Wharncliffe Road South
Becher Street to Commissioners Road

Municipal Class Environmental Assessment

Public Information Centre #1

June 11, 2015
4 p.m. to 7 p.m.
Welcome

Welcome to the first of two Public Information Centres (PICs) to be held during this study to provide the public with an opportunity to review and comment on project details.

Please sign in so we can keep you updated on the study

The PIC has been arranged to:

• Introduce the study to the public;
• Provide the study background and context;
• Present the problem and opportunity;
• Present the planning alternatives;
• Present the preliminary concept design alternatives;
• Obtain public input and comments; and
• Identify the next steps in the study.

Please take the time to review the display panels, and speak to any member of the study team.
Study Overview and Objectives

- Wharncliffe Road South is one of the City’s major north-south arterial corridors, providing connections to Downtown London and Western University, and is the ‘spine’ of the Old South and Coves neighbourhoods.

- The City of London is carrying out a Class Environmental Assessment (EA) for improvements to the Wharncliffe Road South corridor between Becher Street and Commissioners Road.

- The purpose of this study is to address current and future traffic capacity and operational issues by considering the following:
  - Widening the road in strategic locations
  - Expanding the CN Rail Structure that currently restricts traffic capacity north of Horton Street
  - Optimizing the operation of the road through intersection improvements, access management and transit priority measures.

- An inclusive approach to planning will take into account City, agency, First Nations, stakeholder and public interests.
The Class EA process enables the planning and implementation of infrastructure projects to be undertaken in accordance with an approved procedure, giving due regard to the need to protect the environment and minimize negative effects.

The Municipal Class EA process is a five phase planning process which:

- Identifies the transportation needs, problems and opportunities;
- Considers a reasonable range of planning and design alternatives;
- Considers the impacts to all aspects of the environment through a systematic assessment and evaluation of alternatives;
- Requires engagement of agencies and potentially affected parties throughout the process.

The study process and the major activities and milestones for the study are illustrated below. To date, this study has completed Phases 1 and 2 of the process.
Policy and Planning Context

Wharncliffe Road Reconstruction Elmwood Place to Baseline Road West Corridor Visioning Brief (2010)

- Prepared as part of the Infrastructural Renewal Program and the reconstruction of Wharncliffe Road South between Elmwood Avenue and Baseline Road West
- Identified key corridor issues as being:
  - Restricted right-of-way which has an impact on a variety of considerations including:
    - Opportunities to improve pedestrian and vehicular safety within the corridor
    - Traffic operational improvement opportunities, optimizing existing capacity
    - Opportunities to enhance the streetscape, as the corridor provides a ‘Gateway to the Downtown’
  - Construction impacts to residents and businesses
  - Traffic Safety – collision history
  - Implementing existing plans and policies including the Official Plan, Transportation Master Plan, Access Management Guideline

- Recommended that a Class EA Study be undertaken to:
  - Refine the requirements for the corridor’s long term vision
  - Identify and confirm property requirements
  - Address traffic and pedestrian safety issues
  - Prioritize desired corridor improvements (short term vs. longer term)
City of London 2030 Transportation Master Plan (TMP)

- Identifies the following improvements to Wharncliffe Road South, within the study area:
  - Widen between Becher Street and Springbank Drive
  - Optimize operations between Horton Street and Commissioners Road

- Recommends “optimization / transit priority” projects that reflect highly constrained urban rights-of-way where the opportunity to complete physical improvements will be limited.

- Recommends higher targets for transit and active transportation.

- Corridor improvement plans should consider the urban design objectives, the future role of transit service, and opportunities to improve road capacity without major widening.

