



London
CANADA

WELCOME

to the

Windermere Road Improvements

Municipal Class Environmental Assessment

Online Public Information Centre #1

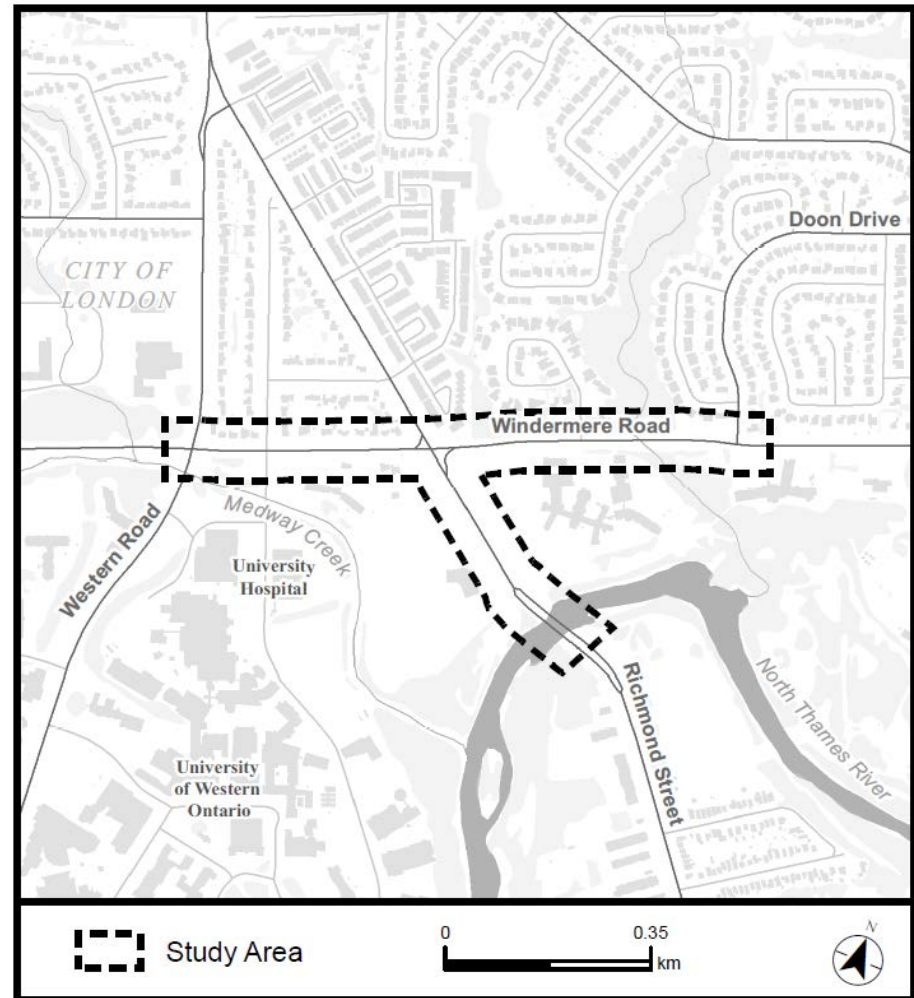
From DATE to DATE

Study Area and Objectives

The City of London has initiated a Municipal Class Environmental Assessment (EA) study to identify improvements (intersections, active transportation, and transit) to the Windermere Road corridor between Western Road and Doon Drive (West).

