup>	v/c <sup>2</sup>	Vol	v/c	Vol <sup>1</sup>	v/c <sup>2</sup>	Vol	v/c
West of Amiens Road	467	0.52	431	0.48	481	0.53	514	0.57
Amiens Road – Komoka Road	510	0.57	458	0.51	475	0.53	509	0.57
Komoka Road – Queen Street	612	0.68	430	0.48	568	0.63	617	0.69
Queen Street – Tunks Lane	656	0.73	440	0.49	579	0.64	664	0.74
Tunks Lane – Springfield Way	639	0.71	440	0.49	523	0.58	667	0.74
Springfield Way – Jefferies Road-Vanneck Road	659	0.73	437	0.49	537	0.60	651	0.72
Jefferies Road-Vanneck Road – Kilworth Park Drive	651	0.72	426	0.47	539	0.60	615	0.68
Kilworth Park Drive – Old River Road	770	0.86	432	0.48	571	0.63	717	0.80

<sup>1</sup> Volume = two-way traffic; <sup>2</sup> v/c = two-way traffic/capacity of 900 vehicles per hour per lane

**Collision Trends:**

- The intersection of Glendon Drive/Old River Road experienced the highest number of collisions for the five year period.
- The intersection of Jefferies Road-Vanneck Road with Glendon Drive was ranked second in total number of intersection-related collisions.

Based on the speed information collected, it is clear that there is poor compliance with the posted speed limit at the selected locations.

Speed Statistics by Direction	Location 1		Location 2		Location 3	
	EB	WB	EB	WB	EB	WB
Posted Speed Limit	80 km/h	80 km/h	70 km/h	70 km/h	80 km/h	80 km/h
Average Speed	90.8	88.1	78.4	86.3	81.0	77.2
50 <sup>th</sup> Percentile Speed	91.1	87.7	78.3	86.4	82.5	77.2
85 <sup>th</sup> Percentile Speed	99.2	97.2	87.4	97.2	90.6	86.6
Pace (20 km/h)	80.1 – 100.0 81.8%	80.1 – 100.0 83.0%	70.1 – 90.0 83.5%	80.1 – 100.0 69.5%	70.1 – 90.0 75.5%	70.1 – 90.0 81.3%
Compliance with Speed Limit	6.7%	11.0%	10.7%	3.8%	39.5%	64.5%
Speeds above 80 km/h	-	-	41.5%	76.8%	-	-
Speeds above 90 km/h	54.2%	38.1%	-	-	15.4%	4.5%

<sup>1</sup> Location 1: Amiens Road to Komoka Road; Location 2: Tunks Lane to Springfield Way; Location 3: Kilworth Park Drive to Old River Road





# TRAFFIC FORECASTING

Future traffic volume calculations were based on a combination of existing volumes, future development site traffic assignments and consideration of general population growth ( 5% increase over 20 years).

Future traffic forecasting concluded:



**1**

The need for **an additional lane of east-west road** capacity to serve future development within and immediately adjacent to the Glendon Drive corridor.

**2**

At **Amiens Road**: **eastbound auxiliary left turn lane**;

**3**

At **Komoka Road**: **optimize signal timings**;

**4**

At **Queen Street**: eastbound **auxiliary left turn lane** and westbound **auxiliary right turn lane**;

**5**

At **Tunks Lane**: monitor for **potential future need for traffic signals**, and consider including traffic signal underground duct work as part of a future reconstruction of this intersection;





## TRAFFIC FORCASTING

6

**Street A** (access to future Black Property development): **traffic signals**, and **westbound auxiliary left turn lane** and **eastbound auxiliary right turn lane**;

7

At **Springfield Way**: **traffic signals**;

8

At **Jefferies Road-Vanneck Road**: **optimize signal timings**, **eastbound** and **westbound auxiliary right turn lanes**, and southbound **auxiliary left turn lane**;

9

At **Kilworth Park Drive**: monitor for potential **future need for traffic signals**, and consider including traffic signal underground duct work as part of a future reconstruction of this intersection;

10

At **Old River Road**: consider **restricting access** to right turns in and right turns out as an interim improvement or **potential closure** of Old River Road Glendon Drive intersection.

11

Design alternatives should be considered for the intersection of Vanneck Road/Coldstream Road to address the traffic safety and operational concerns related to its close proximity (approximately 20m) to Glendon Drive.





# ALTERNATIVE SOLUTIONS

1

**Do Nothing** No physical and/or operational changes would be made within the study corridor. This alternative is included to provide a base to which other alternatives can be compared.

2

**TDM & Expanded Pedestrian & Bicycle Use** Diverting current traffic from vehicles to other modes of transportation. This alternative provides some improvement to the corridors but as a stand-alone measure it would not efficiently and safely accommodate future travel demands.

3

**Operational Improvements** Operational improvements could include traffic calming measures (lane widths or on street parking) turning lanes, intersection signalization/traffic management optimization, turn restrictions (right in right out/closure of intersections), turn lanes with localized widening.

4

**Road Widening** - Widening the study corridor from 2 lanes to improve capacity, safety and incorporate active transportation.

5

**Improvements to Parallel Roads** While improvements to parallel east-west roads, such as Oxbow Drive to the north and Gideon Drive (County Road 3) to the south could be considered, the use of these roadways would require indirect travel to or from the future developments situated along Glendon Drive and would not preclude the need to make substantial intersection improvements along Glendon Drive. Further, Oxbow Drive and Gideon Drive do not provide a comparable function to Glendon Drive in terms of direct access to Highway 402 to the west and to the City of London to the east.

#

**RECOMMENDED SOLUTIONS** - To be carried forward for further analysis.



## EVALUATION PROCESS

The EA will allow us to provide the appropriate information to ensure the recommendations brought forward will provide benefits for both present and future conditions.

### Step 1

Identify alternative planning solutions to meet the project objectives:

- Mitigate future deficiencies, accommodate increased traffic demand, and improve safety;
- Address major intersection and driveway entrances along the Glendon Drive corridor to accommodate the increased traffic demand and improve safety;
- Identify a functional and visually attractive design concept for vehicular travel lanes, bike lanes, pathways, and sidewalks to appropriately accommodate the speed and safety of travel for motorists, cyclists and pedestrians.

### Step 2

As part of the Class EA process, defining the framework and criteria for evaluating the alternative planning solutions is undertaken. The following environmental components are considered as part of the evaluation process:

**Natural Environment:** having regard for protecting significant natural and physical elements of the environment (i.e. air, land, water and biota) including natural heritage and environmental features and functions.

**Social/Cultural:** potential effects on residents, neighbourhoods, businesses, community character, social cohesion, community features, and historical/archaeological and heritage components

**Technical:** consider technical suitability and other engineering aspects of the alternative solutions.

**Economic/ Financial:** potential effect on servicing costs.

### Step 3

Evaluate design concepts for the recommended planning solutions carried forward from step 2:

**Operational Improvements** lane widths, potential for on street parking, turning lanes, turn restrictions(right in right out/closure of intersections), localized widening.

**Road Widening** - Widening the study corridor from 2 lanes.

This will be completed following comments received from stakeholders, aboriginal communities, agencies and members of the public. Results of our analysis will be presented at the next Public Information Centre.



# POTENTIAL ROAD WIDENING ALTERNATIVES

## ROAD WIDENING

### 3 LANE CROSS SECTION

One through lane in each direction and a continuous left turn lane

OR

### 4 LANE CROSS SECTION

- A. Four lane cross section with two through lanes in each direction exclusive left and right lanes to be considered
- B. Two way left turn lane as centre lane and two through lanes in each direction

+

## HORIZONTAL ALIGNMENT

- A. Widen along existing centre line
- B. Widen to the north
- C. Widen to the south
- D. Widen to the north and south

+

## CROSS SECTION TYPE

- A. Urban section
- B. Rural section

+

## ACTIVE TRANSPORTATION IMPROVEMENTS

- A. SIDEWALKS
- B. BIKELANES
- C. MULTI-USE TRAIL

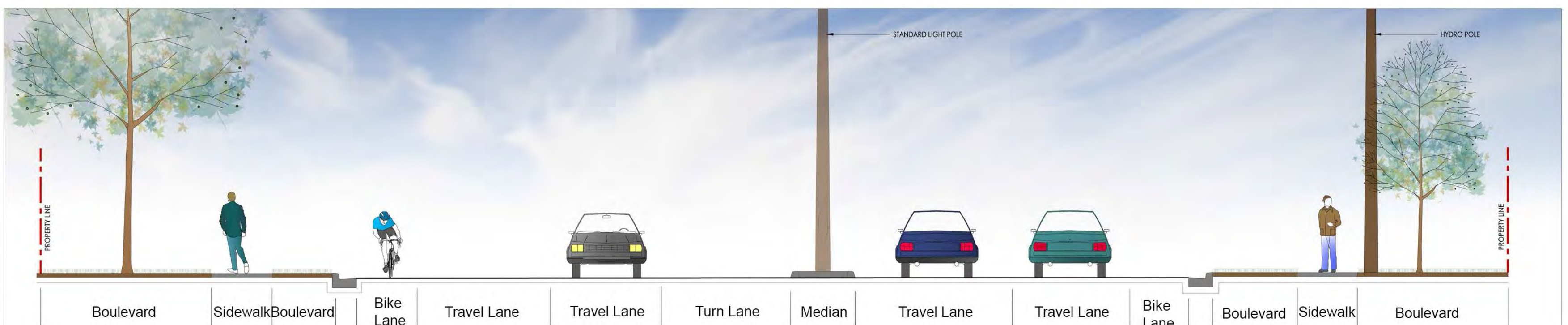
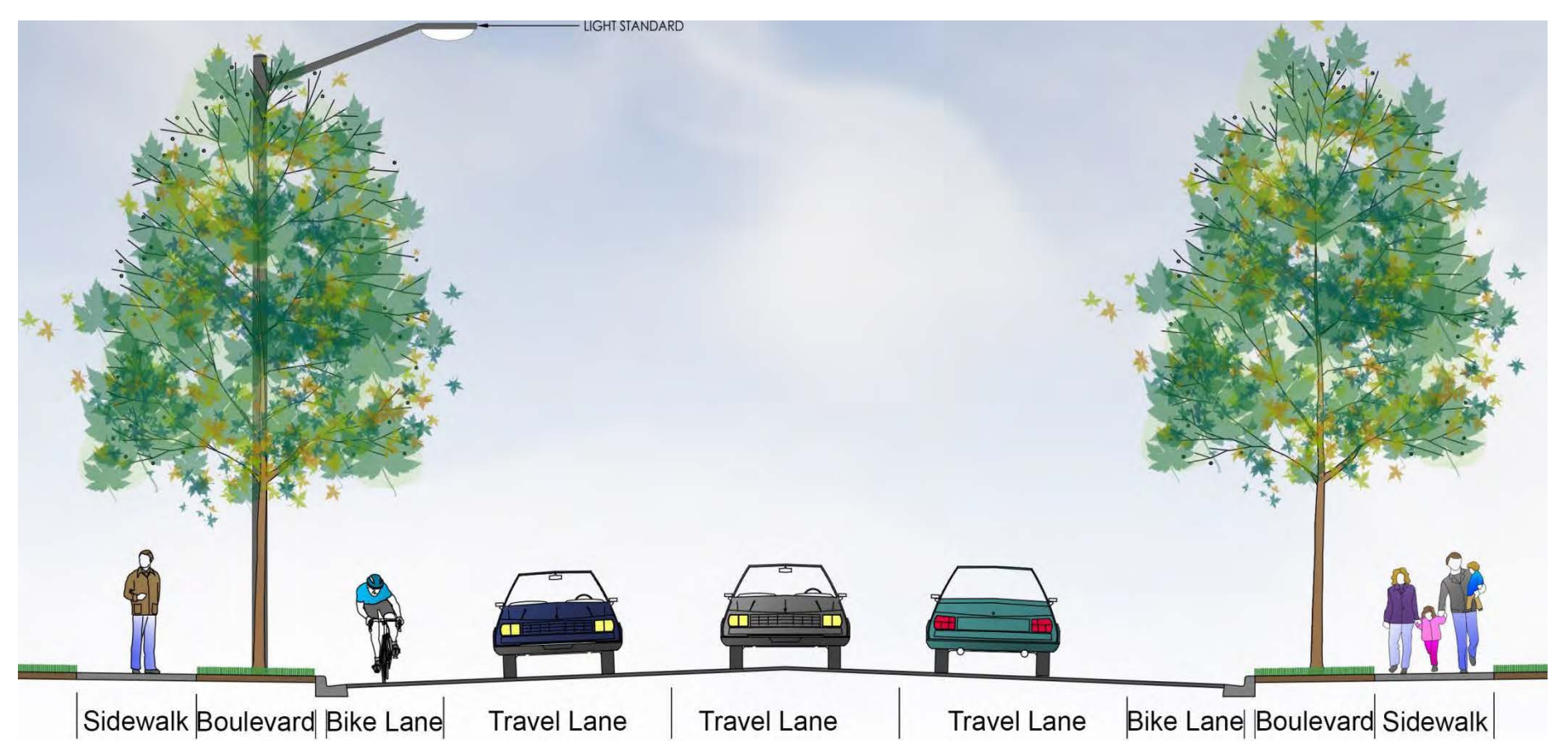
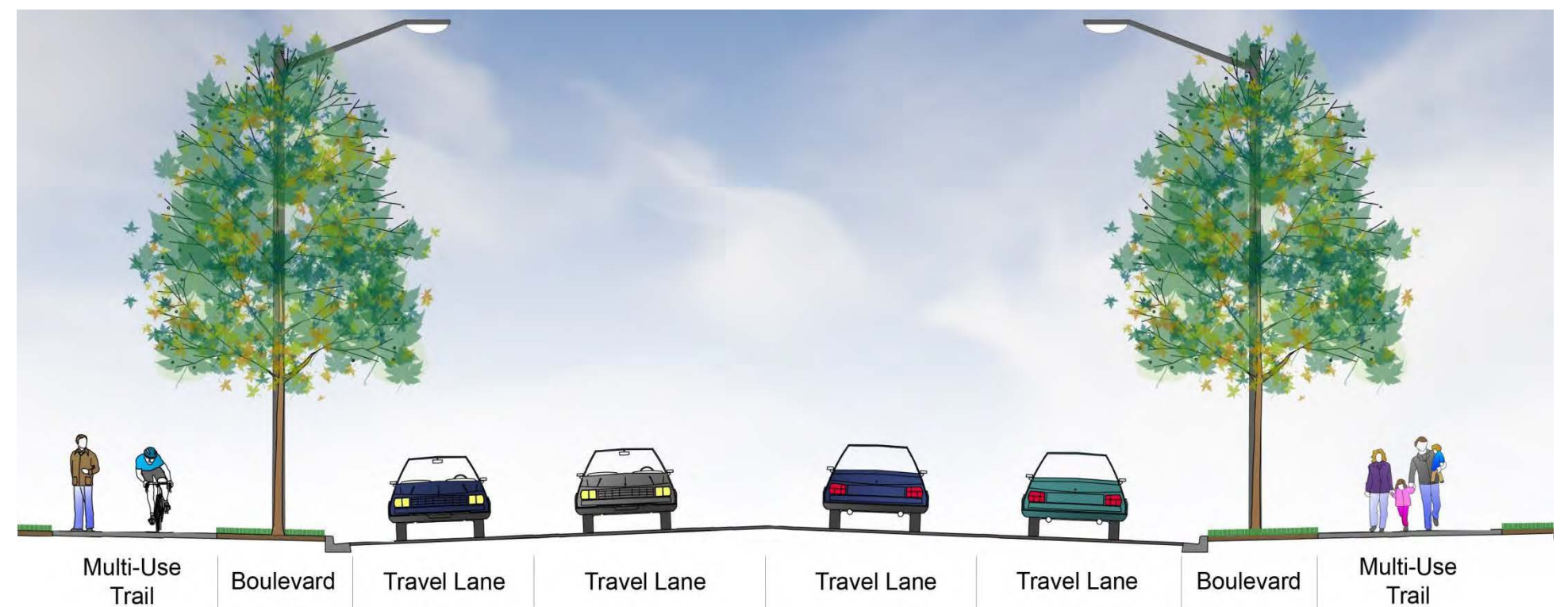
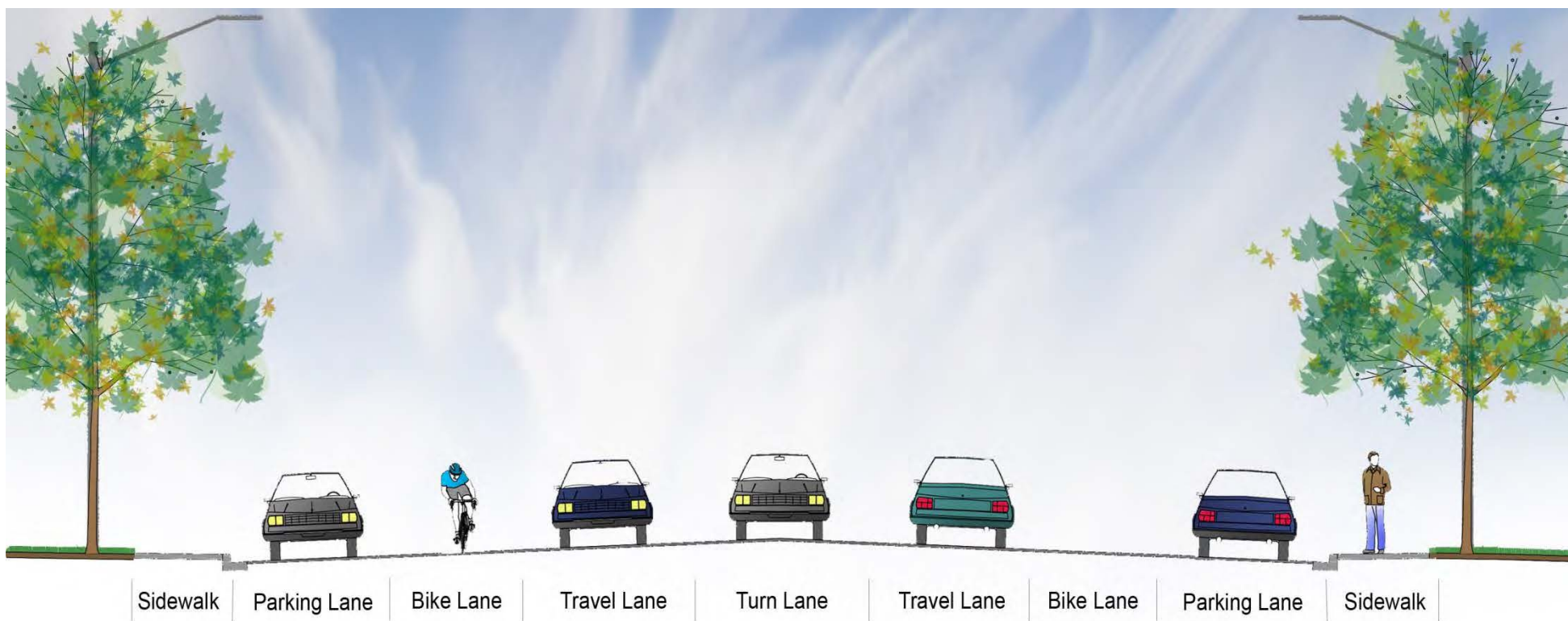
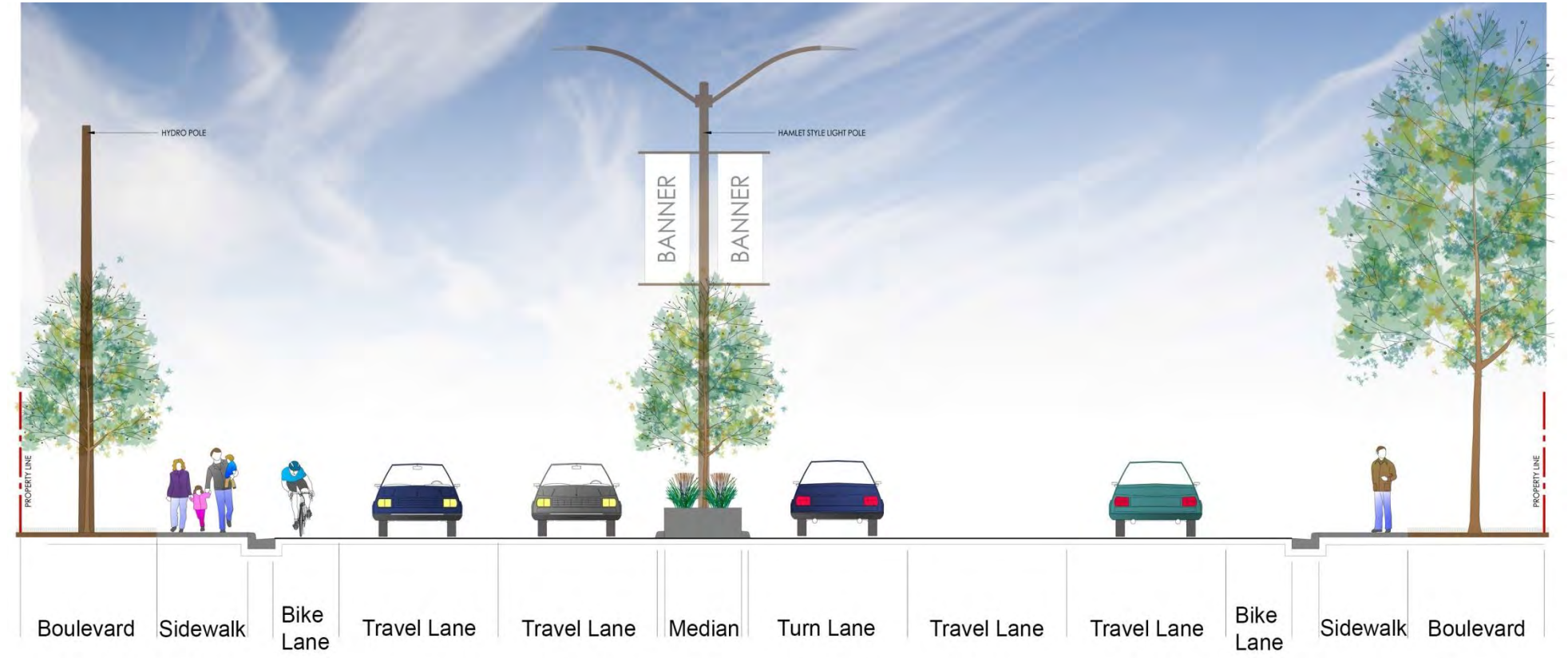
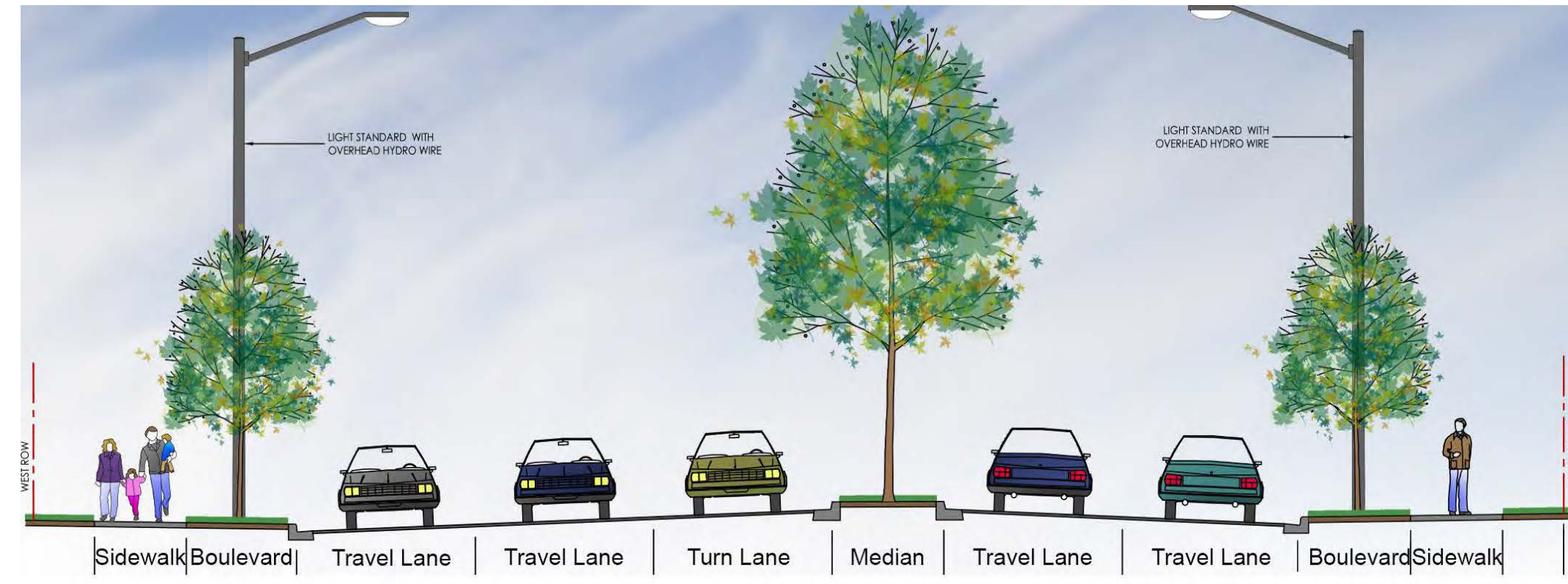
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## PREFERRED ALTERNATIVE





## EXAMPLE CROSS SECTIONS



Visit the website to get involved  
[glendondrive.mindmixer.com](http://glendondrive.mindmixer.com)





# URBAN DESIGN

The purpose of **Urban Design** or Streetscape Design is to identify Glendon Drive as a significant roadway corridor that links the communities of Komoka and Kilworth and highlights their unique attributes.

The intent of the public consultation process is to:

- Identify potential **opportunities and constraints** for Urban Design improvements that will inform the development of design alternatives and guidelines
- Identify potential **theme(s)** or an overall approach that identifies the unique attributes of Glendon Drive and informs design development, e.g. Agriculture Heritage
- Identify **design goals** for improvements. Goals may include:
  - Provide a distinctive and high quality streetscape that has regard for human scale;
  - Integrate aesthetic improvements with transportation and technical requirements;
  - Provide a unifying visual and physical character (including lighting, landscaping and signage);
  - Promote safe pedestrian and cycling circulation and connections;
  - Emphasize distinct features and areas of interest;
  - Protect and enhance significant views and vistas, and heritage resources;
  - Provide design that has regard for local history, culture and the natural environment;
  - Meet or exceed safety and accessibility requirements;
  - Consider capital, operations and maintenance cost implications or design recommendations.





## URBAN DESIGN ELEMENTS



Banners



Street Furniture



Feature Wall



Cycling Facilities



Public Art



Rain Garden



Signage



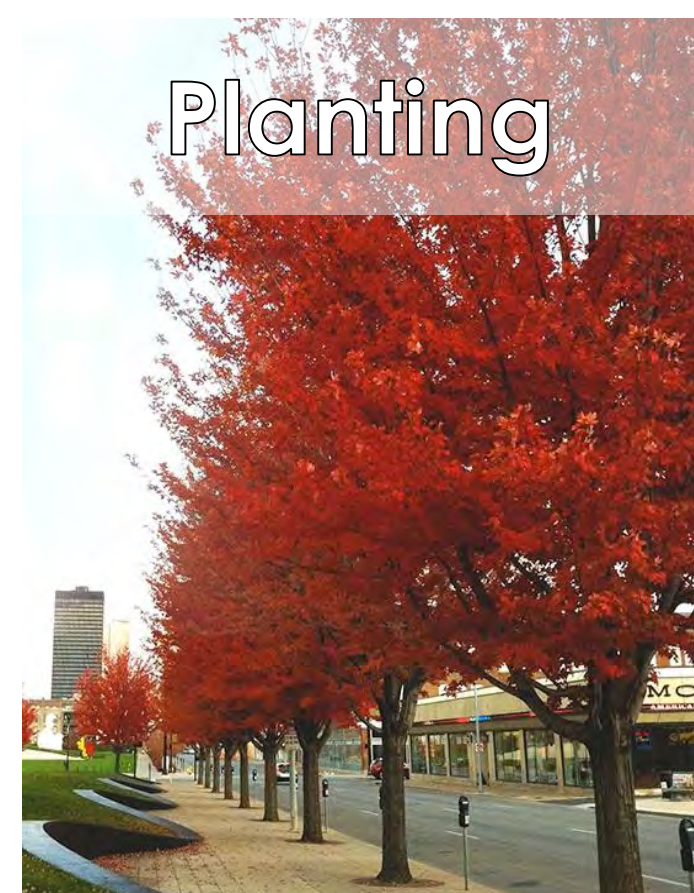
Median Design



Lighting



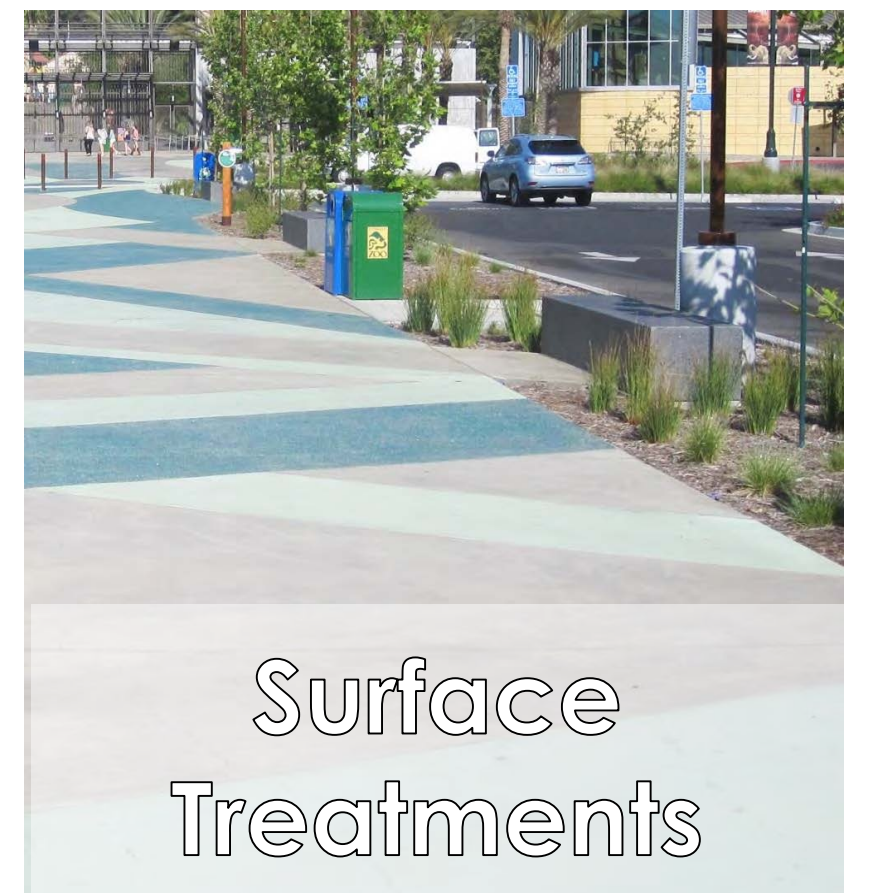
Landform



Planting



Bioswales



Surface Treatments

Visit the website to get involved

[glendondrive.mindmixer.com](http://glendondrive.mindmixer.com)





# ACTIVE TRANSPORTATION TOOLBOX

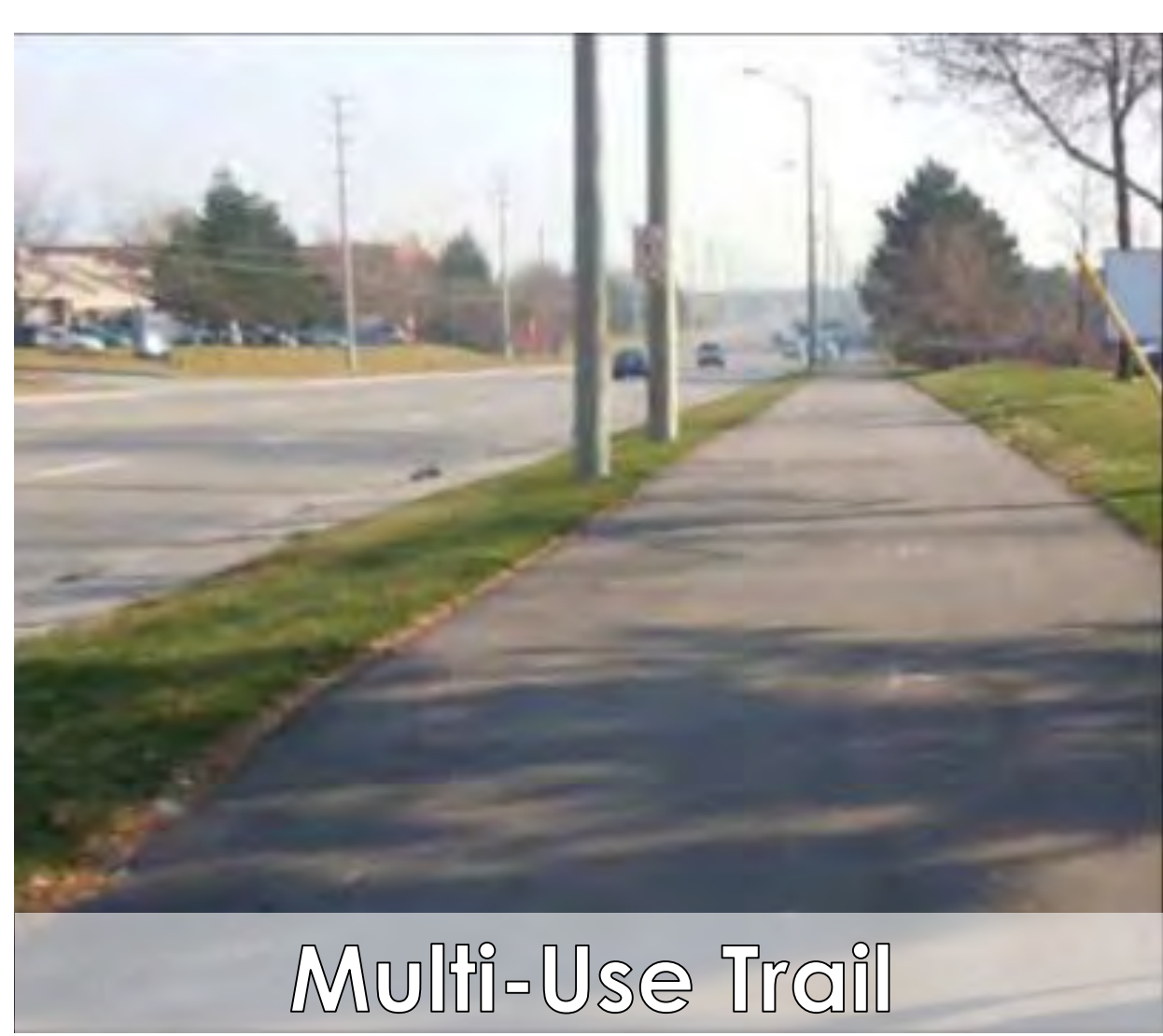


Buffered Bike Lane with On-Street Parking

From the public comments received already, Active Transportation facilities including bike lanes, sidewalks, and trails are important to the Communities. Here are a few types of facilities that may be considered.



