Southdale Road West Improvements
Pine Valley Boulevard to Colonel Talbot Road
Municipal Class Environmental Assessment
Schedule ‘C’

Welcome
Public Information Centre
November 2, 2017
The purpose of this Public Information Centre is to:

- Introduce you to the Southdale Road West Improvements Municipal Class Environmental Assessment (Class EA).
- Provide an overview of the Study’s Class EA planning process and study area.
- Provide an overview of existing and future conditions.
- Present the Study’s problems and opportunities and the evaluation of alternative solutions.
- Gather feedback on the **Recommended Solution** and provide you with the next steps of this study.

Please take a **comment form** and a pen. As you review the information presented today, we encourage you to ask questions and provide your feedback.
Study Area Overview

Southdale Road West
- arterial road
- 2 lanes of traffic operating in an east-west direction
- sidewalks located on both sides of the road
- a multi-use paved path on the north side

Servicing & Utilities
- Minimal sanitary / storm services are within the Southdale Road West corridor.
- Sanitary forcemains are located on Colonel Talbot Road.
- Most watermains along Southdale Road West are connected to the low pressure distribution system.
- Telephone, cable, gas mains and overhead hydro lines also exist within the corridor.
- Significant hydro infrastructure is located along the north side of Southdale Road West, including a substation at the east limit of the study area. A hydro corridor extends to the south.

Bostwick Road
- arterial road
- 2 lanes of traffic operating in a north-south direction
- no sidewalks

LEGEND
- Southdale Road West Improvements Class EA Study Area
- Other Relevant Class EA Studies
- Proposed Development

Study Area

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57 Residential Units (under construction)

135 Residential Units (approved)

34 Residential Units (approved)

Wonderland Road Improvements Class EA (ongoing)

Noor Gardens Mosque (approved)

Southwest Community Centre (approved)

The Southdale Road West Improvements Class EA will have regard for the Wonderland Road South intersection.
The Studies:

- The **Transportation Master Plan** recommends widening Southdale Road West to 4 lanes from Pine Valley Boulevard to Colonel Talbot Road as part of its Growth Management Implementation Strategy.

- According to the 2014 **Development Charge Background Study**, the City is planning to widen Southdale Road from Pine Valley Boulevard to Farnham Road in 2022 and from Farnham Road to Colonel Talbot Road in 2026.

- The **London Plan** identifies the study area as a Civic Boulevard, which prioritizes pedestrian, bicycle and transit movements, as well as offer a high-quality pedestrian realm and standard of urban design while accommodating moderate to high volumes of motor vehicles.

- London’s **Official Plan** designates Southdale Road West and Bostwick Road as arterial roads able to provide service to high volumes of intra-urban traffic at moderate speeds.

- **London ON Bikes**, the City’s Cycling Master Plan recommends in-boulevard cycling facilities (bike lanes, signed bike routes and paved shoulders).
Class Environmental Assessment Process

- The Class EA study will be completed in accordance with the **Ontario Environmental Assessment Act** and will fulfill the requirements of the Municipal Class EA process for **Schedule C** projects.

- At the end of the EA process, an **Environmental Study Report** will be prepared for public review and comment to document the planning process followed.

**Overview of the Class Environmental Assessment Process**

- **Phase 1: Problem and Opportunity**
  - Identify problem or opportunity

- **Phase 2: Alternative Solutions**
  - Identify alternative solutions to problem or opportunity
  - Document existing conditions of natural, social and economic environments
  - Identify impacts of alternative solutions on the environment, and mitigation measures
  - Evaluate alternative solutions and identify recommended solution
  - Consult the public and agencies regarding the problem or opportunity and alternative solutions
  - Select preferred solution

- **Phase 3: Alternative Design Concepts for Preferred Solution**
  - Identify alternative designs for preferred solution
  - Document detailed inventory of natural, social and economic environments
  - Identify impacts of alternative designs on the environment, and mitigation measures
  - Evaluate alternative designs and identify recommended design
  - Consult the public and agencies on recommended design
  - Select preferred design
  - Preliminary finalization of preferred design
  - Consult the public and agencies regarding the preferred design

- **Phase 4: Environmental Study Report**
  - Complete Environmental Study Report
  - Place Environmental Study Report on Public Record
  - Notice of Completion and commencement of 30-day Public and Agency Review Period
  - Opportunity to Request a Part II Order (within 30-day notification period)
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Archaeology:

- A Stage 1 **Archaeological Assessment** has been completed.

- As a result of extensive roadway infrastructure, significant portions of the study area have been previously disturbed and archaeological potential has been removed. Some portions of the study area have been identified as areas where archaeological potential may remain (See Green on Map).

- A Stage 2 Archaeological Assessment is recommended for all land not demonstrated to be previously disturbed within the study area limits.

