

Appendix G

Public Information Centre (PIC) No. 2

Hamilton Road and Gore Road Intersection Improvements Environmental Assessment (EA)



Source: City of London, 2021

Public Information Centre – October 2, 2023

Study Area

The intersection of Hamilton Road and Gore Road has been identified as an intersection that no longer meets current standards and is in need of improvement.

The City has initiated the study (Schedule B – Class EA) to evaluate alternatives for improvement at this intersection. Hamilton Road and Gore Road are classified as arterial roads with intersection volumes exceeding 14,000 vehicles per day at the intersection, and usage as a commuter route has grown in recent years.

This study reviews options for modifying the intersection with the objective of determining the most suitable alternative, which can then be carried forward to the detailed design phase.

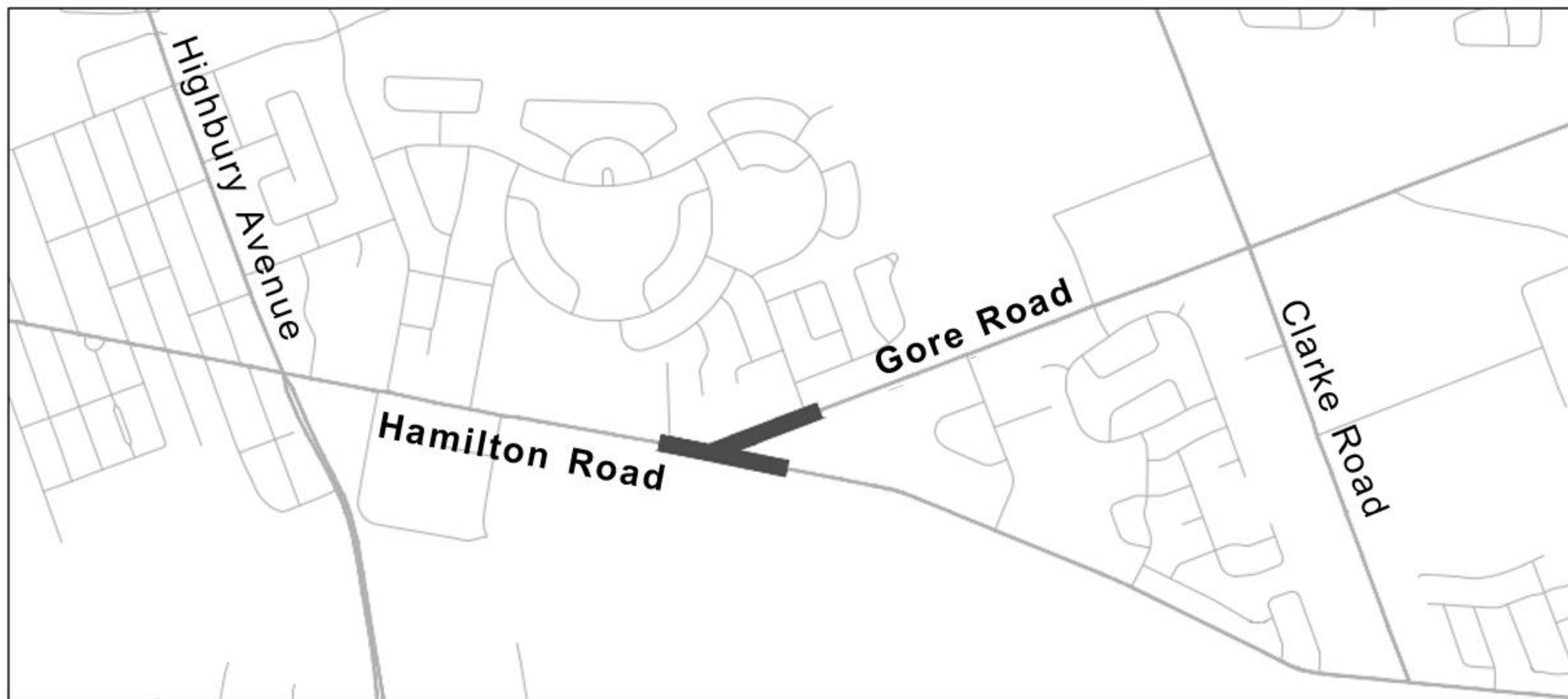


Figure 1: Hamilton Road and Gore Road Intersection & Study Area (City of London)

Problem Statement

- Hamilton Road and Gore Road are arterial roads in the eastern side of London. Gore Road intersects Hamilton Road at a three-legged stop-controlled intersection at a challenging angle. The intersection has seen an increase in traffic volumes, leading to a greater number of incidents and necessitating a review of the current intersection.
- Through the EA process, a review of design alternatives will be conducted to determine a preferred alternative for an improved intersection arrangement and controls while addressing the safety of drivers, cyclists and pedestrians. The study will also consider protection of the environment; minimization of disruption to residents and surrounding areas; engage a broad range of stakeholders; optimize costs; and document the study process in compliance with the Municipal Class Environmental Assessment Schedule “B” process.



Figure 2: Hamilton/Gore Road Intersection

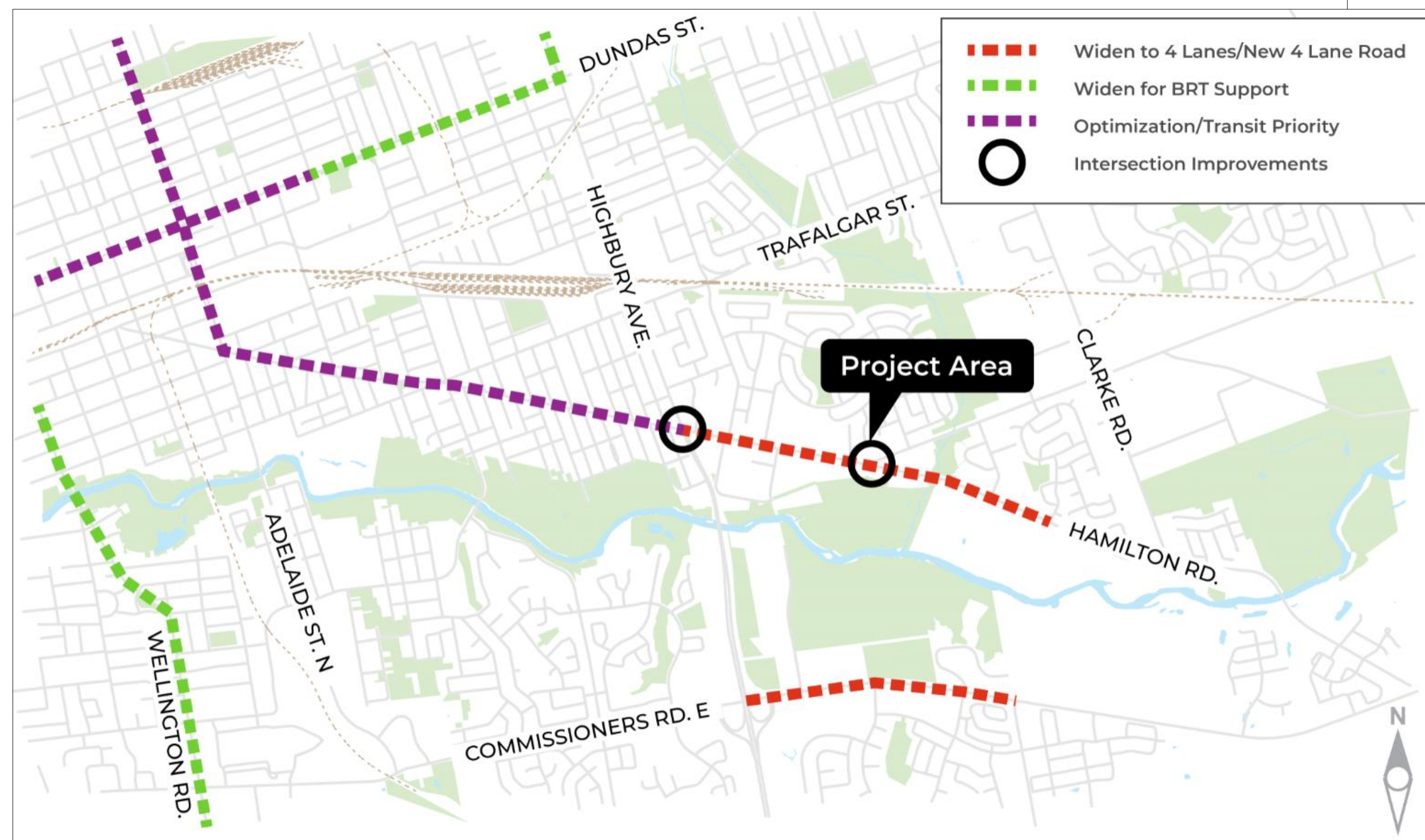
Municipal Class Schedule B EA Planning and Design Process

- 1 Background Studies
- 2 Develop Preferred Alternatives
- 3 PIC#1 – Present Design Alternatives
- 4 Address PIC comments
-  5 PIC#2 – Present Preferred Alternative
- 6 Address PIC#2 comments
- 7 Prepare Project File Report
- 8 Notice of Study Completion
- 9 Project File Report Review Period

City of London Planning Documents

Transportation Master Plan

The current Transportation Master Plan identified the Gore Road and Hamilton Road intersection for improvements as a potential roundabout. The TMP recommends widening Hamilton Road to 4 lanes between Highbury Avenue and River Run Terrace. Will undergo separate Environmental Assessment.