Shared Bike Lane



Multi-Use Trail



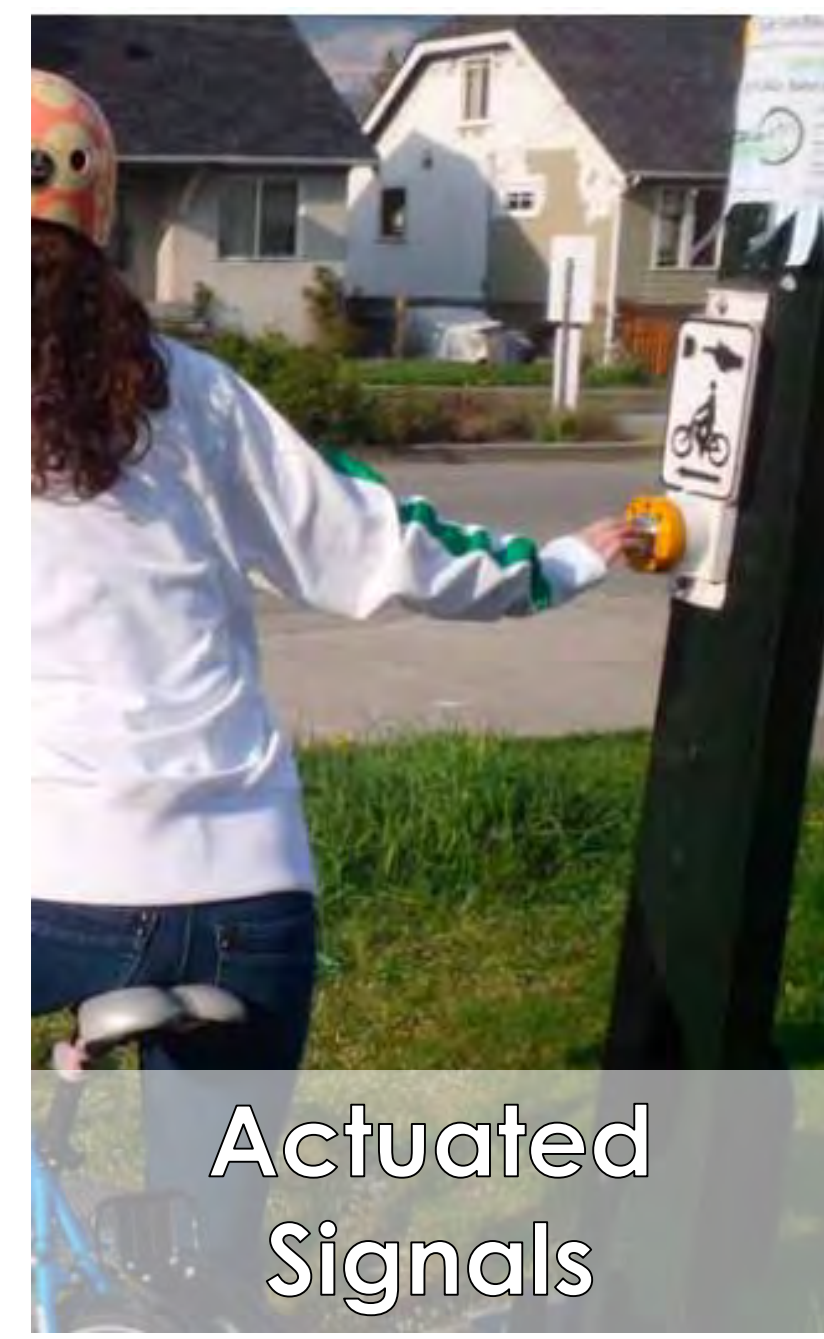
On-Street Bike Lanes



Shared Pedestrian & Cyclist Crossroad



Separated Bike Lanes



Actuated Signals



Sidewalks





# WELCOME

Thank you for attending the second Public Information Centre (PIC) for The Glendon Drive Streetscape Municipal Class Environmental Assessment

## PIC 1 – NOVEMBER 2015

Improvements considered included:

Traffic; Road Design; Streetscape/ Urban Design; Active Transportation; Linear Infrastructure; Stormwater Management.

Planning solutions included a combination of;

Traffic Demand Management, Improved Pedestrian & Bicycle Facilities, Operational Improvements, and Road Widening

## THE PURPOSE OF TONIGHT'S PIC

Tonight we are presenting the design alternatives considered, an overview of the evaluation process, and preliminary recommendations.

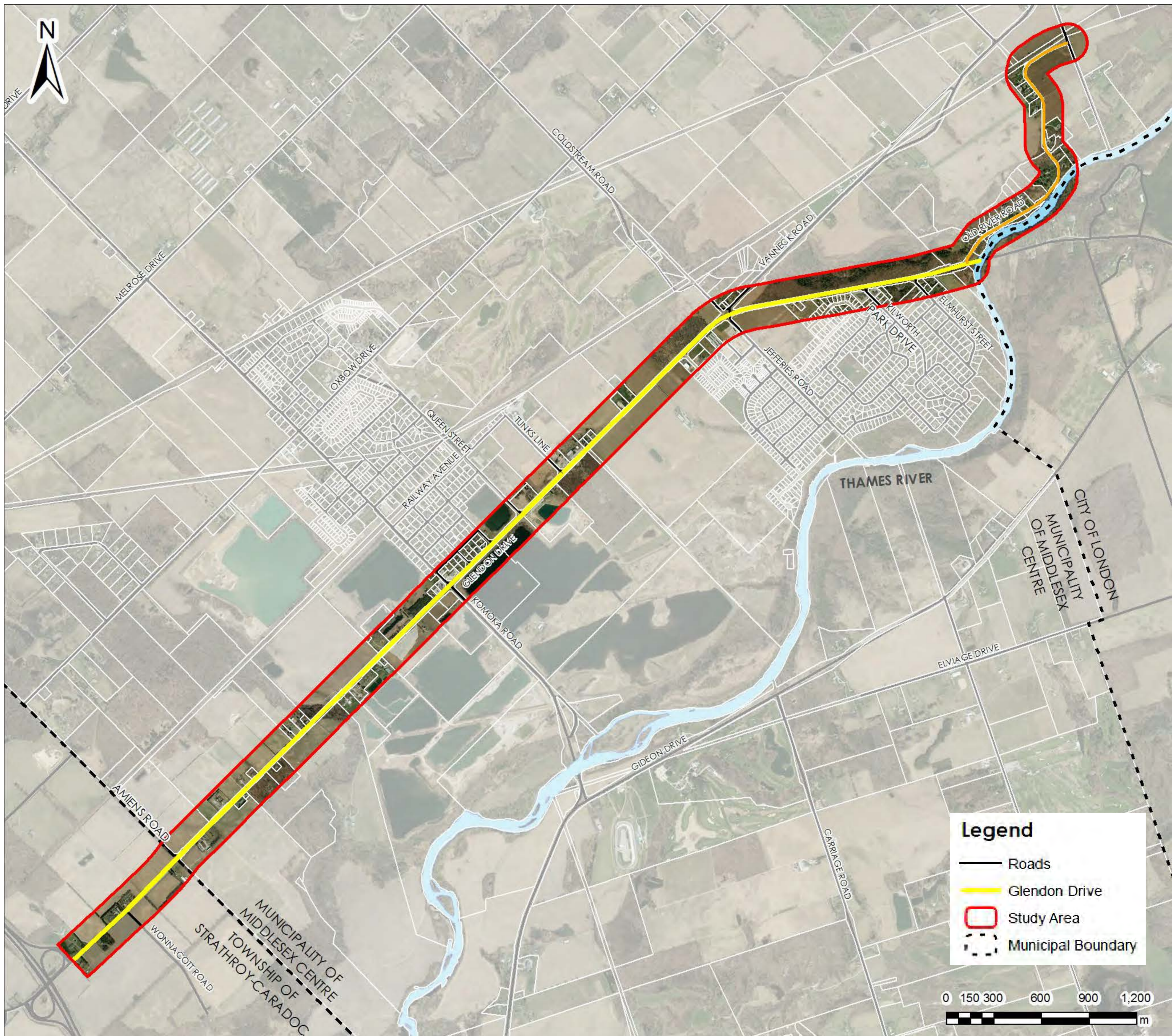
## WE NEED YOUR INPUT ON

- The alternative designs considered;
- the preliminary recommendations, and how you may benefit or be affected by the proposed works;
- Any additional information you would like us to consider and/or incorporate into the study.





## STUDY AREA



- The study area includes Glendon drive, west of the Thames River bridge to the Highway 402 interchange, as well as Old River Road.
- Glendon Drive is an east-west arterial road that provides connectivity between the local communities of Komoka and Kilworth. It serves as a main commuter route to the City of London to the east and to the Highway 402 interchange to the west, and serves as a through traffic route for intra-County traffic.
- As the local communities develop, it will be important to make improvements to Glendon Drive that will maintain its arterial road function and provide sufficient road capacity, while safely and efficiently accommodating active transportation modes.
- Old River Road is situated north of Glendon Drive an extends through to Pulham Road. Documented problems along the Old River Road corridor include embankment instability, drainage problems and substandard road profile and cross section.





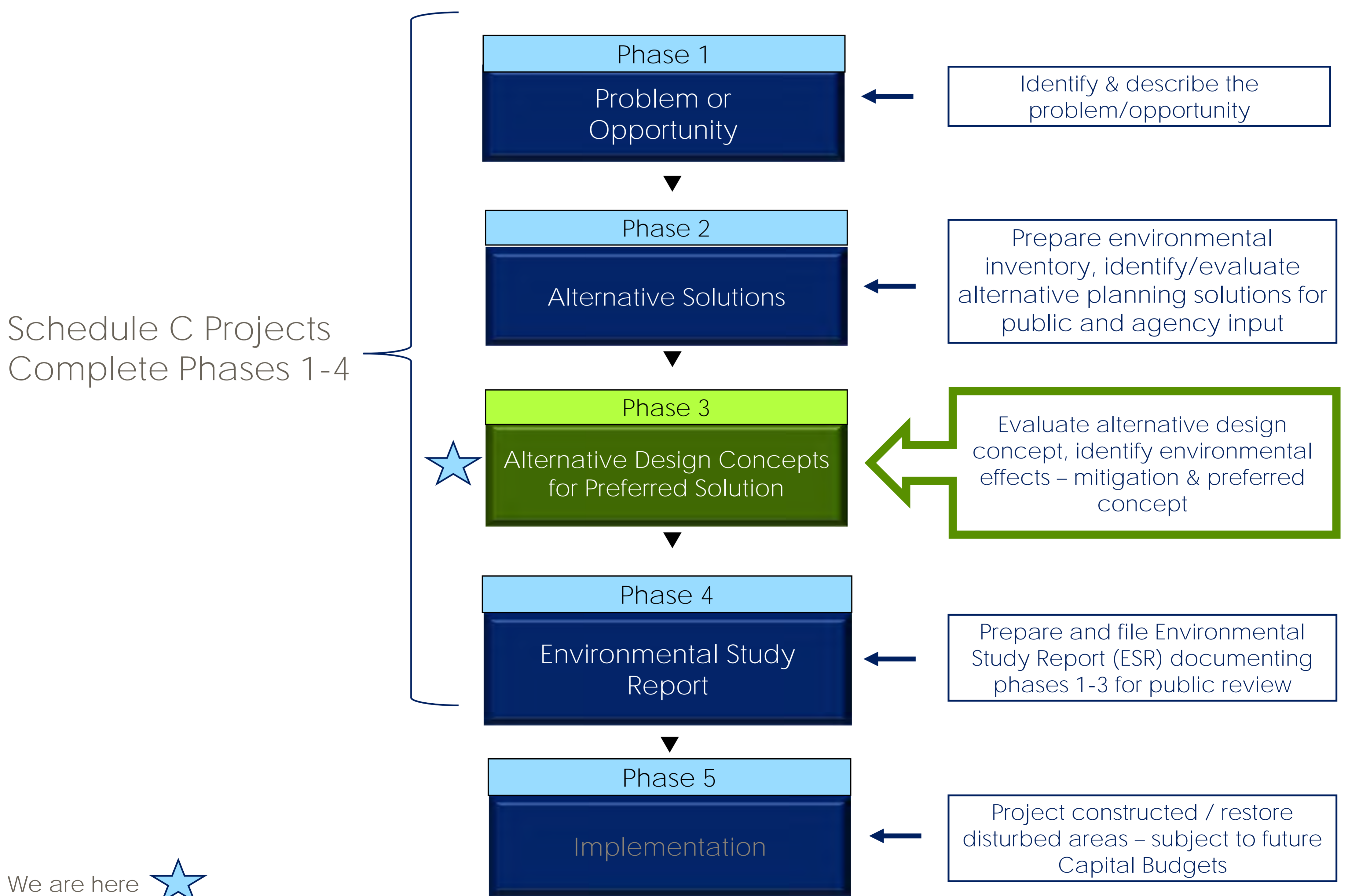
# WHAT IS THE CLASS EA PROCESS?

The Municipal Class Environmental Assessment process is a five phase planning process which:

- o Identifies reasonable solutions to the problems and opportunities in the study area;
- o Considers advantages and disadvantages including net environmental effects;
- o Requires public consultation; and
- o Provides clear documentation that describes the decision making process.

This study will :

- o Follow the Schedule 'C' Class EA requirements.
- o Complete Phases 1, 2, 3, & 4; and
- o Document the decision making process in an Environmental Study Report to be filed for a 30 calendar day review period.





# What We've Heard So Far

Over 160 participants participated  
[glendondrive.mindmixer.com](http://glendondrive.mindmixer.com) online community!

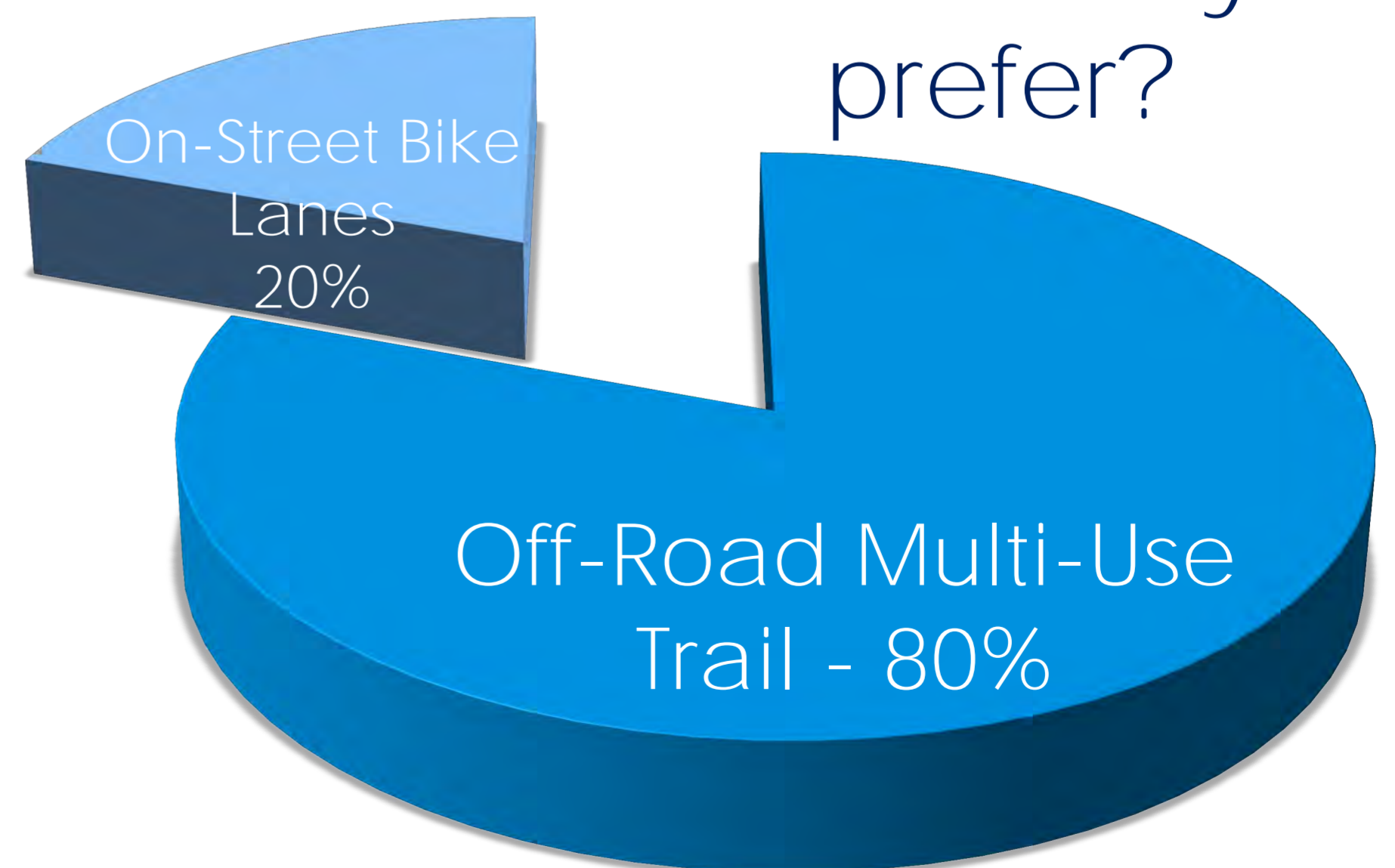
Feedback emphasized how active the Kilworth and Komoka communities are, and the importance of preserving the surrounding natural features while making them more accessible by providing appropriate active transportation facilities.

Also concerned with addressing existing transportation concerns and operations at the '5-corners' intersection and the intersection of Old River Road.

COMMENT SUMMARY
<b>TRAFFIC OPERATIONS</b>
<p><b>GENERAL TRAFFIC CONCERNS</b></p> <ul style="list-style-type: none"> <li>High speeds of traffic and truck traffic as a barrier to active transportation, and successful implementation of land use concept within Middlesex Centre's Official Plan (i.e. Village Main Street).</li> <li>Arterial function of the road being reduced with more traffic signals, and other traffic calming measures</li> </ul> <p><b>'5 CORNERS' INTERSECTION</b></p> <ul style="list-style-type: none"> <li>Several comments in favour of a roundabout in this area, with the acknowledgement of the issues involved in incorporating the 5 legs of the intersection, as well as heavy truck and pedestrian/cyclist use.</li> </ul> <p><b>OLD RIVER ROAD</b></p> <ul style="list-style-type: none"> <li>The intersection with Glendon Drive is a primary access for residents of Old River Road, but operations at the intersection pose a serious safety concern.</li> </ul>
<b>ACTIVE TRANSPORTATION</b>
<p><b>CYCLING TRAFFIC</b></p> <ul style="list-style-type: none"> <li>The corridor serves (or could serve) cyclists of a wide range of ages and skill levels, from experienced, long-distance cyclists who prefer on-road facilities (Old River Road also offers the most challenging hill climb in the London area), to children and residents accessing local amenities (Wellness &amp; Rec Centre, Library, Schools, etc.).</li> </ul> <p><b>PEDESTRIAN TRAFFIC</b></p> <ul style="list-style-type: none"> <li>There is a strong desire for safe pedestrian access to amenities along Glendon Drive and adjacent natural areas (Wellness &amp; Rec Centre, Komoka Provincial Park, etc.).</li> </ul>
<b>URBAN DESIGN</b>
<p><b>STREETScape IMPROVEMENTS</b></p> <ul style="list-style-type: none"> <li>Should maintain and enhance the rural character of the Kilworth and Komoka communities.</li> </ul>



Which type of cycling facilities do you prefer?





## Alternative Cross Sections Considered Highway 402 to Komoka Road

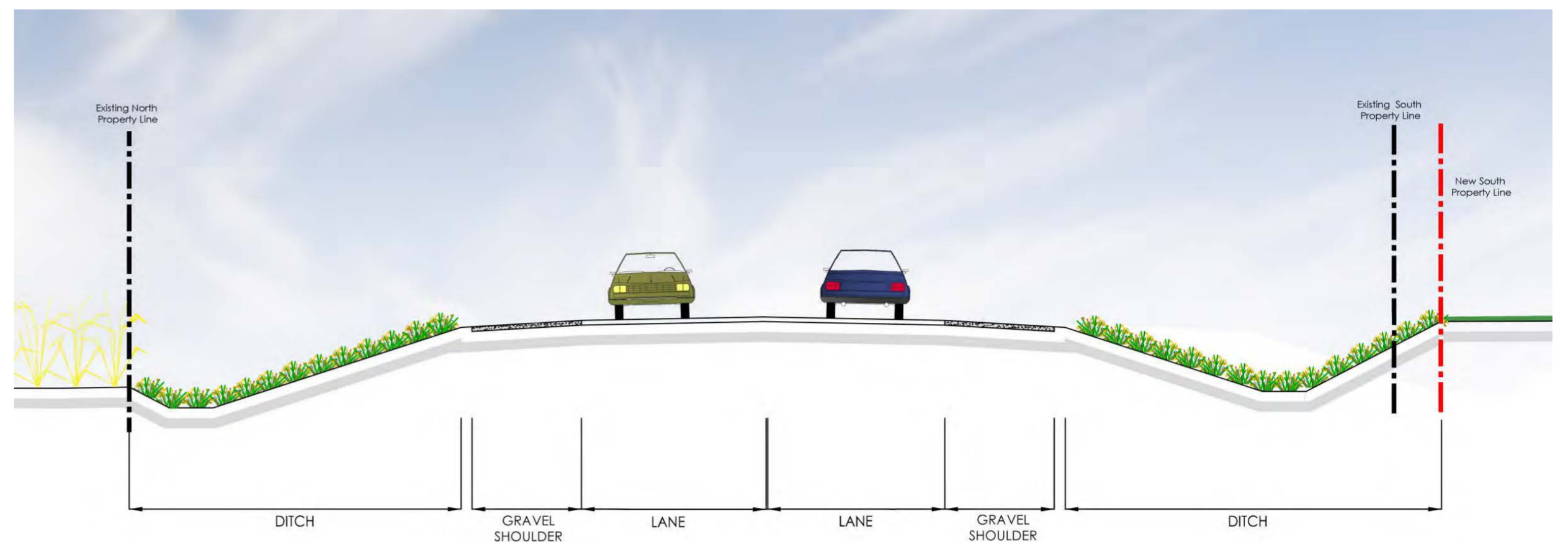
### OPTION 1 – TWO-LANE SECTION

#### SOCIAL/CULTURAL IMPACTS

- No property acquisition required.
- No change to property access, any future access as part of development would require road widening for auxiliary lanes as required.
- No change to emergency response times.
- Some opportunity for streetscape improvements.
- No impacts to archeological or cultural heritage features.
- No impacts to Aboriginal/First Nations Lands, Treaty Rights.

#### TECHNICAL IMPACTS

- At present this section of the corridor is operating well within capacity (good level of service) however it will reach level of service capacity by 2035 during peak hours.
- This option does not fulfill the requirements of the Official Plan specific to a four lane section at this time. However traffic is not anticipated to reach capacity until 2035 during peak hour.
- Existing speed patterns anticipated to remain the same. No change to public safety.
- There would be no change to current drainage patterns or impervious surfaces and no change to servicing opportunities.



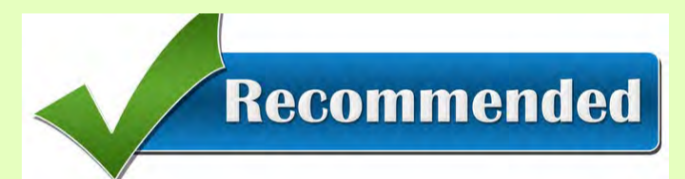
#### NATURAL ENVIRONMENT IMPACTS

- Lowest impact to natural environment.

#### ECONOMIC IMPACTS

- Lowest cost solution.
- Maintains Status quo for operation and maintenance.
- Lowest potential for utility impacts. No relocation required.

### OPTION 2 – THREE LANE CROSS SECTION

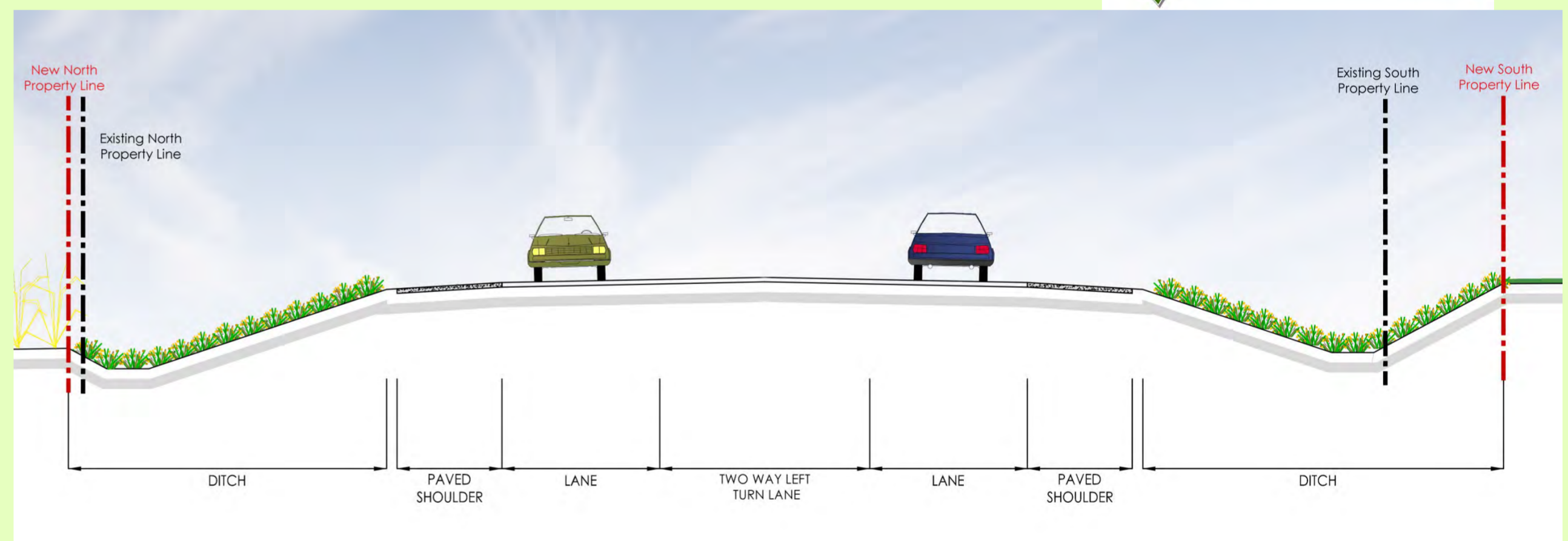


#### SOCIAL/CULTURAL IMPACTS

- Property required for rural 3-lane section
- Improvements to property access due to the implementation of a designated turn lane throughout this section of the corridor.
- Potential change to emergency response times due to increased opportunities to turn
- Greater opportunity for streetscape improvements (potential median where there are no access requirements).
- No impacts to archeological or cultural heritage features.
- No impacts to Aboriginal/First Nations Lands, Treaty Rights.

#### TECHNICAL IMPACTS

- At present this section of the corridor is operating well within capacity (good level of service) however it will reach level of service capacity by 2035 during peak hours.
- Does not fulfill the requirements of the Official Plan specific to a four lane section at this time. However traffic is not anticipated to reach capacity until 2035 during peak hour.
- Existing speed patterns anticipated to remain the same. However an improved level of safety is anticipated due to the implementation of a continuous turn lane to provide a refuge for turning and merging vehicles.
- Increased impervious surface area due to the additional lane which will slightly increase peak flow.
- Potential for reconstruction of linear paved surface when future servicing required; or designated property acquisition at that time maybe required.



#### ECONOMIC IMPACTS

- Moderate cost solution. Dependent on property requirements.
- Increased O&M efforts and costs due to additional paved surface.
- Potential need to relocate existing utilities to accommodate additional linear paved surface.

#### NATURAL ENVIRONMENT IMPACTS

- Komoka Creek and the Komoka/South Strathroy Creek Wetland (PSW) crosses Glendon Drive west of Komoka Road; potential impact to aquatic cold-water fish habitat and Silver Shiner SAR (THR). Mitigation measures to be identified.
- Potential impact to Provincial Significant Wetland. Mitigation measures to be identified.
- Standard construction impacts along the remainder of the road section (mitigation measures to be identified).