Cultural & Built Heritage Resources:

- Upon review of municipal, provincial, and federal registers, it was determined that no municipally recognized heritage properties are located within the study area.
Stormwater & Drainage

- Within the study area, stormwater run-off from the road corridor is directed to watercourses or stormwater management ponds.

- Current deficiencies with existing stormwater management include:
  - Insufficient capacity of the Thornicroft Drain channel;
  - Existing low-lying natural heritage feature with trapped drainage south of Southdale Road West;
  - Existing Stormwater Management Facilities may have limited capacity for additional quantity/quality control;
  - Overland flow constraint in proximity to Southdale Road West and Pomeroy Lane; and
  - Limited area within right-of-way to implement stormwater controls.

- Road improvements resulting from this study will address the following:
  - Provide conveyance for minor and major stormwater within the proposed right-of-way and water quality and quantity as needed;
  - Potential use of **Low Impact Development** practices to provide quality control for discharge from Southdale Road West; and
  - Potential opportunity to alleviate flooding and overland flow across private property.

**Low Impact Development** practices use simple, cost effective landscape features and other techniques to filter, store, infiltrate and use rainwater where it falls.
Existing **Natural Environment Features** within the study area include:

- Thornicroft Drain;
- Tributary to Thornicroft Drain on Bostwick Road;
- Pond / Wetland within the woodland west of Bostwick Road;
- Small wetland on the south side of Southdale Road West;
- Stormwater pond within Southwest Optimist Park;
- North Talbot Provincially Significant Wetland;
- Bostwick Road West Woodland Patch; and
- Bostwick Road East Woodland Patch.

The following **Species At Risk** have the potential to occur in the study area based on available habitat.

<table>
<thead>
<tr>
<th>Threatened</th>
<th>Special Concern</th>
<th>Endangered</th>
</tr>
</thead>
<tbody>
<tr>
<td>-Barn Swallow</td>
<td>-Eastern Pewee*</td>
<td>-Eastern Small-footed Bat</td>
</tr>
<tr>
<td>-Eastern Meadowlark*</td>
<td>-Monarch</td>
<td>-Little Brown Myotis</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Northern Myotis</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Tri-coloured Bat*</td>
</tr>
</tbody>
</table>

* pictured
Active Transportation & Transit

- Existing in-boulevard cycling facilities are narrow and fragmented.

- The pedestrian environment contains sidewalks and crossing opportunities in the urban area of the study area. The rural areas do not have sidewalks.

- The existing transit service is infrequent and poorly utilized. Some of the existing routes within the study area do not meet the minimum standards outlined by the London Transit Commission. The stops have no concrete pads or amenities to protect riders from the elements.

- Issues with the current Active Transportation environment include:
  - missing pedestrian and cyclist pavement markings,
  - uneven ground,
  - missing tactile plates,
  - steep declines beside sidewalks,
  - conflicts between vehicles, cyclists, and pedestrians.

Active transportation refers to any form of human-powered transportation – walking, cycling, using a wheelchair, in-line skating or skateboarding.
Collisions

A total of 136 collisions were reported within the study area over a five-year period (January 2012 to June 2017). Of the 136 collisions, there were 85 collisions reported to be either intersection-related or to occur at the intersections. The reminder of the collisions were reported to occur along the mid-block road sections.

The majority of collisions within the Study Area occur at:

- Colonel Talbot Road & Southdale Road West
- Pine Valley Boulevard and Southdale Road West

Traffic Volume & Capacity

Volume/Capacity ratio represents how close to capacity a road or intersection is.

- Green: Good operating conditions
- Yellow: Operations are in decline
- Red: Significant traffic delays

AM Peak Hour

PM Peak Hour

Existing Conditions: Traffic
What are the problems?

• As the City of London continues to grow and develop, new transportation infrastructure is required that recognizes the capacity needs of planned growth and the objectives of protecting established communities and businesses.

• Significant growth is anticipated along the south side of Southdale Road West between Tillmann Road and Pine Valley Boulevard, and some areas along the corridor are experiencing traffic delays during peak periods.

• The new Southwest Optimist Community Centre and YMCA will increase vehicular, pedestrian and cycling traffic along this section of Southdale Road West. Considering this and modeling through the City’s Transportation Master Plan, the existing two lane road will not have sufficient capacity to accommodate the projected growth and number of road users.

What are the opportunities?

• The transportation network plans will enhance road capacity within the area with planned improvements to the nearby Wonderland Road, Bostwick Road, Bradley Avenue Extension, and Southdale Road improvements to the east and west of the study area.

• The cycling network will improve connectivity with a series of new cycling facilities and corridors including cycle lanes along Wonderland Road and cycling facilities along the Southdale Road West, Bostwick Road, and Pack Road corridors.

