

VETERANS MEMORIAL PARKWAY

INTERCHANGE CLASS ENVIRONMENTAL ASSESSMENT STUDY AND CONCURRENT APPLICATION TO AMEND THE OFFICIAL PLAN AND ZONING BY-LAW

PUBLIC INFORMATION CENTRE NO. 2

WELCOME PLEASE SIGN IN

- **Please sign** the register so that we will have a record of your attendance.
- If you have **any questions or comments please feel free to ask the Project Team representatives from the City of London or Giffels Associates Limited.**
- **Please take a comment sheet and review the display material.** Feel free to provide your comments in writing. Please place your completed comment sheets in the Comment Box or mail/fax to the City of London or the Consultants by **December 13, 2007** (contact information provided on the handout).



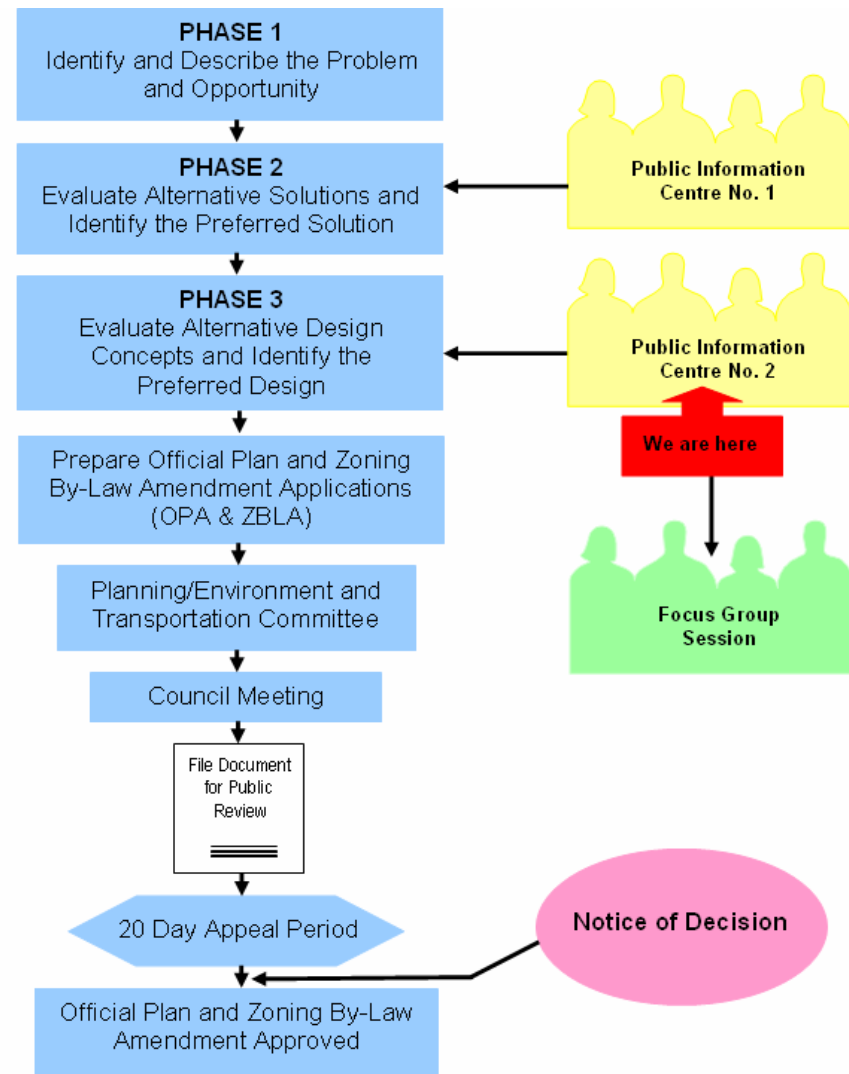
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STUDY OVERVIEW AND PROCESS

The City of London is undertaking a Class Environmental Assessment process to identify interchange locations along the entire length of the Veterans Memorial Parkway (VMP) formerly Airport Road corridor that best meets the functional requirements of the corridor at build out (maximum development condition). The Municipal Council for the City of London is also considering future amendments to the City's Official Plan and Zoning By-Law that will assist in implementing the preferred functional design of the corridor at build out.