- Does not identify Wharncliffe Road South as a priority on-road bicycle route.
Policy and Planning Context

City of London Official Plan (1991) & The London Plan (Draft)

• The existing City of London Official Plan:
  • Classifies Wharncliffe Road South as an arterial road. Arterial road rights-of-way may range from 26 m to 60 m and have a posted speed of 50 to 80 km/hr.
  • Designates Wharncliffe Road South as Main Street Commercial Corridor (north section) and Auto-Oriented Commercial Corridor (south section).
  • The Main Street Commercial Corridor is intended to:
    • Provide for the redevelopment of the vacant, under utilized and poorly maintained properties
    • Encourage development which maintains the scale, setback and character of the neighbourhood
    • Encourage common parking areas instead of individual access points and parking areas
    • Encourage mixed use development to achieve higher densities and reinforce the modal shift to transit and active transportation
  • The Auto-Oriented Commercial Corridor permits a greater range of commercial uses. One of the key goals of the designation is to improve the aesthetics, manage access, provide for coordinated design of signage, street furniture, lighting and landscaping and safe / convenient pedestrian and transit access.

• Once adopted and approved, The London Plan (currently Draft) will replace the City’s Official Plan and all amendments. The London Plan:
  • Classifies Wharncliffe Road South as a Civic Boulevard with 20 – 36 m right-of-way with an emphasis on pedestrian, cycle and transit movements, medium volume of traffic, higher quality pedestrian environment and higher standard of urban design.
  • Designates adjacent land use within the study area as Main Street Commercial and focuses on creating the urban and transportation infrastructure to support shifts to transit and active transportation.
Bicycle Master Plan and LondON Bikes

• The Bicycle Master Plan (2005) and Implementation Strategy (2007) guide the planning and development of a City-wide cycling network.

• The City is completing a new Master Plan through the LondON Bikes initiative which will build upon the previous plan and will propose new facilities, develop programs to promote cycling and establish polices that support the City's cycling culture.

• The Phase 1 Progress Report (April 2015) is available at: www.londonbikes.ca

• Wharncliffe Road South does not currently have signed/marked cycling facilities nor was it identified in the 2005 BMP as a proposed route.

• Our Project Team will work with the LondON Bikes initiative to consider whether bike lanes may be provided for in a safe manner.

• It may be preferable and more feasible to provide cycle routes on parallel routes, given the highly constrained nature of the Wharncliffe Road corridor.
Southbound traffic on Wharncliffe Road has to take left turn at Stanley Street to access Horton East; no sign is found to guide this movement. Traffic from Stanley Street can only make right turn.

Northbound left turn and southbound left turn are not allowed onto Horton Street. Left turn must be made at Springbank Drive.

Northbound buses have difficulties changing lane from right lane to through lane when leaving the stop due to long queues.

The Smart Moves 2030 4-Lane widening proposed by London 2030 Transportation Master Plan.

Traffic congestion at intersection results in westbound and eastbound left-turn lanes backing up and blocking other entrances/intersections.

The CN Rail Bridge creates constraint to northbound traffic and has a substandard vertical clearance.

Busy rail corridor with 28 train per day. Limited opportunity for closure. Rail line would need to be diverted during construction.

EXISTING CONDITIONS

Wharncliffe Road EA Study from Becher Street to Commissioners Road Public Information Centre 1
Travel Demand Analysis

- The corridor carries approximately 30,000 to 35,000 vehicles per day.
- The existing CN Rail Structure restricts traffic capacity and results in heavy delays.
- The intersection at Horton Street does not accommodate southbound or northbound left-turn movements.
- Northbound is the peak direction during morning peak hour and southbound is the peak direction during afternoon peak hour.
- The traffic analysis indicates that the northbound lane between Horton Street and Becher Street is operating with ‘Very-Congested’ conditions during morning and afternoon peak hours.
Intersection Operations and Collisions

- The southbound left-turn at Stanley Street is operating at LOS* ‘F’ during morning peak hour, which blocks the southbound through traffic.

- During afternoon peak hour, the westbound right-turn movement at Stanley Street is operating at LOS ‘F’.

- The queue length for northbound traffic generally extends to Byron Avenue (approximately 300 m) during morning peak hour.

- Poor service conditions at the Stanley Street, Horton Street and Springbank Drive intersections are mainly due to the restriction at the CN Rail Structure.

- Commissioners Road is operating at LOS ‘D’ during peak hours. McGregor Avenue and Highland Avenue have sub-standard intersection spacing (less than 200 m).