Cycling Master Plan

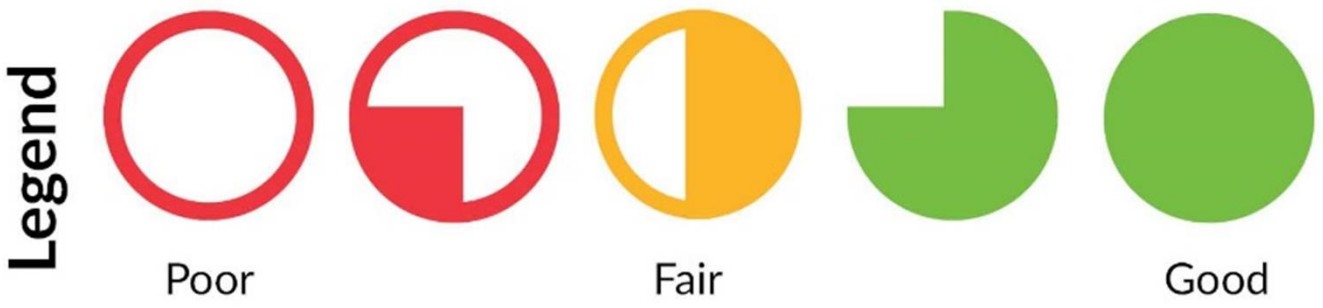
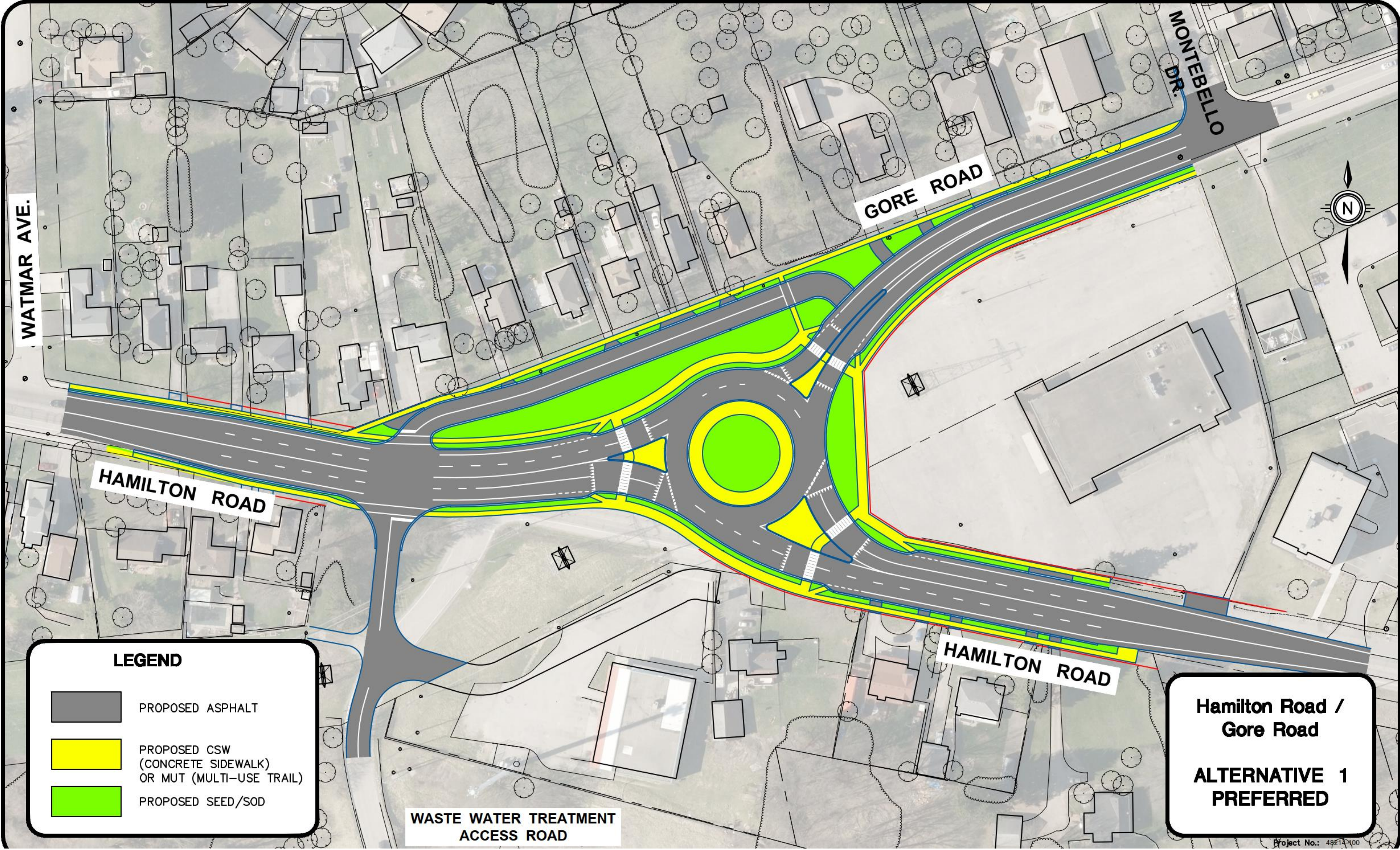
The current Cycling Master Plan indicates that there are proposed future bike lanes on Gore Road and should have bike lane on Hamilton Road up to Gore Road. Proposed paved shoulder east of Gore Road.

Alternatives Evaluated

Alternative	Description
Do Nothing	•No improvements – do not continue any further with project
Alternative 1: Roundabout	•Convert the Hamilton Road and Gore Road intersection to a 3-leg roundabout •Design will accommodate projected traffic on Hamilton Road
Alternative 2: Signalized Intersection A	•Major realignment of Hamilton Road and Gore Road •Hamilton Road would no longer be straight through road – eastbound drivers would turn left at intersection to stay on Hamilton Road •Introduction of traffic signals
Alternative 3: Signalized Intersection B	•Realignment of Gore Road •Improve skew of Gore Road at Hamilton Road •Introduction of traffic signals •Combine to have 1 single intersection, including driveway to WWTP