### OPTION 3 – FOUR LANE CROSS SECTION

#### SOCIAL/CULTURAL IMPACTS

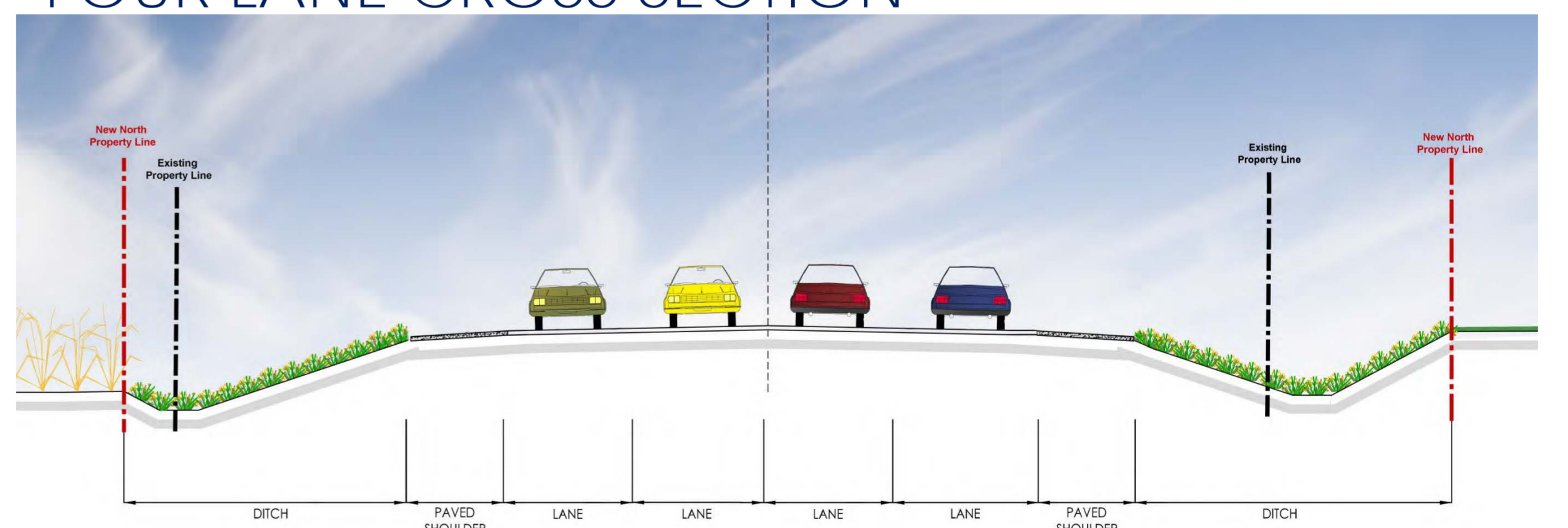
- Property required to accommodate a 4 lane section (greater than option 2).
- Improvements to property access due to the implementation of additional lanes throughout this section of the corridor resulting in additional gap opportunities to turn.
- Anticipated change to emergency response times due to increased opportunities to turn and ability to improve traffic flow.
- Greatest opportunity for streetscape improvements within the widened corridor.
- No impacts to archeological or cultural heritage features.
- No impacts to Aboriginal/First Nations Lands, Treaty Rights.

#### NATURAL ENVIRONMENT IMPACTS

- Komoka Creek and the Komoka/South Strathroy Creek Wetland crosses Glendon Drive west of Komoka Road; potential impact to aquatic cold-water fish habitat and Silver Shiner SAR (THR). Mitigation measures to be identified.
- Potential impact to Provincial Significant Wetland. Mitigation measures to be identified.
- Standard construction impacts along the remainder of the road section Mitigation measures to be identified.

#### ECONOMIC IMPACTS

- Higher cost solution compared to Options 1&2. Dependent on property requirements.
- Higher O&M efforts and costs compared to Options 1&2.
- Utility relocation required to accommodate additional linear paved surface.



#### TECHNICAL IMPACTS

- At present this section of the corridor is operating well within capacity (good level of service) however it will reach level of service capacity by 2035 during peak hours.
- Does fulfill the requirements of the Official Plan specific to four lane section at this time and will address capacity passed 2035 during peak hour.
- Existing speed patterns are anticipated to increase which may impact accessibility along Glendon Drive. Improvements to the level of service to reduce congestion would improve the level of safety.
- Increased impervious surface area due to additional lanes which will slightly increase peak flow.
- Right-of-way for future servicing needs would be considered as part of property acquisitions.





## Alternative Cross Sections Considered Komoka Road to Jefferies Road

### Option 1 – Two Lane Cross Section

#### SOCIAL/CULTURAL IMPACTS

- No property acquisition required
- No change to property access, any future accesses as part of development would require road widening for auxiliary lanes as required.
- No change to emergency response times as no improvements to existing traffic conditions would occur.
- Minimal opportunity for streetscape improvements.
- No impacts to archeological or cultural heritage features.
- No impacts to Aboriginal/First Nations Lands, Treaty Rights.

#### ECONOMIC IMPACTS

- Lowest cost solution.
- Maintains Status quo for operation and maintenance.
- Lowest potential for utility impacts. No utility relocation required.



#### TECHNICAL IMPACTS

- At present this section of the corridor is operating well within capacity (good level of service). However it will reach a very congested level of service in 2035 during peak hours. Does not fulfill the requirements of the Official Plan specific to four lane section at this time.
- Existing speed patterns anticipated to remain the same. No change to public safety.
- No change to current drainage patterns or impervious surfaces.
- No change to future servicing opportunities.

#### ENVIRONMENTAL IMPACTS

- Lowest impact to natural environment since road widening would not be implemented.

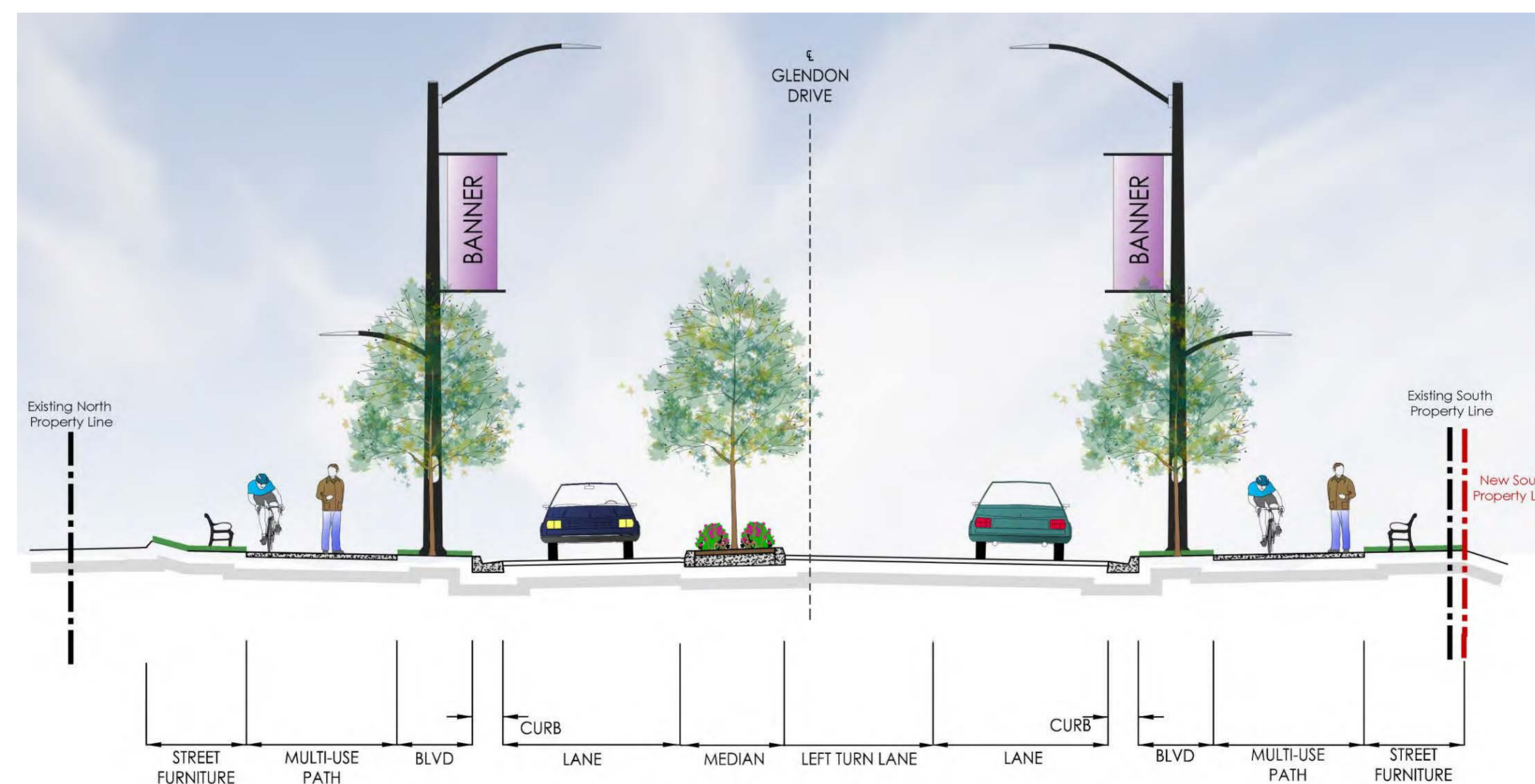
### Option 2 – Three Lane Cross Section

#### SOCIAL/CULTURAL IMPACTS

- Minor property required for 3 lane section.
- Improvements to property access - implementation of a designated turn lane throughout this section of the corridor.
- No anticipated change to emergency response times.
- Greater opportunity for streetscape improvements.
- Low potential for impacts to areas of archaeological potential (areas outside of previously disturbed right of way).
- No impacts to Aboriginal/First Nations Lands, Treaty Rights.

#### ECONOMIC IMPACTS

- Moderate cost solution. Dependent on property acquisition requirements.
- Increased O&M efforts and costs due to additional paved surface.
- Potential need to relocate existing utilities to accommodate additional linear paved surface.



#### ENVIRONMENTAL IMPACTS

- Unnamed tributary crosses Glendon Drive east of Springfield way; no channelized feature identified during aquatic assessment, and does not provide fish habitat.
- Potential impact to rare species habitat (in area of unnamed tributary).
- Potential impact to Red Mulberry (Endangered) (in area of unnamed tributary).
- Potential impact to Yellow-breasted Chat (in area of unnamed tributary).

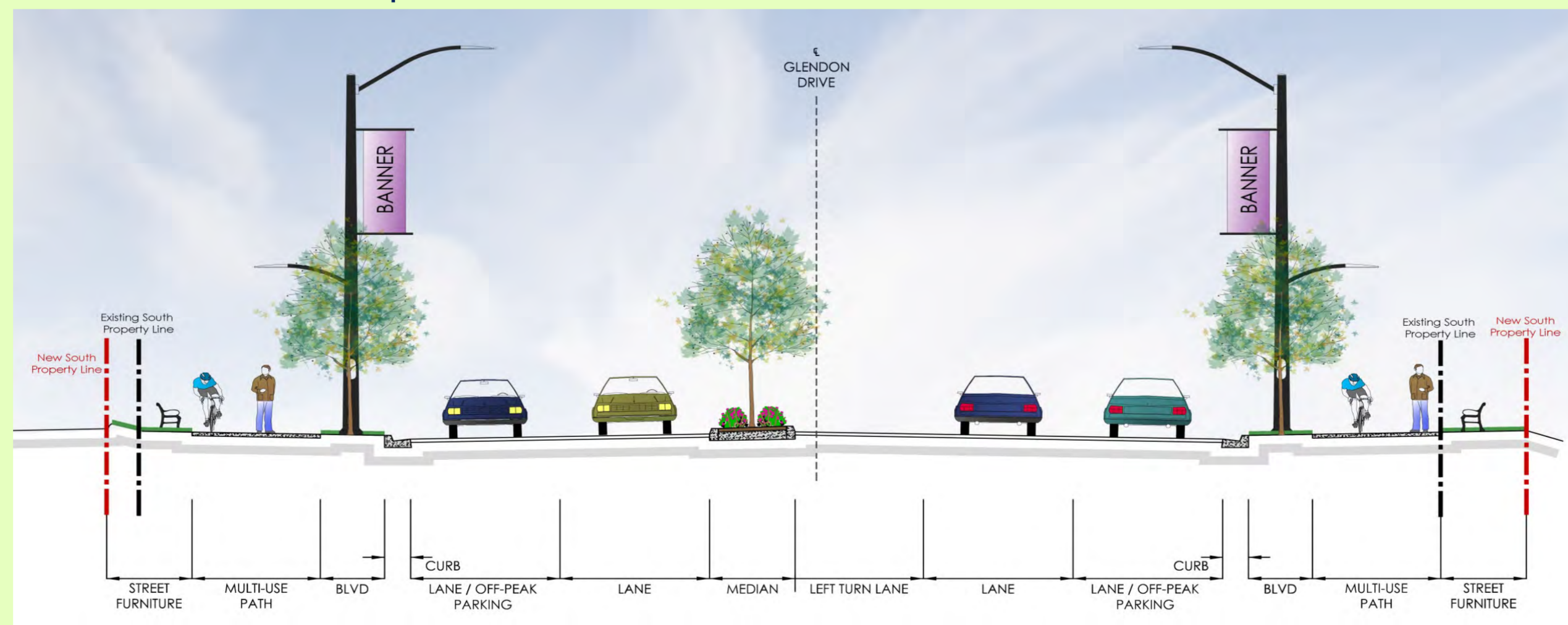
#### TECHNICAL IMPACTS

- Reaching a very congested flow condition level of service in 2035 during peak hours. At present this section of the corridor is operating well within capacity (good level of service).
- Does not fulfill the requirements of the Official Plan specific to four lane section at this time. However traffic is not anticipated to reach capacity prior to 2035 during peak hour.
- Existing speed patterns anticipated to remain the same. However widening is anticipated to improve the level of safety due to the implementation of turn lanes;
- Increased impervious surface area due to additional linear paved surface which will slightly increase peak flow.
- Widening limits the available boulevard for future servicing (sanitary/water) needs, resulting in the potential for reconstruction of linear paved surface, or designated property acquisition requirements.

### Option 3 – Five Lane Cross Section

#### SOCIAL/CULTURAL IMPACTS

- Some property required to accommodate a 5 lane section.
- Improvements to property access due to the implementation of additional lanes throughout this section of the corridor resulting in additional gap opportunities to turn.
- Anticipated improvement to emergency response times due to increased opportunities to turn and ability to improve traffic flow.
- Greatest opportunity for streetscape improvements within the widened corridor.
- Potential impact to areas of archaeological potential outside previously disturbed right of way.
- No impacts to Aboriginal/First Nations Lands, Treaty Rights.



#### ENVIRONMENTAL IMPACTS

- Unnamed tributary crosses Glendon Drive east of Springfield way; no channelized feature identified during aquatic assessment, and does not provide fish habitat.
- Potential impact to rare species habitat (Golden-Winged Warbler) (S1-3) in THDM2-11 community (in area of unnamed tributary).
- Potential impact to Red Mulberry (Endangered) in THDM2-11 (in area of unnamed tributary).
- Potential impact to Yellow-breasted Chat in THDM2-11 (in area of unnamed tributary).

#### ECONOMIC IMPACTS

- Higher cost solution compared to Options 1&2.
- Higher O&M efforts and costs compared to Options 1&2.
- Utility relocation required to accommodate additional linear paved surface.



#### TECHNICAL IMPACTS

- Improved level of service up to 2035 and beyond.
- Does fulfill the requirements of the Official Plan specific to four lane section at this time and will address capacity beyond 2035 during peak hour.
- Existing speed patterns are anticipated to increase which may impact accessibility of Glendon Drive.
- Improvements to the level of service to reduce congestion, and improves the level of safety.
- Increased impervious surface area due to additional lanes which will slightly increase peak flow.
- Right-of-way for future servicing needs would be considered as part of property acquisitions.





## Alternative Cross Sections Jefferies Road to Kilworth Park Drive

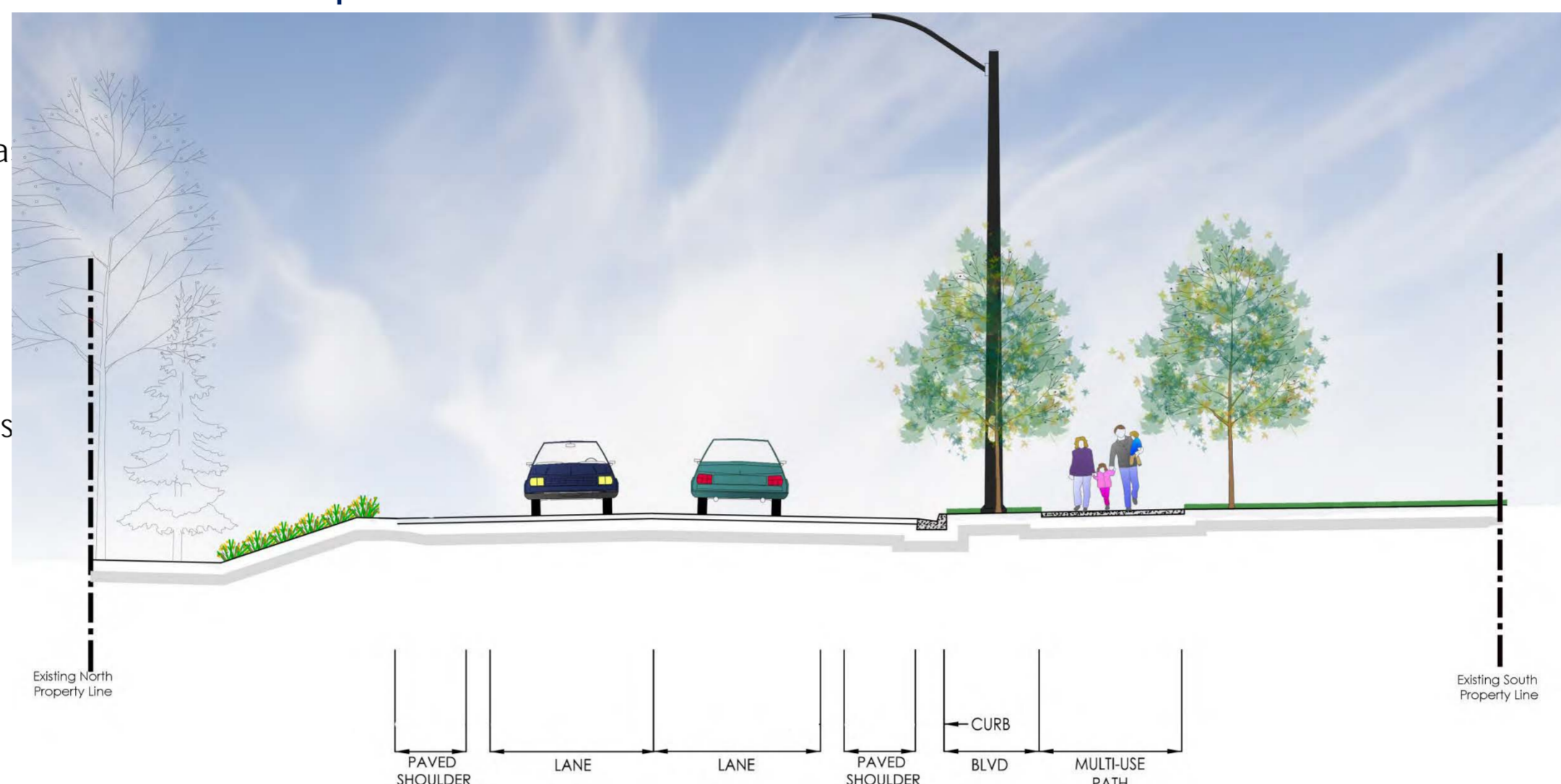
### Option 1 – Two Lane Cross Section

#### SOCIAL/CULTURAL IMPACTS

- No property acquisition required.
- No change to property access.
- No change to emergency response times as no improvements to existing traffic conditions would occur.
- Some opportunity for streetscape improvements.
- No impacts to archeological or cultural heritage features.
- No impacts to Aboriginal/First Nations Lands Treaty Rights.

#### ENVIRONMENTAL IMPACTS

- Lowest impact to natural environment since road widening would not be implemented.



#### ECONOMIC IMPACTS

- Lowest cost solution.
- Maintains status quo for operation and maintenance.
- Lowest potential for utility impacts. No relocation required.

#### TECHNICAL IMPACTS

- Reaching a very congested flow condition prior to 2035 during peak hours. At present this section of the corridor is operating well within capacity (good level of service).
- Does not fulfill the requirements of the Official Plan specific to four lane section.
- Existing speed patterns anticipated to remain the same. No change to public safety.
- No change to current drainage patterns or impervious surfaces.
- No change to future servicing opportunities.

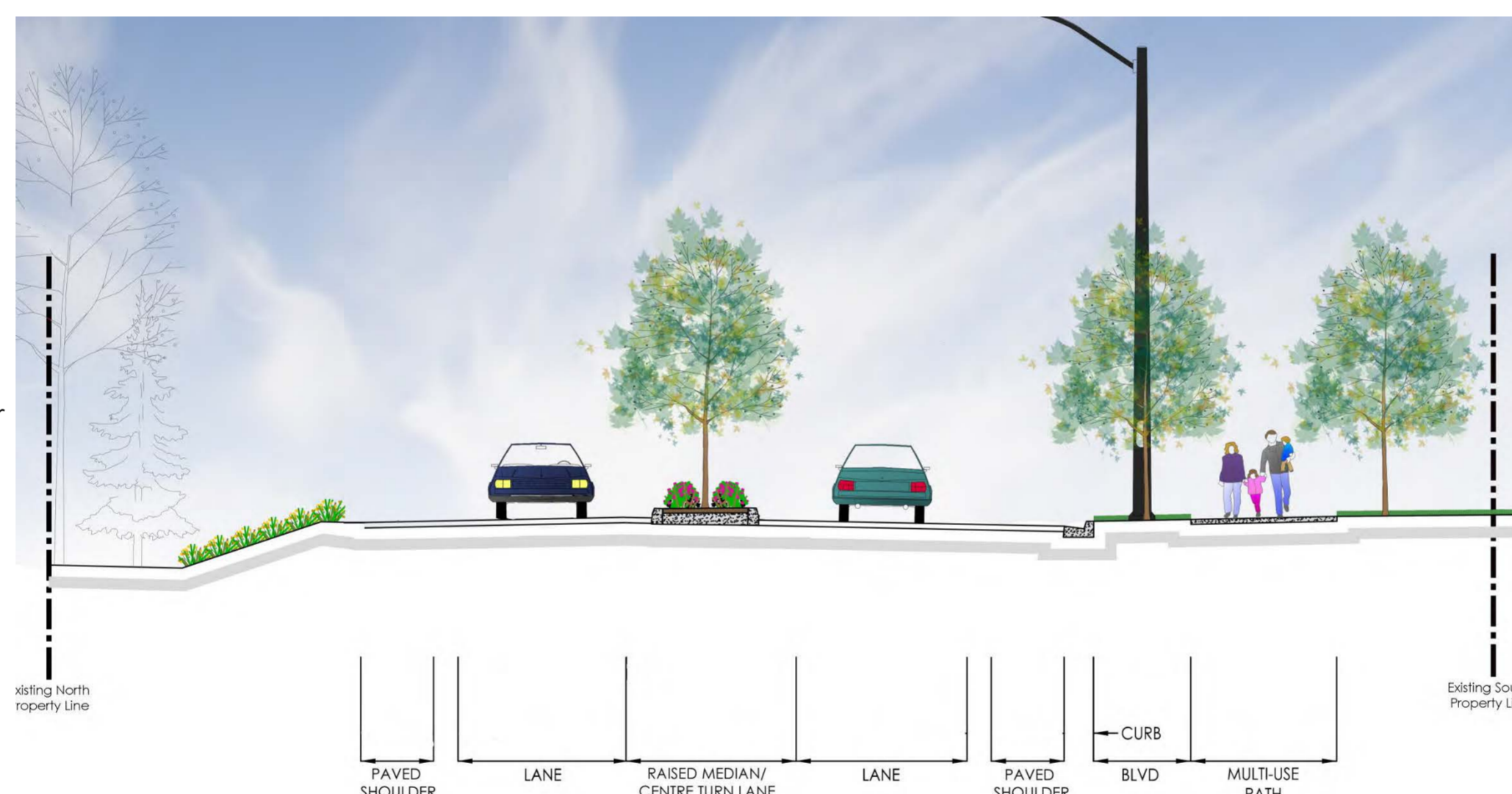
### Option 2 – Three Lane Cross Section

#### SOCIAL/CULTURAL IMPACTS

- No property required to accommodate 3 lane section.
- No change to property access.
- No anticipated change to emergency response times as no improvements to existing traffic conditions would occur.
- Greater opportunity for streetscape improvements within the continuous median.
- No impacts to archaeological potential for widening south of Glendon Drive (areas of archaeological potential along the north of Glendon Drive).
- No impacts to Aboriginal/First Nations Lands, Treaty Rights.

#### ENVIRONMENTAL IMPACTS

- No impact to significant features identified to the north of Glendon Drive (Komoka Park Reserve ANSI).
- No significant features identified along the south.
- Standard construction impacts (mitigation measures to be identified)



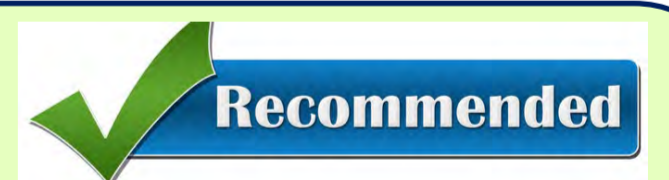
#### TECHNICAL IMPACTS

- Reaching a very congested flow condition prior to 2035 during peak hours. At present this section of the corridor is operating well within capacity (good level of service).
- Does not fulfill the requirements of the Official Plan specific to four lane section.
- Existing speed patterns anticipated to remain the same. No change to public safety.
- No significant change to impervious surface area.
- Limits the available boulevard for future servicing needs resulting in the potential for reconstruction of linear paved surface; or designated property acquisition required.

#### ECONOMIC IMPACTS

- Moderate cost solution. Dependent on property requirements.
- Increased O&M efforts and costs due to additional paved surface.
- Potential need to relocate existing utilities to accommodate additional linear paved surface.

### Option 3 – Four Lane Cross Section

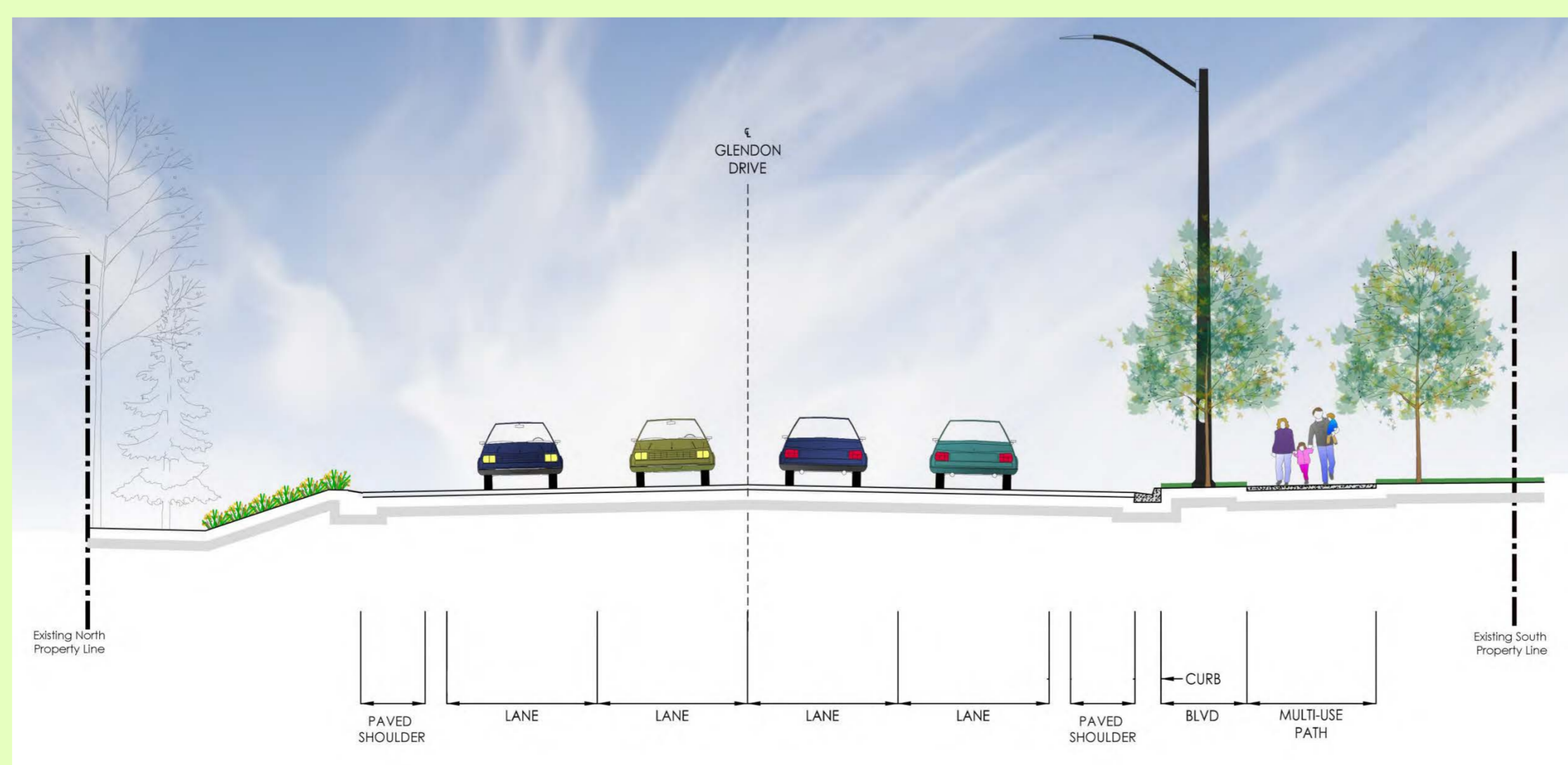


#### SOCIAL/CULTURAL IMPACTS

- No property required for 4 lane section.
- No change to property access.
- Anticipated change to emergency response times due to improved traffic flow.
- Greater opportunity for streetscape improvements within the widened corridor.
- No impacts to archaeological potential for widening south of Glendon Drive (areas of archaeological potential along the north of Glendon Drive).
- No impacts to Aboriginal/First Nations Lands, Treaty Rights.

#### ENVIRONMENTAL IMPACTS

- No impact to significant features identified to the north of Glendon Drive (Komoka Park Reserve ANSI).
- No significant features identified along the south.
- Standard construction impacts (mitigation measures to be identified).



#### TECHNICAL IMPACTS

- Improved level of service beyond 2035.
- Does fulfill the requirements of the Official Plan specific to four lane section at this time and will address capacity beyond 2035 during peak hour.
- Existing speed patterns are anticipated to increase which may impact accessibility of Glendon Drive at Kilworth Park Drive.
- Improvements to the level of service to reduce congestion would improve the level of safety.
- Increased impervious surface area due to additional lanes will slightly increase peak flow.
- Right-of-way for future servicing needs would be considered as part of property acquisitions.
- Need to relocate existing utilities to accommodate additional linear paved surface.

#### ECONOMIC IMPACTS

- Higher cost solution compared to Options 1&2. Dependent on property requirements.
- Higher O&M efforts and costs compared to Options 1&2.
- Utility relocation required to accommodate additional linear paved surface.