- 1043 collisions were recorded within the corridor in the last five year period (2009-2014).

- Approximately 53% of the collisions occurred at the six major (signalized) intersections.

- The highest number of collisions (190) was observed at the Commissioners Road intersection. The second highest number of collisions (155) was at the Horton Street intersection. These two intersections were ranked 7th and 14th respectively in priority for safety improvements across the City of London (Safety Performance Study).

*Intersection operations are measured by their Level-of-Service (LOS), assessed based on the volume of traffic and delay to drivers.

The Level-of-Service (LOS) is represented by letters 'A' to 'F', where:

LOS A-C = satisfactory
LOS D = acceptable during most periods, declining performance with occasional long delays at signals during peak periods
LOS E = significant congestion and undesirable intersection operations
LOS F = total breakdown with stop-and-go operation
Problems and Opportunities

**Problems**

- CN Rail Structure limits the traffic capacity on Wharncliffe Road South and creates a bottleneck for northbound traffic
- Narrow road right-of-way results in narrow travel lanes and a very narrow centre left-turn lane where 5-lanes are present (between Elmwood Avenue and Horton Street)
- High number of residential and commercial entrances/driveways create many potential points of conflict for vehicles and pedestrians
- Sidewalks are narrow and disrupted by hydro poles, boulevards are narrow or non-existent, reducing the aesthetic and safety of the pedestrian environment
- All intersections are operating at low levels of service and long traffic queues impact downstream operations
- High collision rates are recorded at the major intersections as well as at mid-block locations

**Opportunities**

- A wider CN Rail Structure would accommodate an additional lane and increase northbound traffic capacity on Wharncliffe Road South (as recommended in the TMP)
- Implement improvements at the major intersections including the addition of dedicated right and left-turn lanes to improve operations
- Consolidate or modify existing entrances to maintain access while reducing the number of potential conflict points to improve traffic safety
- Review bus stop locations and the potential need for bus bays to improve transit operations, in light of London Transit Commission recent review of operations and service standards
- Acquire key properties to facilitate minor improvements to road travel lane widths, sidewalk and boulevard widths to improve vehicular and pedestrian safety
- Protect for a future long-term ideal corridor right-of-way through the strategic acquisition and dedication of property in order to:
  - Further optimize corridor operations
  - Relocate utility poles out of the sidewalk
  - Provide walkable, pedestrian friendly sidewalks and boulevards
  - Accommodate transit shelters, benches and other street amenities
  - Enhance the streetscape
## Alternative Planning Solutions