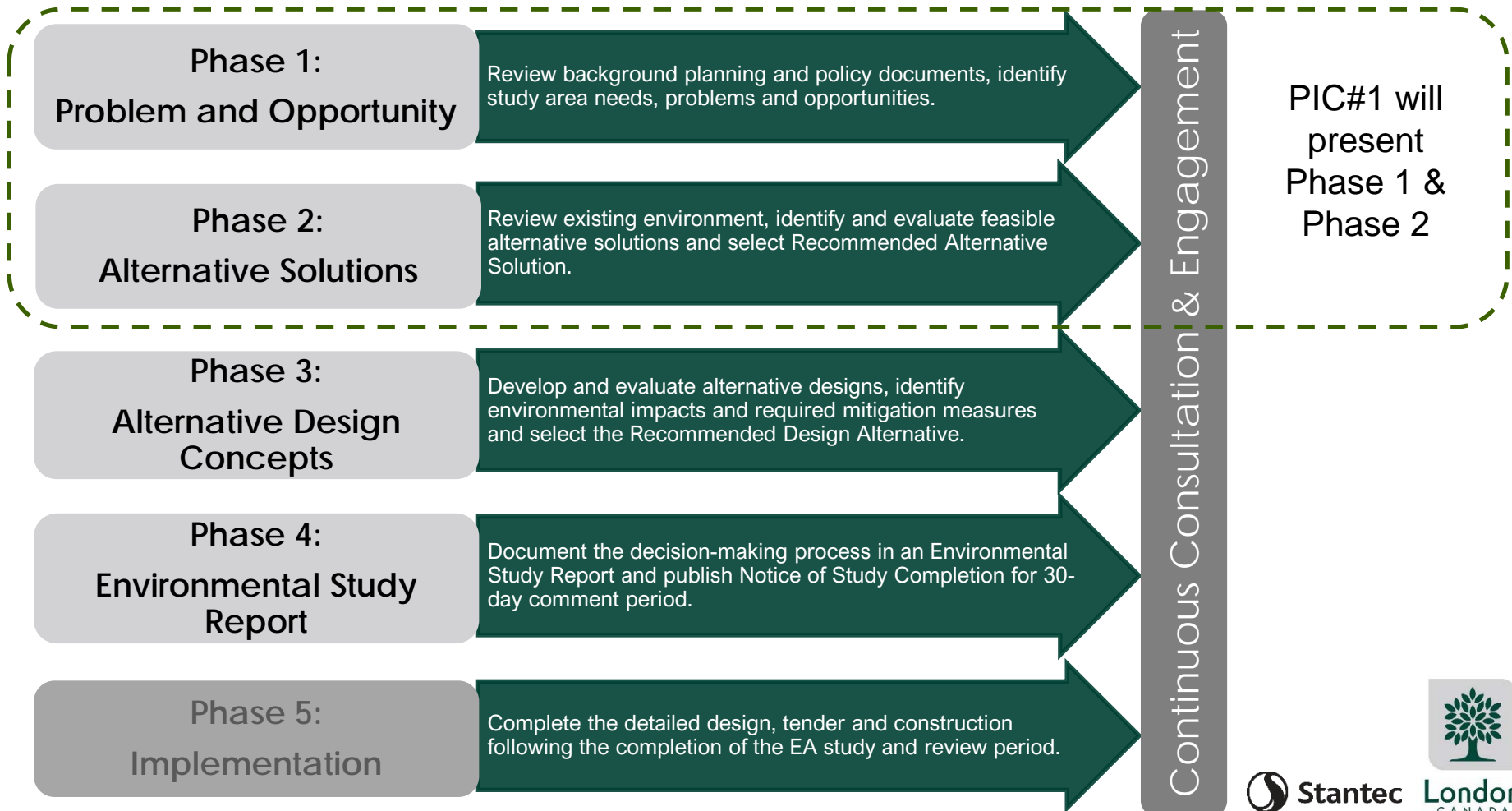
Study Objectives

Provide accessible accommodation for all modes of transportation along the corridor, and at the Western Road/Windermere Road and Richmond Street/Windermere Road intersections. Identify watermains and sewers that require replacement. Assess potential to connect active transportation from Windermere Road to the Thames Valley Parkway trail system.



Municipal Class EA Study Process

This project is being completed as a Schedule C Municipal Class EA study. Phases 1 through 4 of the EA process must be completed as summarized below:



Planning and Policy Context

London 2030 Transportation Master Plan

Provides a long-term strategy for transportation and land use decisions through to 2030 and beyond.