The study is being conducted through an Integrated Environmental Assessment (EA) process in accordance with the requirements of both the Environmental Assessment Act and the Planning Act. This project is being planned as a Schedule C project under the Municipal Class Environmental Assessment process however approvals for the recommendations sought out by this study are subject to the Planning Act.



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PROBLEM TO BE ADDRESSED

Veterans Memorial Parkway (VMP) is a key corridor providing one of five accesses from the provincial freeway system to the City of London. The VMP also plays a significant role distributing internal traffic. The anticipated future growth in the area will cause severe delays and congestion on the existing road network and impact traffic safety.

OPPORTUNITY TO BE REALIZED

Improvements within the VMP corridor, with emphasis on the intersecting roadways are anticipated to accommodate the ultimate traffic growth under full build out conditions which will be designed to meet the City's mobility and safety needs. In order to accommodate these improvements, the Official Plan and Zoning By-Law will need to be amended.

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POPULATION AND EMPLOYMENT GROWTH

Population Land Use Forecasts

	2001A	2006 A	2027 P	Full Build Out *
Study Area	50,799	52,229	65,548	120,480*
City of London	336,530	352,395	421,200	675,324*

Employment Land Use Forecasts

	2001 A	2006 A	2027 P	Full Build Out *
Study Area	25,815	31,710	42,496	68,508*
City of London	157,355	192,900	222,000	357,418*

Notes:

Study Area limits are defined as the area inclusive of:

- ♦ *North Limits: Kilally Road*
- ♦ *East Limits: Crumlin Sideroad*
- ♦ *South Limits: Westminster Drive*
- ♦ *West Limits: Highbury Avenue*

A – Actual: Statistics Canada Census (2001 and 2006).

P – Projections: Clayton Research Associates Ltd. (2006). Employment, Population, Housing and Non-Residential construction Projections, City of London, Ontario 2006 Update. Altus Clayton (2007). Employment, Population, Housing and Non-Residential construction Projections, City of London, Ontario 2007 Update.

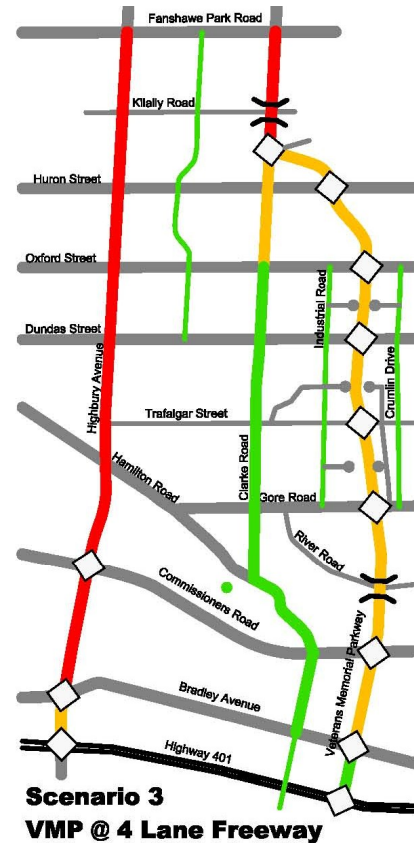
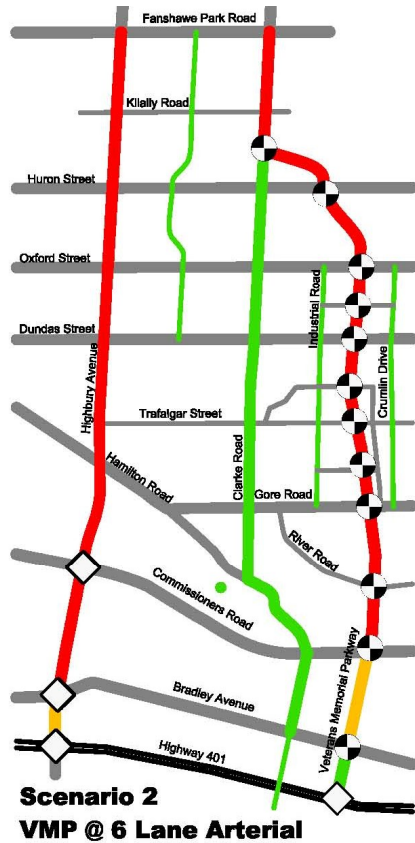
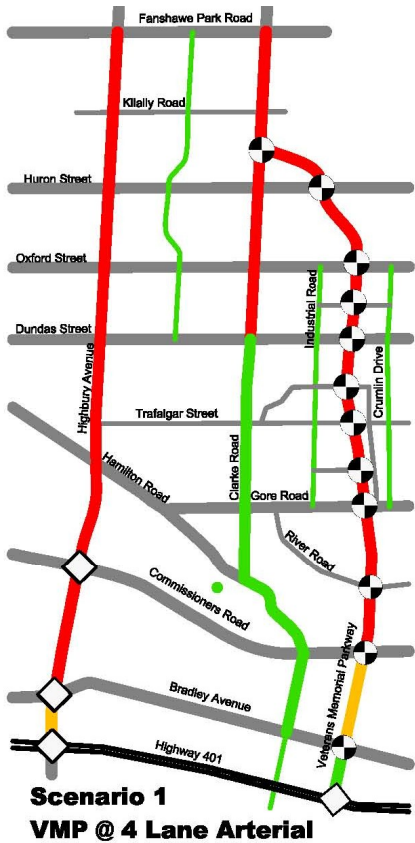
** Build out Data: 2003 / 2004 Sanitary Master Plan*