<table>
<thead>
<tr>
<th>Alternative Solution</th>
<th>Description</th>
<th>How the Alternative Solution Addresses the Problem and Opportunities</th>
<th>Carry Forward</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Do Nothing</strong></td>
<td>• Maintain existing corridor with no improvements. This alternative serves as a baseline to which other alternatives are compared and evaluated</td>
<td>• Does not address the recommendations of the Transportation Master Plan</td>
<td>NO</td>
</tr>
<tr>
<td><strong>Intersection Improvements</strong></td>
<td>• Undertake intersection improvements such as dedicated turning lanes to improve traffic operations at intersections along the Wharncliffe Road South corridor</td>
<td>• Improves traffic operations at the key intersections which will contribute to improving / optimizing traffic movement</td>
<td>YES</td>
</tr>
<tr>
<td><strong>Transportation Demand Management</strong></td>
<td>• Encompasses three interrelated components: travel demand management (TDM); active transportation; and improvements to transit service/operations. Strategies include measures implemented to improve the operation of the current transportation system by managing travel demand independently of actually expanding or constructing new infrastructure. The goal is to reduce overall demands on the network, shift demands to time periods outside of the critical congestion periods, and shift demands to alternative modes of transportation, principally transit, cycling and walking</td>
<td>• Travel Demand Management policies were developed/recommended as part of the Transportation Master Plan and are being broadly supported by the City. • The TMP had a strong emphasis on transit-supportive and active transportation policies which is being implemented with current Rapid Transit, London Bike and other initiatives. • Review of transit service and operations within the corridor, in partnership with LTC, may identify ways in which these can be improved. • Review of active transportation elements may determine how these can be better supported, either within the corridor or in alternative corridors. • On their own, these measures do no fully address the problems and opportunities.</td>
<td>YES</td>
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<tr>
<td><strong>Access Management</strong></td>
<td>• Improve corridor operations by reducing potential points of conflict by reducing the number of accesses and driveways along Wharncliffe Road South. Implement the City’s Access Management Guidelines, where feasible in the short-term, and ensure consistency with the guidelines for redevelopment applications. • Could include: reducing redundancy in access to businesses with multiple entrances while ensuring that traffic circulation is maintained; combining multiple accesses to one location; favouring access from side streets rather than direct access to Wharncliffe Road South.</td>
<td>• Will contribute to reduction of potential conflict points along the corridor, which in combination with other measures may improve traffic operations. • Result in changes to access to businesses which may be deemed undesirable by businesses. • Will be implemented on an on-going basis as redevelopment occurs. • On their own, these measures do no fully address the problems and opportunities.</td>
<td>YES</td>
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<tr>
<td><strong>Strategic Traffic Capacity Improvements</strong></td>
<td>• Traffic capacity improvements between Becher Street and Springbank Drive. • Replace the existing CN Rail Structure to remove existing bottleneck. • Widen Wharncliffe Road South from 3 to 4 lanes. • Consider access to/from local streets north of CN Rail Structure.</td>
<td>• Increases northbound capacity and provide opportunity to support intersection improvements at Horton Street. • May result in impacts to adjacent properties, including Built Heritage resources. • Results in changes to access at Stanley Street which may be viewed as a benefit by local residents. • Implements the Transportation Master Plan in terms of providing strategic road widening. • Will likely have the greatest effect in improving traffic operations within the corridor. • On their own, these measures do no fully address the problems and opportunities.</td>
<td>YES</td>
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<tr>
<td><strong>Partial Road Cross-Section Improvements</strong></td>
<td>• Maintain existing 4-lane road sections with 3.5 m lanes; improve boulevards (1/1.5 m) and sidewalks (1.8 m) – 21.7 m ROW. • Improve existing 3-lane road sections by providing four 3.3 m lanes (current lane width is ~ 3 m) and a 3.5 m two-way left-turn lane (current lane width may be ~ 2.8 m); and improve boulevards (1/1.5 m) and sidewalks (1.8 m) – 24.7 m ROW.</td>
<td>• May improve traffic safety in the corridor by improving lane widths to bring them more in line with City standards; most substantial improvement is to the centre left-turn lane. • Improves pedestrian environment by widening the boulevard widths and sidewalk widths. • Provides some opportunity for improvements to streetscape through pavement treatments etc. • Results in some property impacts along the corridor (possibly 12-14 properties). • On their own, these measures do no fully address the problems and opportunities.</td>
<td>YES</td>
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<tr>
<td><strong>Protect for Long-Term Ideal Corridor</strong></td>
<td>• Plan for an ideal long-term Wharncliffe Road South corridor that will provide the City with future increased opportunity to provide transportation infrastructure that supports TMP and The London Plan land use designations, for a planning horizon of 30 years or greater. • This solution plans for the minimum right-of-way required to provide for a consistent road cross-section with standard sidewalk width and adequate boulevard to provide opportunities for urban design and streetscaping / amenity features (bus shelters, benches, landscaping etc.) but does not protect for road widening – only continued optimization of the corridor (consistent with the TMP).</td>
<td>• Provides the best opportunity for improving traffic safety, active transportation facilities, and streetscape/urban design. • Provides the City with ability to protect for long-term corridor improvements. • Results in substantial property impacts along the corridor, including impacts to businesses and residences (possibly 80 properties).</td>
<td>NO</td>
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</table>
The preferred planning solution includes a combination of the following solutions:

- Intersection Improvements
- Transportation Demand Management
- Access Management
- Strategic Traffic Capacity Improvements
- Partial Cross-Section Improvements

The preferred planning solutions provide an opportunity for a phased approach and strategic implementation that allows the City to monitor improvements to corridor function and safety as solutions are implemented.