Proposes the integration of a Bus Rapid Transit network and improved active transportation infrastructure.

London ON Bikes Cycling Master Plan

Guides future planning and design of active transportation facilities for development projects.



Bike lanes are proposed along Windermere Road between Western Road and Richmond Street.

Existing Cycling Routes

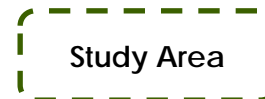
- Multi Use Pathway
- In-Boulevard Facility
- Bike Lane
- Signed Bike Route with Sharrow
- Signed Bike Route

Previously Proposed Routes

- Proposed Route¹
- Priority Project²

Proposed Facility Types

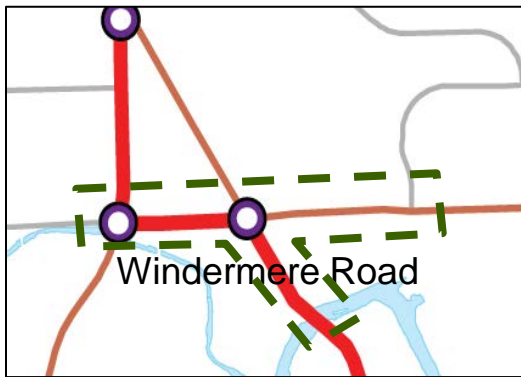
- Multi-Use Pathway
- In-Boulevard Facility
- Cycle Track
- Buffered Bike Lane
- Bike Lane
- Buffered Paved Shoulder
- Paved Shoulder
- Signed Route with Edgeline
- Signed Bike Route with Sharrow
- Signed Bike Route
- Desired Connection¹



The London Plan

Guides planning and city building activities for London's future growth and development through to the year 2035. The Plan recommends linkages to promote healthy lifestyles, increased active mobility choices such as walking, cycling and transit, to support safe, affordable and accessible infrastructure facilities.

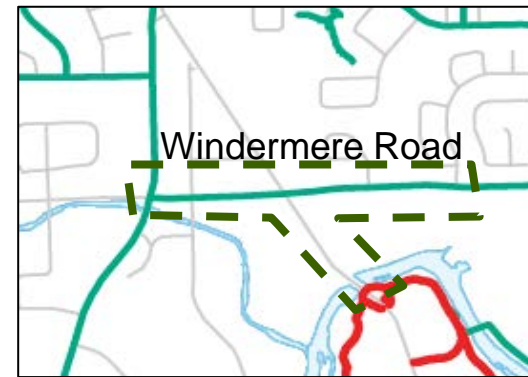
Street Classifications



LEGEND

Provincial Highway	BASE MAP FEATURES
Expressway	Railways
Urban Thoroughfare	Urban Growth Boundary
Rapid Transit Boulevard	Water Courses / Ponds
Civic Boulevard	

Cycling Facilities



LEGEND

Thames Valley Parkway	BASE MAP FEATURES
Walking and Cycling Routes	Streets (See map 3)
Study Area	Railways
	Urban Growth Boundary
	Water Courses / Ponds

Windermere Road is designated "Civic Boulevard" and "Rapid Transit Boulevard" with proposed Walking and Cycling Routes.

Thames Valley Parkway Trail System

The Thames Valley Parkway (TVP) is the City's primary multi-use recreational trail, providing a 40km trail system across London, linking to over 150km of additional pathways.


Where feasible, planned improvements should eliminate road crossings and improve neighbourhood extensions.

This study will explore the potential to connect active transportation facilities from Windermere Road to the existing TVP system, using buffered bike lanes along Richmond Street.