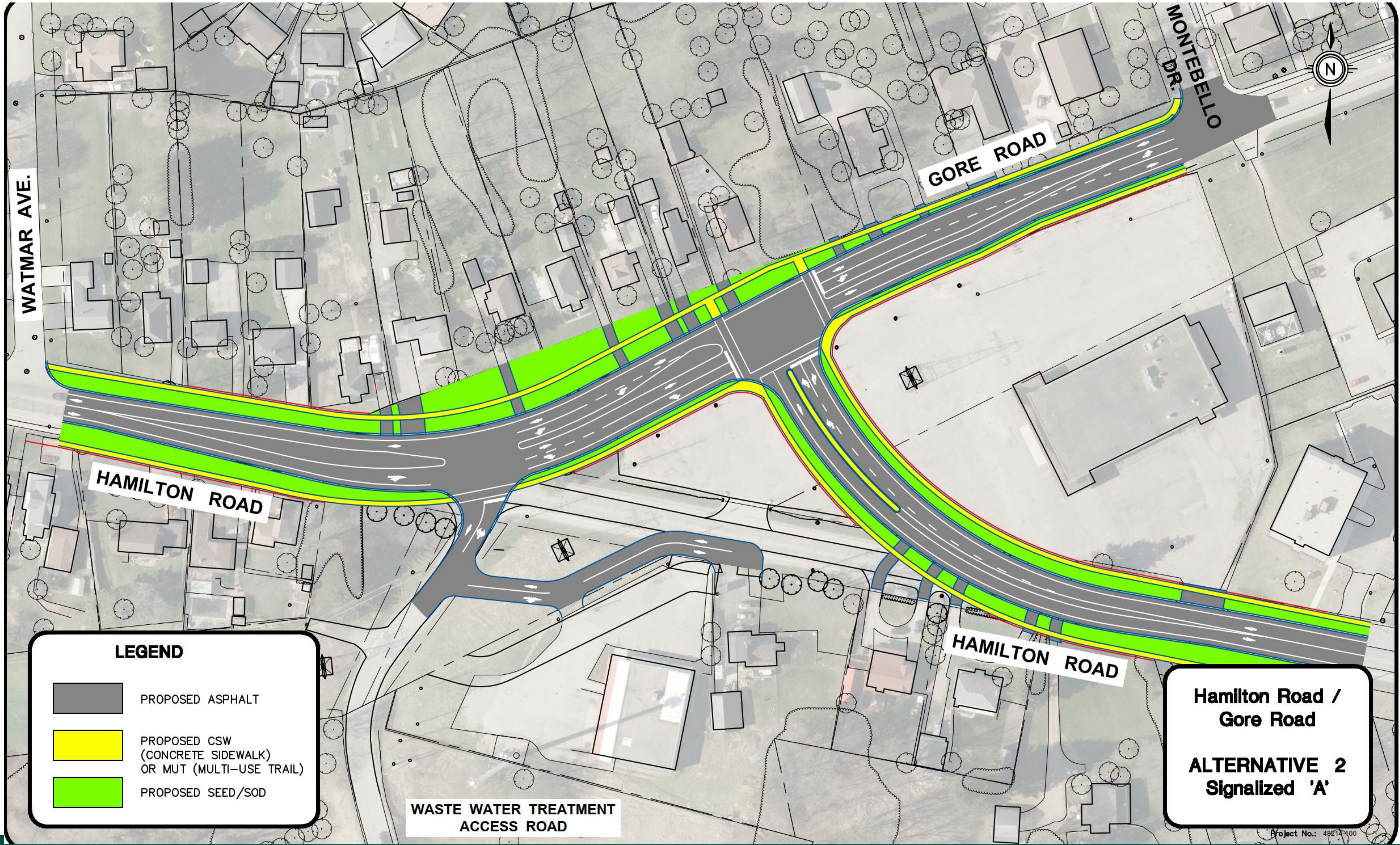
Alternative No. 1 - Roundabout

Evaluation Criteria	Advantages	Disadvantages	
Traffic Capacity and Operations	- Provides capacity for current and future traffic flow - Includes active transportation (accommodates pedestrians and cyclists)	- Significant change to the current operation of the intersection - Drivers need to become used to navigating the roundabout	
Overall Safety of Intersection	- Roundabout provides natural traffic calming - Discourages speeding through intersection - Shorter crossing distances for pedestrians, 2 lane widths - Reduces the chances of severe collisions	Cyclists must exit the roadway and navigate the roundabout with pedestrians	
Social and Natural Environment	- Minimal environmental impact, urbanized already urbanized - OGS unit to treat stormwater runoff - Residents along Gore Road will have access from new adjacent roadway - Reduced vehicular noise	- Potential for loss of a small number of trees - Some driveways will be close to roundabout	
Climate Change	- Reduces vehicle stopping and idling – less emission - Addition of bike lanes and sidewalk will encourage active transportation	Increase in stormwater runoff due to additional impervious area	
Utility Impacts	Does not impact Hydro One infrastructure, no tower relocations	- Requires relocation of London Hydro infrastructure - Watermain replacement	
Cost	No cost for traffic signals, or ongoing maintenance	- Greater capital cost for installation - Largest impact on Infrastructure Ontario lands, land swapping required	



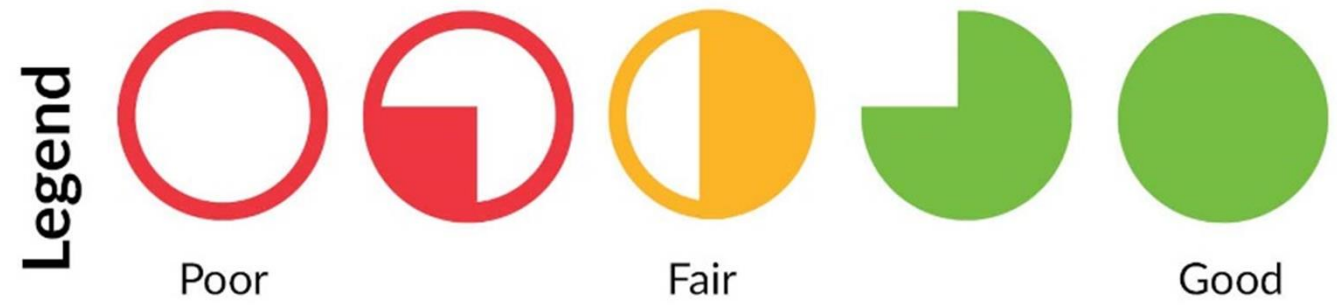
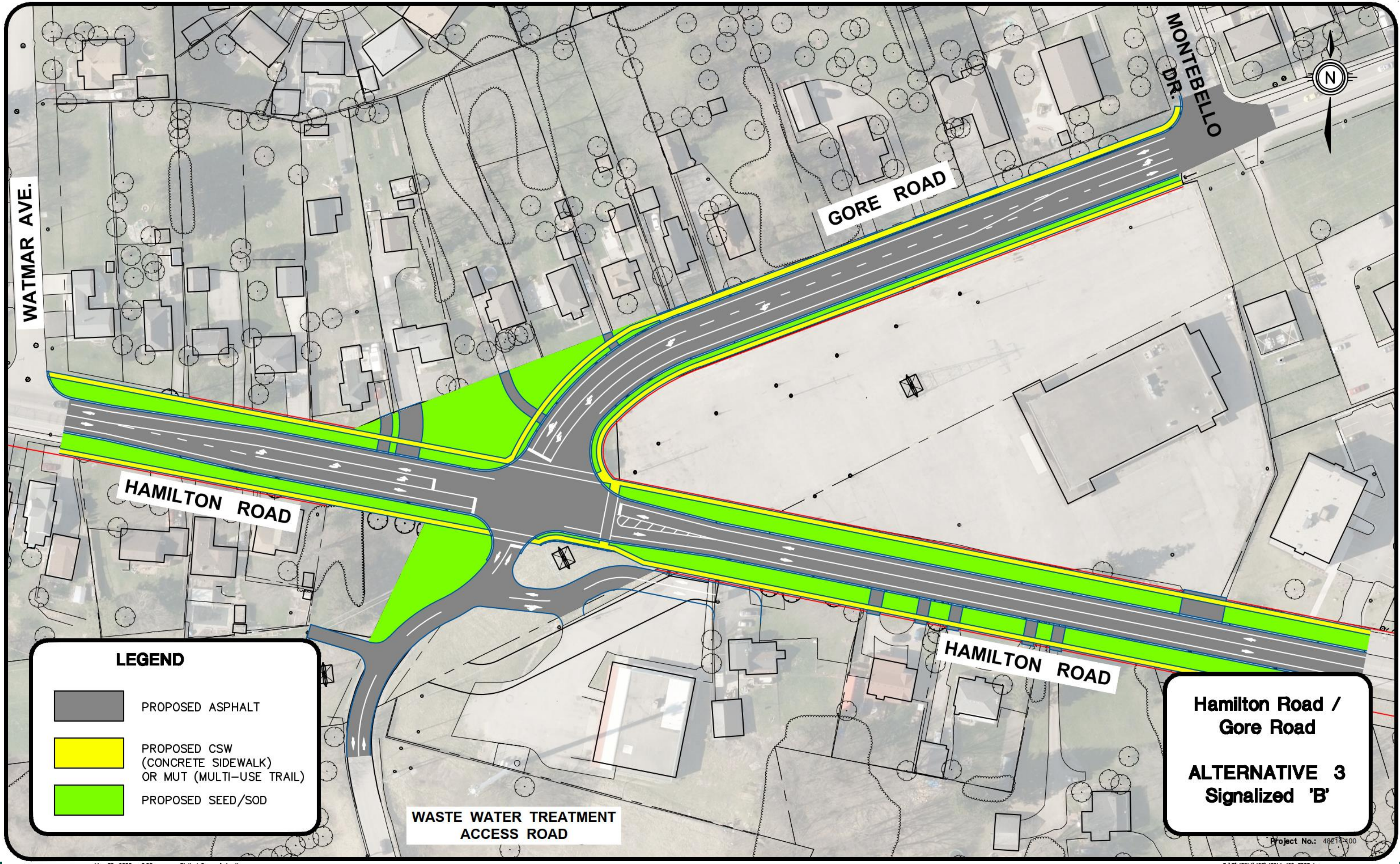
Alternative No. 2 – Signalized Intersection A

Evaluation Criteria	Advantages	Disadvantages	
Traffic Capacity and Operations	• Left turn movement from Hamilton onto Gore is eliminated with this configuration	• In long term traffic scenario, would require double left turn lanes, and possibly double right turn lanes. • Does not meet long term traffic needs • Space and functionality will be an issue	
Overall Safety of Intersection	• Pedestrian and cycling crossing will be improved to AODA standards	• Crossing distances are long, minimum 4 lanes • Minimal affect on traffic calming	
Social and Natural Environment	• Minimal environmental impact, urbanized already urbanized • OGS unit to treat stormwater runoff	• Change of traffic patterns for drivers • Will require some driveways to be close to signalized intersection	
Climate Change	• Addition of bike lanes and sidewalk will encourage active transportation	• Increased air and noise pollution from starts/stops and vehicle idling	
Utility Impacts	• Reduces the impact on London Hydro and Hydro One, minimal relocation required	• Watermain will need to be relocated to be maintained within the City right of way	
Cost	• Has less Capital cost than the roundabout alternative, but more expensive than Signalized Alternative B	• Some impact to Infrastructure Ontario lands, requires land swapping with Infrastructure Ontario	

