

**Improvements to Arlington  
Boulevard,  
Class Environmental  
Assessment**

***Final Report***

*May 2008*



*Corporation of the Town of Tecumseh*

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*Submitted by*

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## **1.0 INTRODUCTION**

### **1.1 Description**

Arlington Boulevard, between Riverside Drive East and Tecumseh Road East is located in the Corporation of the Town of Tecumseh (refer to *Figure 1.0 - Location Map*). Most of the properties along Arlington Boulevard are longstanding and have been in existence for over half a century. According to the Town's Official Plan, Arlington Boulevard is currently designated as a Collector Road. Arlington Boulevard also serves as a school bus route for the nearby St. Gregory Elementary School.

### **1.2 Study Area**

The study area includes properties along Arlington Boulevard from Riverside Drive East to Tecumseh Road East, including the intersections of Arlington Boulevard at Clovelly Road, Hayes Avenue, Burlington Road, Kensington Road, and St. Gregory Road (refer to *Figure 1.0 - Location Map*).

Land uses within the study area include:

- Low density residential
- Neighbourhood commercial
- Outdoor Recreation (Private Golf Course)
- Nearby Church
- Nearby Elementary School

Refer to *Figure 2.0 - Existing Land Use*, for a depiction of existing land uses within the study area.

### **1.3 Class Environmental Assessment Process**

The stated purpose of the Environmental Assessment Act (EAA) is the "betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management in Ontario of the environment" where the broad environment includes the natural, social, cultural, built, and economic environments.

The provisions of the EAA require all municipalities to undertake an environmental assessment for virtually all public works projects. The procedures and requirements under the EAA are

described in the document titled *Municipal Class Environmental Assessment* that was prepared by the Ontario Municipal Engineers Association (October 2000, as amended in 2007). The Municipal Class EA process is a five phase decision-making framework for the planning and design of municipal projects that are undertaken on a frequent basis, are normally limited in scale and have a predictable range of environmental impacts.

The Class EA document also serves as the public statement of the decision-making process followed by the municipalities in the planning and implementation of the needed infrastructure.

Studies conducted using this framework are considered to have satisfied the requirements of the Ontario Environmental Assessment Act by virtue of having followed the key principles of environmental planning outlined below:

- Consultation with affected parties early and throughout the process, such that the planning process is a cooperative venture.
- Consideration of a reasonable range of alternatives, both the functionally different “alternatives to” and the “alternative methods” of implementing the solution.
- Identification and consideration of the effects of each alternative on all aspects of the environment.
- Systematic evaluation of alternatives in terms of their advantages and disadvantages to determine their net environmental effects.
- Provision of clear and complete documentation of the planning process followed, to ensure “traceability” of decision-making with respect to the project.

The five Phases of the Class EA process, as described in the *Municipal Class Environmental Assessment* document (October 2000, as amended in 2007) and considered essential for the fulfillment of the EAA requirements, are described below.

- *Phase 1* – Identification of the problem or opportunity;
- *Phase 2* – Identification of alternative solutions to the problem which take into account the existing environment, and the establishment of the preferred solution with public and agency consultation; this phase also includes the confirmation of the appropriate project schedule;

- *Phase 3* - Examination of alternative means of implementing the preferred solution based on the existing environment, potential environmental effects, methods for minimizing effects, input from government agencies and the public, and opportunities for maximizing positive effects;
- *Phase 4* – Preparation of an Environmental Study Report that documents the rationale for the undertaking, and the planning, design and consultation process that was followed; and the placement of the document on the public record for review and comment by government agencies and interested parties; and,
- *Phase 5* – Completion of engineering drawings and documents, followed by the construction and operation of the project, with appropriate monitoring to ensure compliance with environmental provisions and commitments.

### **1.3.1 Class EA Phase-In Provision**

Section A.1.4 of the recent revised *Municipal Class Environmental Assessment* (October 2000, as amended in 2007) states that any Schedule B or C project for which a Notice of Completion has been issued under the 2000 Class EA, may continue under the 2000 Class EA until the project is completed. Since the proposed Arlington Boulevard undertakings were initiated under the 2000 Class EA, the Town will proceed with issuing the Notice of Completion under the June 2000 Class EA.