Bike Routes and Walking Trails

Thames Valley Parkway Markers

-  Bike Lane
-  Bike Lane and Shared Parking
-  Bike Road Route - Signed
-  Buffered Bike Lane

Path Adjacent to Street

-  Sharrows
-  Other Multi-use Pathways
-  Thames Valley Parkway
-  Walking Trails - Unpaved



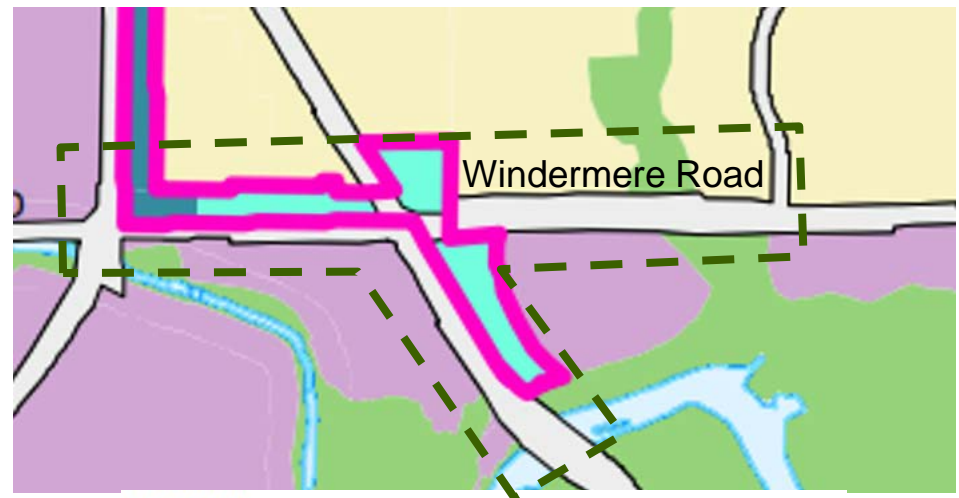
Existing Land Use

Windermere Road is surrounded by developed lands, including the following London Plan designations:

- Neighbourhoods
- Institutional (Western University, University Hospital – London Health Sciences Centre)
- Green Space
- Urban Corridor
- Rapid Transit Corridor

In addition, the lands north/south of Windermere Road, between Western Road and Richmond Street, are identified as a “Near Campus Neighbourhood”.

The London Plan Land Use Designations



LEGEND

PLACE TYPES

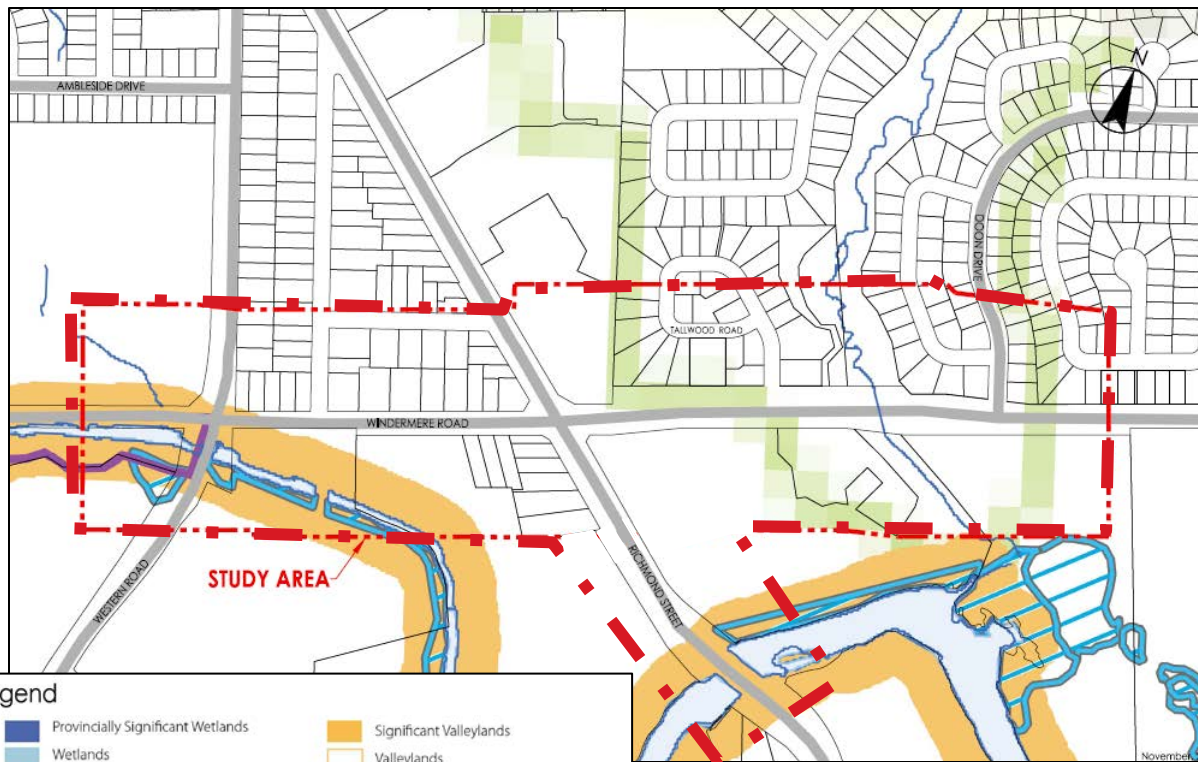
	Green Space		Heavy Industrial
	Environmental Review		Light Industrial
	Downtown		Commercial Industrial
	Transit Village		Future Community Growth
	Rapid Transit Corridor		Future Industrial Growth
	Urban Corridor		Farmland
	Shopping Area		Rural Neighbourhoods
	Main Street		Waste Management Resource Recovery Area
	Neighbourhoods		Urban Growth Boundary
	Institutional		