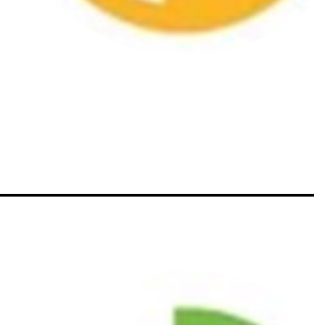
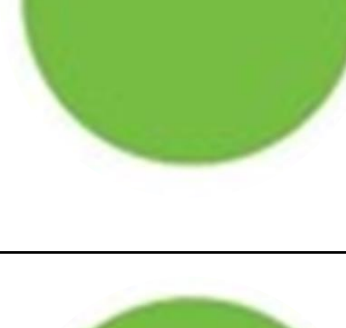
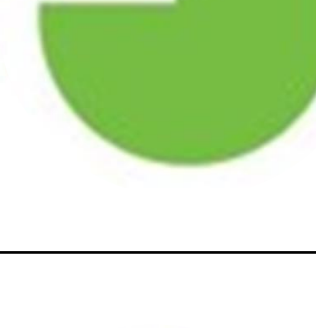


Alternative No. 3 – Signalized Intersection B

Evaluation Criteria	Advantages	Disadvantages	
Traffic Capacity and Operations	•Includes left turn from Hamilton Road onto Gore Road, with improved storage capacity	•In the long-term peak condition, will have some delays due to queueing in left turn movements	
Overall Safety of Intersection	•Improved geometry of Gore Road, reduced skew for left turn •Pedestrian and cycling crossing will be improved to AODA standards •Realigns WWTP driveway to single intersection	•Will create a long pedestrian crossing along Hamilton Road •Will not address existing speeding concerns from the community •Has no affect on traffic calming •Increased risk of severe collisions	
Social and Natural Environment	•Minimal environmental impact, urbanized already urbanized •OGS unit to treat stormwater runoff •Does not limit long term corridor improvement plans	•Increased noise pollution from vehicle starts/stops	
Climate Change	•Addition of bike lanes and sidewalk will encourage active transportation	•Increased air and noise pollution from starts/stops and vehicle idling	
Utility Impacts	•Reduces the impact on London Hydro and Hydro One, minimal relocation required	•Will have some London Hydro utility relocation	
Cost	•Has lowest capital cost	•No impact to Infrastructure Ontario lands	



Evaluation Criteria Matrix

Evaluation Criteria	Do Nothing	Alternative 1: Roundabout	Alternative 2: Signalized A	Alternative 3: Signalized B
Traffic Capacity and Operations				
Safety				
Social and Natural Environment				
Climate Change				
Utility Relocation				
Costs				
Preferred	X	✓	X	X

Nearly infeasible.
Very high risk



Undesirable. High risk



Several mitigation
measures. Several
risks



Feasible. Some
mitigation measures.
Some risks.



Feasible and desirable.
Lowest risk

Changes from PIC#1

At PIC#1 – **Alternative No. 2 - Signalized Intersection A** was evaluated as the Preferred Alternative

What Changed?

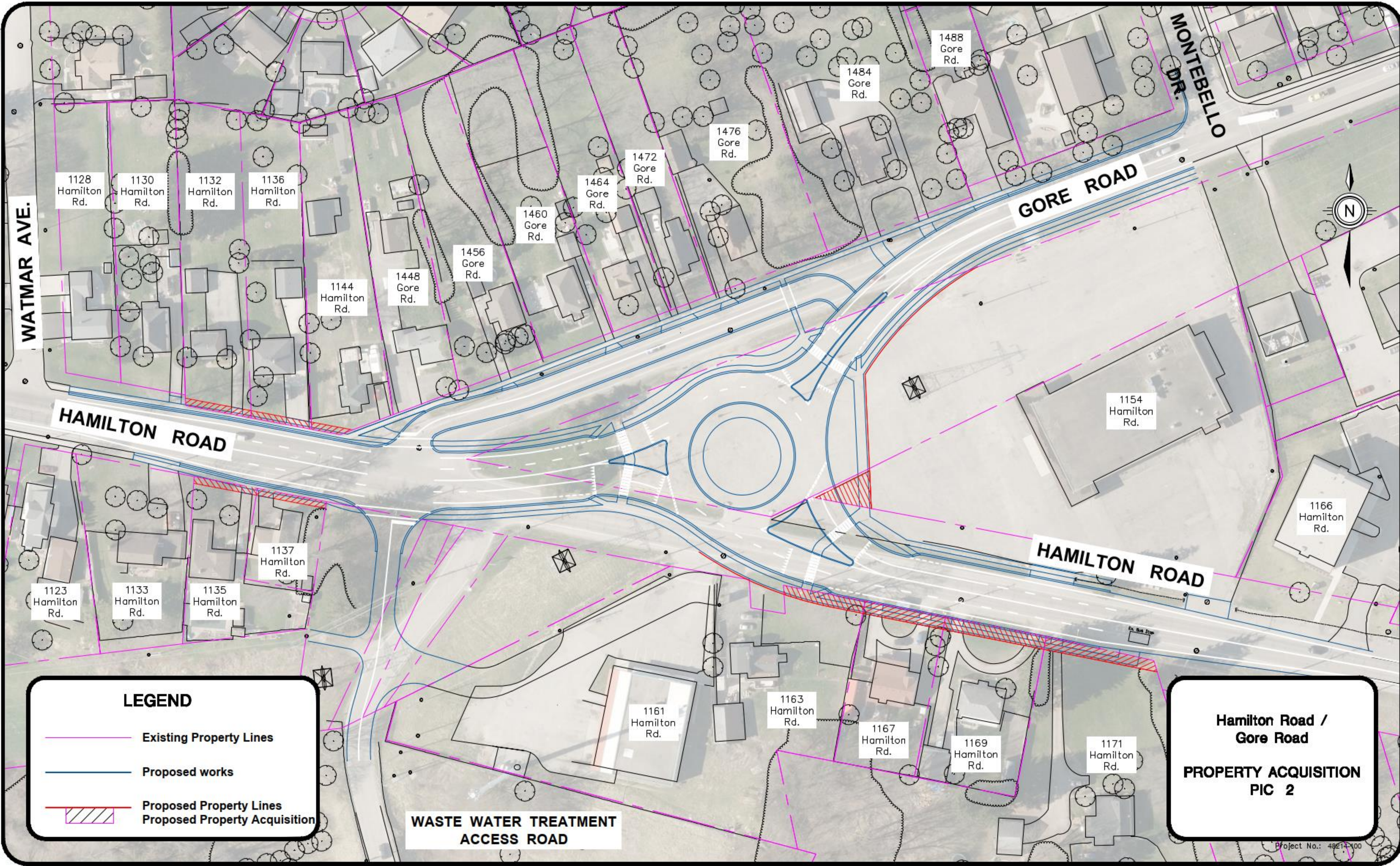
- PIC#1 was held (June 2021) - project team was still in communication with Hydro One regarding the proposed changes to the intersection, and the impact to the Hydro One transmission towers.
- Hydro One preference was minimum encroachment below the transmission lines
- Detailed design was required to satisfy Hydro One requests and for them to conduct its review
- Bringing the design forward to a level that met Hydro One's requirements, followed by a lengthy review process caused the delay between PIC#1 and PIC#2

Why did the Preferred Alternative Change?

?

- Upon Hydro One's review, there was acceptance of the encroachment beneath the Hydro One corridor, provided certain access and spacing requirements were met
- Traffic study indicated challenges with meeting the long-term capacity needs for Alternative 2 – Signalized Intersection A