• This project also has the ability to align with the principles of Vision Zero London, a global movement that has been adopted by the City to eliminate traffic injuries and fatalities caused by vehicular collisions.
Your Concerns –
What We Heard From You

Traffic
Almost everyone told us that traffic congestion on Southdale Road West is a huge problem that needs fixing. There is too much traffic for two lanes. Increasing to four lanes is a good idea.

Other Improvements You Suggested
No on-street parking at the Southwest Optimist Park. Install speed humps on Farnham Road closer to Southdale Road West.

Other Comments
Fix the problem before 2030. Widen Southdale Road West to the south to reduce impacts to existing homes on the north side.

Safety
Widening Southdale Road West would pose a safety concern. Reduce speed limits on Bostwick Road and Southdale Road West. Sidewalks located right against the road are unsafe.
Alternative Solutions

Planning Alternatives to address the Problems and Opportunities for the Study Area:

1. **Alternative 1: Do Nothing**
   • Maintain the status quo. No improvements are planned or made.

2. **Alternative 2: Limit Growth**
   • Assumes no improvements will be made beyond those already planned and approved and includes measures to limit development in the study area.

3. **Alternative 3: Road Network Improvements – Parallel Corridors**
   • Improvements to signal phasing and geometry on parallel corridors (e.g. Commissioners Road and Pack Road/Bradley Avenue Extension)

4. **Alternative 4: Operational Improvements**
   • Traffic signal improvements, possible lane configuration improvements to accommodate left and right turn lanes.
   • Roundabouts

5. **Alternative 5: Road Widening**
   • Road widening from 2-4 lanes

6. **Alternative 6: Transportation Demand Management**
   • Improve transit facilities and pedestrian and cycling facilities
## Evaluation of Solutions

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Potential to Address Problem/Opportunity Statement</th>
<th>Status</th>
</tr>
</thead>
</table>
| 1 Do Nothing                                     | • Does not address the Problem / Opportunity Statement.  
• Does not comply with City policies.             | Not carried forward     |
| 2 Limit Growth                                    | • Does not address the Problem / Opportunity Statement.  
• Does not comply with City policies.             | Not carried forward     |
| 3 Road Network Improvements – Parallel Corridors  | • Does not address the Problem / Opportunity Statement.  
• Potential alternative routes are at capacity.   | Not carried forward     |
| 4 Operational Improvements                       | • Partially addresses the Problem / Opportunity Statement.  
• Does not meet the requirements as a standalone solution.  
• Must be combined with other alternatives.       | Carried forward         |
| 5 Road Widening                                   | • Partially addresses the Problem / Opportunity Statement.  
• Does not meet the requirements as a standalone solution.  
• Must be combined with other alternatives.       | Carried Forward         |
| 6 Transportation Demand Management               | • Partially addresses the Problem / Opportunity Statement.  
• Does not meet the requirements as a standalone solution.  
• Must be combined with other alternatives.       | Carried forward         |
### Recommended Solutions

<table>
<thead>
<tr>
<th>Recommended Solutions</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>4 Operational Improvements</strong></td>
<td>• Traffic signal timing and the addition of turn lanes can improve overall travel time by reducing queuing</td>
</tr>
</tbody>
</table>
| **5 Road Widening** |  • Widen to 4 lanes  
  • Road widening can respond to demands, level of service adjustments and can be implemented in stages |
| **6 Transportation Demand Management** |  • Opportunities for improved cycling, pedestrian and transit facilities  
  • Can implement the City’s **Complete Streets** initiative (see below) |

### Complete Streets

The City of London has adopted the principles of **Complete Streets** which includes design elements to ‘provide for a variety of safe, convenient, attractive, viable and accessible mobility choices for all Londoners’.

**Complete Streets** design elements include:

- Additional through lanes or turning lanes
- Better transit facilities (bus bays, shelters)
- Improved sidewalks & safer pedestrian crossings
- Space for cyclists
- Traffic signal coordination
- Travel demand management
- Multi-use paths
- Improved drainage
- Utility relocations
Phase 3 Design Alternatives

The following are some of the design features that will be examined in further detail in Phase 3 of this study.

**Southdale Road West - existing**

- **Option 1:** Widen to the south
- **Option 2:** Widen to the north
- **Option 3:** Widen on both sides

Potential intersection improvements at Southdale Road West and Colonel Talbot Road could include a 2 lane roundabout similar to this one at Wonderland Road North and Sunningdale Road.