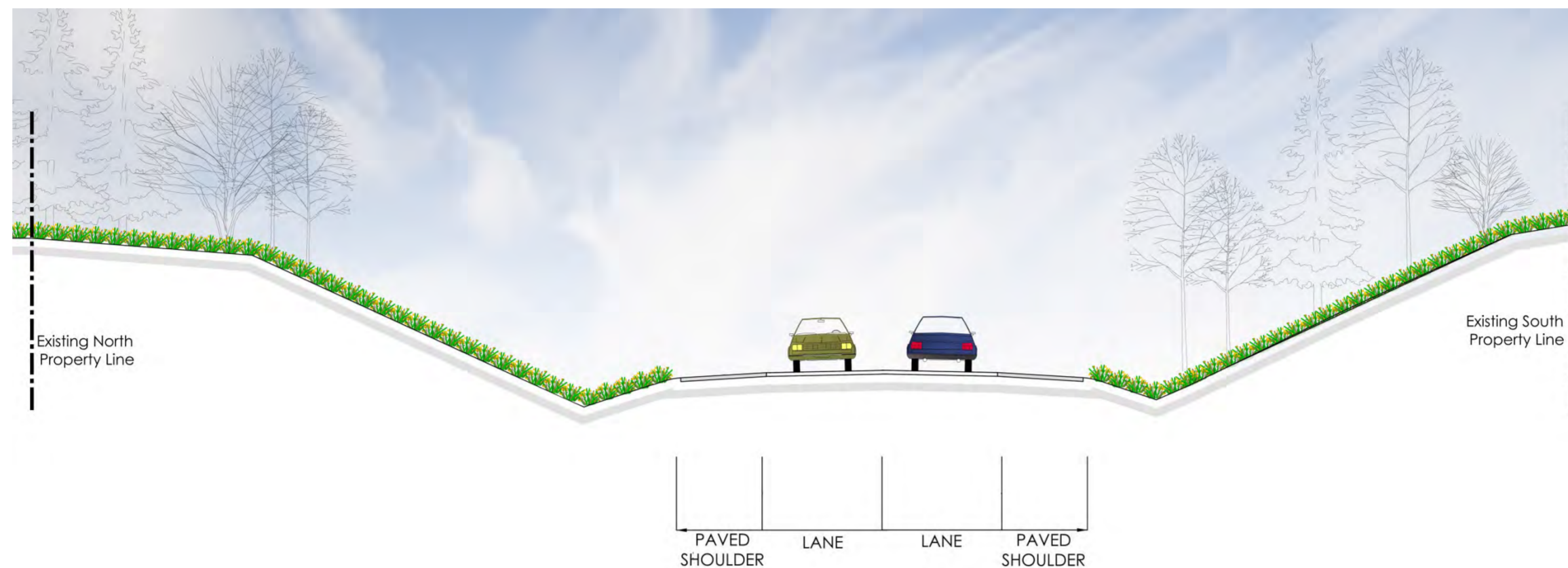


## Alternative Cross Sections Considered Kilworth Park Drive to the Bridge

### Option 1 – **Two** Lane Cross Section

#### SOCIAL/CULTURAL IMPACTS

- No property acquisition required for corridor widening.
- No change to property access, any future accesses as part of development would require road widening for auxiliary lanes as required.
- No change to emergency response times as no improvements to existing traffic conditions would occur.
- Some opportunity for streetscape improvements.
- No impacts to archeological or cultural heritage features.
- No impacts to Aboriginal/First Nations Lands, Treaty Rights.



#### TECHNICAL IMPACTS

- At present this section of the corridor is operating within capacity. However, reaching level of service capacity prior to 2035 during peak hours.
- Does not fulfill the requirements of the Official Plan specific to four lane section at this time.
- Existing speed patterns anticipated to remain the same. No change to public safety.
- No change to current drainage patterns or impervious surfaces.
- No change to future servicing opportunities.

#### ENVIRONMENTAL IMPACTS

- Lowest impact to natural environment since road widening would not be implemented.

#### ECONOMIC IMPACTS

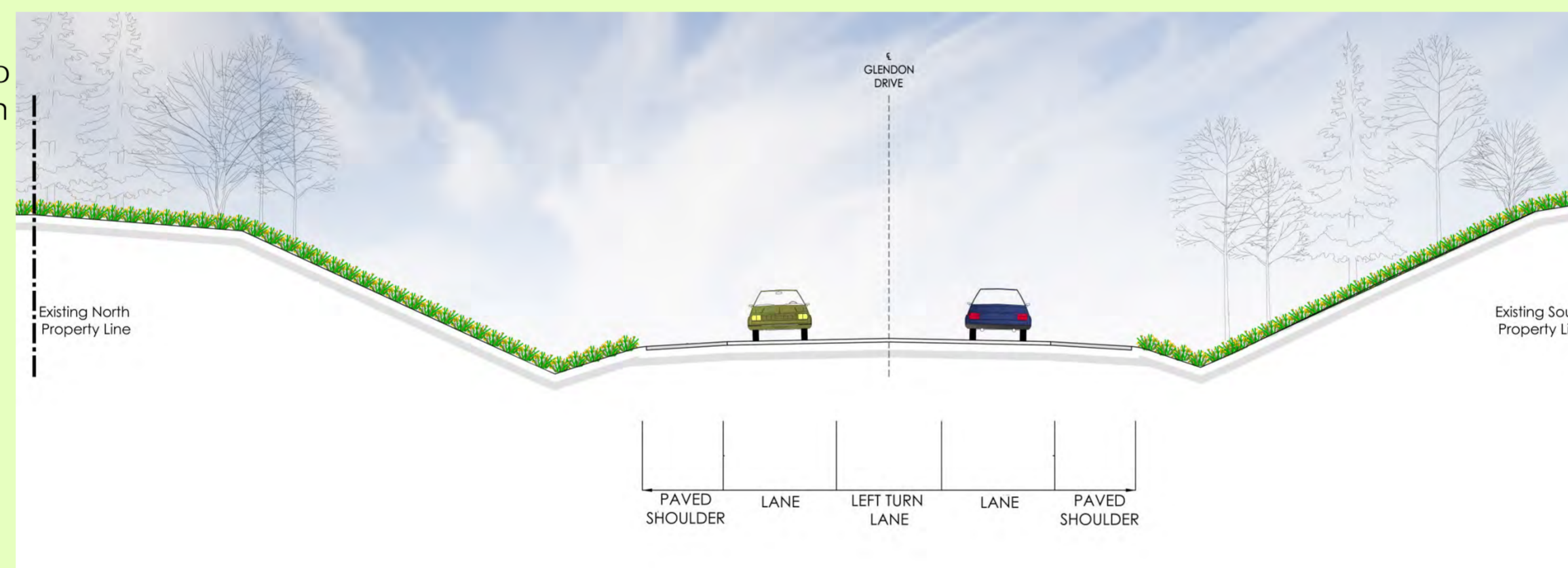
- Lowest cost solution.
- Maintains Status quo for operation and maintenance.
- Lowest potential for utility impacts. No relocation required.

### Option 2 – **Three** Lane Cross Section



#### SOCIAL/CULTURAL IMPACTS

- No property required for 3 lane section.
- Improvements to property access due to the implementation of a designated turn lane throughout this section of the corridor.
- Anticipated change to emergency response times due to increased opportunities to turn.
- Greater opportunity for streetscape improvements within the median where there are no access requirements.
- Little-no impact to areas of potential archaeological material (potential impacts to small portions outside of right of way between Kilworth Park Drive/Elmhurst Street requiring Stage 2).



#### TECHNICAL IMPACTS

- Reaching level of service capacity prior to 2035 during peak hours. At present this section of the corridor is operating within capacity.
- Does not fulfill the requirements of the Official Plan specific to four lane section at this time.
- Existing speed patterns anticipated to remain the same. Implementation of a turn lane to provide a refuge for turning and merging vehicles will improve the level of safety.
- Increased impervious surface area due to additional lane will slightly increase peak flow.
- Limits the available boulevard for future servicing needs resulting in the potential for reconstruction of linear paved surface; or designated property acquisitions required.

#### ECONOMIC IMPACTS

- Moderate cost solution. Dependent on property requirements.
- Increased O&M efforts and costs due to additional paved surface.
- Potential need to relocated existing utilities to accommodate additional linear paved surface.

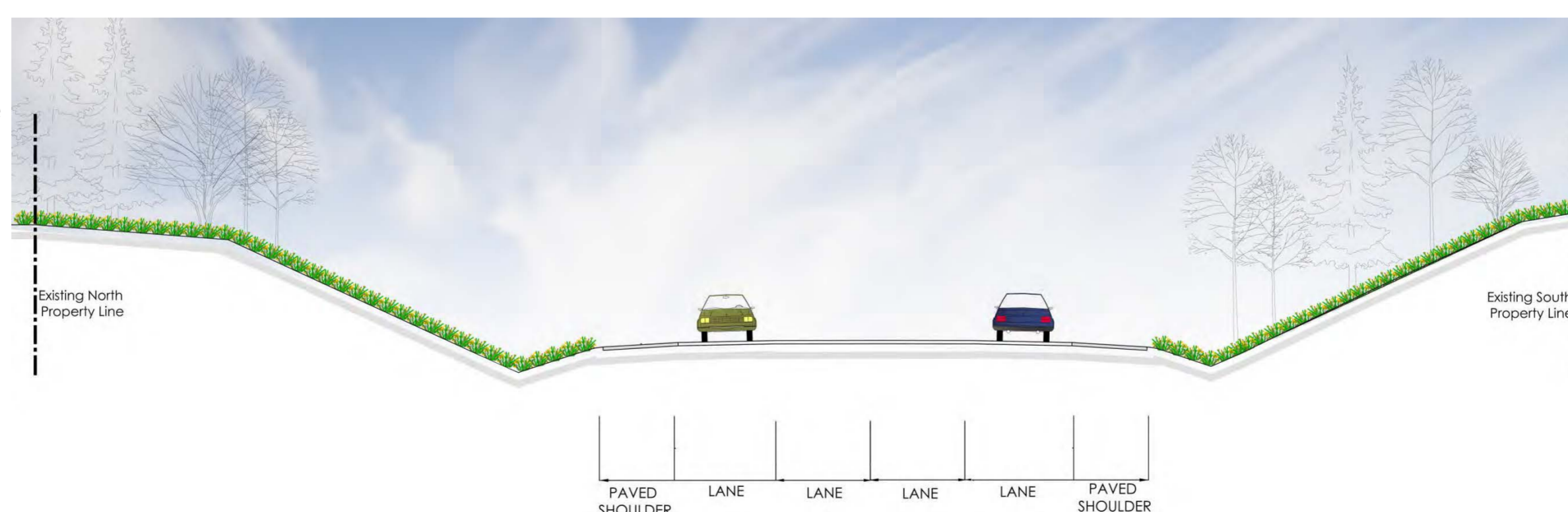
#### ENVIRONMENTAL IMPACTS

- No impact to significant features to the north of Glendon Drive and approaching the Thames River Bridge (Komoka Park Reserve ANSI).
- Standard construction impacts along the remainder of the road section (mitigation measures to be identified.)

### Option 3 – **Four** Lane Cross Section

#### SOCIAL/CULTURAL IMPACTS

- No property required for 4 lane section.
- Improvements to property access due to the implementation of additional lanes throughout this section of the corridor resulting in additional gap opportunities to turn.
- Anticipated change to emergency response times due to increased opportunities to turn and ability to improve traffic flow.
- Greatest opportunity for streetscape improvements within the widened corridor.
- Little-no impact to areas of potential archaeological material (potential impacts to small portions outside of right of way between Kilworth Park Drive/Elmhurst Street requiring Stage 2).
- No impacts to Aboriginal/First Nations Lands, Treaty Rights.



#### TECHNICAL IMPACTS

- Improved level of service beyond 2035.
- Does fulfill the requirements of the Official Plan specific to four lane section at this time and will address capacity beyond 2035 during peak hours.
- Implementation restricted by two lane bridge over Thames River;
- Existing speed patterns are anticipated to increase which may impact accessibility of Glendon Drive. Reducing congestion would improve the level of safety.
- Increased impervious surface area due to additional lanes will slightly increase peak flow.
- Right-of-way for future servicing needs would be considered as part of property acquisitions.

#### ENVIRONMENTAL IMPACTS

- No impact to significant features to the north of Glendon Drive and approaching the Thames River Bridge (Komoka Park Reserve ANSI)
- Standard construction impacts along the remainder of the road section (mitigation measures to be identified).

#### ECONOMIC IMPACTS

- Higher cost solution compared to Options 1&2. Dependent on property requirements.
- Higher O&M efforts and costs compared to Options 1&2.
- Utility relocation required to accommodate additional linear paved surface.





# Komoka Intersection Improvements Considered

## Option 1 – Signalize with Additional Through Lanes



### ENVIRONMENTAL IMPACTS

- No significant aquatic or terrestrial features identified.
- Standard construction impacts to surrounding area

### ECONOMIC IMPACTS

- Moderate capital cost.
- Generally maintains current O&M costs.
- Potential reconfiguration/relocation of utilities due to lane widening - hydro, communications, gas water

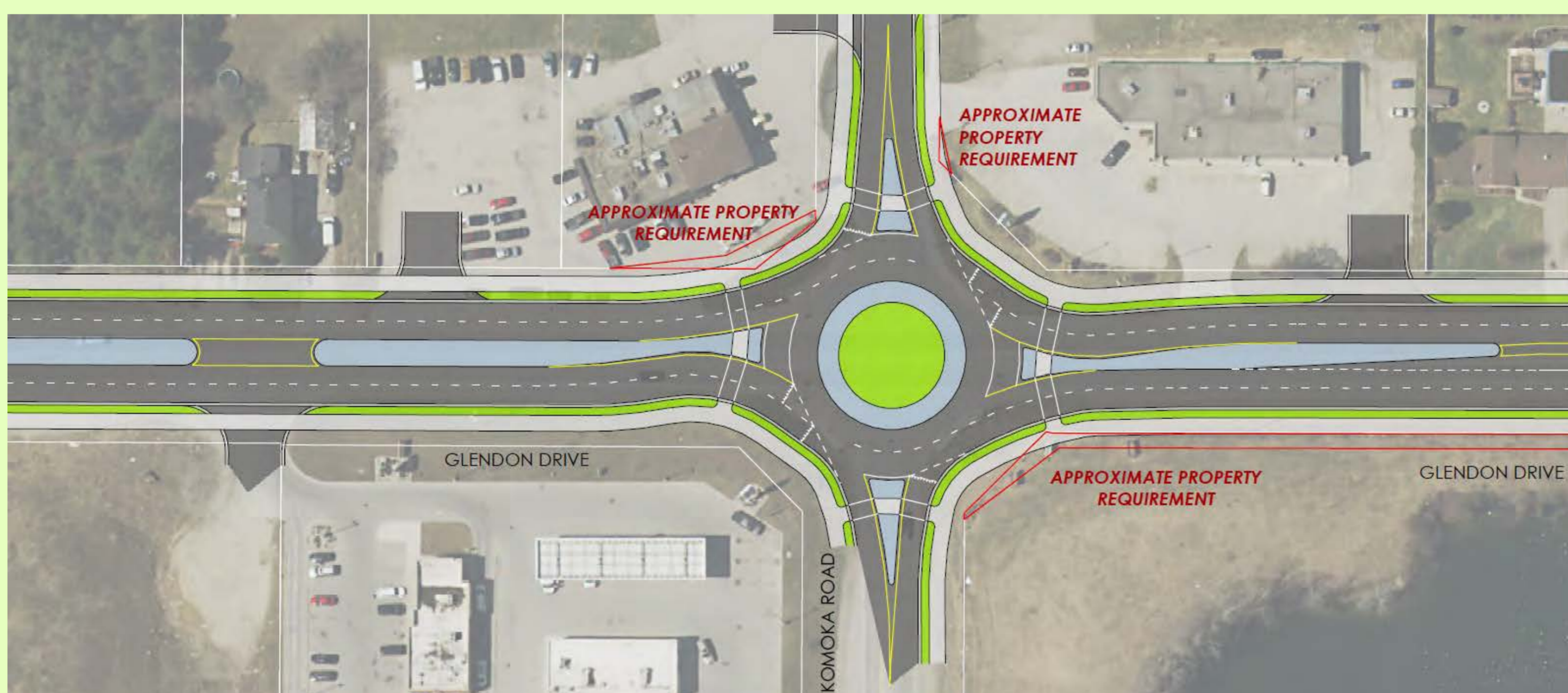
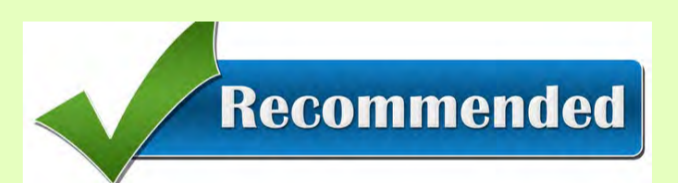
### SOCIAL/CULTURAL IMPACTS

- Potential to impact existing commercial access off Glendon Drive.
- Property acquisition would be required.
- Improve emergency response time by incorporating EMS priority (pre-emption).
- Potential for Streetscape enhancement. Signalized intersections are typically more comfortable for pedestrians and cyclists, due to the defined right of way provided by pedestrian signals.
- Potential for archaeological impacts.
- No impacts to Aboriginal lands or treaty rights.

### TECHNICAL IMPACTS

- Widen intersection to accommodate additional through lanes. Operate at an improved level of service as compared to do nothing.
- No change to Komoka Road.
- Improved capacity level of service.
- Improves the active transportation connectivity and infrastructure to meet AODA standards.
- Straight forward road construction practices.
- Vehicles less likely to slow down through Komoka if there is a green light at the intersection.
- This option does not permit flexibility of phasing construction since additional auxiliary lanes are not required.

## Option 2 – Roundabout



### SOCIAL/CULTURAL IMPACTS

- Impacts to existing commercial accesses off Glendon Drive to improve intersection operations.
- Property acquisition required.
- Opportunity for streetscape enhancement.
- Roundabouts reduce intersection collision severity since traffic is forced to slow down, the possibility for head-on collisions is eliminated, and car crashes are less frequent than at traditional intersections.
- Pedestrians and cyclists may need to be educated on how to maneuver through a roundabout however, roundabout studies have proven that they provide a safe environment for pedestrians by lowering the speeds of vehicles, and by improving sightlines. Pedestrians cross prior to the vehicle's entry into the roundabout, which greatly improve sightlines.
- Cyclists are given two choices for navigating a roundabout - continuing as a vehicle through the roundabout, or dismounting and following the pedestrian crossings.
- Provides opportunity for community gateway feature;
- Potential for archaeological impacts.
- No impacts to Aboriginal lands or treaty rights.

### TECHNICAL IMPACTS

- Widening of intersection to accommodate roundabout.
- Intersection will operate at an improved level of service compared to Option 1;
- Geometrics of a roundabout will slow vehicles down as they approach the urban areas of Komoka.
- Improvements to the active transportation connectivity and infrastructure to meet AODA standards.
- Pedestrian crossing distances are typically shorter, and they are only crossing one direction of traffic at a time, with a refuge island between the two crossings.
- More complex construction staging.
- Option for a two lane roundabout can be phased in when capacity increases warrant it. (Initially to be constructed as a single lane roundabout).
- Will require commercial entrances to be reconfigured/relocated.
- Potential impacts to the existing shell gas station. Possible reconfiguration of gas bar/ and pumps to accommodate proposed MUT. Recommend reviewing potential design configurations and roundabout alignment for MUT at this location to reduce impact to gas bar.

### ENVIRONMENTAL IMPACTS

- No significant aquatic or terrestrial features identified.
- Standard construction impacts to surrounding area

### ECONOMIC IMPACTS

- Marginally higher capital cost than traditional signalized intersection.
- Net Increase in landscaping O&M costs due to center median island, but a reduction in electrical maintenance cost(hydro not required).
- Potential reconfiguration/relocation of utilities due to lane widening - hydro, communications, gas, water.





# Mid Block Intersection Improvements

## Option 1 – Signalize with Additional Through Lanes



### SOCIAL/CULTURAL IMPACTS

- Existing property access remains the same.
- No property acquisition required.
- Improve emergency response time by incorporating EMS priority (pre-emption).
- Opportunity to incorporate enhanced streetscape elements.
- No impact to archaeological or cultural heritage features.
- No impacts to Aboriginal lands or treaty rights.

### TECHNICAL IMPACTS

- All intersections will operate at a good level of service with forecasted traffic volumes (LOS C or better).
- Pedestrian signals and appropriate crossing treatments (high visibility pavement markings, tactile strips) can be incorporated into design to provide connectivity for active transportation modes and to meet AODA standards.
- Intersections can be monitored for signal warrants (traffic volumes) and signals can be implemented in stages in conjunction with future developments and safety considerations (i.e. to provide a controlled crossing for active transportation modes at the Wellness and Recreation Centre/Tunks Line).
- Opportunity to install underground signal duct work prior to signalization, during road improvements.

### ENVIRONMENTAL IMPACTS

- No additional impacts associated with the preferred road widening option (widen to five lanes).

### ECONOMIC IMPACTS

- Moderate cost option, with the potential for phasing.
- Standard operation and maintenance requirements.



## Option 2 – Roundabouts In Series



### SOCIAL/CULTURAL IMPACTS

- Impacts to existing property access.
- Additional property required.
- Streetscape can be enhanced with centre island plantings/features.
- Reduces collision severity over conventional signaled intersections;
- Pedestrians and cyclists may require education on how to maneuver through a roundabout.
- No impacts to aboriginal lands or treaty rights.

### TECHNICAL IMPACTS

- Intersections will operate at a good level of service, similar to Option 1.
- High visibility pedestrian crossings can be incorporated into the design, however pedestrians and cyclists may find it difficult to navigate the roundabout.
- More involved and complex construction than standard signalized intersection.

### ENVIRONMENTAL IMPACTS

- Greater potential for impacts to existing woodlots and existing terrestrial wildlife habitats in addition to preferred road widening option.

### ECONOMIC IMPACTS

- Higher cost option.
- Potential for Increased operation and maintenance – landscaping of centre medians.
- Utility relocations required.





# Jefferies Intersection Improvements

## Option 1 – Signalize with Additional Through Lanes



### ECONOMIC IMPACTS

- Moderate to high capital cost (possible realignment of Coldstream Road).
- Minimal increase in O&M costs.
- Potential for utility impacts.

### ENVIRONMENTAL IMPACTS

- No significant terrestrial/aquatic features identified.
- Standard construction impacts to neighbouring agricultural/cultural vegetation communities.

### TECHNICAL IMPACTS

- Widening of intersection to accommodate additional through lanes.
- Intersection will operate at an improved level of service.
- Existing Coldstream Road intersection conflicts with widened signalized intersection. May need to realign Coldstream Road.
- Improvements to active transportation connectivity and infrastructure to meet AODA standards would be implemented.
- Straight forward road construction practices.
- Phasing of construction available - constructing auxiliary lanes in advance of the additional through lanes.
- Intersection skew and sightlines similar to existing conditions.

### SOCIAL/CULTURAL IMPACTS

- Potential to impact adjacent property.
- Property acquisition would be required.
- Improve emergency response time by incorporating EMS priority (pre-emption).
- Potential for archaeological impacts.
- No impacts to Aboriginal lands or treaty rights.
- Potential for streetscape enhancements.

## Option 2 – Roundabout



### TECHNICAL IMPACTS

- Widening of intersection to accommodate roundabout.
- Intersection will operate at an improved level of service over Option 1.
- Improves the active transportation connectivity and infrastructure to meet AODA standards.
- More complex construction staging.
- Improves overall intersection geometry.
- Incorporates Coldstream Road into the roundabout to help address the collision trends (historical rear-end collisions at Coldstream Road).
- Can be phased (1 lane to 2 lane roundabout) as traffic volumes increase. Single lane roundabout would improve the existing level of service and could be implemented in advance of the 4 lane widening should the level of service at the intersection decline due to the timing of development.

### SOCIAL/CULTURAL IMPACTS

- Impact to existing adjacent properties (access closure/realignment).
- Property acquisition would be required.
- Opportunity for streetscape enhancement.
- Roundabouts reduce intersection collision severity since traffic is forced to slow down, the possibility for head-on collisions is eliminated, and car crashes are less frequent than at traditional intersections.
- Pedestrians and cyclists may need to be educated on how to maneuver through a roundabout however, roundabout studies have proven that they provide a safe environment for pedestrians by lowering the speeds of vehicles, and by improving sightlines. Pedestrians cross prior to the vehicle's entry into the roundabout, which greatly improve sightlines.
- Cyclists are given two choices for navigating a roundabout - continuing as a vehicle through the roundabout, or dismounting and following the pedestrian crossings.
- Potential for archaeological impacts.
- No impacts to Aboriginal lands or treaty rights.

### ECONOMIC IMPACTS

- High capital cost.
- Increase in O&M costs due to center median island.
- Impacts to existing utilities.

### ENVIRONMENTAL IMPACTS

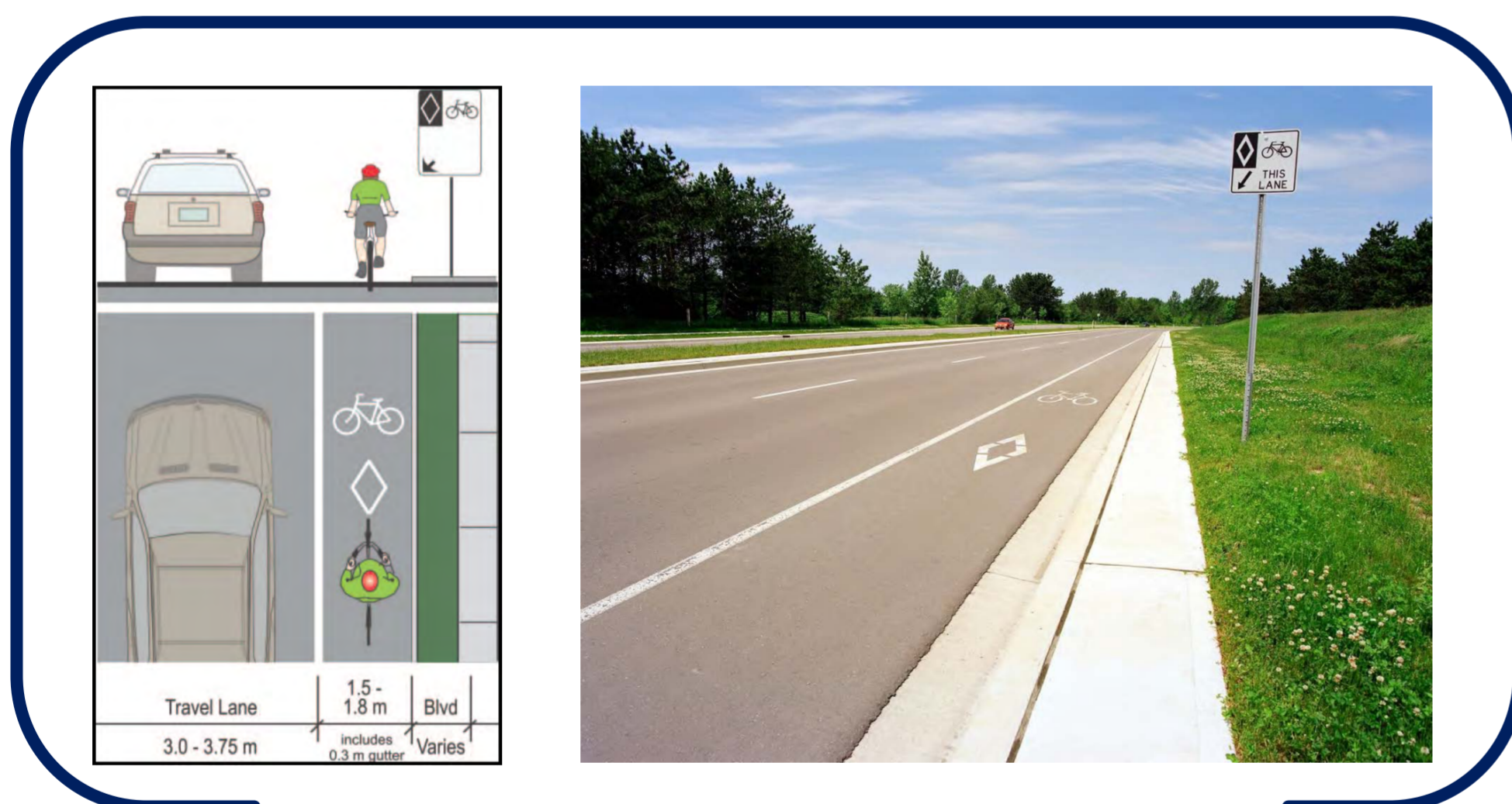
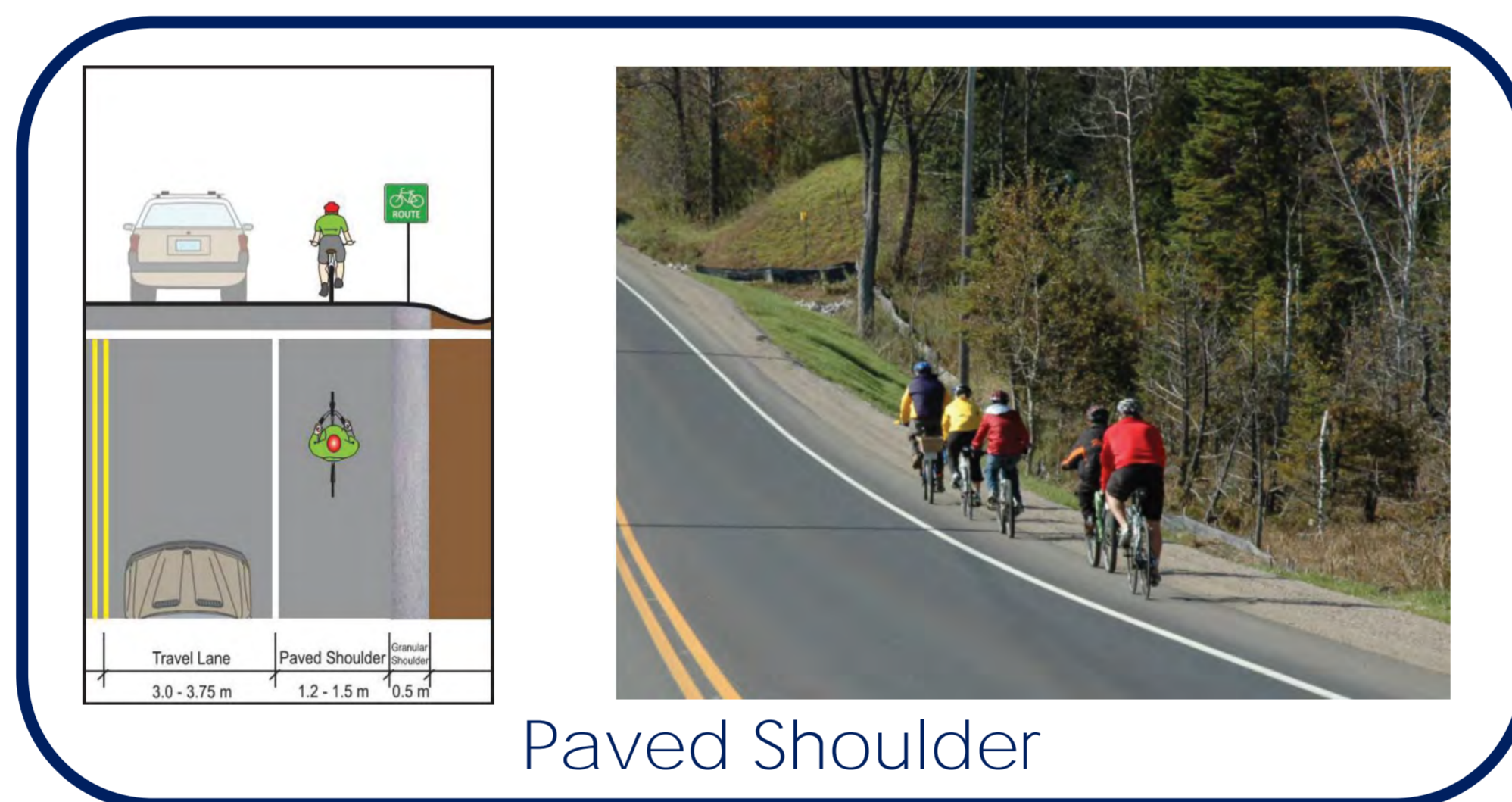
- No significant terrestrial/aquatic features identified.
- Standard construction impacts to neighbouring agricultural/cultural vegetation communities.