Study Area

Existing Conditions – Natural Environment

Two Natural Heritage Features were identified within the study area:

- Medway Creek
- Medway Valley Heritage Forest



Legend	
Provincially Significant Wetlands	Significant Valleylands
Wetlands	Valleylands
Unevaluated Wetlands	Areas of Natural and Scientific Interest
Significant Woodlands	Environmentally Significant Areas (ESA)
Woodlands	Potential ESAs
Unevaluated Vegetation Patches	Water Courses / Ponds



Existing Conditions – Cultural Heritage

Built Cultural Heritage and Cultural Heritage Landscapes

- 4 properties in proximity to/within the study area are listed on the City's Register of Cultural Heritage Resources.
- 10 properties, 2 institutional and 8 residences, were determined to have Cultural Heritage Value or Interest.
- No provincially designated heritage properties are within the study area.



 Heritage Resource

Archaeological Resources

- A Stage 1 Archaeological Assessment has been completed, and areas which remain undisturbed will require a Stage 2 Archaeological Assessment.

Existing Conditions - Transportation

Windermere Road is a two-lane arterial roadway with left turn lanes approaching intersections. The posted speed limit along the corridor is 50 km/hr.

Cycling Facilities



Windermere Road has existing discontinuous on-road cycling facilities east of Richmond Street. The lanes are shared with mixed traffic.

Transit Services



Transit is part of mixed-use traffic and is serviced by London Transit Commission. Bus stops and shelters are located along the corridor.

Pedestrian Facilities







Windermere Road has existing sidewalks located along both sides of the corridor.