The City will continue to identify opportunities to acquire or dedicate property as redevelopment occurs in order to achieve a future long-term ideal corridor that provides for a continuous road cross-section and opportunities for enhanced streetscaping and urban design. This is considered beyond the scope of the current Class EA study.

In support of the preferred planning alternatives, a series of design concept alternatives has been developed. The following displays illustrate the design concept alternatives for each of the elements that comprise the preferred planning solution.

These will be refined and preferred design alternatives will be selected based on the comments received today, input from external agencies and through further technical assessment by the Project Team.
Horton Street

Intersection improvements at Horton Street are integral to Strategic Traffic Capacity Improvements and the CN Rail Structure widening. Improvements being considered include:

- Northbound through-lane on Wharncliffe Road South
- Dedicated northbound and southbound left and right-turn lanes on Wharncliffe Road South
- Eastbound and westbound combination right-turn / through-lane on Horton Street
- Other minor improvements to meet new Accessibility Regulations

The recommended improvements will be accommodated by:

- Shifting Horton Street north, into CN Rail lands (subject to approval by CN) or shifting south resulting in the relocation of the existing noise wall and a minor realignment of Beaconsfield Avenue
- Shifting the Wharncliffe Road South alignment either east or west with associated impacts to properties along the east or west sides of Wharncliffe Road South

These options will be assessed and evaluated during the next phase of the study, incorporating stakeholder feedback received following this PIC.
Intersection Improvements

Commissioners Road

Improvements being considered include:

- Extending the eastbound and westbound left-turn lanes on Commissioners Road
- Extending the eastbound left-turn lane and median on Commissioners Road which will change access to MacGregor Avenue (right-in/right-out)
- Adding westbound a combination right-turn / through-lane
- Adding a through-lane in both northbound and southbound directions

These options will be assessed and evaluated during the next phase of the study, incorporating stakeholder feedback received following this PIC.

- Minor alignment shifts east or west to accommodate the additional northbound and southbound lanes
- Modifications to access at Highland Avenue and Highland Ridge
- Signal timing improvements
- Other minor improvements to meet new Accessibility Regulations
Access Management

- The City’s **Access Management Guideline (2012)** provides a framework for access control that will maintain a high level of service for through-traffic, while providing reasonable access to abutting properties.

- The Access Management Guidelines consider the following aspects: number of accesses, access connection spacing, alignment of opposing accesses, angle of access centreline, joint access and common internal driveways, access widths, and other design aspects.

- The study corridor has approximately 131 individual access points, comprised of residential driveways, small commercial parking entrances (single store) and multi-business parking lot entrances, with some businesses having multiple entrances from Wharncliffe Road South as well as from side streets.

- The high number of access points increases the potential for conflicts between corridor users including vehicles, pedestrians and cyclists.

- The Project Team has identified some commercial accesses (shown on the PIC next panel) that could be considered for modification (e.g., change to right-in / right-out or closure) based on:
  - The presence of multiple accesses on Wharncliffe Road South where internal circulation will not be compromised
  - The presence of entrances on side streets that provide for access and/or circulation

- In addition to these, access to businesses and residences may be modified with the addition of centre raised medians in certain locations within the corridor. This will be presented at PIC 2, tentatively planned for Fall 2015.
Transit

- The London Transit Commission (LTC) operates three (3) bus routes along Wharncliffe Road South within the study area.
- There are 11 transit stops in the northbound direction and 9 stops in the southbound direction.
- LTC is currently undertaking a Route Structure and Service Guideline Review which will establish formal service standards including stop spacing, bus bays implementation, bus shelter requirements etc.
- The Project Team will work with LTC to review the following aspects of transit service within the corridor and identify potential means of service improvements:
  - Number of bus stops
  - Bus stop location (Near-side vs. far-side)
  - Passenger activity and transit operations including areas of delay