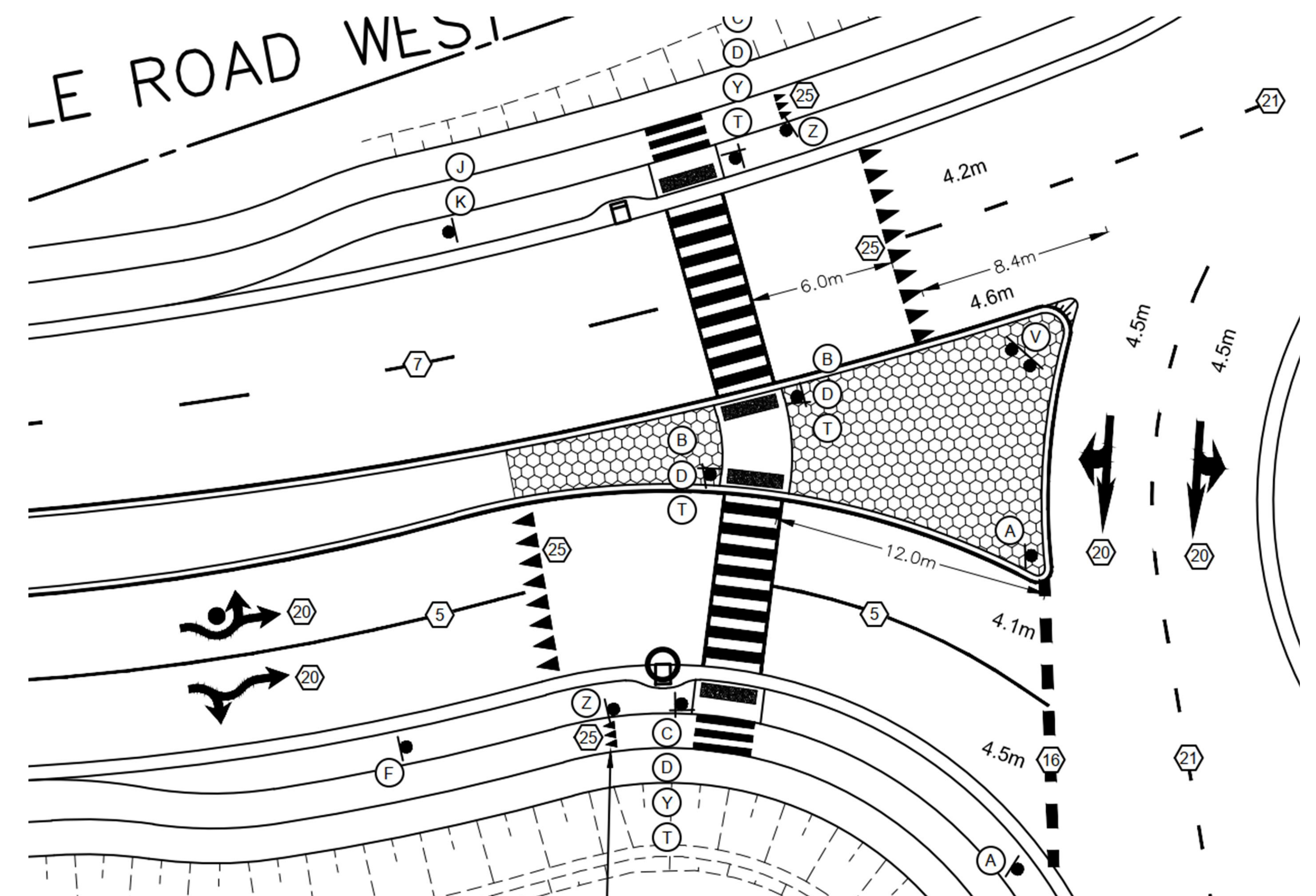
Property Impacts



Roundabout Safety and Active Transportation

Reasons why roundabouts are safe for pedestrians and cyclists:

- Pedestrians only have to address traffic coming from one direction at a time
- Crossing distances are limited to 2 lanes
- Cyclists are provided with safe exit from roadway prior to roundabout, a bike lane will be provided around the roundabout parallel to the sidewalk, cyclists must dismount at crossing
- Vehicular traffic is slowed naturally by the geometry of the roundabout

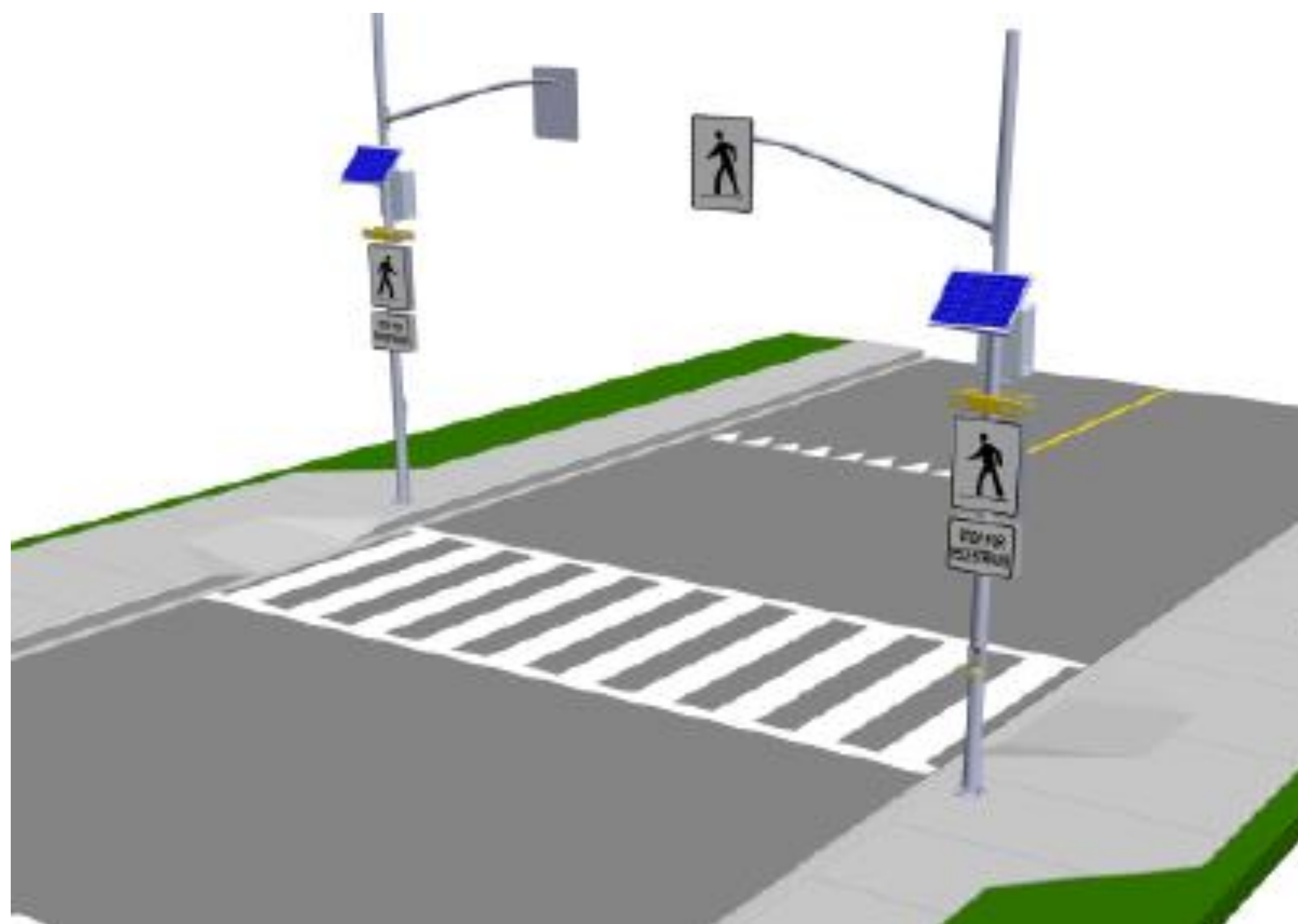


Roundabout Safety and Active Transportation

Examples of crossing types:

- Single stage – good for residential low traffic volumes
- Two stage – ideal for 2 lane crossing, also often used for single lane. Provides refuge
- The type of pedestrian and cycling crossings will be reviewed during the detailed design
- Detailed design will look at feasibility of interim roundabout alternative that reduces roundabout to single lane.
- Current pedestrian traffic does not warrant flashing beacons, can be evaluated in future