**Roundabout**

Potential intersection improvements at Southdale Road West and Colonel Talbot Road could include a 2 lane roundabout similar to this one at Wonderland Road North and Sunningdale Road.
Potential Cross Sections to be Considered in Phase 3

Services & Utilities to be Considered in Phase 3

- Existing sanitary forcemains and/or sewers may be replaced or relocated if they conflict with the new roadway or municipal infrastructure.
- New storm sewers will be required to convey roadway drainage to the ultimate outlet locations.
- Watermains will be evaluated at the Detailed Design phase to determine if replacement is warranted. No new watermains are anticipated.
- Existing utilities will be protected and kept in place where possible. Where conflicts are identified, utilities relocations or adjustments to municipal infrastructure or road layout may be required.
- Relocation of the existing hydro infrastructure on the north side of Southdale Road West and the high pressure gas main on the south side of Southdale Road West would be significant undertakings, therefore proposed alternatives will have regard for this existing infrastructure.
Potential Cycling Facilities

- In-boulevard cycling facilities are recommended for the study area.
- Bike lanes, signed bike routes and paved shoulders are recommended for the adjacent areas.

Cycling Facilities

<table>
<thead>
<tr>
<th>Existing</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi Use Pathway</td>
<td>In Boulevard Facility</td>
</tr>
<tr>
<td>Bike Lane</td>
<td>Signed Bike Route with Sharrows</td>
</tr>
<tr>
<td>Signed Bike Route</td>
<td>Signed Bike Route</td>
</tr>
<tr>
<td>Buffered Paved Shoulder</td>
<td>Buffered Shoulder</td>
</tr>
</tbody>
</table>

* From London ON Bikes - the City of London Bicycle Master Plan

Phase 3
Design Alternatives
In Phase 3 of the study, **Design Alternatives** will be developed to implement the Preferred Planning Alternative. These alternatives will be evaluated against the following criteria to determine the best solution with the least negative impacts.

<table>
<thead>
<tr>
<th>FACTOR</th>
<th>CRITERIA</th>
<th>DESCRIPTION</th>
</tr>
</thead>
</table>
| **SOCIO-ECONOMIC**      | • property requirements  
                          • construction impacts  
                          • aesthetics                                                                 | • Permanent/temporary impacts on private/public lands  
                          • Travel delays/detours  
                          • Urban design                                                              |
| **CULTURAL ENVIRONMENT**| • archaeological resources  
                          • cultural & built heritage resources                                        | • Disturbance to archaeological sites and cultural heritage resources       |
| **NATURAL HERITAGE**    | • aquatic environment  
                          • terrestrial environment  
                          • Species at Risk  
                          • climate change                                                              | • Impacts/enhancements to aquatic and terrestrial species and habitat  
                          • Effects of the project on the climate/effects of climate on the project |
| **TECHNICAL**           | • design  
                          • constructability  
                          • safety  
                          • servicing/utilities  
                          • transportation/traffic                                                     | • Accommodate all users  
                          • City design standards  
                          • Improve level of service  
                          • Vehicular and active transportation considerations  
                          • Impacts to Hydro One/utilities                                             |
| **COST**                | • capital costs  
                          • maintenance costs  
                          • property costs                                                           | • Initial costs and maintenance costs  
                          • Total life-cycle costs                                                     |
What do you think?

• We want to know what Southdale Road West & Bostwick Road mean to you and how this project can best suit your needs in the future.

• Using the sticky dots, highlight areas on the large map that are of concern and use post-it notes provided here to tell us what you feel should be considered when it comes to planning the road and the community. Use the list below to get you thinking.

<table>
<thead>
<tr>
<th>Traffic Congestion</th>
<th>Unsignalized Intersections</th>
<th>Advanced Green Traffic Signals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise from Traffic</td>
<td>Safety</td>
<td>Cycling</td>
</tr>
<tr>
<td>Construction Impacts (noise, vibration)</td>
<td>Walking</td>
<td>Stormwater Management</td>
</tr>
<tr>
<td>Access to Businesses</td>
<td>Natural Environment</td>
<td>Other Concerns</td>
</tr>
</tbody>
</table>

Place post-it notes on the space below.
Fall 2017

- Consider all questions and comments received from this PIC
- Meet with key agencies and stakeholders to receive feedback
- Confirm Preferred Planning Alternative

Winter 2017 / 2018

- Develop Design Alternatives to implement the Preferred Planning Alternative
- Assess & evaluate Design Alternatives
- Hold Public Information Centre #2 to present the Recommended Design Alternative

Summer 2018

- Prepare Environmental Study Report
- 30 day public & agency review period

Next Steps
How to Stay Involved.

• We appreciate the time you have taken to learn more about the Southdale Road West Improvements Municipal Class EA.

• We value your input and encourage you to stay connected.

• Visit the project website: http://www.london.ca/residents/Environment/EAs/Pages/Southdale-Road-West--Bostwick-Road-Improvements-.aspx

• Join our mailing list – leave us an email or mailing address and we will keep you up-to-date as the project progresses. (If you received a notice for this meeting, you are already on the mailing list).

• Please drop off your completed Comment Form before you leave, or send it to us by mail/email by November 30, 2017.

• Contact us with any questions or comments:

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Under the Freedom of Information and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person.

Thank You For Attending