Active Transportation

- The study will consider opportunities to improve sidewalk and boulevard widths to improve the pedestrian environment.
- Opportunities for formal on-road cycling route are significantly constrained by the road right-of-way and narrow lane widths. The addition of on-road cycling routes would require extensive property acquisition along the corridor, affecting numerous homes and businesses.
- For these reasons, the Project Team believes Wharncliffe Road South is not a good candidate for an on-road cycling route.
- The Project Team will work with the LondON Bikes initiative to identify opportunities for nearby cycling routes that provide a safer alternative than Wharncliffe Road South.
Partial Road Cross-Section Improvements would maintain the existing 4-lane section from Elmwood Avenue to Commissioners Road and the existing 5-lane section from Horton Street to Elmwood Avenue but would involve improvements as described below.

The existing 4-lane section would be improved by:

- Increasing the sidewalk width to 1.8 m (City Standard)
- Increasing the boulevard widths to 1 m and 1.5 m to improve the pedestrian environment and better accommodate the hydro poles

The existing 5-lane section would be improved by:

- Increasing the travel lane widths to 3.3 m and increasing the centre left-turn lane to 3.5 m to improve safety
- Increasing the sidewalk width to 1.8 m (City Standard)
- Increasing the boulevard widths to 1 m and 1.5 m to improve the pedestrian environment and better accommodate the hydro poles

Partial improvements to the existing sections would result in some property impacts.
The existing CN Rail Structure is a three-span steel girder structure carrying two tracks for CN Rail, constructed in 1924.

The structure has a centre span of approximately 11.6 m and a vertical clearance of 4.2 m.

The structure accommodates two southbound lanes and one northbound lane.

28 trains per day operate through this crossing:
- 22 trains (passenger and freight) operate between 7:00 am to 11:00 pm
- 6 freight trains operate from 11:00 pm to 7:00 am
- 4 VIA trains operate in each direction

CN Rail Structure Construction Alternatives being considered during this study are:
- Traditional construction with railway detour
- Build in-place
- Use existing abutment and Lift in Place Construction

The method of construction may influence the selection of the structure type and material (concrete vs steel, 2 span vs single span)

Key issues and constraints with respect to widening the subway include:

**Technical Issues**
- Identify construction method for structure installation including considerations for track diversion or closure
- High rail corridor usage significantly limits the timing and duration of potential track closures
- Identify structure type and span and develop design
- Traffic staging requirements on Horton Street and Wharncliffe Road South
- Property impacts associated with road widening and construction access
- Review opportunities to raise track or lower road to gain vertical clearance
- Protection/relocation of utilities within the rail corridor

**Natural Environmental Issues**
- Site Contamination
- Sediment and erosion control
- Protection of Endangered Species, if identified

**Community and Agency Consultation**
- Noise during construction
- Illumination to improve safety
- Aesthetics
- Access to residents and businesses
- Built Heritage Features
- Urban design features/integration
Preliminary road cross-sections for the CN Rail Structure are depicted below and represent single span and 2-span bridge options.

As noted, alternative methods of construction and the structure design (materials and span) will continue to be assessed through this study and a recommended design will be presented at PIC 2 tentatively planned for Fall 2015.
Evaluation Criteria for Design Alternatives

The various design concept alternatives discussed in the proceeding display panels that comprise the overall approach improving Wharncliffe Road South will be carried forward for a detailed assessment and evaluation to identify preferred design alternatives.

The evaluation process is based on a qualitative assessment and comparative examination of the advantages and disadvantages of the alternatives.

The following criteria will be used to evaluate the Design Concept Alternatives:

- **Social/Cultural Criteria:**
  - Public safety
  - Property Impacts
  - Construction impacts to residents and businesses
  - Access
  - Cultural Heritage Resources
  - Aesthetics
  - First Nations Interests

- **Technical Criteria**
  - Transportation network efficiency
  - Traffic operations and safety
  - Construction staging/phasing
  - Utilities
  - Approvals and Regulatory Requirements

- **Natural Environment:**
  - Vegetation
  - Aquatic habitat
  - Wildlife and wildlife habitat
  - Stormwater management

- **Preliminary Cost Estimate**

The results of the assessment and evaluation and the preliminary preferred alternatives will be presented for public review and feedback at the next PIC.
Utilities

• There are existing utilities along Wharncliffe Road corridor (hydro poles, water, wastewater, storm, and localized illumination).