# Active Transportation Considerations

Road cross sections and corridor designs were developed to allow for possible future cycling opportunities, which shall be determined through a future county-wide cycling strategy



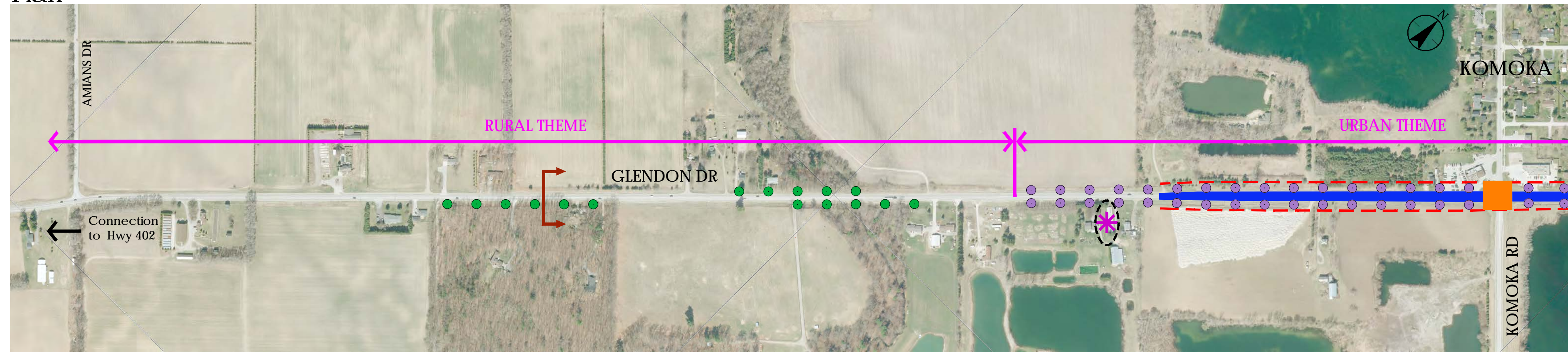
Conventional On-Street Bike Lanes

In-Boulevard Multi-Use Trail or Widened Sidewalk



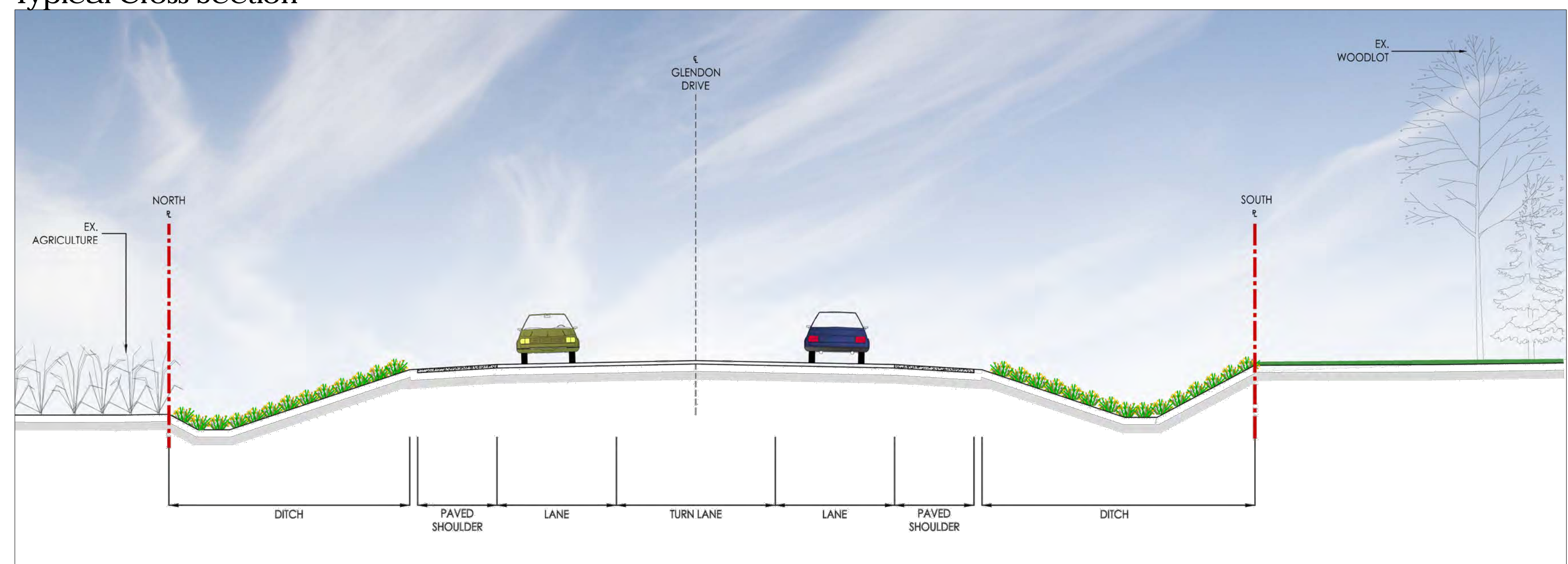


# Plan



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# Typical Cross Section



## Opportunities:

1. Road cross sections and corridor designs were developed to allow for flexibility to implement future cycling opportunities, which shall be determined through a future county-wide cycling strategy.
2. Implement a Komoka community entry sign at the west community boundary.
3. Enhance the Komoka community entry sign with decorative paving, ornamental tree and landscaping to create a gateway feature.
4. Add a distinctive streetscape treatment to key intersections to facilitate and highlight pedestrian connectivity.
5. Add landscaped medians. Medians, in conjunction with the Komoka community entry sign and associated gateway features will visually communicate 'you are entering a community' to vehicular, cyclist and pedestrian traffic.
6. Plant a continuous row of ornamental trees as part of the gateway feature, at key intersections and along the Komoka-Kilworth corridor to create a continuous, aesthetically connected streetscape. Ornamental trees could be flowering, have a unique fall colour and/or distinctive form.
7. Implement distinctive street lighting along the Komoka-Kilworth streetscape corridor.
8. Potentially plant large, native shade trees on private property along Glendon Drive from the west limit of Komoka to Highway 402. In addition, add groupings of native shrub species where feasible.

### Legend

- MUNICIPAL ENTRY SIGN
- COMMUNITY ENTRY SIGN
- FEATURE / ORNAMENTAL PLANTING AREA
- INTERSECTION IMPROVEMENT
- LANDSCAPED MEDIAN
- ORNAMENTAL STREET TREE
- LARGE NATIVE STREET TREE
- MULTI-USE TRAIL
- MAINTAIN EX. WOODLAND EDGE
- APPROXIMATE LOCATION OF TYPICAL CROSS SECTION
- DELINEATION OF THEME ZONES

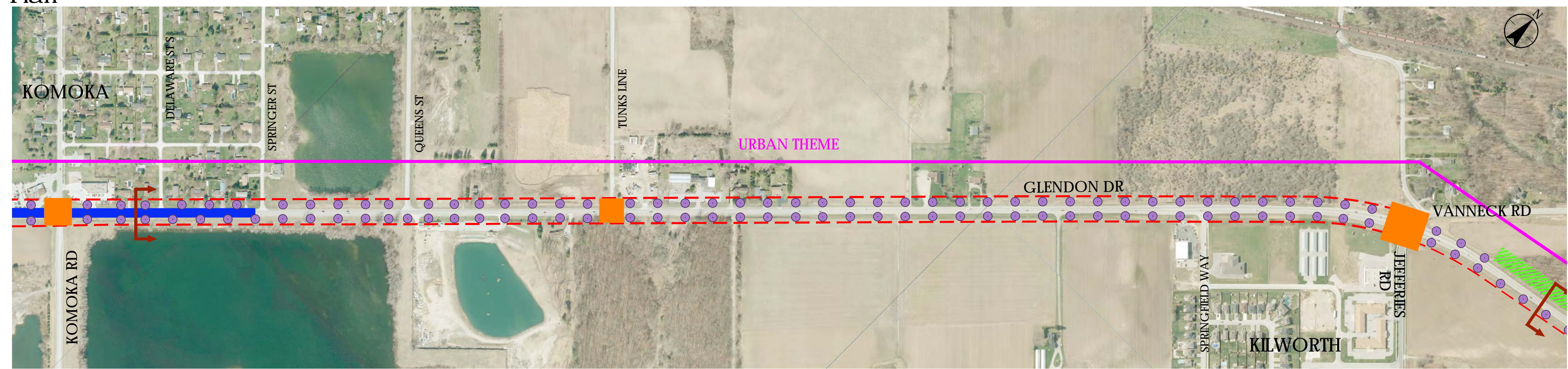
### Notes

June 2016

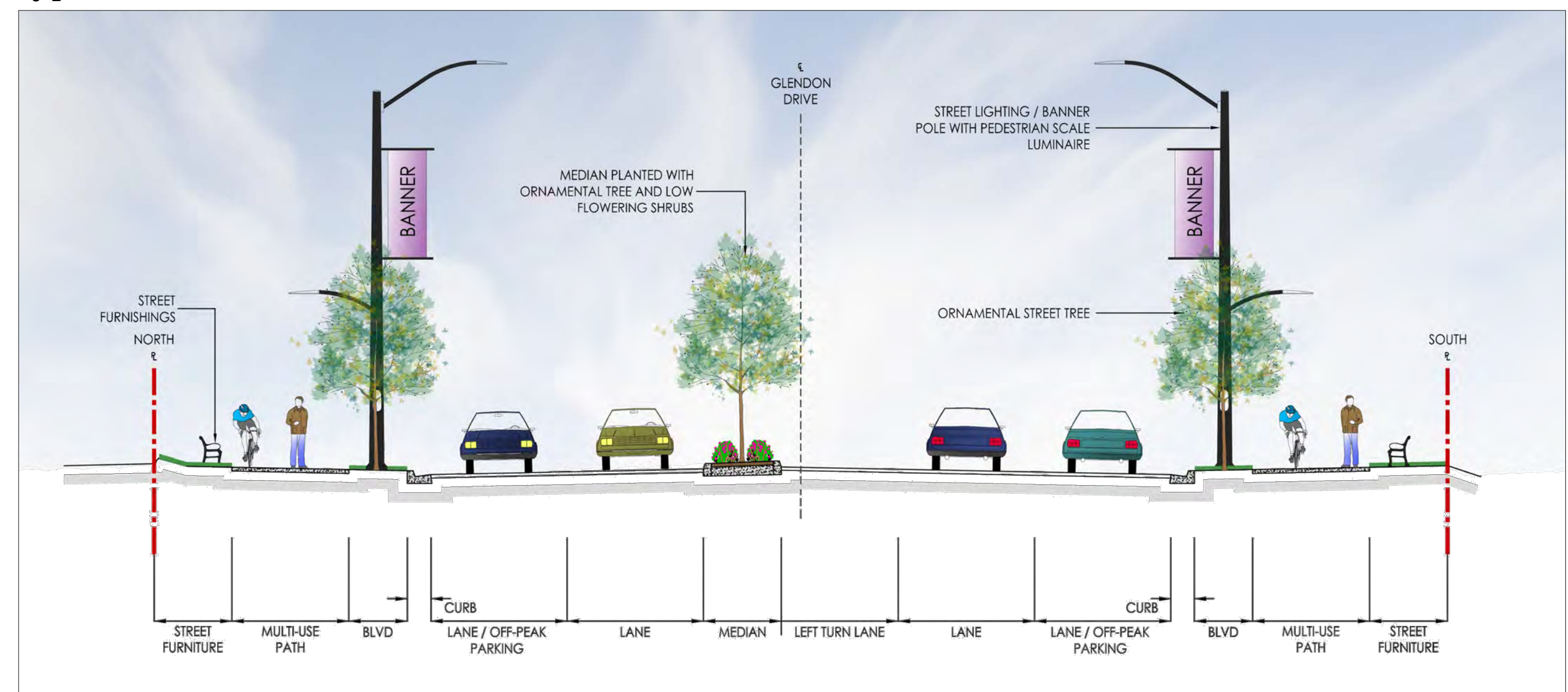
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## Plan



## Typical Cross Section



## Legend

- MUNICIPAL ENTRY SIGN
- COMMUNITY ENTRY SIGN
- FEATURE / ORNAMENTAL PLANTING AREA
- INTERSECTION IMPROVEMENT
- LANDSCAPED MEDIAN
- ORNAMENTAL STREET TREE
- LARGE NATIVE STREET TREE
- MULTI-USE TRAIL
- MAINTAIN EX. WOODLAND EDGE
- APPROXIMATE LOCATION OF TYPICAL CROSS SECTION
- DELINEATION OF THEME ZONES

## Opportunities:

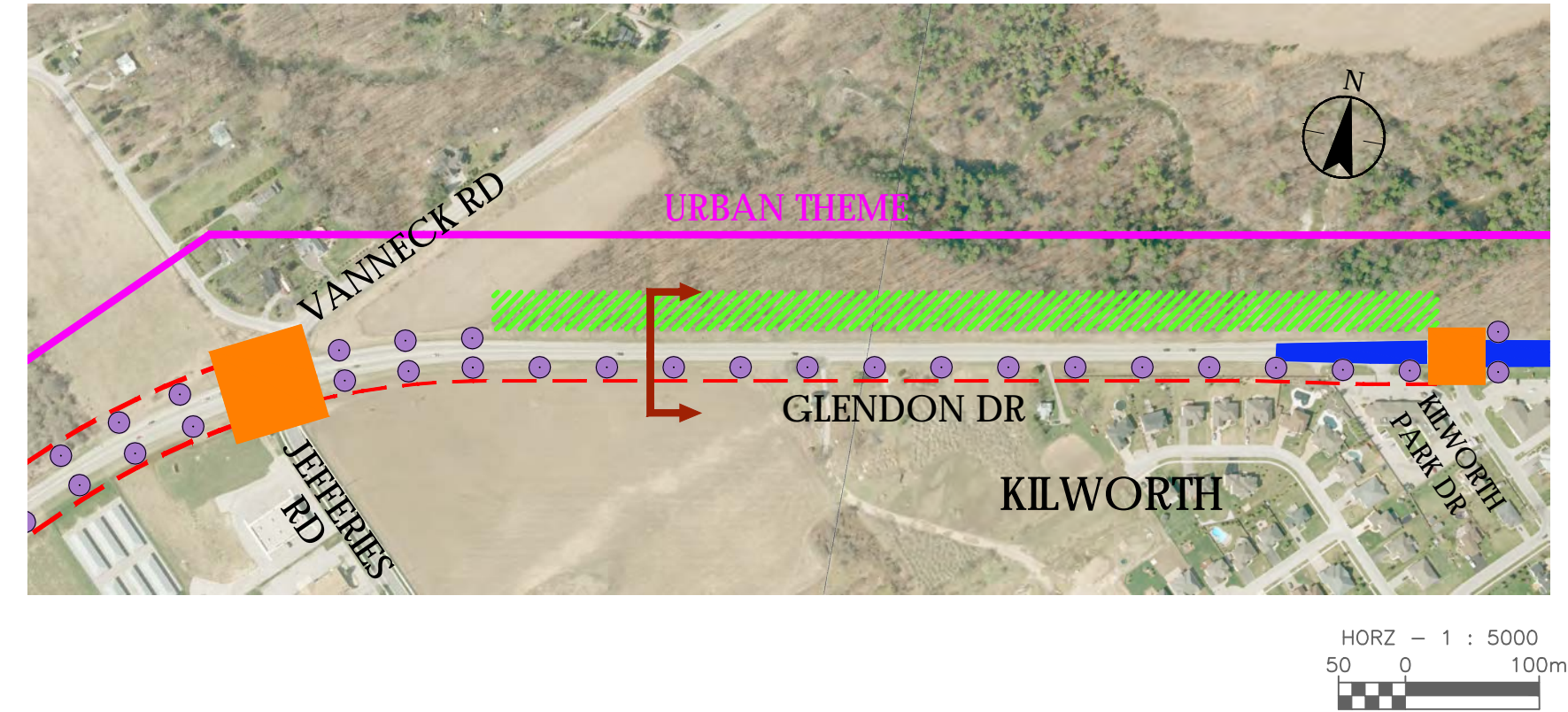
1. Road cross sections and corridor designs were developed to allow for flexibility to implement future cycling opportunities, which shall be determined through a future county-wide cycling strategy.
2. Highlight the Middlesex Centre Community Wellness & Recreation Complex with decorative paving, ornamental tree and landscaping. Consider adding a unique pavement material, pattern and/or colour in front of the Complex to further emphasize the community and Municipal brand (i.e. blue and green to compliment the community signage program).
3. Add a distinctive streetscape treatment to the Tunks Lane and Glendon Drive intersection to facilitate and highlight pedestrian connectivity.
4. Provide for safe and efficient multi-use trail connections.
5. Connect existing and make provision for future multi-use trails creating a pedestrian focused linkage between the Komoka-Kilworth communities.
6. Plant a continuous row of ornamental trees as part of the gateway feature, at key intersections and along the Komoka-Kilworth corridor to create a continuous, aesthetically connected streetscape. Ornamental trees could be flowering, have a unique fall colour and/or distinctive form.
7. In addition to the proposed ornamental street trees, use of streetscape design to provide visual cues to vehicular traffic to slow speed in areas where flexible parking is implemented.
8. Implement distinctive street lighting along the Komoka-Kilworth streetscape corridor.

## Notes

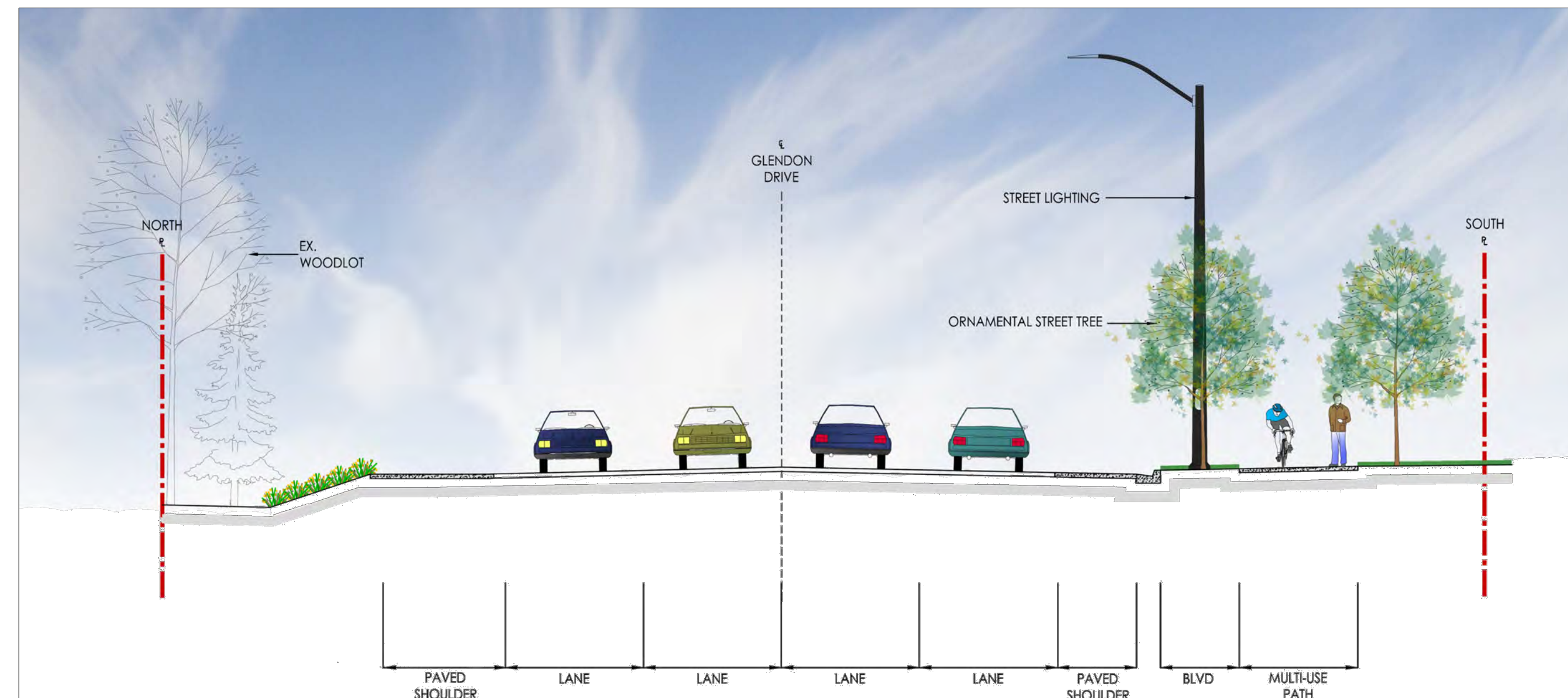
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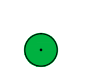





Plan



Typical Cross Section



Legend

-  MUNICIPAL ENTRY SIGN
-  COMMUNITY ENTRY SIGN
-  FEATURE / ORNAMENTAL PLANTING AREA
-  INTERSECTION IMPROVEMENT
-  LANDSCAPED MEDIAN
-  ORNAMENTAL STREET TREE
-  LARGE NATIVE STREET TREE
-  MULTI-USE TRAIL
-  MAINTAIN EX. WOODLAND EDGE
-  APPROXIMATE LOCATION OF TYPICAL CROSS SECTION
-  DELINEATION OF THEME ZONES

Opportunities:

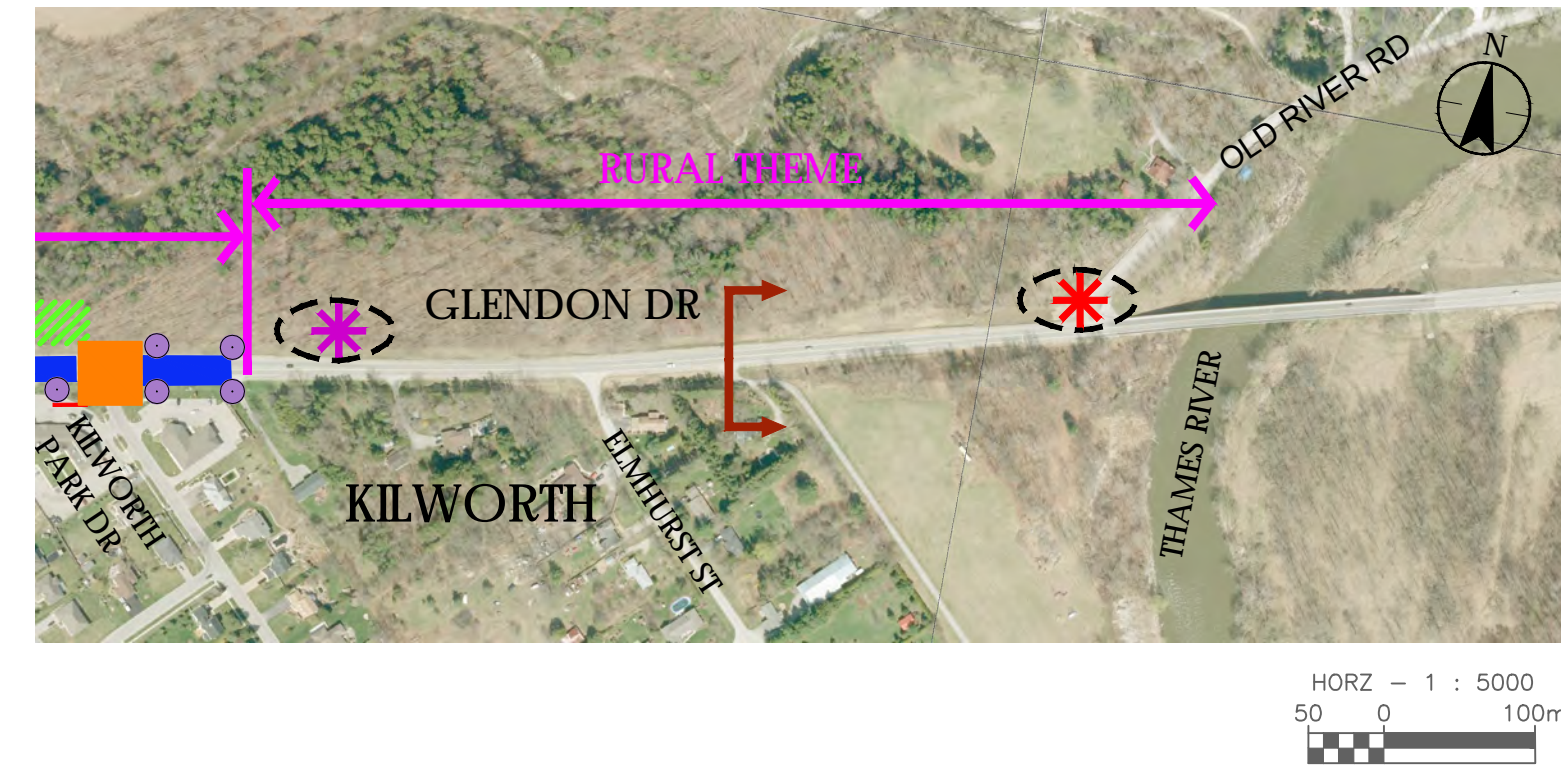
1. Road cross sections and comidor designs were developed to allow for flexibility to implement future cycling opportunities, which shall be determined through a future county-wide cycling strategy.
2. Add a distinctive streetscape treatment to proposed roundabout, similar to the design applied to key intersections, to facilitate and highlight pedestrian connectivity and maintain continuity within the Komoka-Kilworth streetscape comidor.
3. Add a distinctive streetscape treatment to the newly signalized Kilworth Park Drive and Glendon Drive intersection to facilitate and highlight pedestrian connectivity.
4. Plant a continuous row of ornamental trees as part of the gateway feature, at key intersections and along the Komoka-Kilworth comidor to create a continuous, aesthetically connected streetscape. Ornamental trees could be flowering, have a unique fall colour and/or distinctive form.
5. Preserve and emphasize the natural edge of the existing woodlot located on the north side of Glendon Drive.
6. Implement distinctive street lighting along the Komoka-Kilworth streetscape comidor.

Notes

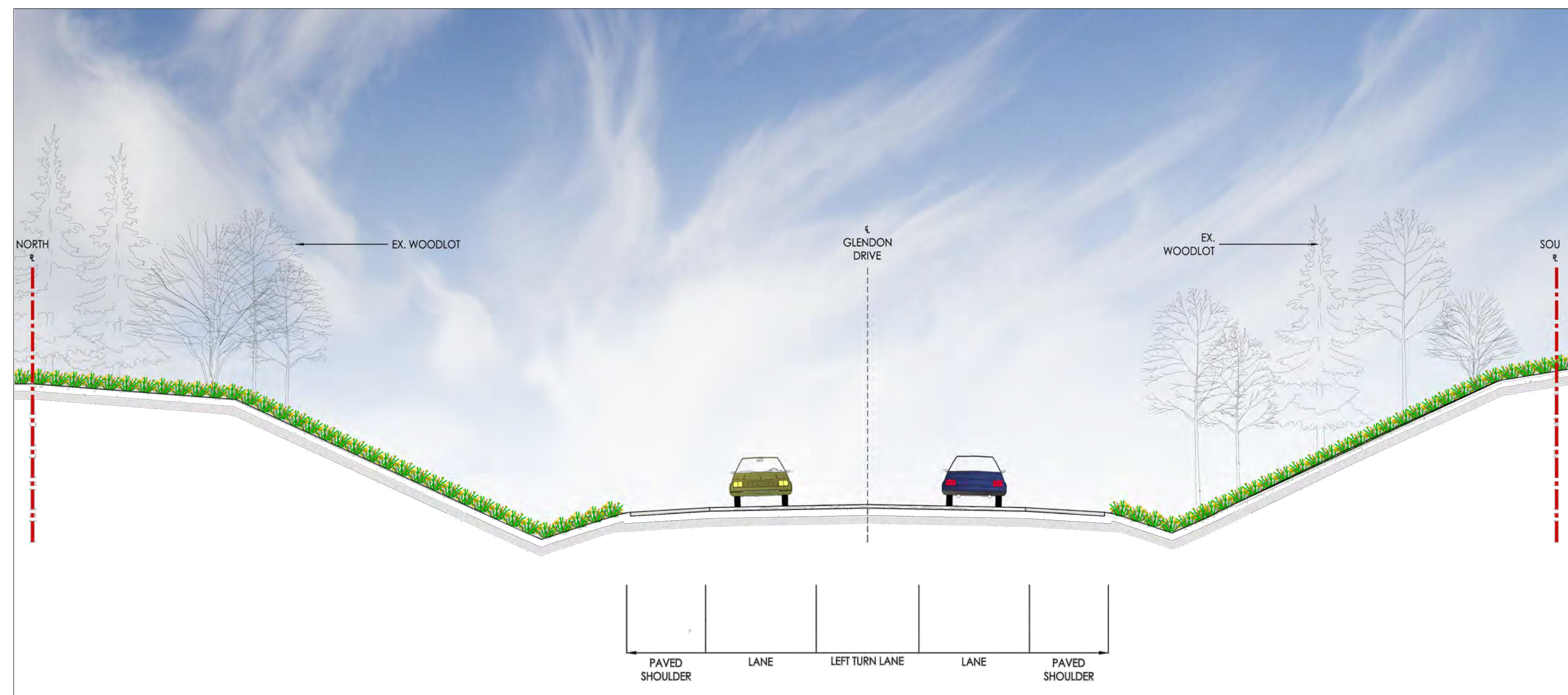
June 2016














Plan



Typical Cross Section



Legend

-  MUNICIPAL ENTRY SIGN
-  COMMUNITY ENTRY SIGN
-  FEATURE / ORNAMENTAL PLANTING AREA
-  INTERSECTION IMPROVEMENT
-  LANDSCAPED MEDIAN
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-  LARGE NATIVE STREET TREE
-  MULTI-USE TRAIL
-  MAINTAIN EX. WOODLAND EDGE
-  APPROXIMATE LOCATION OF TYPICAL CROSS SECTION
-  DELINEATION OF THEME ZONES

Opportunities:

1. Road cross sections and corridor designs were developed to allow for flexibility to implement future cycling opportunities, which shall be determined through a future county-wide cycling strategy.
2. Enhance the Kilworth community entry sign with decorative paving, ornamental tree and landscaping to create a gateway feature.
3. Create a Middlesex Centre gateway feature on the west side of the bridge including a significant signage feature, ornamental trees and landscaping.
4. Plant ornamental trees as part of the gateway feature, at key intersections and along the Komoka-Kilworth corridor to create a continuous, aesthetically connected streetscape. Ornamental trees could be flowering, have a unique fall colour and/or distinctive form.
5. Implement distinctive street lighting along the Komoka-Kilworth streetscape corridor.
6. Preserve and emphasize the natural edge of the existing woodlot located on the north side of Glendon Drive.