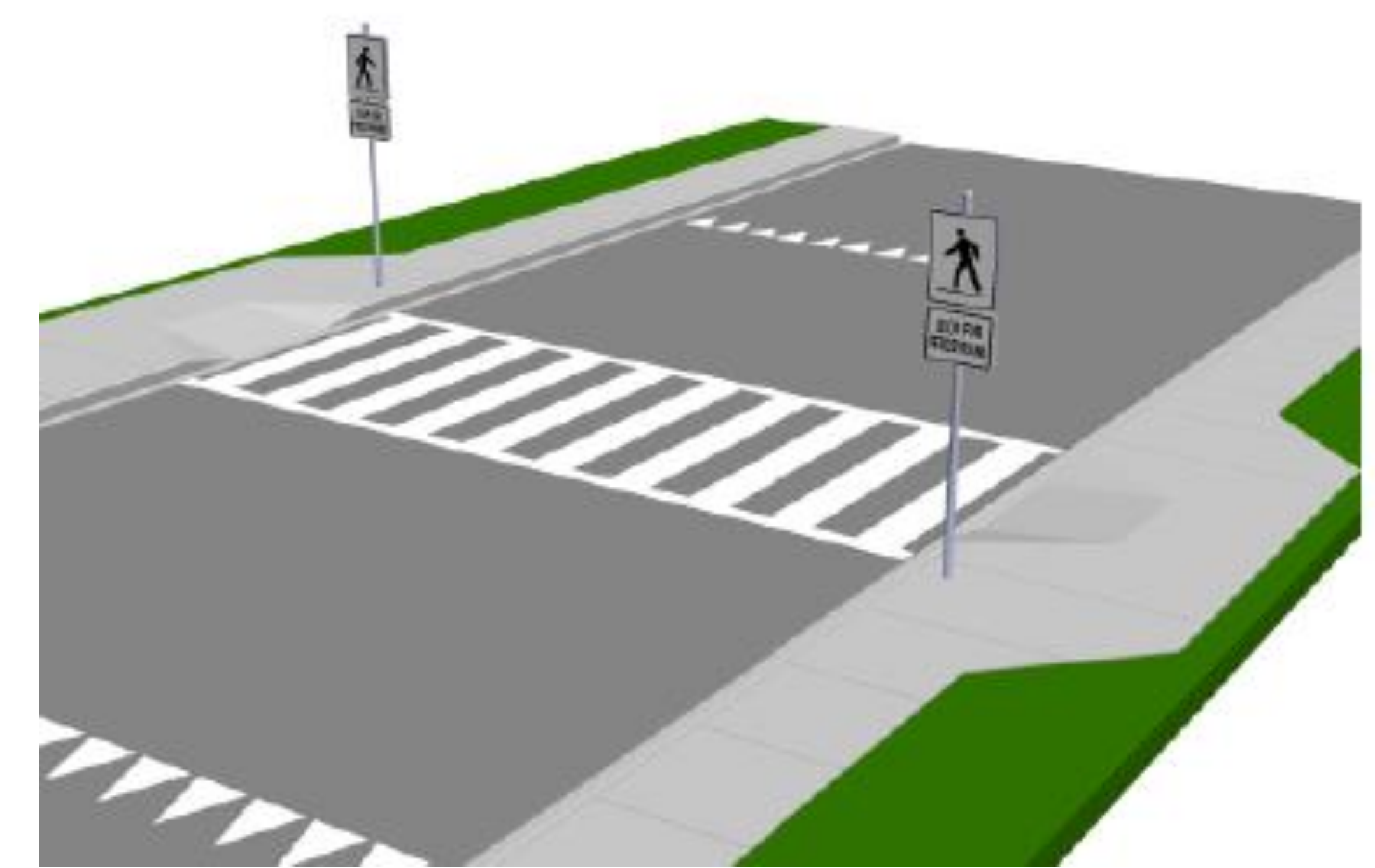
Level 2 Type B



Level 2 Type C



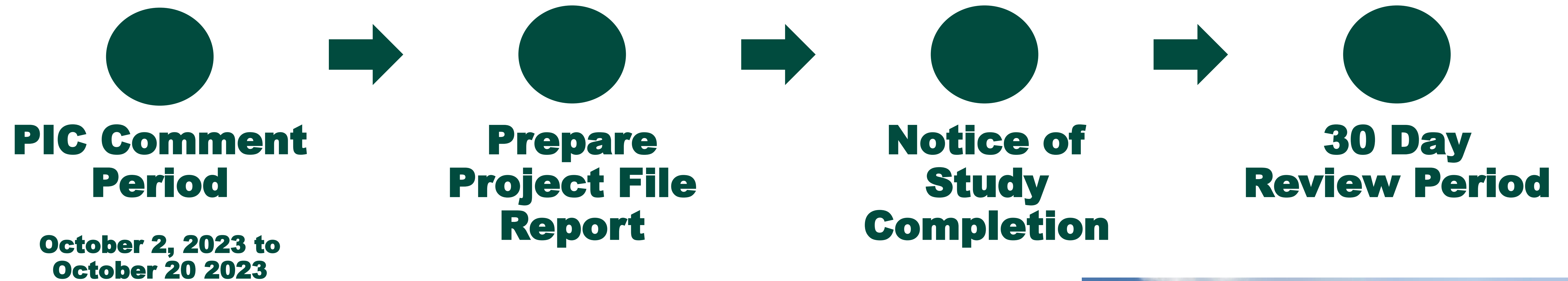
Level 2 Type D



Roundabout Safety and Active Transportation



Next Steps



Comments/Questions

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Project Name: Hamilton Road and Gore Road Intersection

MTE File No.: 48214-100

Purpose: PIC#2 - script

Date: October 2, 2023

Slide No.	Discussion
1.0	Cover Slide Hello, my name is Andrew Sercombe from the City of London. Thank you for watching this virtual Public Information Centre, or (PIC) for the Hamilton Road and Gore Road Intersection Improvements. The City of London is currently in the process of completing a Schedule 'B' Municipal Class Environmental Assessment to evaluate alternatives for improvement to the Hamilton and Gore Road intersection.. This presentation will explain what the project entails, including the project limits, the impacts on nearby residents, and share how you can express any comments and feedback. Before we begin, we acknowledge that we are gathered today on the traditional lands of the Anishinaabek, Haudenosaunee, Lūnaapéewak and Attawandaron . We acknowledge all the treaties that are specific to this area: the Two Row Wampum Belt Treaty of the Haudenosaunee Confederacy/Silver Covenant Chain; the Beaver Hunting Grounds of the Haudenosaunee NANFAN Treaty of 1701; the McKee Treaty of 1790, the London Township Treaty of 1796, the Huron Tract Treaty of 1827, with the Anishinaabeg, and the Dish with One Spoon Covenant Wampum of the Anishnaabek and Haudenosaunee. This land continues to be home to diverse Indigenous people (First Nations, Métis and Inuit) whom we recognize as contemporary stewards of the land and vital contributors to society. We hold all that is in the natural world in our highest esteem and give honor to the wonderment of all things within Creation. We bring our minds together as one to share good words, thoughts, feelings and sincerely send them out to each other and to all parts of creation. We are grateful for the natural gifts in our world, and we encourage everyone to be faithful to the natural laws of Creation. The three Indigenous Nations that are neighbours to London are the Chippewas of the Thames First Nation; Oneida Nation of the Thames; and the Munsee-Delaware Nation who all continue to live as sovereign Nations with individual and unique languages, cultures and customs. This Land Acknowledgement is a first step towards reconciliation. Awareness means nothing without action. It is important that everyone takes the necessary steps towards

decolonizing practices. We encourage everyone to be informed about the traditional lands, Treaties, history, and cultures of the Indigenous people local to their region.

I'll now introduce Vince Pugliese from MTE Consultants Inc. who will be leading the presentation about the project. Thank you.

2.0	Agenda
	Throughout the presentation we will discuss the following topics: - The overview of the project area and scope of work, - The problem/opportunity and the Class EA process - The background studies that were done as part of the EA - The alternatives that were evaluated - The changes from PIC#1 - Property impacts - Roundabout safety - Active transportation connections - Next steps
3.0	Study Area
	The study area for this Environmental Assessment is the intersection of Hamilton Road and Gore Road, and shown in the figure here. The intersection of Hamilton Road and Gore Road has been identified as an intersection that no longer meets current standards and is in need of improvement. Gore Road intersects Hamilton Road at an awkward angle that presents visual and physical challenges for drivers trying to navigate the intersection. The City has initiated the study to evaluate alternatives for improvement at this intersection. Hamilton Road and Gore Road are classified as arterial roads with intersection volumes exceeding 14,000 vehicles per day at the intersection, and with expected growth within and around the City, traffic volumes are expected to increase. This study reviews options for modifying the intersection with the objective of determining the most suitable alternative, which can then be carried forward to the detailed design phase.

4.0	Problem/Opportunity
	The project team developed a problem and opportunity statement that helps keep the team focused on the objective of the study. Through the EA process, a review of design alternatives will be conducted to determine a preferred alternative for an improved intersection arrangement and controls while addressing the safety of drivers, cyclists and pedestrians. The study will also consider protection of the environment; minimization of disruption to residents and surrounding areas; engage a broad range of stakeholders; optimize costs; and document the study process in compliance with the Municipal Class Environmental Assessment Schedule “B” process
5.0	Municipal Class EA Process
	As discussed the City is following a Schedule ‘B’ Class EA process. To date we have completed the necessary background studies, developed design alternatives and evaluated the alternatives. The preferred alternative was presented to the public and stakeholders at the first PIC in June of 2021. Comments were received, and updates to the alternatives were developed. This PIC is PIC#2, where we are presenting the revised preferred alternative for the Hamilton and Gore Road intersection. Following this PIC, there will be an opportunity to ask questions and provide feedback or comments through getinvolved project webpage. From there, the project team will prepare the project file report, which is a summary of all the studies, public correspondence, and recommendations. A notice of study completion will be circulated and the EA will be finalized.
6.0	City of London Planning
	On this slide are snippets from the City’s Transportation Master Plan, and the Cycling Master plan, which were used to inform the development of the alternatives. They indicate the City’s long term plans for the study area, as well as the surrounding area. The City is planning to conduct a new mobility master plan to evaluate the feasibility and necessity of widening Hamilton Road to 4 lanes. The cycling master plan indicates plans for future biking facility on Gore Road, and that Hamilton Road, east of Gore Road will have paved shoulders.
7.0	Alternatives Evaluated

The project team developed 3 alternatives, as well as the alternative to do nothing. It is integral to the EA process for the project team to evaluate the do nothing alternative along with the design alternatives.

Alternative 1 is a 3-leg roundabout

Alternative 2 is a signalized intersection option, that realigns Hamilton Road and Gore road. In a moment we'll show the images of each of the options.