The roadway and storm drainage improvements to Arlington Boulevard were assessed as per the *Municipal Class Environmental Assessment* (June 2000) *Appendix 1 – Project Schedules*. This document classifies projects into three separate categories: Schedule “A”, “B”, or “C”.

### **Municipal Road Projects**

Based on the improvements to the existing roadway and the proposed traffic calming measures, the following apply:

1. Reconstruction where the reconstructed road or other linear paved facilities (e.g. HOV lanes, bus lanes or transit lanes) will be for the same purpose, use, capacity and at the same location as the facility being reconstructed (e.g. no change in the number of lanes).

*According to the Municipal Class EA document, this would constitute a Schedule A with no financial limit.*

2. Traffic calming measures (installation or removal).

*According to the Municipal Class EA document this would constitute a Schedule B, assuming the cost of implementing these measures are less than \$1.5 million.*

### **Municipal Water Projects**

Based on the proposed improvements to the drinking water system within this study area, the following applies:

1. Establish, extend or enlarge a water distribution system and all necessary works to connect the system to an existing system or water source, provided all such facilities are in either an existing road allowance or are in an existing utility corridor.

*According to the Municipal Class EA document, this activity would constitute a Schedule A with no financial limit.*

### **Municipal Wastewater Projects**

Based on the proposed improvements to the storm drainage system within this study area, the following applies:

1. Establish, extend or enlarge a sewage collection system and all necessary works to connect the system to an existing sewage or natural drainage outlet, provided all such facilities are in either an existing road allowance or are in an existing utility corridor.

*According to the Municipal Class EA document, this activity would constitute a Schedule A with no financial limit.*

As a result of the above assessments, the Class EA for the improvements as identified herein can be planned as a Schedule "B" project, which requires the completion of Phases 1, 2, and 5 of the EA process.

The Preferred Solution that was identified through this Class EA falls within the above Schedule "B" project definition. Refer to *Figure 3.0 - Class Environmental Assessment Process*, for a visual description and flow chart of the requirements of the Schedule "B" Class EA process.

In brief, the specific objectives of this Class EA study are as follows:

- define the purpose and description of the undertaking;
- identify and evaluate alternative solutions;
- conduct a Public Information Centre;
- document study findings in a Phase 1/Phase 2 Screening Report; and
- respond to a Part II Order, if required.

#### **1.4 Public Consultation Program**

Public and agency consultation is a key element of the EA planning process, and accordingly, extensive efforts have been made to provide the public and agencies with information on the project and to solicit input.

A contact list and maps of potential stakeholders, groups, and agencies was established in consultation with the Town of Tecumseh in order to identify interested parties. Refer to *Appendix A: Property Owners Mailing List*, for the complete contact list and maps for property owners within the study area. Refer to *Appendix B: Agency Mailing List* for the complete contact list of agencies with an interest in the study area.

A Notice of Project Initiation in conjunction with the Notice of Public Information Centre, as shown in *Appendix C: Notices*, was published in the *Shoreline News* on October 4, 2006 and in the *Tecumseh Tribune* on October 5, 2006 to notify the public of the proposed undertakings. Agencies were also notified of the project initiation by facsimile and mail, while individual letters were also sent and hand delivered to property owners within the study area.

A Public Information Centre (PIC) was held on Thursday, October 12, 2006 at the Town of Tecumseh Council Chambers, 917 Lesperance Road. The PIC consisted of an informal walk-in session with displays summarizing the work completed to date and the recommended alternative solution. The PIC was held in order to provide property owners in the study area with background information and an evaluation of alternatives, as well as the preliminary recommendations.

A second PIC was held on Thursday, October 18, 2007 to outline the newly revised Preferred Solution, which presented the revised traffic-calming measures on Arlington Boulevard. Results from both Public Information Centres are further explained in Section 4.3 of this report.