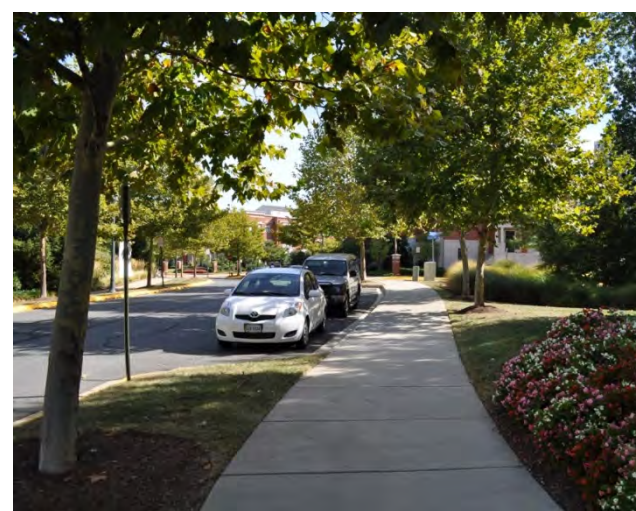
Notes



# MIDDLESEX ZONE CONTEXTS

Middlesex **Urban** Theme **attributes** include:

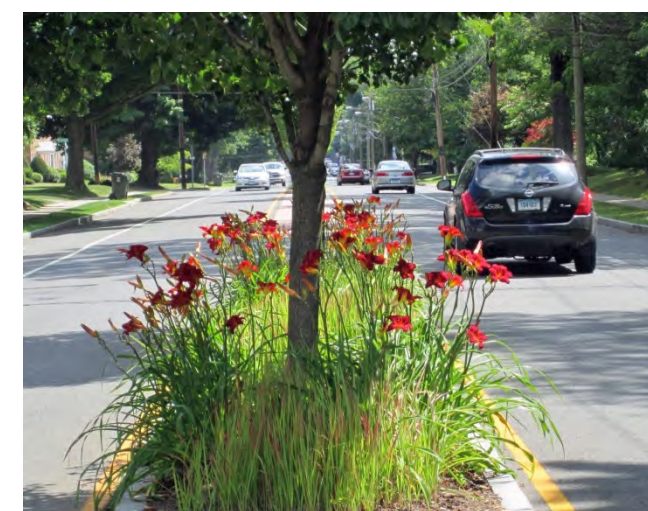
- Sidewalks, street trees, street furniture and manicured turf within boulevards;
- Ornamental trees, planting and natural stone accents within median islands and at key intersections;
- Signature roadway lighting with banners and/or pedestrian fixtures;
- Apply existing County 'agricultural heritage' theme in design elements where appropriate;
- Landscaping to highlight village signage;
- Stamped / coloured asphalt cross-walks;
- Consideration for sustainability in design elements.



**Grass boulevard with Street Trees**



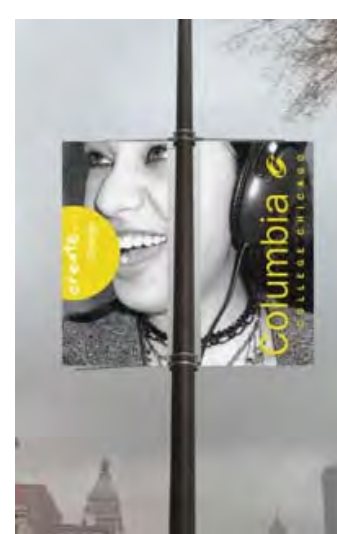
**Concrete median with Trees**



**Median with Perennials and Trees**



**Tree Grates**



**Banners**



**Community Identification Sign**



**Stamped asphalt crosswalks**



**LED Lighting**



**Trash receptacle**



**Benches**

Middlesex **Rural** Theme **attributes** include:

- Maintain a rural streetscape cross-section including ditches, no sidewalks, and naturalized plantings (large native shade trees and shrubs) where appropriate on road sides;
- Promote tree planting on private property (outside of the ROW) to create windbreaks;
- No cross-walks or lighting;
- Consideration for sustainability in design elements.



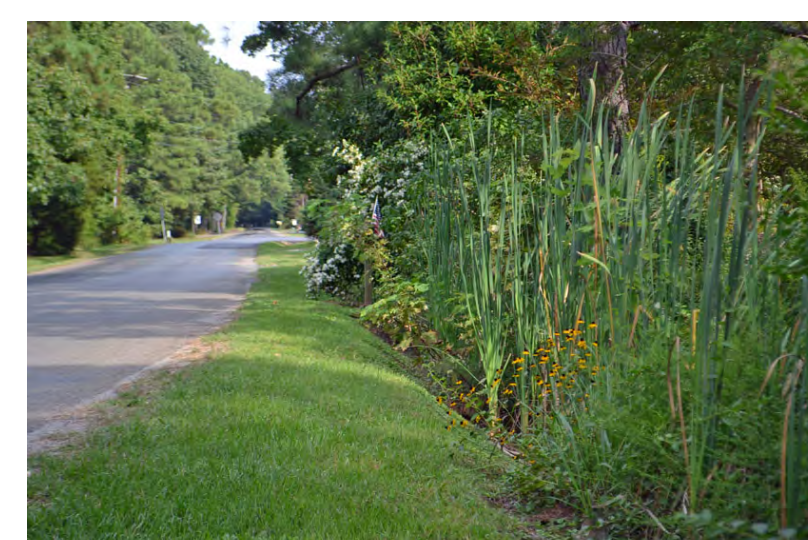
**Road section at Vanneck Road**



**Road section at Old River Road**



**Road section at Komoka Creek**



**Naturalized plantings**



**Grassed ditches**

Visit the website to get involved



# STREETSCAPE OPPORTUNITIES



Median Island Treatment Options



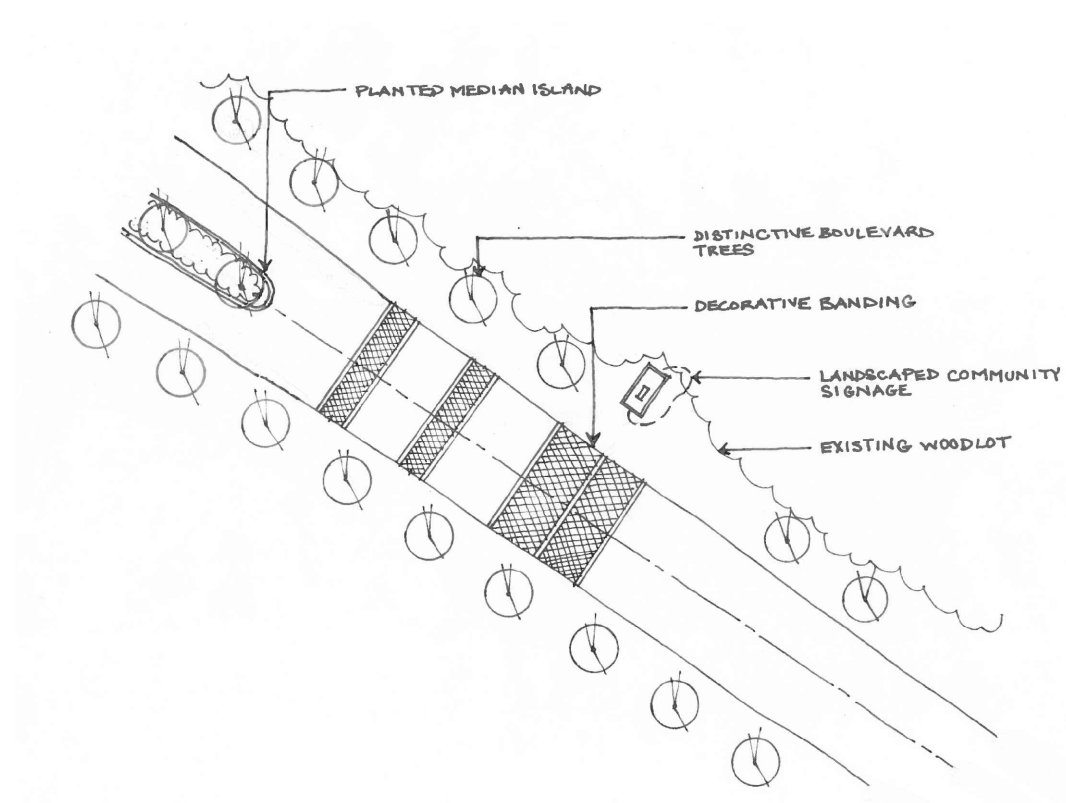
Decorative Pedestrian Crosswalk Pavement Style Options



Roundabout Landscape Options



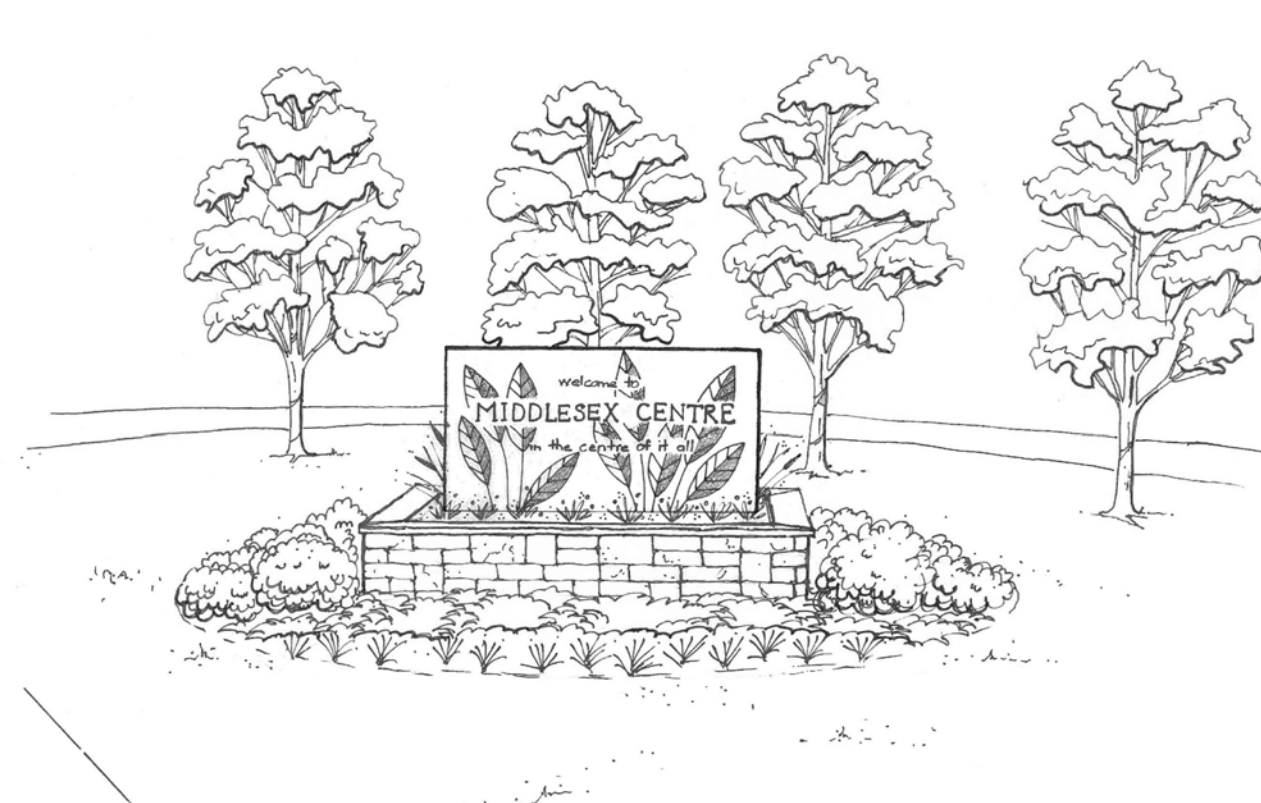
Ornamental Street Tree Allee Options



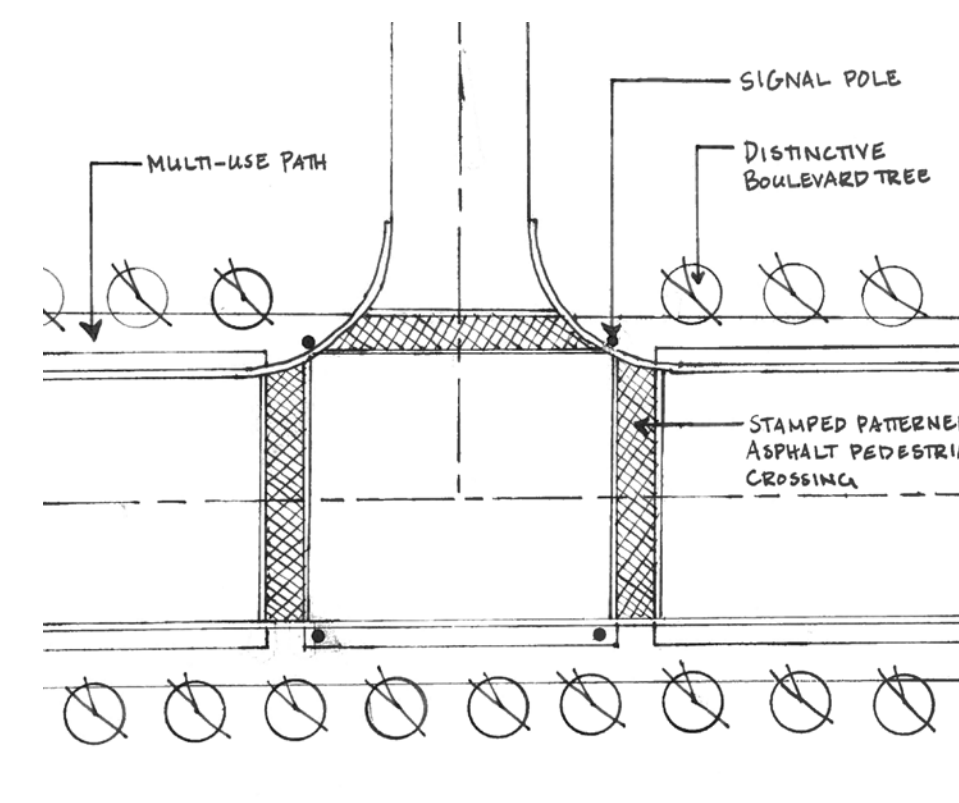
Gateway Treatment Design Concepts



Enhanced Community Entry Signage



Municipal Entry Signage



Enhanced Pedestrian Realm at Intersection

Legend

Notes

June 2016



**Urban Zone Streetscape Opportunities**

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## URBAN ZONE STREETSCAPE FURNISHING OPTION A: TRADITIONAL THEME

### HARD SURFACES



NATURAL CONCRETE



EXPOSED AGGREGATE PAVING



STAMPED, PATTERNED ASPHALT  
IN BRICK PATTERN



CROSSWALK  
ASPHALT COLOUR

### SITE FURNISHINGS



TRASH RECEPTACLE



BENCH



RECYCLING STATION



BIKE RACK

## URBAN ZONE STREETSCAPE FURNISHING OPTION B: CONTEMPORARY THEME

### HARD SURFACES



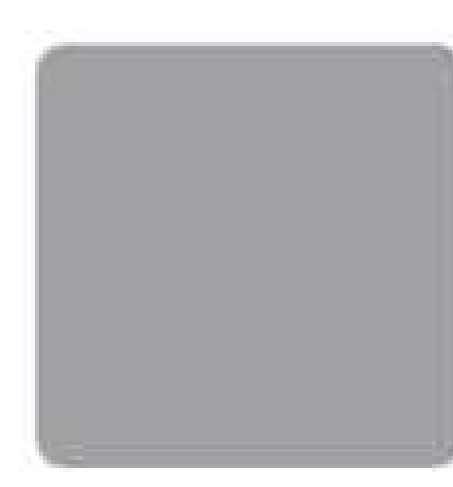
NATURAL CONCRETE



COLOURED CONCRETE



STAMPED, PATTERNED ASPHALT IN  
ANGULAR PATTERN



CROSSWALK  
ASPHALT COLOUR

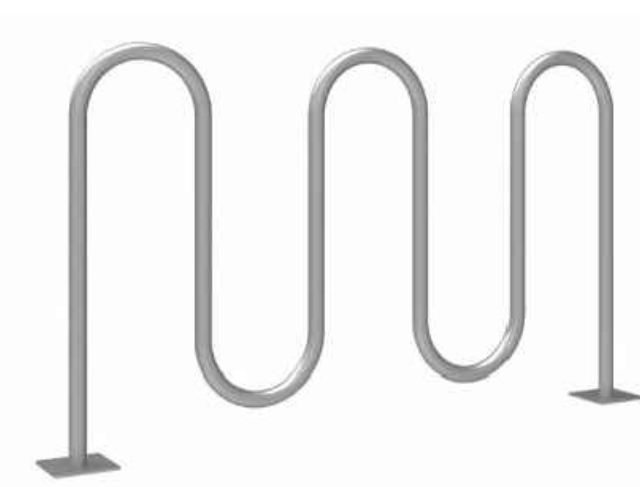
### SITE FURNISHINGS



TRASH RECEPTACLE



BENCH



BIKE RACK

#### Legend

#### Notes



## Old River Road Intersection Improvements Considered

- Option 1 - Right in/full out at the intersection of Glendon Drive/Old River Road (Do Nothing)
- OPTION 2- Right in/right out at the intersection of Glendon Drive/Old River Road, full access at 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 Vanneck 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 at 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 Komoka ANSI, protected under the Provincial Policy Statement. If recommended, justification would be required for recommendation, and that significant efforts were made to minimize 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 at 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 Vanneck Rd/Jefferies/Glendon intersection.
- Relocated intersection improves sightlines at 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 Komoka ANSI; and property required for cul-de-sacs on Old River Road.
- Significantly less traffic volume on Old River Road.
- Increased safety at intersection and access to individual properties.
- Potential impact to emergency response times.
- Impacts to streetscape including tree removal; compensation through enhancements.
- 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 Komoka ANSI, and potential SAR habitats in addition to impacts associated with the Glendon Drive corridor improvements. Mitigation measures to be applied.





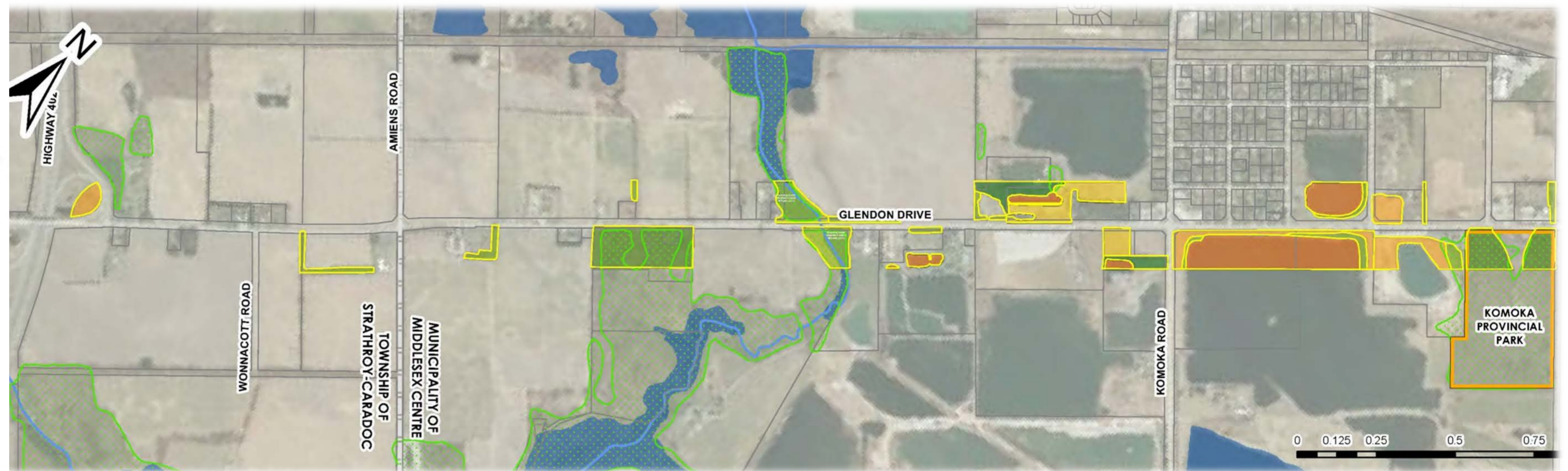
# Potential Environmental Impacts & Mitigation Measures

**Legend**

- Watercourse (Permanent)
- Watercourse (Intermittent)
- Significant Woodland (OP)
- Provincially Significant Wetland
- Provincially Significant Life Science ANSI
- Provincial Park

**Ecological Land Classification Code**

- FOD
- FODM1-1
- FODM11
- FODM7-7
- FOM
- ME
- MEG
- OA
- THDM2-11



Significant Wildlife Habitat		
Feature	Ecosite/Habitat	Recommended Mitigation
Candidate Bat Maternity Colonies	FOM, FOD	<ul style="list-style-type: none"> <li>Protection of natural areas and post-construction restoration ;Tree removal should occur outside the bat maternity window (May 1 to August 1)</li> <li>Bat boxes may also be installed in retained portions of suitable habitat if deemed appropriate via consultation with MNRF</li> </ul>
Candidate Turtle Wintering Areas	Thames River	<ul style="list-style-type: none"> <li>Protection of natural areas and post-construction restoration; Erosion and Sediment Control</li> </ul>
Candidate Amphibian Breeding Habitat	OA, FOD, FOM, FOD	<ul style="list-style-type: none"> <li>Protection of natural areas and post-construction restoration; Erosion and Sediment Control</li> </ul>
Candidate Habitat for Special Concern and Rare Wildlife Species – Common Nighthawk	ME, MEG	<ul style="list-style-type: none"> <li>Protection of natural areas and post-construction restoration</li> <li>Timing of vegetation clearing should occur outside of the April 1 – August 15 (as described from Migratory Birds Convention Act)</li> </ul>
Candidate Habitat for Special Concern and Rare Wildlife Species – forest birds (Wood Thrush, Eastern Wood-Pewee) (cSOCC2)	FOD, FOM	<ul style="list-style-type: none"> <li>Protection of natural areas and post-construction restoration</li> <li>Timing of vegetation clearing should occur outside of the April 1 – August 15 (as described from Migratory Birds Convention Act)</li> </ul>
Candidate Habitat for Special Concern and Rare Wildlife Species – Golden-winged Warbler (cSOCC3)	THDM2-11	<ul style="list-style-type: none"> <li>Protection of natural areas and post-construction restoration</li> <li>Timing of vegetation clearing should occur outside of the April 1 – August 15 (as described from Migratory Birds Convention Act)</li> </ul>
Candidate Habitat for Special Concern and Rare Wildlife Species – turtles (snapping turtle and map turtle) (cSOCC4)	Consideration provided via cTWA	<ul style="list-style-type: none"> <li>A thorough visual search of the area should be conducted by construction contractors before work commences each day to avoid interaction with turtles, particularly during the active season (April 15 to November 1)</li> <li>If reptiles are encountered during construction, work at that location should stop and reptiles should be permitted reasonable time to leave the area on their own Factsheets should be provided to all construction staff to assist in identification of Species at Risk reptiles with the potential to occur in the project area. Any observations should be reported to MNRF within 48 hours</li> </ul>
Candidate Habitat for Special Concern and Rare Wildlife Species - woodland vole (cSOCC5)	FOD	<ul style="list-style-type: none"> <li>Protection of natural areas and post-construction restoration</li> </ul>
Candidate Habitat for Special Concern and Rare Wildlife Species – butterflies (Hackberry Emperor and Tawny Emperor)	FODM11 (west of the Strathroy-Caradoc Middlesex Centre Line)	<ul style="list-style-type: none"> <li>Protection of natural areas and post-construction restoration</li> </ul>
Species Protected by the Endangered Species Act		
Feature	Ecosite/Habitat	Recommended Mitigation
Butternut	One tree (north side of Glendon Drive, opposite Elmhurst Street)	<ul style="list-style-type: none"> <li>Avoid work within 25 m of Butternut trees, or seek authorization under the Endangered Species Act, 2007 from the Ministry of Natural Resources and Forestry</li> </ul>
Migratory Birds		
Nests of species protected by the Migratory Birds Convention Act (MBCA)	Nests may occur in vegetation or on structures	<ul style="list-style-type: none"> <li>To avoid damaging or disturbing bird nests and contravening the MBCA, the timing of vegetation clearing should occur outside of the April 1 – August 15</li> <li>If vegetation clearing must proceed during the restricted period, a qualified biologist may be able to search the area and establish activity setbacks around active nests</li> </ul>
Aquatic Resources		
Fish Habitat	Oxbow Creek, Komoka Creek	<ul style="list-style-type: none"> <li>Protection of natural areas and post-construction restoration (see above)</li> <li>Erosion and Sediment Control (see above)</li> <li>Avoid in-water work or observe timing restrictions to protect fish and fish habitat</li> <li>Minimize duration of in-water work to the extent possible</li> <li>Conduct instream work during periods of low flow to further reduce the risk to fish and their habitat or to allow work in water to be isolated from flows</li> <li>Restore banks to pre-existing condition or better by matching pre-existing grades and vegetation cover</li> <li>Any change to fish habitat may require review or Authorization under the federal Fisheries Act</li> </ul>





# Potential Environmental Impacts & Mitigation Measures

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- Watercourse (Permanent)
  - Watercourse (Intermittent)
  - Significant Woodland (OP)
  - Provincially Significant Wetland
  - Provincially Significant Life Science ANSI
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- Ecological Land Classification Code**
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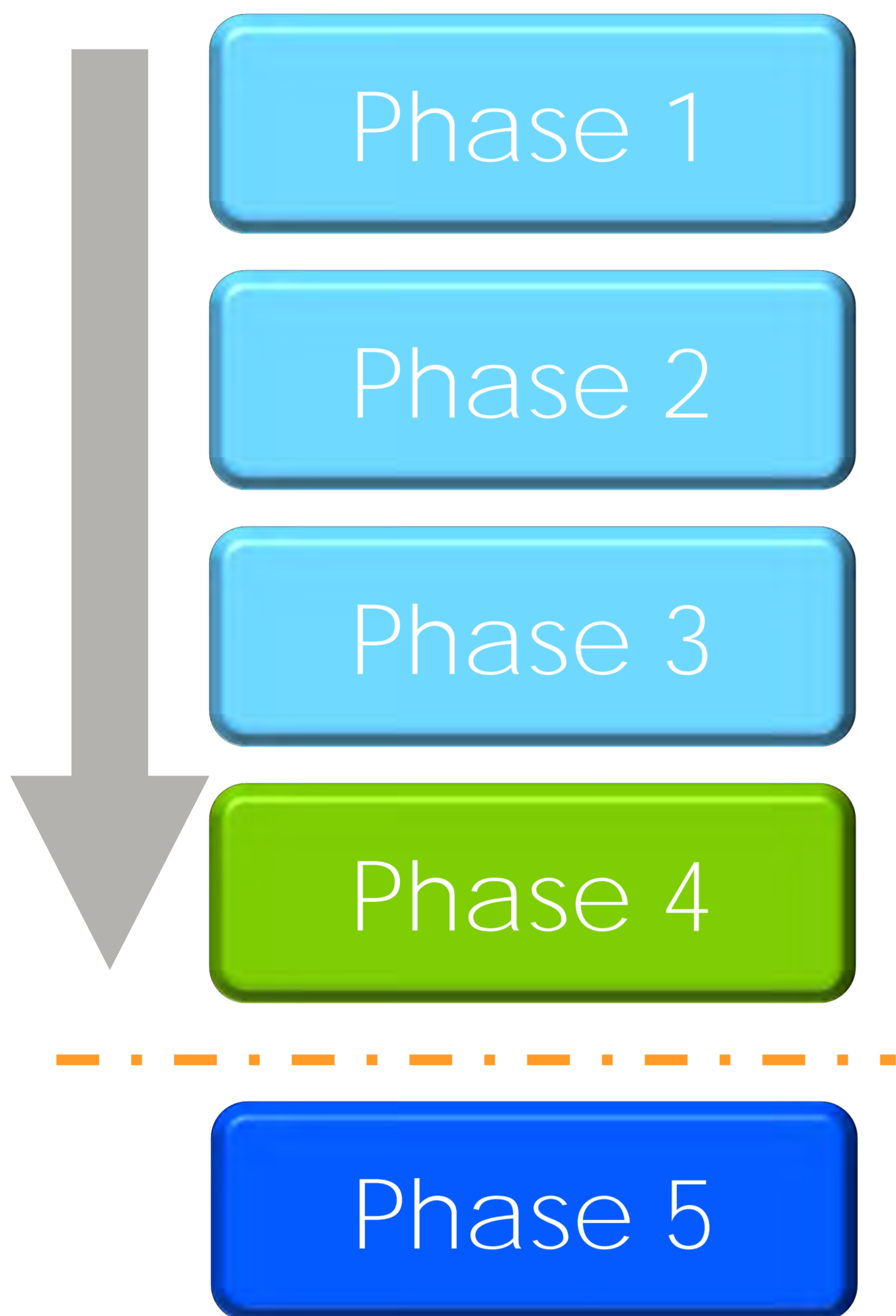


DESIGNATED NATURAL AREAS	
Feature	Recommended Mitigation
Komoka Park Reserve ANSI Komoka Provincial Park Komoka Park PSW Komoka/South Strathroy Creek PSW Significant Woodlands Significant Vegetation Patches (Middlesex Natural Heritage Systems)	<p><b>Protection of Natural Areas:</b></p> <ul style="list-style-type: none"> <li>• Avoid encroachment into features to the extent possible.</li> <li>• Clearly delineate / demarcate work areas to avoid encroachment and incidental damage to native trees and areas of natural vegetation.</li> <li>• Educate workers on the requirements for and importance of avoiding entrance to the demarcated area.</li> <li>• Inspectors should ensure construction vehicles and personnel stay within the work area, thereby limiting the disturbance of natural vegetation</li> <li>• All maintenance activities, vehicle refueling or washing, as well as the storage of chemical and construction equipment should be located &gt;30m from natural areas. In the event of an accidental spill, the MOE Spills Action Centre should be contacted and emergency spill procedures implemented immediately</li> <li>• Accidental damage to trees, or unexpected vegetation removal, should be replaced / restored with native species</li> <li>• Install, monitor and maintain proper muffling and maintenance of machinery and equipment to mitigate noise impacts to wildlife</li> </ul> <p><b>Erosion and Sediment Control:</b></p> <ul style="list-style-type: none"> <li>• Erosion and sediment control structures (i.e., silt fencing) should be installed, monitored and maintained regularly to ensure that they are fully functional</li> <li>• Additional silt fence should be available on site, prior to grading operations, to provide a contingency supply in the event of an emergency</li> <li>• Steep slopes (&gt;3:1) should have erosion blankets</li> <li>• Erosion control berms/swales should be located in appropriate (critical) areas to divert flows to the sediment basins</li> <li>• Controls are to be removed only after the soils of the construction area have been stabilized and adequately protected or until vegetation cover is re-established</li> <li>• All sediment and erosion controls should be monitored regularly and properly maintained, as required. Controls are to be removed only after the soils of the construction area have been stabilized and adequately protected until area is re-vegetated. Where evidence of sedimentation or erosion exists, corrective action should be taken as soon as conditions permit</li> </ul> <p><b>Post-construction Restoration:</b></p> <ul style="list-style-type: none"> <li>• Disturbed areas should be restored using only native species where appropriate, including areas disturbed during construction and parts of the Old River Road that will be removed as part of the preferred plan</li> <li>• Seed mixes and other planting lists should be designed to include only native species adapted to the site conditions, including soil type, moisture and sun exposure. Seed and other material should be from local sources where possible. Exceptions may include plantings in harsh urban environments. In these areas, invasive non-native species should not be used to prevent introduction into adjacent natural areas</li> <li>• Seed mixes should include fast-growing, short-lived perennial cover crop to stabilize soil and reduce competition from weeding exotics</li> <li>• Newly created forest edges should be planted with a mix of large woody stock, including trees and shrubs to protect the forest interior from exposure to the sun, wind and invasive species</li> </ul>





# Next Steps



- Phase 4 is the next phase of this study, which will include the following tasks:
- Input to be considered as part of this phase of the project will be received until Monday, July 17<sup>th</sup>, 2016.
- Input from the public, review agencies, and First Nations communities will be reviewed, and modifications made to the preferred designs, where appropriate.
- The Environmental Study Report will be prepared and put on public record for the mandatory 30-day review period.

Thank you for attending Public Information Centre #2  
Public input is an essential component of the decision-making process.