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ALTERNATIVE SOLUTIONS CONSIDERED



SCENARIO 3: VMP @ 4 LANE FREEWAY is selected as the preferred solution because the traffic analysis indicated that:

- The freeway design will decrease traffic congestion along the entire corridor;
- Improve overall safety for vehicles and pedestrians;
- Minimize conflict movements at the side roads; and
- Meet the long term transportation needs of the VMP corridor.

Legend



- Cui-de-Sac
- 2 Lanes
- 4 Lanes
- 6 Lanes
- ◊ Highway Interchange
- || Grade Separation
- ⊠ Signalized Intersections on VMP





















Not To Scale






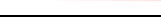
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PERFORMANCE MEASURES OF RAMP TERMINALS UNDER FULL BUILD OUT

RAMP TERMINAL	AM		PM	
	Average Delay	Level of Service	Average Delay	Level of Service
Bradley Avenue West Terminal	25	C 	26	C 
Bradley Avenue East Terminal	20	C 	47	D 
Hamilton Road	53	D 	42	D 
Gore Road	22	C 	28	C 
Trafalgar Street	22	C 	23	C 
Dundas Street	66	E 	53	D 
Oxford Street	29	C 	65	E 
Huron Street	29	C 	47	D 
Clarke Road	25	C 	40	D 

The Level of Service (LOS) and Average Delay (seconds per vehicle) were calculated for each ramp terminal under full build out conditions.

LOS	Average Delay (seconds/vehicle)	Rating
A	≤ 10	Very Good 
B	> 10 and ≤ 20	Good 
C	> 20 and ≤ 35	Fair 
D	> 35 and ≤ 55	Fair 
E	> 55 and ≤ 80	Poor 
F	> 80	Very Poor 

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ASSESSMENT OF ALTERNATIVE DESIGNS FOR A 4-LANE FREEWAY

Veterans Memorial Parkway Corridor

- The freeway design will reduce the congestion on the road network and improve overall safety while maintaining shorter travel time along the entire corridor to full build out conditions.
- The freeway design, where possible, will be within the existing right-of-way.