## **2.0 DEFINITION OF THE PROBLEM**

### **2.1 Background of the Problem**

Arlington Boulevard consists of a two lane pavement cross-section with gravel shoulders. There are no turning lanes at intersections or driveways along Arlington Boulevard. Arlington Boulevard has a speed limit of 50 km/h. At the T-intersection of Arlington Boulevard and Tecumseh Road East, there is an all-way stop control. At the intersection of Arlington Boulevard and St. Gregory Road, there is an all-way stop control. Finally, at the T-intersection of Arlington Boulevard and Riverside Drive East, there is a stop control on Arlington Boulevard.

A traffic study was completed in order to evaluate the existing traffic control devices, traffic patterns, traffic counts, vehicle speeds, and future traffic conditions. Refer to *Appendix D: Traffic Study* for the detailed traffic analysis.

### **2.2 Problem Statement**

A traffic study was completed to identify the current traffic operations and projected demands. As a result of this study, the following traffic-related problems were identified:

- A need for improved traffic control at the intersection of Arlington Boulevard and St. Gregory Road; and
- Excessive vehicle speeds.

Furthermore, the roadway environment on Arlington Boulevard was determined to be deficient in terms of the following elements relative to its designation/function as a Collector Road:

- Continuous pedestrian facilities do not exist;
- Sub-standard lane widths;
- Obstructed sight-lines at several intersections; and
- Lack of well-defined driveway entrances resulting from the rural pavement cross-section

In addition, the existing storm drainage system and water distribution system were determined to be deficient in terms of level of service.

### **3.0 DESCRIPTION OF THE ENVIRONMENT**

The following is a description of the environment in proximity to the study area based on the following types of environment:

- Terrestrial Environment
- Soils and Topography
- Ground Water
- Social Environment
- Economic Environment
- Existing & Planned Land Use
- Cultural Resources
- Existing Utilities

#### **3.1 Terrestrial Environment**

A registered arbourist conducted a detailed tree analysis and recommendation report on October 13, 2006. Refer to *Appendix E: Tree Report* for the findings and recommendations.

#### **3.2 Soils and Topography**

According to the *Soil Map of Essex County, Ontario (Soil Survey Report No. 11)* the type of soil/clay in this study area consists of a combination of Wauseon Sandy Loam, Brookston Clay and Bottom Land (areas along the Pike Creek). Further geotechnical investigation will be done prior to detailed design and construction, which will include an investigation of the soil conditions in the study area.

#### **3.3 Ground Water**

Groundwater conditions will also be examined through geotechnical investigation prior to detailed design and construction, which will also include an investigation of the ground water conditions.

#### **3.4 Social Environment**

The social environment of the study area and its surroundings is considered to be residential in nature, with a presence of neighbourhood institutional and open space uses. Neighbourhood institutional land uses within the study area include two churches and two elementary schools.

Open space land uses within the study area include a private golf and country club, which provides recreational opportunities for the surrounding region. A public park is also located immediately west of the study area along St. Gregory Road.

### **3.5 Economic Environment**

Commercial uses within the study area include a local fitness facility and professional office on Riverside Drive East at the intersection of Arlington Boulevard. These uses are considered to be neighbourhood-commercial in nature and generate low volumes of traffic.

### **3.6 Existing & Planned Land Use**

The study area is made up of existing residential, institutional, neighbourhood commercial, and recreational properties (also refer to *Figure 2.0 - Existing Land Use*). Existing land uses within and adjacent to the study area are:

- Low-density residential dwellings (single detached);
- Two churches;
- Two elementary schools;
- Private golf and country club; and
- Neighbourhood commercial uses.

The study area is located within a long-established community, with little room for future development. According to the Former Village of St. Clair Beach Official Plan, the designations within the study area limits include the following (also refer to *Figure 4.0 - Official Plan Designation*):

- “Single Family Residential” along the majority of Arlington Boulevard and the intersecting side streets;
- “Parks and Open Space” along Arlington Boulevard and Kensington Boulevard; and
- “Commercial” at the southwest corner of Arlington Boulevard and Riverside Drive East.