We will continue to accept public input throughout the Municipal Class EA process

We encourage you to provide any comments that you may have  
Comment sheets available this evening or use the website:

[glendondrive.mindmixer.com](http://glendondrive.mindmixer.com)

Please feel free to contact us with any questions or comments





# Glendon Drive Streetscape Environmental Assessment

## Public Information Centre #2

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

Middlesex Wellness and Recreation Centre



**PLEASE SIGN IN TO STAY UPDATED ON STUDY PROGRESS**

NAME	ADDRESS	POSTAL CODE	PHONE NUMBER	EMAIL
Jacob				
Don + M				
CATHA				
Suzanne				
CHRISTINE				
S-E				
BRYAN				
Michelle D				





# Glendon Drive Streetscape Environmental Assessment

Public Information Centre #2

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

Middlesex Wellness and Recreation Centre

**PLEASE SIGN IN TO STAY UPDATED ON STUDY PROGRESS**

NAME	ADDRESS	POSTAL CODE	PHONE NUMBER	EMAIL
Dan K				
Trevor				
June				
Brenda				
TOOD K				
Heather				
Jim C				
Brenda				
Michelle				
Jemie				





# Glendon Drive Streetscape Environmental Assessment

Public Information Centre #2

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

Middlesex Wellness and Recreation Centre

**PLEASE SIGN IN TO STAY UPDATED ON STUDY PROGRESS**

NAME	ADDRESS	POSTAL CODE	PHONE NUMBER	EMAIL
BARBA				
JOE				
KEA				
Sandy				
Frank				
Darr				
Bob				
Paul				







# WELCOME

Thank you for attending the third Public Information Centre (PIC) for  
The Glendon Drive Streetscape Municipal Class Environmental Assessment  
(Class EA)

## PIC 1 – NOVEMBER 2015

Class EA Phase 1 and 2: Problem and Opportunity Statement:

As the local communities develop, it will be important to make improvements to Glendon Drive that will maintain its arterial road function and provide sufficient road capacity, while safely and efficiently accommodating active transportation modes.

A number of planning solutions identified to address the Problem and Opportunity Statement:

Traffic demand management, improved pedestrian & bicycle facilities, operational improvements, and road widening

## PIC 2 – JUNE 2016

Class EA Phase 3: Design Alternatives, Evaluation process, and Preliminary Recommendations

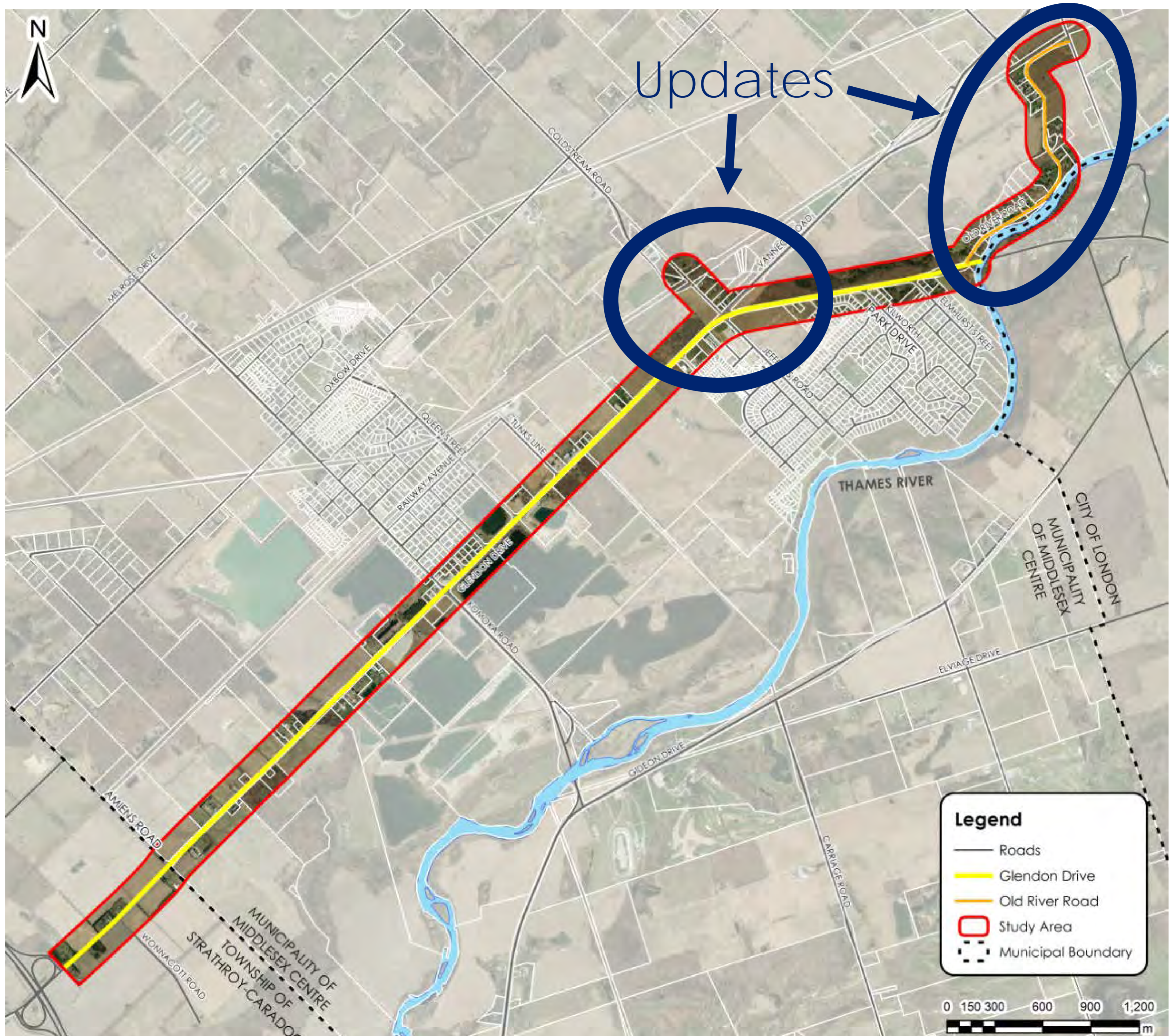
## PURPOSE OF TONIGHT'S PIC

To present updates to the study's recommendations. A few changes have been made to the project, so we would like to provide an opportunity for you to review and provide input on the updated recommendations.





# STUDY AREA



- Glendon Drive is an east-west arterial road that provides connectivity between the local communities of Komoka and Kilworth. It serves as a main commuter route to the City of London to the east and to the Highway 402 interchange to the west, and serves as a through traffic route for intra-County traffic.
- As the local communities develop, it will be important to make improvements to Glendon Drive that will maintain its arterial road function and provide sufficient road capacity, while safely and efficiently accommodating active transportation modes.
- The study area includes Glendon drive, west of the Thames River bridge to the Highway 402 interchange. The study area has been expanded to include:
  - Coldstream Road from Glendon Drive to the rail underpass has been incorporated into the study area to address concerns at the '5 corners' intersection.
  - Old River Road is situated north of Glendon Drive and extends through to Pulham Road. Documented problems along the Old River Road corridor include embankment instability, drainage problems and substandard road profile and cross section.





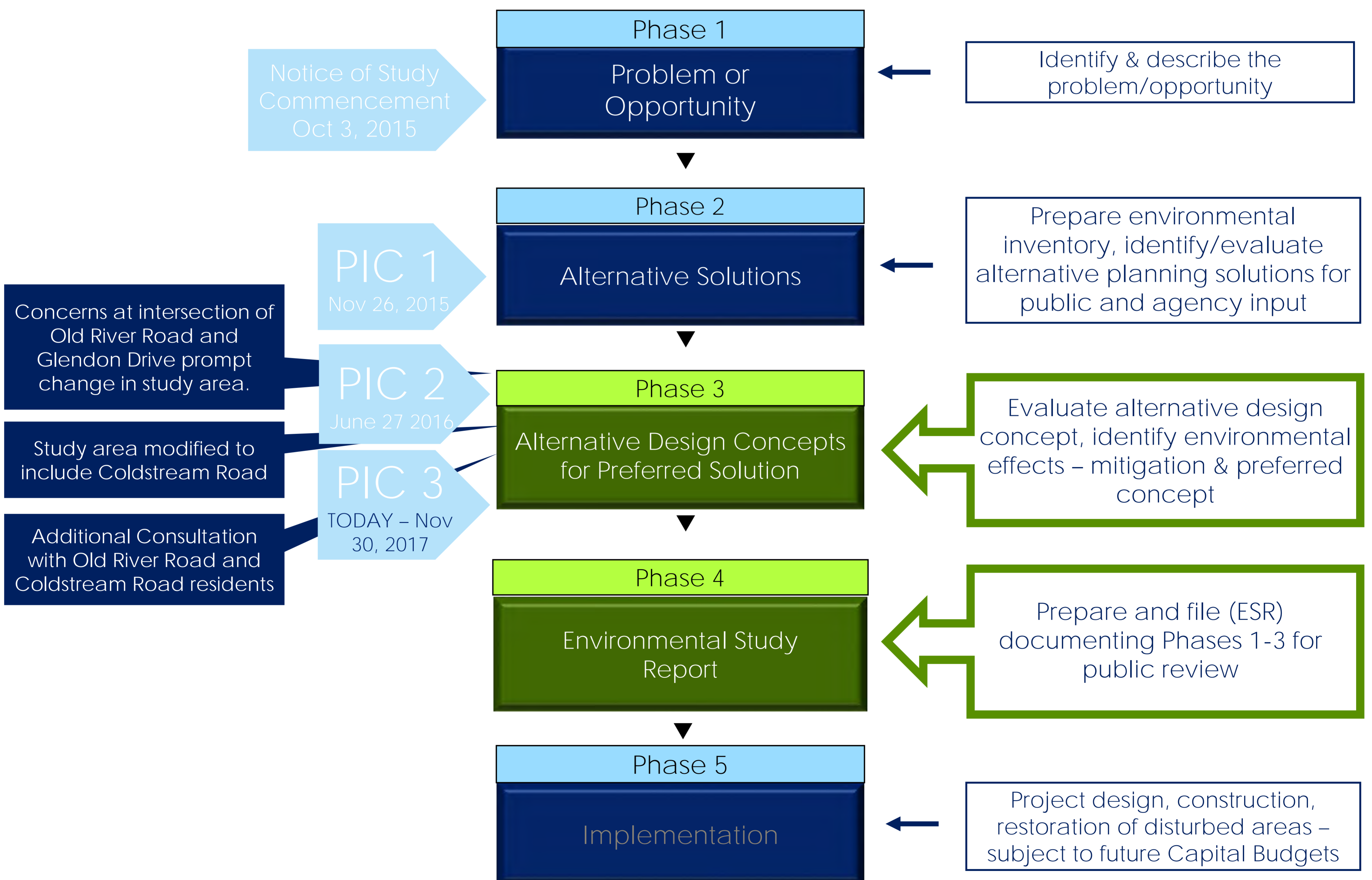
# WHAT IS THE CLASS EA PROCESS?

The Municipal Class Environmental Assessment (Class EA) process is a five phase planning process which:

- o Identifies reasonable solutions to the problems and opportunities in the study area;
- o Considers advantages and disadvantages including net environmental effects;
- o Requires public consultation; and
- o Provides clear documentation that describes the decision making process.

This study will :

- o Follow the Schedule 'C' Class EA requirements.
- o Complete Phases 1, 2, 3, & 4; and
- o Document the decision making process in an Environmental Study Report (ESR) to be filed for a 30 calendar day review period.

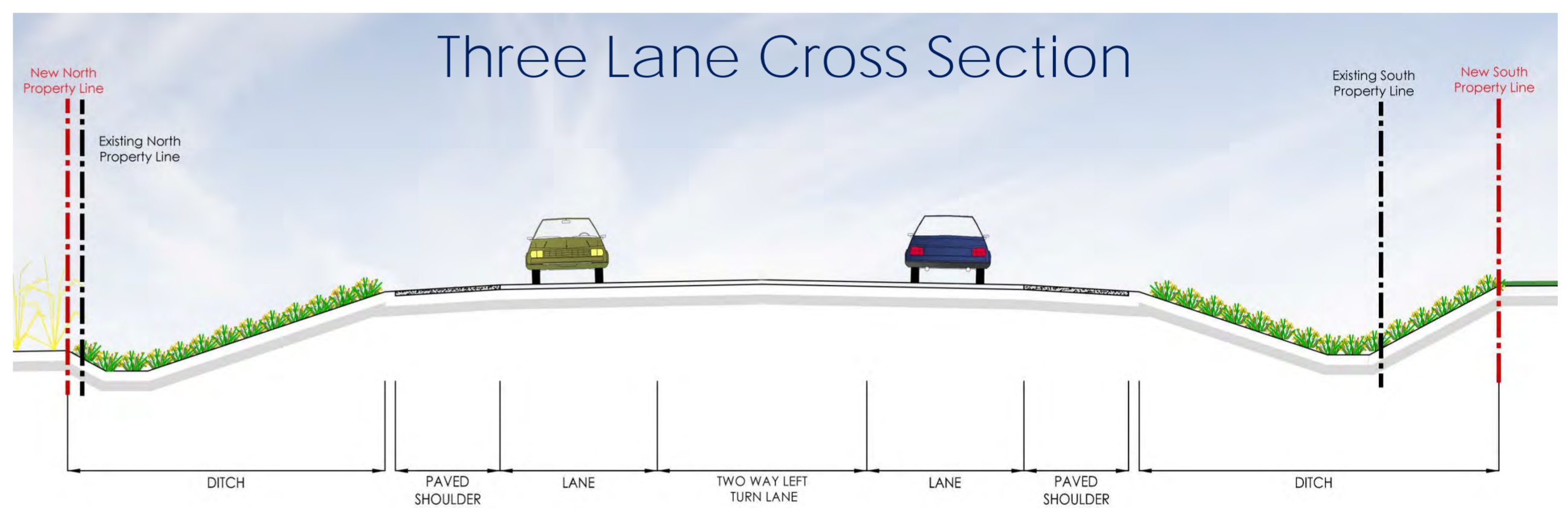




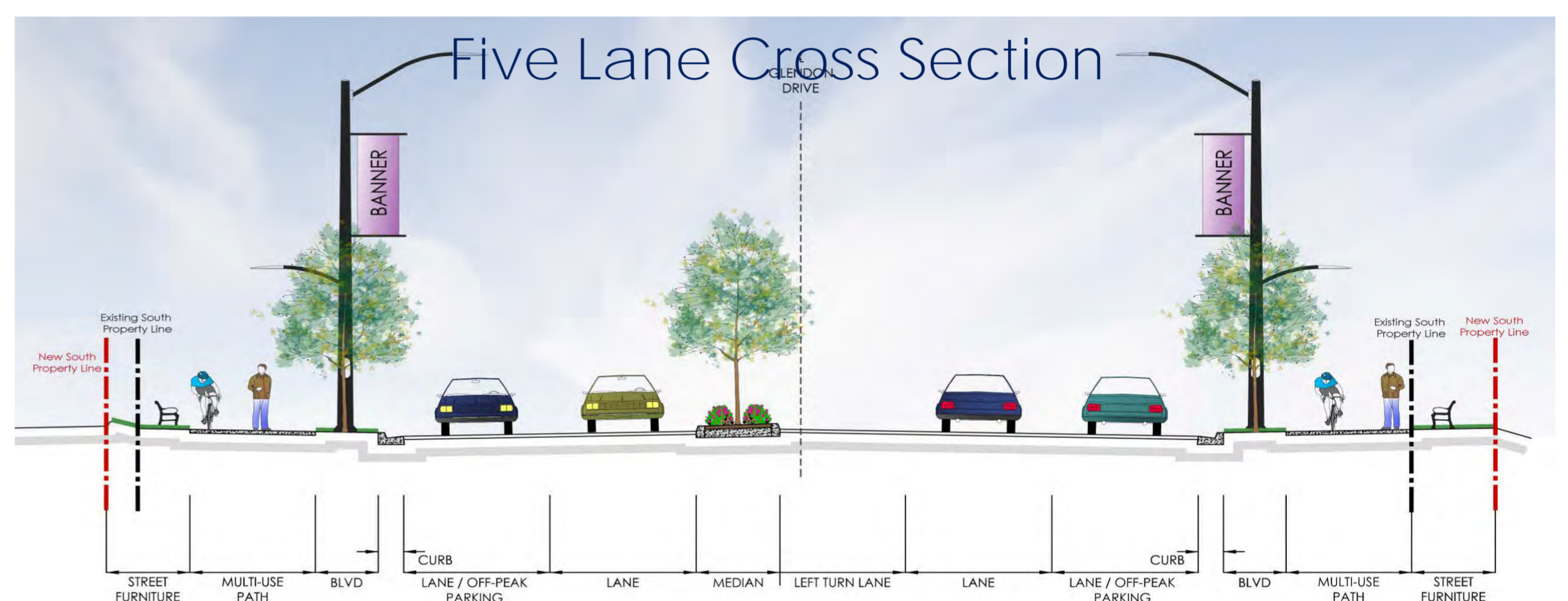
# Recommended Corridor Cross Sections

The following corridor cross sections presented at PIC 2 are being carried forward as part of the study's recommendations. The large corridor plans show how these cross sections will transition throughout the corridor.

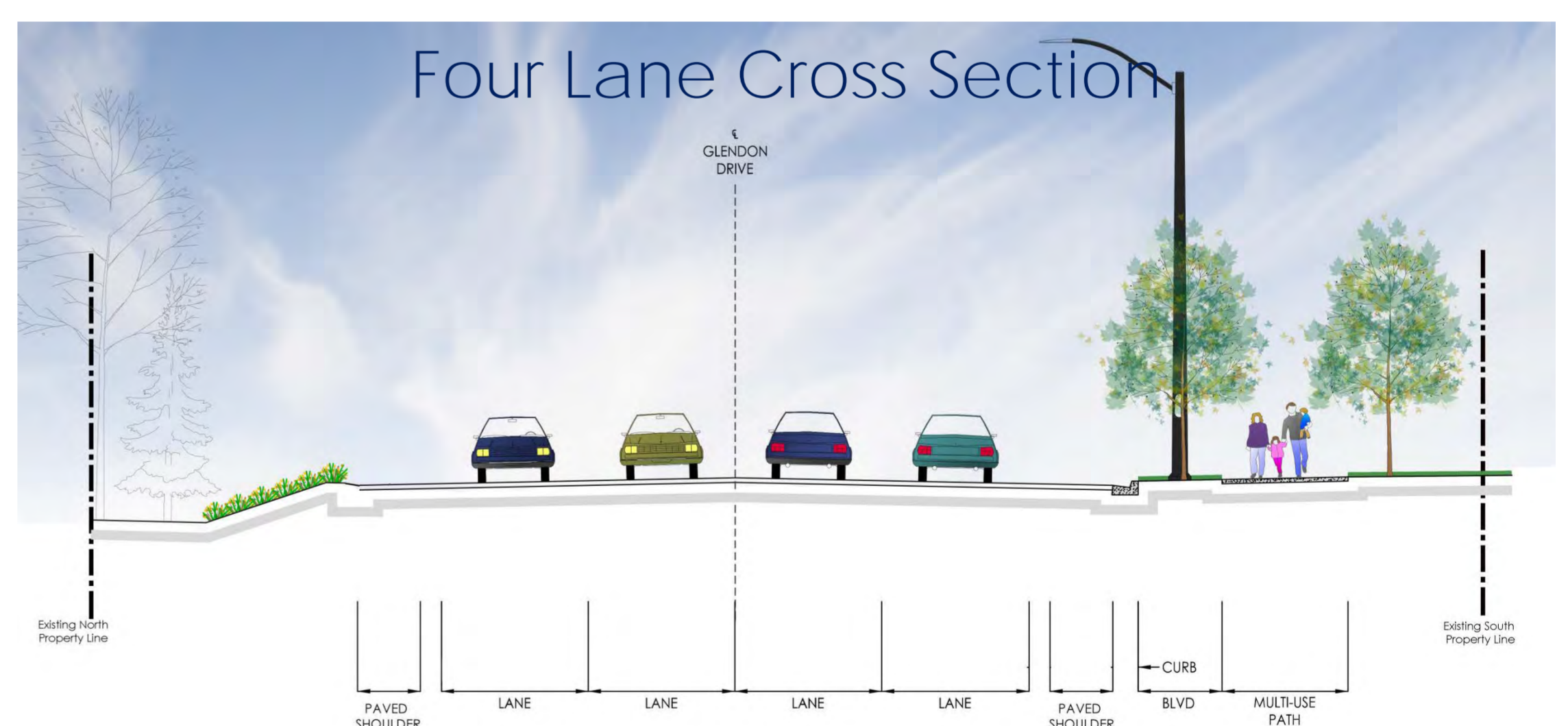
Highway 402 – West of Komoka Road



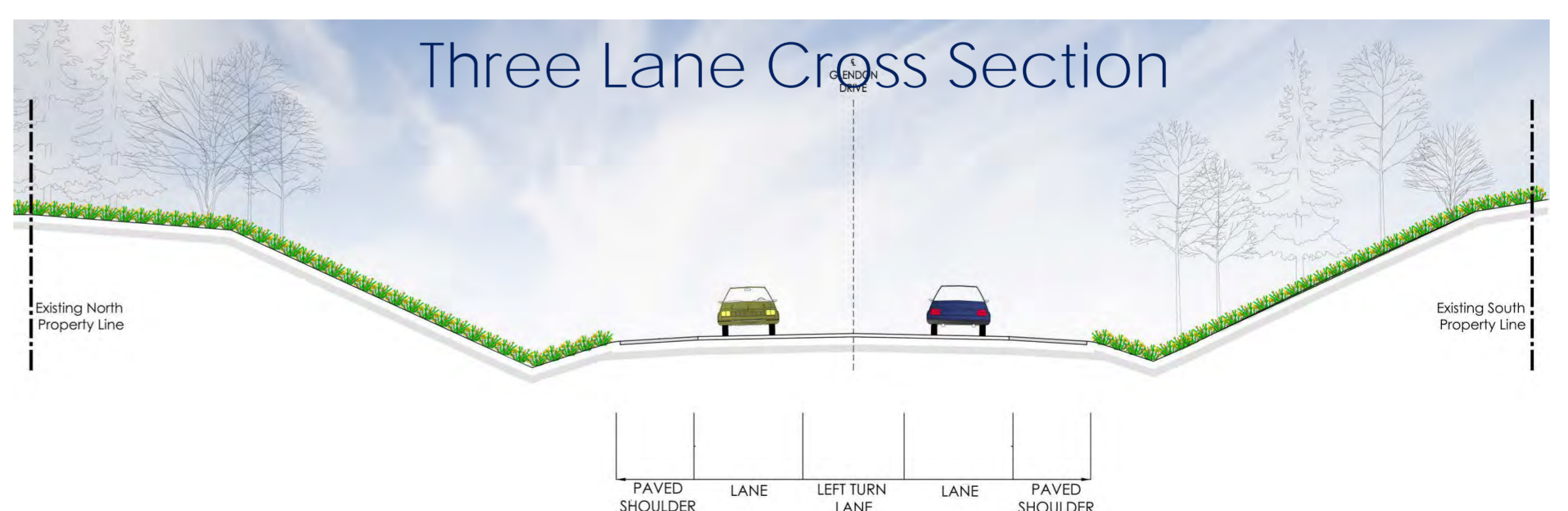
West of Komoka Road to Jefferies Road



Jefferies Road to Kilworth Park Drive



Kilworth Park Drive to the Thames River Bridge



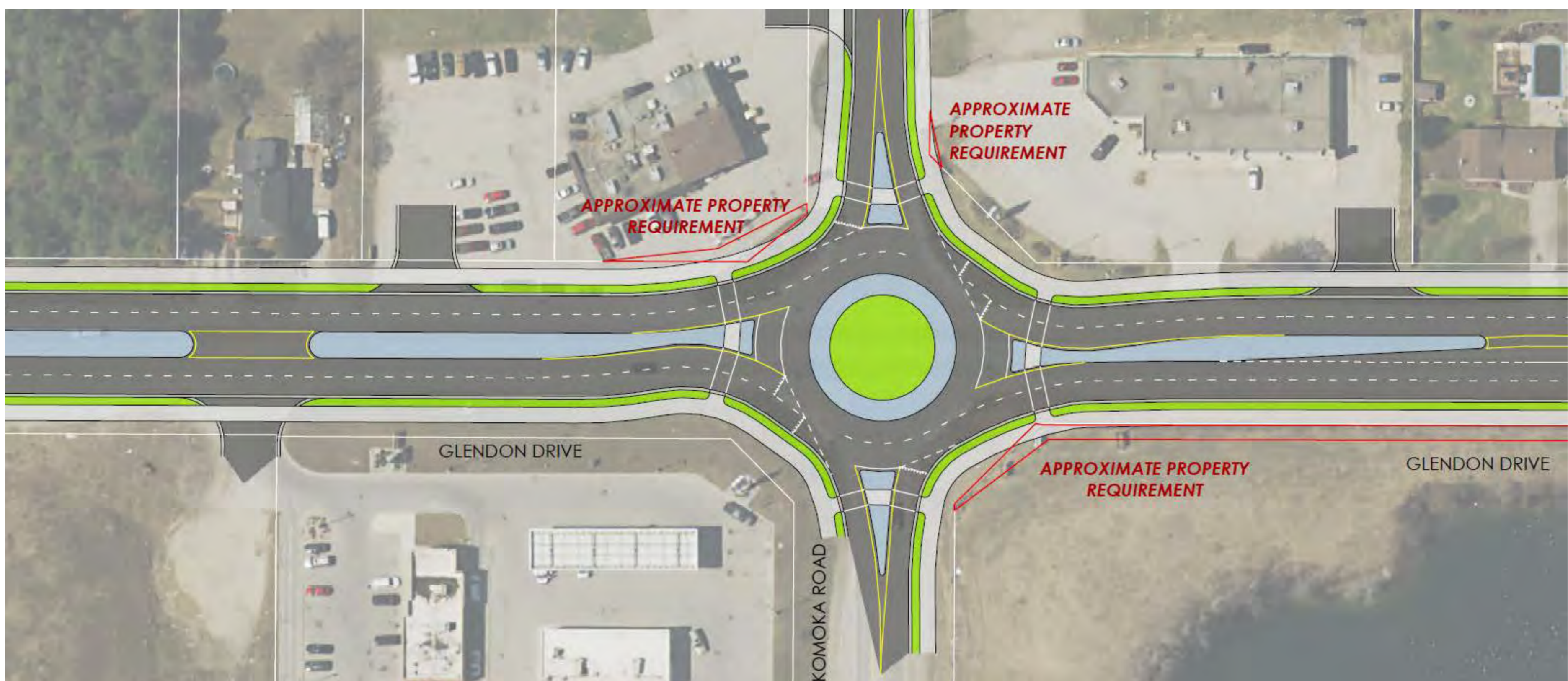


# Recommended Intersection Configurations

The following recommendations for the Komoka Road intersection, and mid-corridor intersections presented at PIC 2 are being carried forward as part of the study's recommendations.

## Komoka Road/Glendon Drive: Roundabout Intersection

The roundabout configuration improves the overall level of service at the intersection and maintains the flow of traffic along Glendon Drive. The roundabout also improves safety conditions at the intersection and reduces speeds at the entry point to the more urban areas toward the centre of the Komoka/Kilworth communities.



## Mid-Corridor Intersections (Tunks Lane, Future Street A, and Springfield Way)

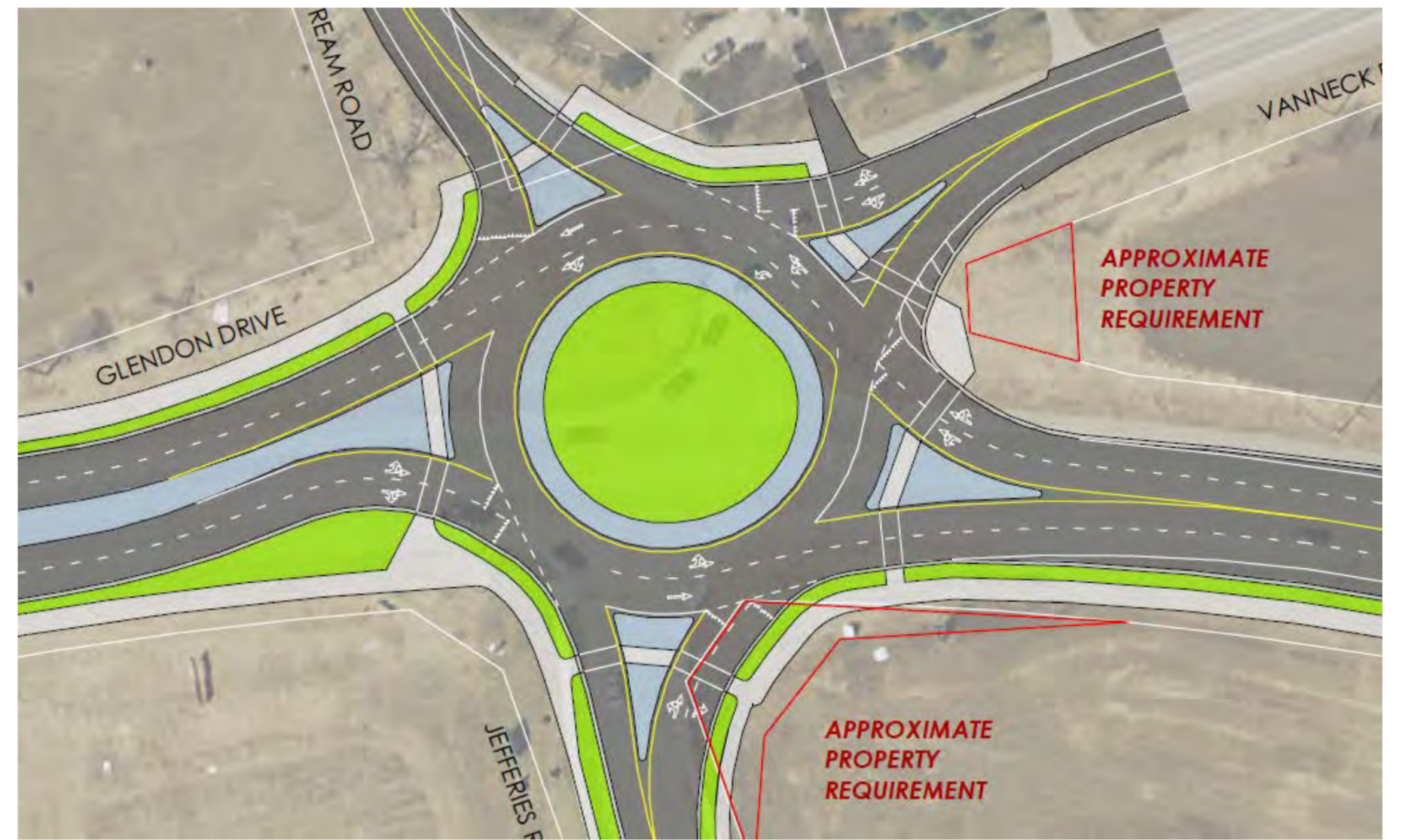
Signalized control is recommended for these mid-corridor intersections. While a series of roundabouts were considered, the cross street traffic volumes (Tunks Lane, Future Street A, and Springfield Way) are significantly lower than the through traffic on Glendon Drive. For this reason, roundabouts would not improve intersection operations. Signalized intersections are recommended in these locations based on intersection operations, improved active transportation crossings, cost, and property impact considerations.





# UPDATE - '5' Corners Roundabout

A roundabout and a signalized intersection were evaluated, and a roundabout configuration was recommended at PIC 2. The original roundabout concept presented at PIC 2 included five legs connecting Glendon Drive, Vanneck Road, Jefferies Road, and Coldstream Road.



Roundabout Concept Presented at PIC 2

Following PIC 2 and comments received, a detailed analysis of the roundabout was undertaken and the concept was revised to improve operations and safety at the intersection, including speed control. This revision resulted in significant property impacts.



Revised 5 Leg Roundabout Concept

Residents along Coldstream Road also noted concerns with potentially high speeds of traffic exiting the roundabout, and poor sightlines to the intersection.

Based on comments received and longstanding concerns along Coldstream Road, a four leg roundabout concept was developed, resulting in a closure of Coldstream Road at the intersection. To evaluate the impacts of a closure of Coldstream Road and address opportunities to improve conditions at the existing rail underpass, additional studies and analysis were undertaken.

While both roundabout concepts provide an improvement over the signalized intersection configuration, the four leg roundabout is preferred based on driver ease of use and reduced property impact.