Existing Conditions - Transportation

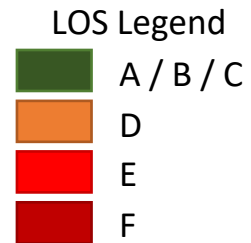
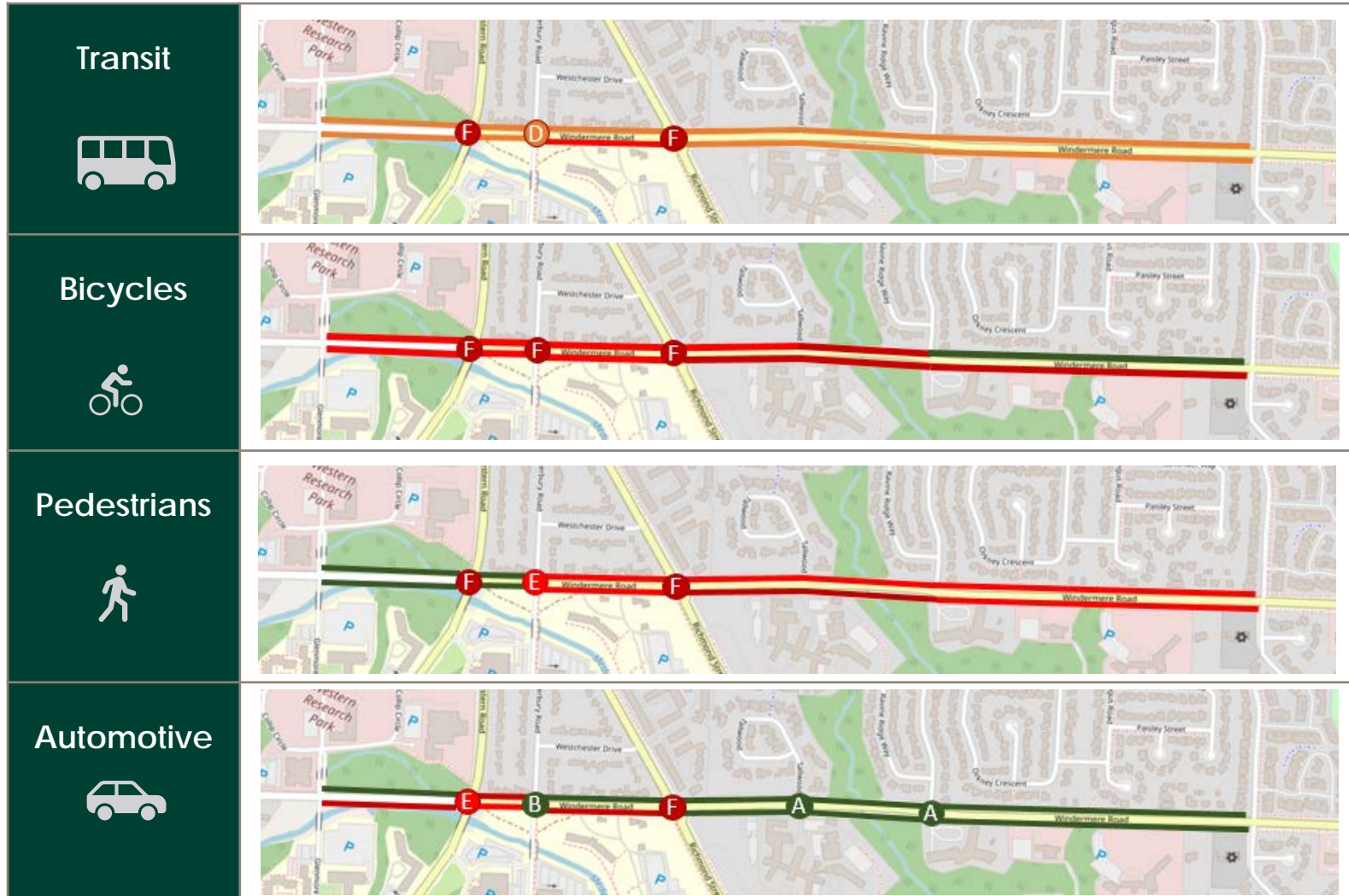
A transportation assessment was completed to identify the existing transportation conditions in the corridor considering all modes of transportation.