Alternative 3 is also a signalized alternative, it includes a minor realignment of Gore road to reduce the amount of skew at Hamilton

8.0	Evaluation Criteria
	The evaluation criteria was developed by the project team, which includes City staff, and is used to evaluate the advantages and disadvantages of each alternative. The table on this slide indicates the criteria used, and a description of what the project team is looking for as part of the evaluation Traffic Capacity and Operations • Does the alternative serve the expected vehicular, transit, pedestrian and cycling traffic needs of the intersection • Does the alternative efficiently and safely handle the forecasted traffic through the intersection Safety of the Intersection • Provides safe infrastructure for traffic movements, as well as active transportation • Provides some level of traffic calming Social and Natural Environment • Impact on local community (noise, etc.) • Property impacts (feasibility) • Effect on existing vegetation, wildlife, habitat, water quality etc. Climate Change • Overall impact on climate change (emissions, stormwater infiltration, etc.) Utility Relocation

	• Time and Cost of coordination with Hydro One – For those not familiar with the intersection, there is a significant hydro one transmission line running overhead through the intersection • Capital cost of relocations Costs • Capital cost of alternatives • Land acquisition costs Cost is factored into both utility relocation and the cost criteria
9.0	Alternative No.1
	Below is the functional design of the roundabout. The functional design shown includes 2 lane entries and exits along Hamilton Road, and 1 lane entry and exit along Gore Road. The 2 lane entry and exit is shown to accommodate potential future Hamilton Road widening. To maintain access to residents along Gore Road, a new local street would need to be constructed so that residents would not enter directly into the roundabout.
10.0	Alternative No.1
	On the top of this figure you'll see the legend for how the evaluation criteria is applied, ranging from poor to good. Overall The roundabout provides sufficient capacity for projected traffic flows, provides natural traffic calming improving safety from current conditions, and reduces idling at the intersection. Some disadvantages of the roundabout are that it is a significant change to the operation of the intersection, and people will need to adapt, and it is the most expensive alternative.
11.0	Alternative No. 2

	As discussed previously, alternative number 2 realigns Hamilton Road, moving the intersection east along Fore Road. Drivers travelling east on Hamilton Road will need to make a right turn to continue, and westbound traffic will need to make a left turn.
12.0	Alternative No. 2
	Some of the key advantages for alternative 2 • The heavily used left turn movement from Hamilton Road onto Gore road now becomes the straight through movement • It has the least amount of impact on London Hydro • And is a lower cost alternative than the roundabout This alternative has longer pedestrian crossing distances, but the main drawback is that in the long term traffic scenario, the single right and left turn lanes will not be sufficient to handle projected traffic. It will potentially require a dual right turn lane and dual left turn lane, which has a number of negative affects on the evaluation
13.0	Alternative 3
	Alternative 3 has little impact on Hamilton Road, and adjusts the entry angle of Gore Road onto Hamilton Road. It also realigns the entrance to the WWTP, creating a single signalized intersection. The alternative introduces an eastbound left turn lane on Hamilton Road.
14.0	Alternative 3
	With the introduction of the left turn lane with improved storage capacity, this alternative functions well in relation to projected traffic flow. The improved geometry of intersection will improve operability of the intersection, however it does not provide any traffic calming. Even with the minimal realignment of the intersection, there is utility relocations required. Alternative 3 is the lowest cost alternative
15.0	Evaluation Matrix
	The matrix below is a summary of the evaluation conducted by the project team, based on the criteria previously discussed. Alternative 1 and 3 were both able to convey projected traffic flows

The roundabout scored the highest in terms of overall safety, due to its ability to introduce natural traffic calming.

With the addition of the new local road, the roundabout alternative will be able to provide safe access for all residents, whereas with alternative 2, driveways will be entering very close to the new intersection.

The roundabout also scored well in terms of climate change, as the free flow movement of the roundabout reduces emissions from idling.

Alternative 2 and 3 involve less utility relocation, minimizing coordination effort and cost. Finally alternative 3 is the lowest cost alternative.

Overall, the preferred alternative is alternative 1, the roundabout

16.0

Changes from PIC#1

When PIC#1 was held (June 2021), the project team was still in communication with Hydro One regarding the proposed changes to the intersection, and their impact to the Hydro One transmission towers. At that time, their initial comment was that they preferred minimum encroachment below the transmission lines, and that they would likely relocate towers to accommodate design, resulting in significant relocation costs. Hydro One requested more details to be shown on the preliminary drawings in order to initiate their formal review process. The project team determined that the design would be advanced into detailed design enough to satisfy Hydro One, and allow them to fairly evaluate the roundabout option.

Bringing the design forward to a level that met Hydro One's requirements, followed by a lengthy review process caused the delay between PIC#1 and PIC#2.

The result of Hydro One's review, was that they were in acceptance of the encroachment beneath the Hydro One corridor, provided certain access and spacing requirements were met.

Further evaluation of the traffic study provided additional challenges with meeting the long term capacity needs for Alternative 2 – Signalized Intersection A.

17.0	Changes from PIC#1
	The result of Hydro One's review, was that they were in acceptance of the encroachment beneath the Hydro One corridor, provided certain access and spacing requirements were met. Further evaluation of the traffic study provided additional challenges with meeting the long term capacity needs for Alternative 2 – Signalized Intersection A.
18.0	Property Impacts
	The figure below represents the proposed property impacts associated with the roundabout alternative. The impacts shown are for private residences only, as the majority of the impacts are to the hydro one corridor which is owned by infrastructure Ontario. The Hydro corridor property impacts have already been presented and discussed with Hydro One. The property impacts here are conservative, and will need to be refined in detailed design.
19.0	Roundabout Safety and Active Transportation
	There are some reasons why the roundabout is considered overall as the safest alternative. From the pedestrian's perspective, they only have to address traffic coming from one direction at a time. Signage will dictate Traffic must stop for pedestrians, and when crossing, each crossing is limited to the width of 2 lanes. Once they reach the refuge, it will be a separate 2 lane crossing. Only the Hamilton Road legs will be 2 lanes, Gore Road will be a single lane crossing. For cyclists, they have the option to navigate the roundabout as any other vehicle, or they can exit the roadway, where there will be a dedicated cycle lane navigating around the roundabout. A safe entry and exit from the roadway will be included. Cyclists must dismount and cross as pedestrians at each leg, unless they stay on the road as a vehicle. Additionally, the geometry of the roundabout forces traffic to slow down through the intersection, not allowing drivers to speed through the intersection

20.0	Roundabout Safety and Active transportation
	Some examples of typical crossing at roundabouts are included on this slide During detailed design, the project team will evaluate the most suitable crossing based on the conditions of the intersection. There are 3 typical crossings, Level 2 Type B, C, and D. Level D is just the stop for pedestrian signs, Type C includes the flashing beacons, and Type B includes the beacons, as well as the overhead signs. The type of crossing will be reviewed by the City transportation groups, and there will be opportunity to provide comment on the type of crossing. A consideration for Detailed design will be to look at the feasibility of an interim roundabout solution that reduces the roundabout to a single lane in the short term, with option to expand to a full 2 lane roundabout in future if warranted.
21.0	Active Transportation Conditions This EA will also make the recommendation that connections to trail networks in close proximity to the study area be considered. The Kiwanis trail is located just east of the intersection, and the City will consider options for extending the detailed design to include connections, as part of this project, or in the future. This could include extending the bike lane along Hamilton Road to connect to the Kiwanis Trail.
22.0	Next Steps There will be an in person PIC held on October 2nd at 4pm until 6pm. Following the PIC, there will be a comment period lasting until October 20th. Once all comments are reviewed and responded to, the project file report will be prepared and filed. On behalf of the project team, I would like to thank you for your interest, and taking the time to participate in this presentation. We appreciate any and all feedback, and look forward to hearing from you.