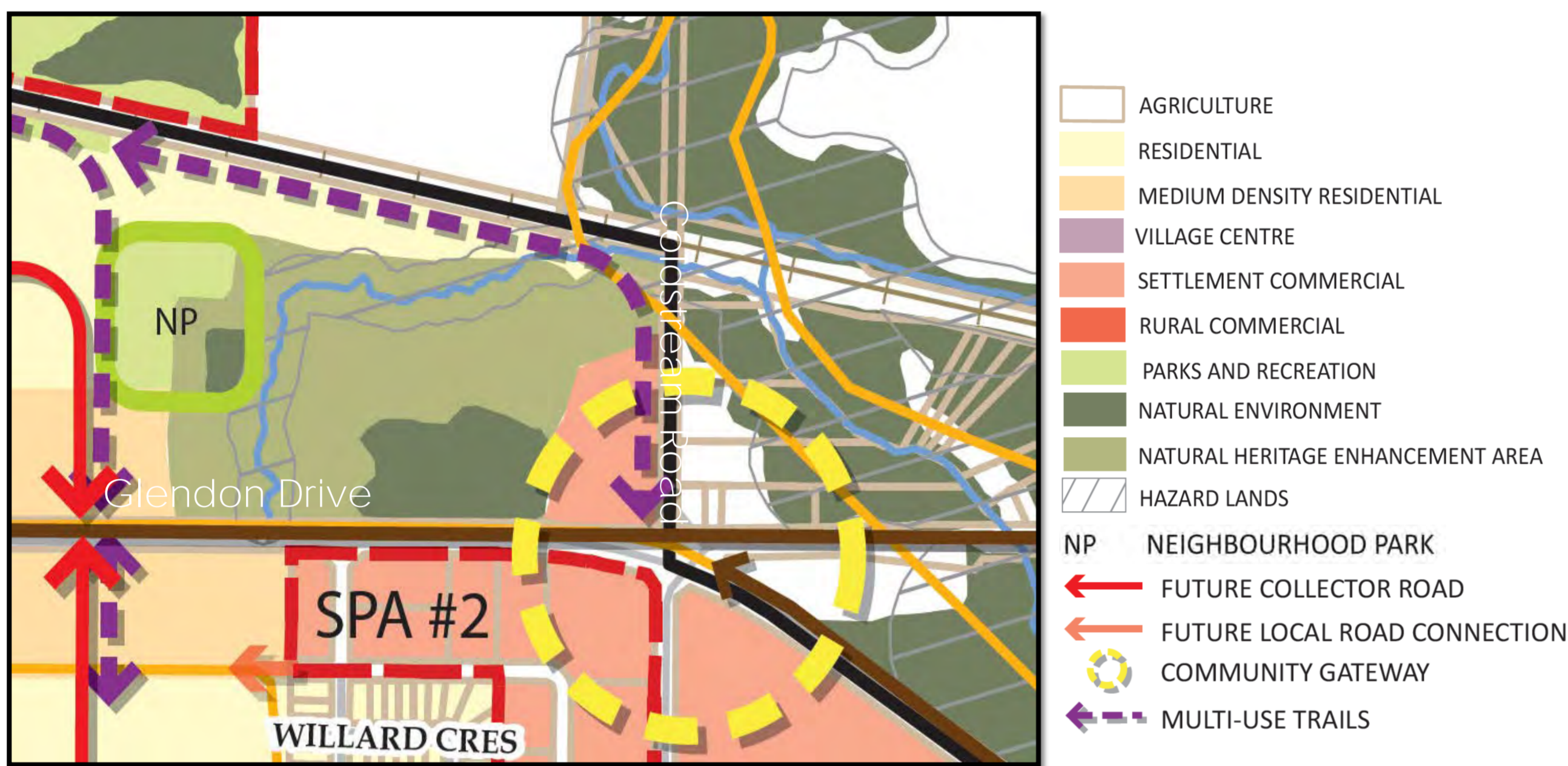
Recommended 4 Leg Roundabout Concept





## UPDATE - Coldstream Road Background and Existing Conditions

Environmental reviews and consultation with property owners were undertaken to investigate the feasibility of realigning Coldstream Road westward.



Lands adjacent to Coldstream Road are designated for 'Settlement Commercial' land uses, with 'Natural Environment' areas.

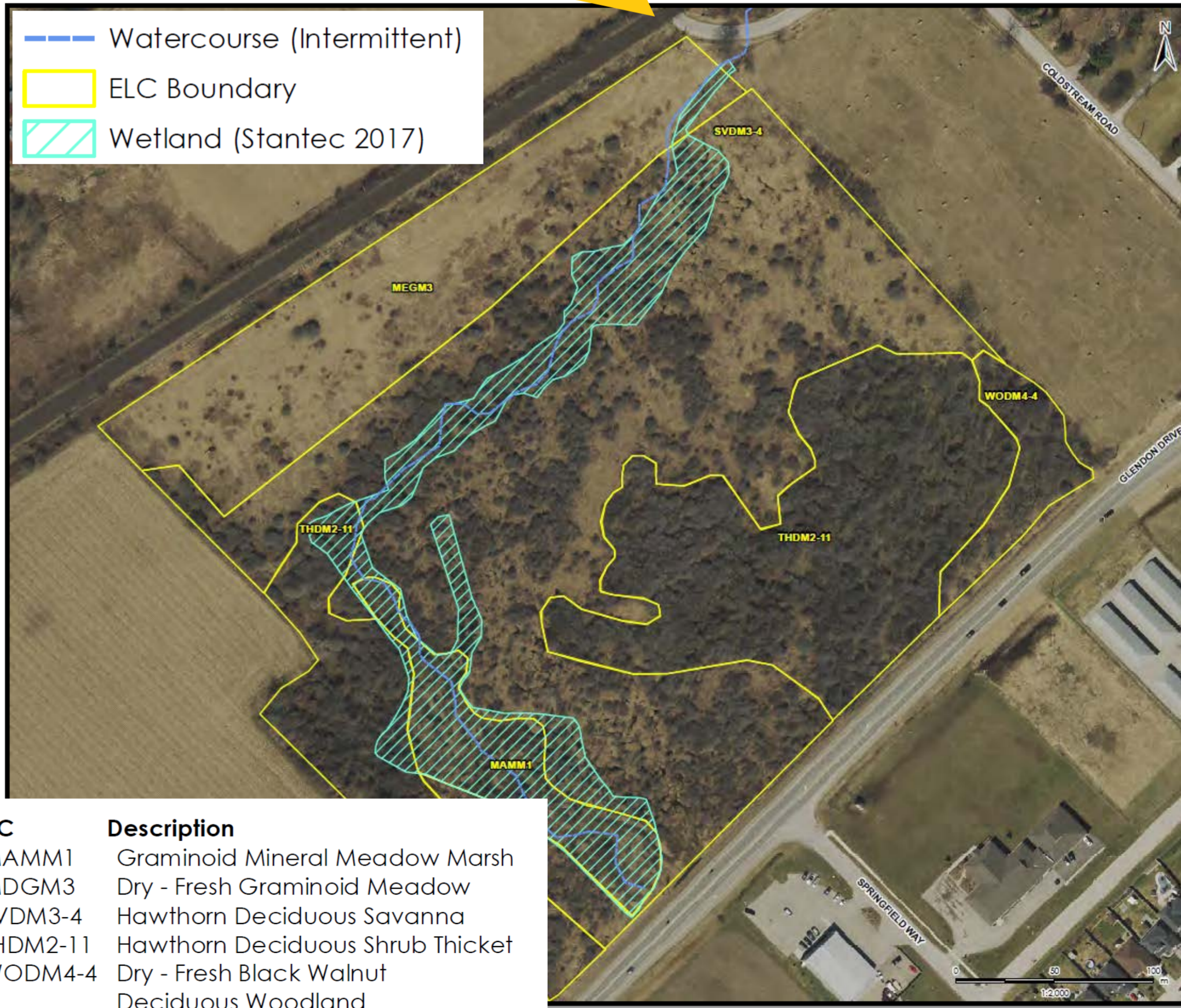
Middlesex Centre Official Plan Schedule A-2

The existing single lane 3.4m underpass with a sharp corner on Coldstream Road, north of Glendon Drive creates very poor sightlines



Additional environmental field studies were undertaken in 2017 to identify the existing conditions and any significant natural features in the area of potential alignments:

- Wetland area located adjacent to intermittent watercourse;
- No water, channel or scour was observed within the intermittent watercourse (May through August);
- Watercourse likely conveys water during high flow events such as spring freshet/thaw.
- No terrestrial species at risk were identified during field visits.



Existing Environmental Conditions





# UPDATE - Coldstream Road Alternatives and Recommendations

The following alternative planning solutions were developed for Coldstream Road to improve the safety of the roadway north of Glendon Drive considering the recommended four leg roundabout.

Do Nothing –  
Maintain existing rail  
underpass with  
existing alignment

- No access to Glendon Drive via Coldstream Road
- Local and non-local traffic diverted to Komoka Road for access to Glendon Drive, or diverted to Nairn Road/Gainsborough Road for trips eastward
- No improvement to existing sightlines or road geometry at the rail underpass
- Reduction in traffic volumes (local traffic only)

**\*Preferred\***  
Maintain existing  
underpass, with  
realignment of  
Coldstream Road

- Coldstream Road realigned westward to future signalized intersection at Glendon Drive and Springfield Way
- Provides improved access to future development lands along Coldstream Road.
- Provides opportunity to improve sightlines and road geometry south of the rail underpass.
- Provides opportunity to incorporate speed control measures to transition from rural area to the more urban Kilworth community area.
- Requires crossing of 1 intermittent watercourse (mitigation to be provided).

Improve/Widen the  
rail underpass, with  
realignment of  
Coldstream Road

- Requires partnership with CN Rail
- Potential costs in excess of \$5+ million (includes temporary rail diversion)
- Potential for significant environmental impacts with construction of temporary rail diversion.
- Provides opportunity to improve sightlines and road geometry south of the rail underpass

Improve/Widen the  
rail underpass,  
without realignment  
of Coldstream Road

- Requires partnership with CN Rail
- Potential costs in excess of \$5 million (includes temporary rail diversion)
- Potential for significant environmental impacts with construction of temporary rail diversion
- Traffic volumes reduced to local users, i.e. no access to Glendon Drive from Coldstream Road
- Existing residents would access Glendon Drive via Komoka Road with increased travel times

Maintain existing rail  
underpass crossing  
for pedestrians and  
cyclists only, and  
realign Coldstream  
Road

- Eliminates safety concerns for vehicles at the rail underpass, and removes safety concerns expressed by residents along Coldstream Road due to speeds of through traffic
- No new watercourse crossing required
- Increase in travel time to Glendon Drive for vehicles originating north of the rail underpass, and for destinations north of the rail from Glendon Drive
- Potential impact to ambulance response times

Close structure  
crossing for all  
modes of traffic and  
realign Coldstream  
Road

- Eliminates opportunity to implement multi-use trail crossing as identified in Middlesex Centre Official Plan
- No new watercourse crossing required
- Increase in travel time to Glendon Drive for vehicles originating north of the rail underpass, and for destinations north of the rail from Glendon Drive.
- Potential impact to ambulance response times.





# UPDATE - Recommended Coldstream Road Alignment

For the recommended planning solution, design alternatives were considered and reviewed. Based on the environmental and land use constraints, the following design alternative for the realignment of Coldstream Road is recommended.



Mitigation measures for identified environmental impacts associated with the road construction will be identified within the Environmental Study Report.





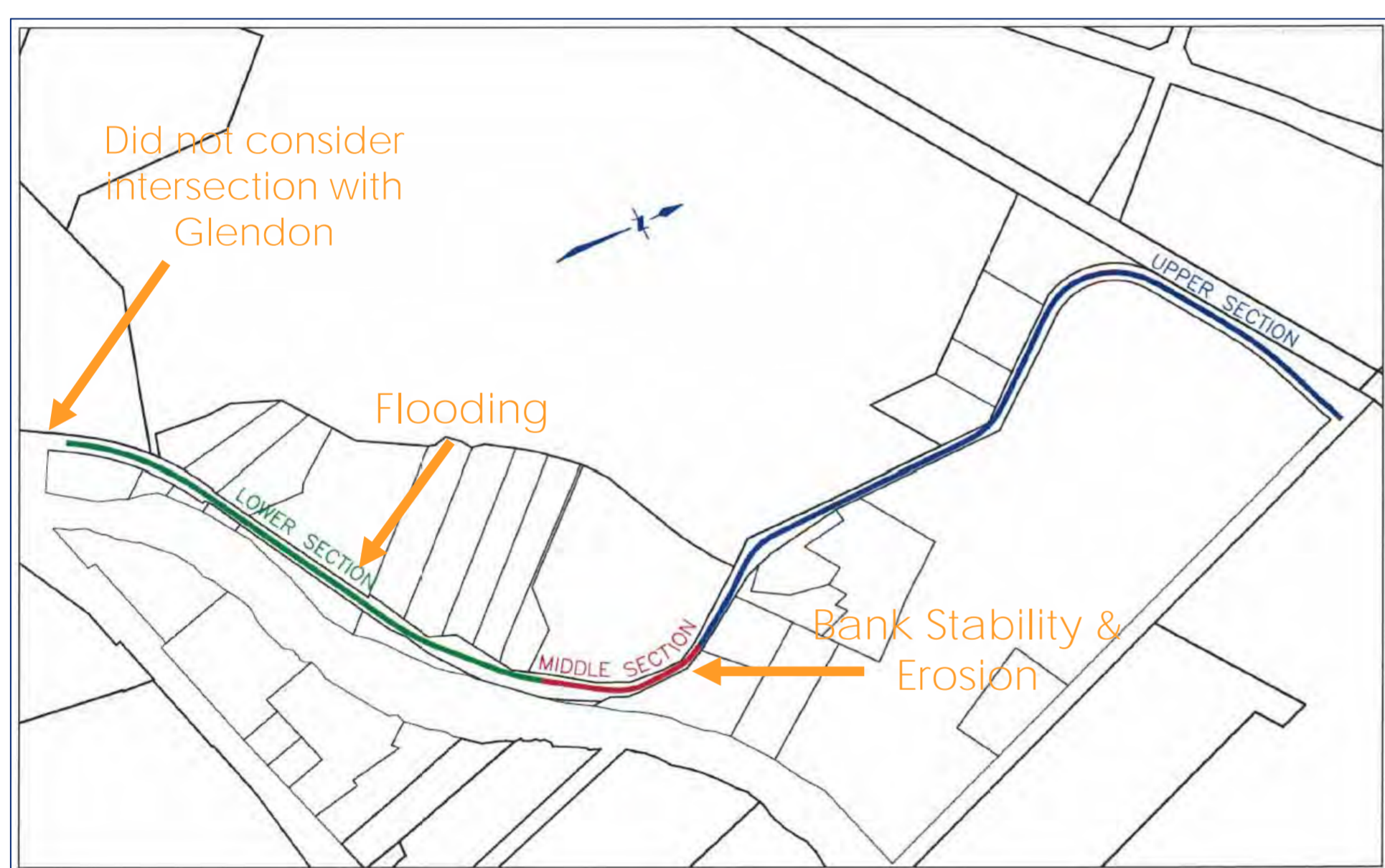
# UPDATE - Old River Road Intersection Overview and Background

As presented at PIC 2, safety and operational issues were identified at the intersection of Glendon Drive and Old River Road:

- Highest collision rate along the corridor
- Poor sightlines to the east due to intersection geometry and Thames River Bridge
- Additional traffic analysis indicates that on average, approx. 90% of traffic at the intersection is non-local cut-through traffic



Old River Road/Glendon Drive intersection facing North



2011 Old River Road Class EA Study Area

A previous Class EA study was undertaken in 2011 to address bank stability, erosion, and flooding concerns. Recommendations regarding bank stability and erosion are being carried forward from this study.

The complete list of alternatives considered and presented at PIC 2 are presented on the following panel. The preliminary recommendations presented at PIC 2 included the restriction of through traffic by means of dual cul-de-sacs and a relocation of the intersection with Glendon Drive.





# UPDATE - Old River Road Consultation Overview

Additional consultation was undertaken following PIC 2:



Below is a brief overview of some of the most common considerations expressed by residents and community members following PIC 2:

- Traffic volumes and poor sight lines at the Glendon Drive intersection are a top priority
- Impacts to EMS and Fire Services response times
- Difficulty driving up the Old River Road hill during inclement weather
- Concerns regarding long-term train stoppages at the Pulham Road crossing
- Farm accesses
- Concerns expressed over the safety of the Glendon Drive intersection and left turns to and from Glendon Drive
- Impacts to travel times
- Impacts to school transportation pick up and drop off;
- High speeds and volumes of traffic along Old River Road causing unsafe conditions for pedestrians and cyclists
- Accidents in residents' front yards/ditches due to speeds of traffic;
- Expressed the need for a low-cost, simple solution to address issues along the road.

A group of Old River Road residents have proposed the following solutions:

- Right in, right out intersection at Glendon Drive with minimal reconstruction at the intersection;
- Traffic calming measures (speed humps)
- Establishment of a Community Safety Zone and a reduction in speed limit
- Enhanced signage

The Municipality undertook additional speed monitoring along Old River Road in the summer of 2017, which showed that 77% of vehicles exceeded the posted speed limit of 50 km/h.

A temporary centre-line speed bollard was installed as a traffic calming measure to help bring vehicle speeds down to the posted speed limit.



## UPDATE - Old River Road Alternatives Considered Following PIC 2

Following PIC 2 and initial discussions with residents, a number of additional alternatives were developed and assessed (see resource table for accompanying figures)

Right in, right out intersection including narrow raised median on Glendon Drive:

- Substandard median length and width due to close proximity to bridge – visual hazard
- No improvement to sightlines to the east for right turning vehicles
- High potential for non compliance for vehicles wanting to turn onto Old River Road
- Creates U-turn hazard to high-volume Glendon Drive for traffic heading east towards London

'Porkchop island' and acceleration lane – right in, right out intersection

- High potential for non compliance for vehicles turning left onto Old River Road and high collision severity with free flow conditions
- No improvement to sightlines to the east for right turning vehicles
- Introduces merge condition for Glendon Drive traffic
- Creates U-turn hazard to high-volume Glendon Drive for traffic heading east towards London

Realigned intersection with median (right in, right out intersection)

- Creates U-turn hazard to high-volume Glendon Drive for traffic heading east towards London
- High potential for non compliance for vehicles wanting to turn onto Old River Road
- Creates access conflicts for property entrances along Glendon Drive

One way (northward)

- Risks of non-compliance/enforcement creating conflicts along Old River Road
- Forces vehicles uphill during all weather conditions

Traffic calming measures

- Traffic calming measures such as speed cushions intended to reduce speeds of traffic, not effective as traffic diversion measures (i.e. does not address through traffic volumes or Glendon Drive intersection safety)

Intersection improvements and restriction of through-traffic via gate system

- Eliminates through traffic, and approximately 90% of vehicles turning at the Glendon Drive intersection
- Intersection improvements including realignment further west will significantly improve sightlines to the east. Sightlines to the west still meet standard
- Widening of Glendon Drive and intersection realignment provides room for left turn lane.



# How are we addressing Old River Road residents' concerns?

Concerns expressed regarding recommended alternative	How these concerns can be addressed
Difficult and unsafe left turns onto Glendon Drive from Old River Road	<p>Realigned intersection westward will improve sight lines overall and improve safety conditions at the intersection.</p> <p>Instead of turning left, vehicles have the option to utilize roundabout at Jefferies Road/Vanneck Road/Glendon Drive during peak periods. By not forcing the right turn condition, this allows for flexibility to turn left during off-peak hours.</p>
Insufficient sight lines to the west and east	Significantly improves sightlines to the east, and sightlines to the west (to the crest of the hill) are within accepted standards.
Design standards for cul-de-sac length – Old River Road is too long to have a cul-de-sac	Design standards speak to subdivision design with houses off of cul-de-sac, does not apply in an existing rural environment. A secondary emergency access is provided to satisfy the conditions.
School transportation will be impacted and will not be able to service the residents	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.
Access for emergency vehicles will be impeded, as will travel times from Old River Road to the London hospitals	Consultation has been undertaken directly with Middlesex-London Emergency Medical Services and Middlesex Centre Fire Services. 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.	The gate can be operated to accommodate passage of large/heavy vehicles.
Access to properties at the top of the hill during inclement weather	Existing winter maintenance priority will be maintained. Gate Management Plan may include provisions for winter access.
Train delays on Pulham Road during emergency/maintenance	Gate will be operable during any scheduled maintenance or unexpected extended rail delays to permit access for residents on Pulham Road south of the rail lines.
Truck traffic utilizing Old River Road	Additional warning signage to be incorporated into intersection improvements to warn of no exit and no truck traffic.
Access to farm fields for equipment will be cut off	Improvements include reconstruction/relocation of field entrances.





## UPDATE - Old River Road Recommendations Phased Approach

### Phased Approach to Reduce Through Traffic

The recommended alternative is the most effective means to restoring the function of Old River Road to a Local Road use by reducing the amount of through traffic, and addressing safety concerns at the intersection of Glendon Drive.

In consideration of comments received from Old River Road residents, a phased approach is proposed to be implemented and monitored to identify the effectiveness of traffic calming measures on addressing the volume of through traffic. This phased approach is consistent with traffic calming policies in neighbouring municipalities.



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The first phase would include the following:

- Installation of temporary speed cushions during non-winter months
- Monitoring of peak hour traffic volumes

Results of the monitoring would be compared with traffic volumes collected during the Glendon Drive Class EA study

The objective is to reduce traffic volumes at the intersection of Glendon Drive to within volumes and trip usage consistent with the Local Road classification. The gate would be implemented when traffic volumes and trip type exceed that of Local Road usage.



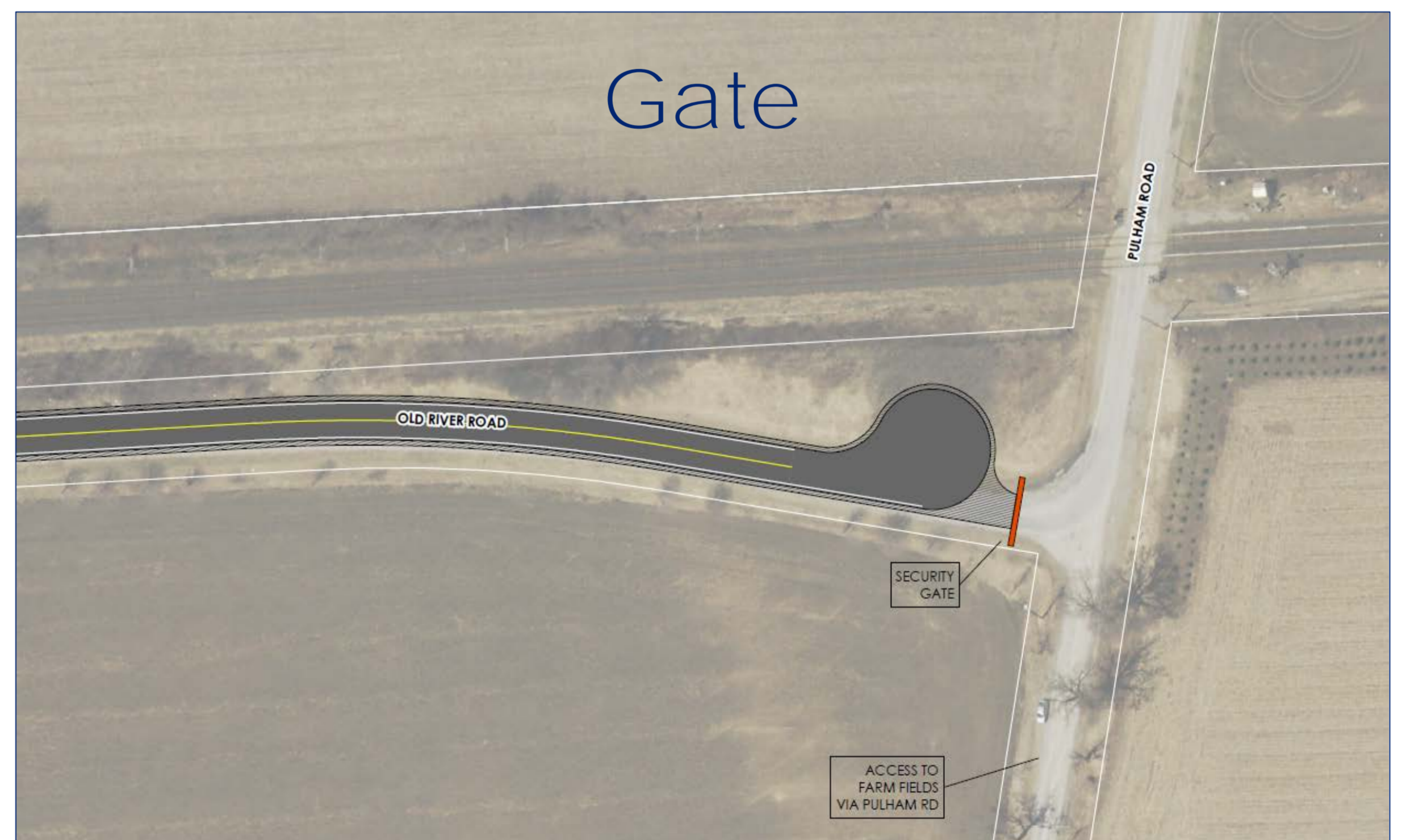


# UPDATE- Overview of Old River Road Recommendations

- Significantly improves sightlines to the east and maintains sightline standards to the west
- Widened Glendon Drive cross section provides sufficient width for a dedicated left turn lane



- Gate would be implemented as the second phase
- Gate will be operable year-round for EMS and road maintenance
- Turnaround included for Old River Road, and intersection designed to accommodate truck turnarounds on Pulham Road
- A detailed Gate Management Plan will be developed by the Municipality to identify roles and responsibilities, including seasonal operations of the gate and maintenance

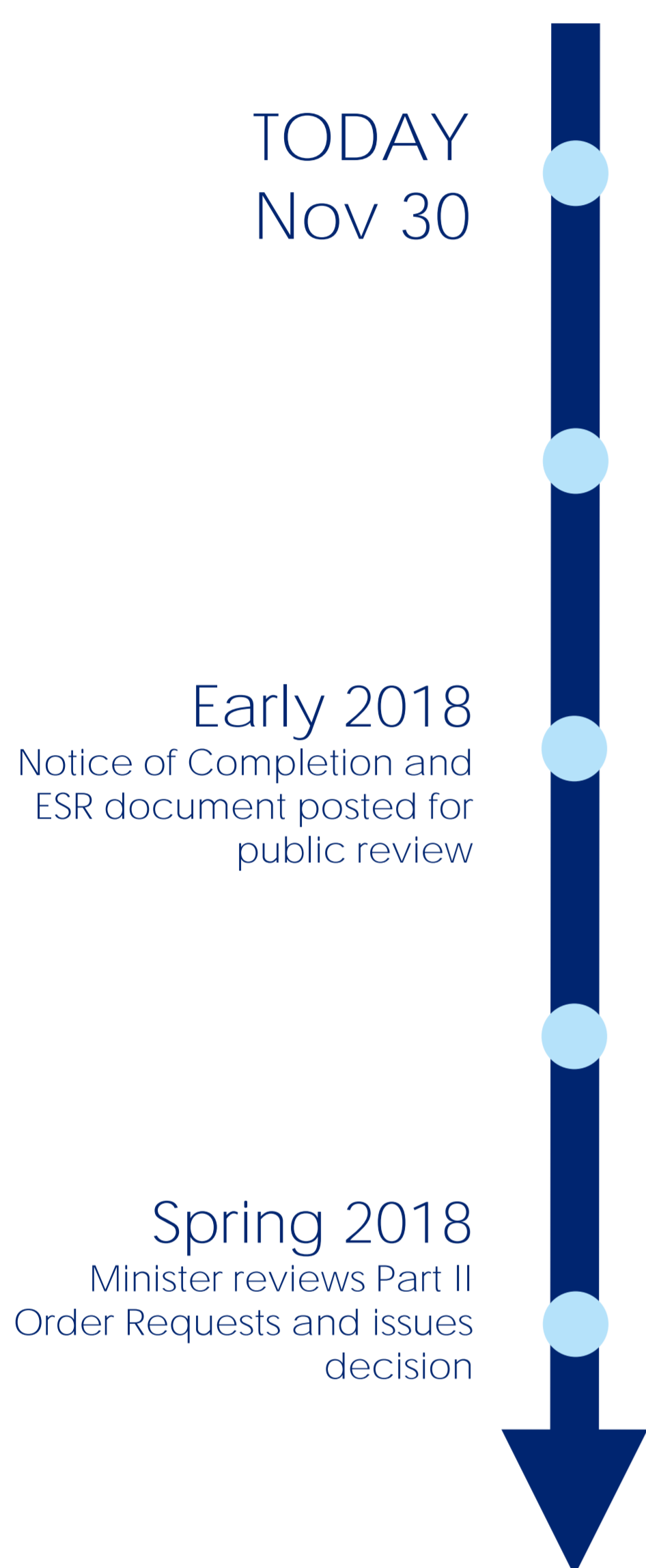


The recommended alternative effectively reduces the traffic volumes entering and exiting the Glendon Drive/Old River Road intersection, improves the safety of the intersection, and improves the safety of Old River Road for vehicles, cyclists, and pedestrians for all users (vehicles, cyclists and pedestrians).





# Next Steps



- The project team will continue to gather comments on the study recommendations until December 15, 2017 for inclusion in the final Environmental Study Report (ESR).
- The ESR will be prepared and put on public record for the mandatory 30-day review period.
- Anyone with outstanding concerns upon issuance of the Notice of Completion has the right to submit a request to the Minister of the Environment and Climate Change for the proponent to comply with Part II of the Environmental Assessment Act, elevating the study to a greater level of assessment (known as a Part II Order or "Bump Up"). More information on submitting a Part II Order is available from the project team.

Thank you for attending Public Information Centre 3  
Your comments are essential to the decision-making process.

Comment sheets are available this evening or may be submitted on the project website following the PIC:

[glendondrive.mindmixer.com](http://glendondrive.mindmixer.com)

Please feel free to contact us with any questions or comments.





### Glendon Drive Streetscape Environmental Assessment

Public Information Centre #3

Thursday November 30, 2017 6:00-8:00pm

Komoka Library Middlesex Wellness and Recreation Centre

**PLEASE SIGN IN TO STAY UPDATED ON STUDY PROGRESS**



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Denek				
Patti Ti Paul				
DAN D				
John + Al				
Michelle				
RES				
Rob +				
Jim				
Marg				
Ben				



**Glendon Drive Streetscape Environmental Assessment**

**Public Information Centre #3**

Thursday November 30, 2017 6:00-8:00pm

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NAME	ADDRESS	POSTAL CODE	PHONE NUMBER	EMAIL
Dawn				✓
Rob				
Trevor				
BRYAN				



**Glendon Drive Streetscape Environmental Assessment**

**Public Information Centre #3**

Thursday November 30, 2017 6:00-8:00pm

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Henk B				
Tomie				
Stella				
Raia				
CHARL				
Cathy				
Dustin				
Lindsay				
Clara				





### Glendon Drive Streetscape Environmental Assessment

Public Information Centre #3

Thursday November 30, 2017 6:00-8:00pm

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Wini				
Monika				
Parvati				
SEENA				
Kors E				
Jane				
Don				
HEA				
Paul				





**Glendon Drive Streetscape Environmental Assessment**

**Public Information Centre #1**

Thursday November 26<sup>th</sup> 2015 5:30-7:30pm

Komoka Library

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Victor				
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Jo				
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Lee				
Shawn				
SEP				
Joe				
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**Glendon Drive Streetscape Environmental Assessment**

**Public Information Centre #1**

Thursday November 26<sup>th</sup> 2015 5:30-7:30pm

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Parvati				
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**Glendon Drive Streetscape Environmental Assessment**

**Public Information Centre #1**

Thursday November 26<sup>th</sup> 2015 5:30-7:30pm

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Brend				
Kirk				
Naiff				
Rickson				
Rob H				
Micko				
Larra				