• The most prominent utility is the hydro line that extends along the east side of the road throughout much of the corridor. Due to the constrained corridor widths, some hydro poles are located within the sidewalk or very close to the roadway.

• Improvements to Wharncliffe Road South may require the relocation of some existing utilities.

• The City is undertaking infrastructure projects to upgrade/reroute the existing utilities at the CN Rail Structure (e.g., Horton Sanitary Sewer Upgrade Project).

• Utility companies (Bell, hydro, gas, cable, etc.) will be contacted to identify locations of existing and planned future facilities.

• This EA Study provides an opportunity to review the existing municipal utilities along the Wharncliffe Road South corridor, including water, wastewater, and storm.
There is a lot of potential to improve the character and aesthetics of the Wharncliffe Road South corridor.

The corridor improvements considered in this EA Study will set the framework for future growth and change along the corridor.

The following urban design principles may be incorporated into the design of this corridor, based on opportunities available through each phase of implementation:

- Supportive of pedestrians, cycling and public transit
- Maintain minimal building setbacks from the right-of-way that provide direct pedestrian access from buildings onto the sidewalk
- A coordinated design for all sidewalk surface treatments throughout the corridor
- Provision of adequate space for transit stops and shelters, benches etc.
- Curb extensions or enhanced pedestrian crossings at appropriate intersection locations
- Paved islands surrounding traffic signals, within the traveled portion of the road, inset with stamped and/or coloured asphalt or concrete in lieu of plain brushed concrete
A variety of design features or elements will be considered to enhance the function and character the Wharncliffe Road South Corridor. In this highly constrained corridor, the opportunities to accommodate design features depends on the right-of-way available.

Pavement treatments in boulevards or at intersections provide visual interest in areas where the constrained right-of-way precludes landscape plantings or other streetscape treatments.

Streetscape opportunities may extend to street furniture, bus shelters, bicycle racks, planters and street trees, where the right-of-way is sufficient to accommodate them.

An opportunity for terraced gardens may exist at the Horton Street intersection with the CN Rail Structure replacement.

Placemaking could include reference to The Coves and Old South / Wortley Village neighbourhoods to enhance the neighbourhood identity within the corridor.
Next Steps

- Review all public and agency comments and, in light of feedback received will:
  - Confirm or refine the preferred planning alternative(s) (Summer 2015)
  - Further assess existing conditions and constraints and confirm evaluation criteria (Summer 2015)
  - Refine design concept alternatives including alternatives for intersection improvements, bridge and road widening and corridor optimization (Summer 2015)
  - Evaluate design concept alternatives and identify a preferred design concept alternative (Summer/Fall 2015)
  - Develop preliminary design details of the preferred alternatives (“technically preferred design”) (Fall 2015)
  - Conduct a second round of Public Consultation to present and request input on the technically preferred preferred design (Fall 2015)
- Prepare study documentation (Environmental Study Report); present recommendations to Civic Works Committee & Council; Issue a Notice of Completion and File the ESR for a minimum 30-day public review period; Address comments raised during 30-day review period (Winter 2016)
How You Can Be Involved

Your involvement is essential to the successful completion of this study.

You can become involved by:

- Requesting that your name be added to the study mailing list
- Participating in the next PIC, planned for the Fall of 2015
- Providing your feedback by completing a comment form and placing it in the box provided at this PIC, or sending comments by email or mail directly to one of the project team contacts:

City of London

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Please direct additional inquiries to:

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Your comments are welcome at any time throughout the project, however, we ask that you provide your feedback with respect to the PIC 1 materials by June 30, 2015 in order to allow us to incorporate critical information into the study at an early stage.

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY

Information collected during this study will be used to assist the City of London in meeting the requirements of the Environmental Assessment Act. This material will be maintained on file for use during the study and may be included in study documentation. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.