### **3.7 Cultural Resources**

Letters and notices were submitted to the following groups indicating the Town’s proposed undertaking and the upcoming public consultation dates:

- Walpole Island First Nation



- Caldwell First Nation
- Moravian of the Thames
- Chippewas of the Thames
- Munsee Delaware Nation
- Ministry of Culture (London)
- Ministry of Culture (Windsor)
- Ontario Secretariat for Aboriginal Affairs

### **3.8 Existing Utilities**

As part of the Class EA process, Utility Companies were contacted to assess future required upgrades which could be completed as part of the improvements, as well as identify any possible conflicts with the proposed alternatives. The companies contacted included Bell Canada, Cogeco Cable, Union Gas, Essex Power Services, and the Town of Tecumseh Water Department.

Further discussions with the different utility companies will be required once the preferred alternative is selected, and the detailed design has commenced. Refer to *Table 1.0 Utility Considerations* for further details.

**Table 1.0: Utility Considerations**

<b>Utility</b>	<b>Existing Conditions</b>	<b>Possible Conflicts/Proposed Work</b>
<b>Essex Powerlines Corporation (EPL) - Hydro Power</b>	<ul style="list-style-type: none"> <li>- EPL advised that the primary hydro along this route exists overhead on existing poles along the east side of Arlington Boulevard from just north of Burlington Rd to Tecumseh Road East. Much of the overhead hydro servicing the study area is located overhead in rear yards. The poles on the east side from Riverside Drive to Burlington Road include standard street lighting.</li> <li>- EPL advised that no upgrades to their existing service has been scheduled at this time.</li> </ul>	<ul style="list-style-type: none"> <li>- The current location of some of the hydro poles is at or near the existing shoulder of the road. Both Alternatives 2 and 3 include new curb and gutter, sidewalks and multi-use pathways which cause conflicts with some of the existing poles. Alternatives 2 and 3 may necessitate the need to relocate some of the hydro poles. The potential for relocating EPL's cable underground, and removing the poles altogether, shall be assessed during detail design.</li> <li>- Easements for guy wires and/or poles may be required to move poles closer to the property line in Alternatives 2 and 3.</li> <li>- Existing overhead services crossing the road may be upgraded to underground services during the road reconstruction suggested in Alternatives 2 and 3.</li> </ul>