Multi-Modal Level of Service (MMLOS)

A Multi-Modal Level of Service (MMLOS) is a mechanism used to determine how well a transportation facility is operating from a traveler's perspective. The following MMLOS criteria was used to analyze the Windermere Road corridor:

Mode	High Level of Service (LOS A, B, C, D)		Low Level of Service (LOS E, F)	
	A / B / C	D	E	F
Transit 	Short delays, high levels of reliability		Long delays, low levels of reliability	
Bicycles 	High level of comfort, low level of risk/stress		Low level of comfort, high level of risk/stress	
Pedestrians 	High level of comfort, low risk, short delays		Low level of comfort, high risk, long delays	
Automotive 	Low lane utilization		High lane utilization	

Existing Level of Service (AM Peak)



The MMLOS along the existing corridor is similarly represented during both AM and PM Peak Period MMLOS.

Problem & Opportunities

Problems

- Windermere Road from Western Road to Doon Drive (West) does not balance the full range of potential users within the community, including users of all ages and abilities, pedestrians, cyclists, transit vehicles and motorists.
- The existing Western Road/Windermere Road and Richmond Street/Windermere Road intersections do not accommodate future Rapid Transit and are not compliant with the Accessibility for Ontarians with Disabilities Act (AODA).
- Existing watermains and sewers along the corridor are nearing their end of life and may require replacement.

Opportunities

- Support safe accommodation for all modes of transportation and users of all ages and abilities; pedestrians, cyclists, transit vehicles and motorists.
- Identify improvements to the intersections at Western Road/Windermere Road and Richmond Street/Windermere Road and accommodate AODA requirements. The improvements will have the potential to be consistent with future rapid transit.
- Address watermains and sewers required to be replaced in conjunction with intersection improvements.

Alternative Solutions

The following alternative solutions were identified to address the problems and opportunities:

- **Do Nothing** – Maintain existing condition of Windermere Road.
- **Improve Other Roads in the Transportation Network** – Improvements would take place on roadways adjacent/parallel to Windermere Road.
- **Improve Transit Infrastructure** – Improvements to transit infrastructure in the study area to accommodate existing transit services and future Rapid Transit.
- **Improve Active Transportation Infrastructure** – Improvements to active transportation facilities in the study area to create continuous, safe facilities.
- **Intersection and/or Operational Improvements** – Improvements to intersections of Western Road/Windermere Road and Richmond Street/Windermere Road for all modes of transportation. Improvements will address AODA and future rapid transit requirements.
- **Provide Additional Travel Lanes** – Introduction of additional travel lanes within the study area resulting in corridor widening and intersection improvements.

Factors for Analysis and Evaluation

Alternative Solutions were assessed using the factors and criteria below. Comments received from agencies, stakeholders and members of the public will be integrated as required.

Socio-Economic

- Potential to address needs of existing and future corridor users (future rapid transit, existing local transit network, pedestrians, cyclists, motorists)
- Consistency with City planning policies
- Potential for property impacts



Technical Considerations

- Ability to accommodate traffic demand
- Ability to accommodate AODA requirements
- Potential to be consistent with planned Rapid Transit network and improve network connectivity
- Ability to accommodate active transportation facilities and improve connectivity to existing network

Natural Environment

- Potential to impact fish and fish habitat
- Potential to impact significant natural heritage features
- Potential to impact significant wildlife habitat and Species at Risk (SAR)



Cultural Environment

- Potential to impact Archaeological Resources
- Potential to impact built heritage resources or cultural landscapes

Recommended Alternative Solution

Based on the assessment of alternative solutions using a variety of factors and criteria, the following combination of alternative solutions is recommended:

- **Transit infrastructure improvements**
- **Active transportation improvements, including the potential connection to the Thames Valley Parkway**
- **Intersection and/or operational improvements**

This combination of alternative solutions will prioritize the needs for transit, cyclists, and pedestrians, and will provide sufficient capacity for existing and future auto travel demand. In addition, sewers and underground watermains requiring replacement will be identified.



Next Steps

Following this PIC, the project team will complete the next steps identified below:



The results of these next steps will be used to identify the **Recommended Design Concept**, which will be presented at Public Information Centre #2, tentatively scheduled for fall 2021.

Thank You!

Thank you for participating in this Public Information Centre! If you would like to provide comments or discuss further, please contact one of the following study team members:



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