Interchange Connections

- With the Veterans Memorial Parkway (VMP) as an arterial road, a number of at grade intersections will experience excessive delays resulting in traffic congestion during the peak periods. Also, traffic safety will be compromised.
- The freeway design will eliminate the high volume conflict movements and improve safety by providing interchanges at the following locations:
 - ◆ Highway 401
 - ◆ Dundas Street
 - ◆ Bradley Avenue
 - ◆ Oxford Street
 - ◆ Hamilton Road
 - ◆ Huron Street
 - ◆ Gore Road
 - ◆ Clarke Road
 - ◆ Trafalgar Street

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ASSESSMENT OF ALTERNATIVE DESIGN FOR A 4-LANE FREEWAY (CONT'D)

Non-Interchange Connections

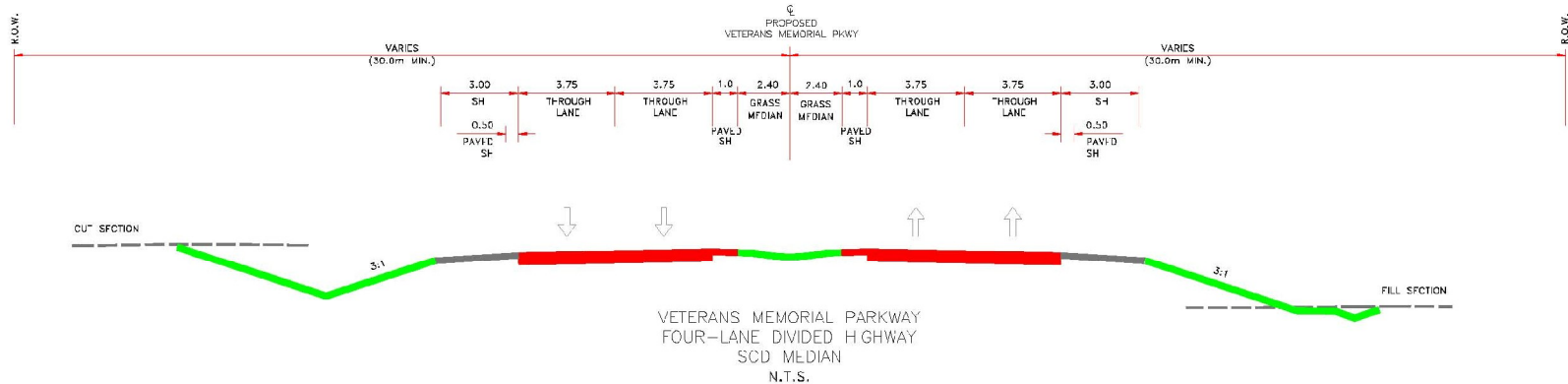
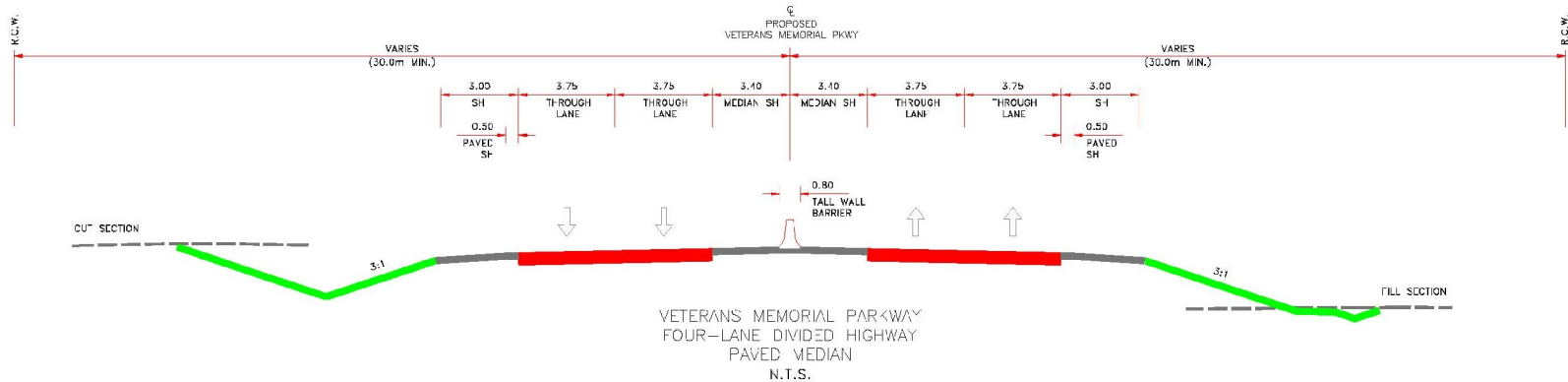
➤ Based on future traffic projections and adequate spacing between the interchanges, the following side roads will not have direct connections to the VMP:

River Road (Fly-Over)	<ul style="list-style-type: none"> ◆ Projected traffic volumes do not warrant a direct connection to the VMP. ◆ Physical constraints (such as the Thames River crossing, high tension wires) make the provision for an interchange at this location difficult. ◆ To improve accessibility on the west side, north/ south road connections could be developed between River Road and Gore Road as development occurs.
Tartan Drive (Cul de sac)	<ul style="list-style-type: none"> ◆ Projected traffic volumes do not warrant a direct connection to the VMP. ◆ Spacing between the proposed interchanges precludes the possibility of a connection to VMP. ◆ Tartan Drive will have a cul de sac west and east of the VMP closing direct access to the VMP. ◆ To improve the accessibility on the west side of the VMP, Tartan Drive would have to connect to Gore Road with an extension of Aberdeen Drive as well as connect to Trafalgar Street. One option for the connection to Trafalgar Street is for the City to assume the existing 3M private road as a public road. ◆ To prevent any infiltration of industrial traffic into the residential neighbourhood between the VMP and Bonaventure Drive, dual cul de sacs are proposed on Tartan Drive. ◆ To offset access issues on the east side of the VMP, Tartan Drive could be extended to Crumlin Sideroad.
Admiral Drive (Cul de sac)	<ul style="list-style-type: none"> ◆ Projected traffic volumes do not warrant a direct connection to the VMP. ◆ Spacing between the proposed interchanges precludes the possibility of a connection to VMP. ◆ Admiral Drive will have a cul de sac west and east of the VMP closing direct access to the VMP. ◆ Traffic from the west side of the VMP would use Bonaventure Drive to access VMP at either Trafalgar Street or Dundas Street. ◆ To improve the accessibility on the east side of the VMP Sovereign Drive could be extended to Dundas Street. ◆ Traffic from the east side of the VMP would use Sovereign Drive to access VMP at either Trafalgar Street or Dundas Street.
Page Street (Cul de sac)	<ul style="list-style-type: none"> ◆ Projected traffic volumes do not warrant a direct connection to the VMP. ◆ Spacing between the proposed interchanges precludes the possibility of a connection to VMP. ◆ Page Street will have a cul de sac west and east of the VMP closing direct access to the VMP. ◆ Traffic from the west side of the VMP could use Industrial Road to access the VMP at either Oxford Street or Dundas Street.
Kilally Road (Fly-Over)	<ul style="list-style-type: none"> ◆ Projected traffic volumes do not warrant a direct connection to the VMP. ◆ Physical constraints (such as the Thames River crossing, proximity and alignment of the VMP between Kilally Road and Clarke Road) make the provision for an interchange at this location difficult. ◆ To improve accessibility at Kilally Road an extension down to Clarke Road on the east side of the VMP is proposed.

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TYPICAL 4-LANE FREEWAY CROSS SECTION



NOTES

1. SIDE CLEARANCE TO BE 3.00 m IF LENGTH OF STRUCTURE IS LESS THAN 50 m.

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NEXT STEPS IN THE PROCESS

- Hold a Focus Group Session following this PIC.
- Incorporate public comments and input into the final technically recommended design.
- Prepare an Environmental Study Report (ESR) documenting the planning process and the recommendations for a 4-lane freeway design that will accommodate the full build out conditions along the VMP corridor.
- Prepare the Official Plan and Zoning By-Law Amendment Recommendations and Report.
- Public Meeting to consider the Amendment Application and ESR and a joint meeting with the Planning/Environment and Transportation Committee.
- Municipal Council meeting to consider the Official Plan and Zoning By-Law Amendment Recommendations and Report.
- Place the documents on a 20 day public review period.

**WE ENCOURAGE YOU TO PROVIDE US WITH YOUR COMMENTS AND
WE THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION CENTRE.**