We welcome any questions or comments you may have at this time. For details about how to submit feedback, please visit the project webpage at getinvolved.london.ca/gorehamilton

PIC No. 2 - October 2, 2023 - Comments Received
Hamilton Road and Gore Road Intersection - EA

Date	Comment	MTE Response	Method
Oct. 2/23	Prefer alternative 1 roundabout	Thank you for your comment and support of the preferred alternative	comment sheet
Oct. 2/23	1. roundabout with lights at Montebello / Gore. (Auto at busy times; motion activated off hours) 2. Watmar -- punch three for another access point - make one way in - Montebello/Tweeds one way out for safer traffic flow especially with school drop offs / pick ups. 3. Highbury / Ham - horrible - as a result people cut thru Highbury/Trafalgar). 4. 1154 Ham Road (Empty Building) - supposed to be stacked townhouses - where is access for that? Additional traffic. 5. Hamilton & Highbury is in desperate need of improvement and dedicated turn lanes! Why not part of this: Highbury under construction for years and never made proper.	Thank you for your comments and support of the preferred alternative. These nearby intersections are not a part of our scope but your concerns have been noted by the City of London for future evaluations. To answer your question regarding the access to 1154 Ham Road, the proposed entrance is located at the south east end of the lot. - CoL to respond as well	comment sheet
Oct. 2/23	Please go for Alternative 1 - keep traffic moving	Thank you for your comment and support of the preferred alternative	comment sheet
Oct. 2/23	Hope they direct trucks on Gore Road (Industrial) not Ham Road in my opinion it is a residential road (as considered still a rural road?)	Both Hamilton Road and Gore Road have been designated truck routes prior to this study and believe to be remaining as such	comment sheet
Oct. 2/23	Appreciate the information. I prefer the roundabout option.	Thank you for your comment and support of the preferred alternative	comment sheet
Oct. 2/23	Not enough specific information	Thank you for your comment, please send us any questions you may have and we would be happy to answer them	
	Was information provided useful? ??		comment sheet
	Were all of your questions answered? No		
Oct. 2/23	I prefer option 1 or 3. My biggest concern between the 2 would be too much land being taken and not allowing 1161 Hamilton Road building expansion. At this time I believe option 3 would help to slow down the traffic (so would roundabout) but I think actual stop lights would do it more so.	Assuming she's probably talking about 1154 and not 1161. The developers of the stacked townhouses to be built here are aware of the changes to come and are in support of our roundabout design - does not interfere with their property limits?	comment sheet
Oct. 3/23	ON behalf of my Hamilton Road Family and Friends, please find my comments and support for a Traffic Circle Solution for the above intersection. I've been waiting 70 years for this solution. I trust that approval will be expedited and this long awaited project will begin soon and be completed in 2024. Thank you on behalf of my Hamilton Road and Gore Road Family and Friends	Response by Paul Yanchuk - Oct. 3/23: Thank you for your comments and support for the roundabout alternative at the Gore Road and Hamilton Road intersection. I would like to provide clarification on the timeline for this project. Please note that the Environmental Assessment study will be completed in early 2024. The detailed design, property acquisition, and utility relocation will take at least two years, so construction will most likely start in 2026.	by email

PIC No. 2 - October 2, 2023 - Comments Received

Hamilton Road and Gore Road Intersection - EA

Date	Comment	MTE Response	Method
Oct. 4/23	Thank you for the update Paul. Needless to say I would prefer that the process be speeded up as much as possible going forward. Our fear is that in light of the timeline you have described, even the 2026 date could be in jeopardy should other more important issues/projects/budget shortfalls come up in the interim and take precedent. I suggest that London has sufficient experience with roundabouts to at least speed up the design stage. The rapidly expected increase in traffic flow through this intersection as a result of the ongoing expanding housing projects just beyond Whites Bridge should be a strong signal that cutting through the usual tedious processes should be a priority. On behalf of my Hamilton Road/Gore Road family members and friends that have been waiting for a solution for over 100 years!		
Oct. 5/23	Since all administrative offices at City Hall were closed on Mon, Oct 2/23 (in lieu of National Day for Truth and Reconciliation), I didn't attend the PIC at the Bob Hayward YMCA in the event you got your dates mixed up and you didn't show. 1) I have always preferred the round-about option so go for it. However, in order to avoid accidents, you might want to consider banning left hand turns for those exiting the Pottersburg Pollution Control Plant / off leash dog park as they will have to deal with traffic entering and exiting the round-about as well as any cars exiting the new off shoot street on Gore Rd. Maybe they should be forced to turn right to go through the round-about ... then they can exit onto Gore Rd or simply head westward down Hamilton Rd?	Thank you for your comment and support of the preferred alternative. Your suggestion has been noted and will be taken into consideration...?	
cont'd	2) I will continue to harp about getting sidewalks from Gore Rd eastward down Hamilton Rd ... as I have been requesting sidewalks since 2017 and it needs to be kept on your radar and incorporated into any current and future projects on Hamilton Rd. Sidewalks are sparse east of Gore Rd all the way to Clarke Rd and pretty much non-existent to Commissioners - lot of existing housing out this way plus new subdivision developments - too much to be ignored. I've seen far too many wheelchairs, strollers and pedestrians walking in the dirt three feet from the speeding traffic alongside Hamilton Rd - extremely unsafe! You want residents to stay active but it is extremely difficult just to go for a leisurely walk. You also want residents to ride the bus but you're not making it easy for them to get to the bus stops on either side of Hamilton Rd. Not to mention it is extremely difficult to see pedestrians at night as they typically do not wear reflective clothing. Considering everyone walks and maybe 2-5% of the population ride their bikes, pedestrians have rights too - sidewalks should be a major consideration, especially on a main artery like Hamilton Rd.	The implementation of sidewalks along Hamilton Road has been introduced for our section of Hamilton Road and is on the City of London's radar to implement sidewalks along Hamilton Road in the future.	

PIC No. 2 - October 2, 2023 - Comments Received

Hamilton Road and Gore Road Intersection - EA

Date	Comment	MTE Response	Method
cont'd	3) I've heard traffic lights are being installed in October at Clarke & Hamilton Rds - thank you!!! It can be a nightmare at that corner - especially at peak times. But you might also want to suggest to the LTC to move their bus stop #2653 a little further up the east side of Clarke Rd. Right now it is maybe only 20 ft from the corner of Hamilton Rd ... as soon as the bus turns off Hamilton Rd onto Clarke Rd, it stops to let people out - which jams up all the cars coming from either direction on Hamilton Rd from getting onto Clarke Rd until the bus pulls away - bus stop is way too close to the intersection	CoL to answer	
cont'd	4) As another traffic calming measure, have you considered putting in a crosswalk by the entrance to East Park Golf and Water Park ... that is a weird intersection that is offset with the start of River Run Terrace. I have seen too many kids running across Hamilton Rd in their bathing suits to get onto River Run Terrace or simply running across the Hamilton Rd to catch the bus on the other side after a day at the park. River Run is a main entry point to the subdivision on the north side of Hamilton Rd - a super busy corner at various times during the day.. Thank you for your time	for CoL to answer	
Oct. 11/23	Letter stating information guide in identifying and assessing natural features and resources as required by applicable policies and legislation. Copy of letter saved in "Signin slips and comments" folder. \\mte85.local\mte\Proj_Mgmt\48214\100\00 Correspondence\PIC - 2\Sign in slips and comment sheets\MNRF_Comments-10-11-2023.pdf		
Oct. 12/23	Monteith Brown Planning Consultants ("MBPC"), on behalf of our client, Lynphyl Homes (London) Limited (c/o Philip Okpala), owner of the lands municipally known as 1154 Hamilton Road in London, Ontario, would like to submit this email as a formal comment to the ongoing Gore Road and Hamilton Road Intersection Improvement EA. The City and MTE recently undertook the second Public Information Centre ("PIC") session on October 2, 2023 At the PIC, alternative solutions to address the busy intersection of Hamilton Road and Gore Road were provided. It is understood that, through continued consultation with Hydro One, the preferred option for the intersection is a roundabout. We would like to express our support for this option.	Response by Vince - Oct 12: Thank you for your comments and support of the preferred alternative. We have received the comments, and you will be added to the stakeholder list for all future correspondence.	by email
cont'd	Our Client is proposing to develop 1154 Hamilton Road (east of the Hamilton Road and Gore Road intersection), through infill and intensification, a 34-unit, 3-storey stacked townhouse development. The Zoning By-law Amendment (Z-9569) to support the proposed development was passed in Open Council on April 4, 2023. At this time, we are working through the Site Plan Approval process. Please see attached most recent concept plan illustrating our development proposal, which includes consideration for the proposed roundabout contemplated through the EA process. As you can see, the roundabout option (preferred) would allow for the proponent to preserve their development rights on the property with minimal impact associated with the intersection improvements.		

PIC No. 2 - October 2, 2023 - Comments Received

Hamilton Road and Gore Road Intersection - EA

Date	Comment	MTE Response	Method
cont'd	Thank you for your consideration of this email and our formal comment on the EA process. If you could kindly confirm receipt of this email, for our records, that would be appreciated. We also request that we are notified of all meetings, consultations, reports, and decisions relating to the Gore Road and Hamilton Road Intersection Improvement EA process.		
Oct. 16/23	See letter and map: \\mte85.local\mte\Proj_Mgmt\48214\100\00 Correspondence\PIC - 2\Sign in slips and comment sheets\Response from Hydro one		
Oct. 24/23	We have reviewed the information that has been presented, at this time we no questions or concerns. We look forward to reviewing the technical reports when they become available.		
Oct. 25/23	I am a 77 year old disabled senior who has lived for 75 years at 1086 then 1084 Hamilton Road. A roundabout is a good solution but in the meantime drivers use this road as a race track. You need to put on some speed bumps on the road and put a speed trap with photo ID to catch and fine those drivers and make them pay. With the Italian building 3 doors east of me there are many people in wheelchairs and use walkers and cane and they are at risk. I am tired of the City ignoring the East End for many years. We are just as good as all the rest of the City. I hope and pray I can spend the rest of my days in my own house. I truly hope you will do something about this problem.		