Utility	Existing Conditions	Possible Conflicts/Proposed Work
<b>Union Gas</b>	<ul style="list-style-type: none"> <li>- Union Gas advised that they have an existing main on the east side of Arlington Road from Riverside Drive to Kensington Road, and on the west side from Riverside Drive to Tecumseh Road East. It appears from the mapping they provided, that the mains run relatively close to the property line.</li> <li>- Union Gas advised that they have no current plans for upgrading or replacing this main.</li> </ul>	<ul style="list-style-type: none"> <li>- The current location of the existing gas main does not appear to pose any major conflicts with any of the road options. Should the reconstruction cause conflicts with the main, relocation or lowering/raising of the main may be needed.</li> <li>- Existing services crossing the road may be in vertical conflict with the road reconstruction proposed in Alternatives 2 and 3. These conflicts are usually dealt with in conjunction with Union Gas during construction.</li> </ul>
<b>Town of Tecumseh - Water Department</b>	<ul style="list-style-type: none"> <li>- The Town of Tecumseh advised that the existing watermain on the west side of Arlington Boulevard is in poor condition.</li> </ul>	<ul style="list-style-type: none"> <li>- The reconstruction suggested in Alternatives 2 and 3 includes replacement of the existing watermain on Arlington Boulevard.</li> </ul>
<b>Bell Canada</b>	<ul style="list-style-type: none"> <li>- Bell advised that they have buried cables on both sides of the street, and a rear lot aerial pole line from St. Gregory Road, to Municipal No. 107 Arlington Boulevard.</li> <li>- Bell Canada advised that no upgrades are planned at this time.</li> </ul>	<ul style="list-style-type: none"> <li>- The reconstruction in Alternatives 2 and 3 may necessitate some relocation of the direct buried cables, particularly, the road crossings, if conflicts with the proposed work occur.</li> <li>- Bell Canada will be consulted during detailed design regarding comments from the public about poor Bell service.</li> </ul>
<b>Cogeco Cable Solutions Inc.</b>	<ul style="list-style-type: none"> <li>- Cogeco advised that they currently have both buried and aerial services along Arlington Boulevard, which at this time do not require any upgrades.</li> <li>- The aerial Cogeco plant exists on EPL's existing hydro poles from Tecumseh Road East to Burlington Road.</li> </ul>	<ul style="list-style-type: none"> <li>- The reconstruction suggested in Alternatives 2 and 3 may necessitate some relocation of Cogeco cables if conflicts with the proposed work occur.</li> <li>- Should EPL's poles be removed, and not relocated, some aerial Cogeco plant will need to be buried. Should the poles in conflict be relocated, Cogeco will need to transfer their services to the new poles.</li> </ul>
<b>Canada Post</b>	<ul style="list-style-type: none"> <li>- Currently, Canada Post delivers house to house along Arlington Boulevard.</li> </ul>	<ul style="list-style-type: none"> <li>- Canada Post intends to continue house to house delivery on Arlington road.</li> </ul>
<b>Street Lighting</b>	<ul style="list-style-type: none"> <li>- Standard street lighting exists along Brighton Road on the existing EPL hydro poles.</li> </ul>	<ul style="list-style-type: none"> <li>- Alternatives 2 and 3 include further investigation during detail design to assess the potential for implementing decorative street lighting on Arlington Boulevard, or using standard street lighting on EPL's hydro poles. The street lighting selection may depend on whether the EPL poles that are in conflict are removed, or relocated, as noted above.</li> </ul>

## **4.0 ALTERNATIVE SOLUTIONS**

As part of the Class EA process, a series of alternative solutions were considered to address the Problem Statement. The following sections include a description of the alternative solutions, the assessment and evaluation criteria that were used, and the results of the comparative evaluation of alternatives.

### **4.1 Identification and Description of Alternative Solutions**

The following alternatives to solve the problem were identified. Road alignment drawings and cross sections of these alternative solutions are included in the report, with the exception of Alternative #1 (Do Nothing).

#### **Alternative Solution #1: Do Nothing**

This option does not involve road, drainage, or watermain improvements to Arlington Boulevard.

#### **Alternative Solution #2: Two-lane Urban Cross Section: No Traffic Calming (Figures 5.1 through 5.8)**

Alternative Solution #2 includes an 8.5 metre (face to face of curb) wide new asphalt pavement with concrete curb and gutter, a 1.8 metre concrete sidewalk on the west side from Riverside Drive to Tecumseh Road East, a 1.8 metre concrete sidewalk on the east side from Riverside Drive to Kensington Road, and a 2.4 metre asphalt multi-use trail on the east side of Arlington Boulevard from Kensington Road to Tecumseh Road East. No traffic calming measures are employed in this Alternative.

#### **Alternative Solution #3: Two-lane Urban Cross Section: With Traffic Calming (Figures 6.1 through 6.8)**

Alternative Solution #3 includes an 8.5 metre wide new asphalt pavement with concrete curb and gutter, a 1.8 metre concrete sidewalk on the west side of Arlington Boulevard from Riverside Drive to Tecumseh Road East and on the east side from Riverside Drive to Kensington, and a 2.4 metre asphalt multi-use trail on the east side from Kensington to Tecumseh Road East. A number of traffic calming measures were used in this Alternative. The use of roundabouts and traffic islands were used to reduce vehicular speed and increase pedestrian safety throughout this corridor.

## **4.2 Assessment of Alternative Solutions**

Each alternative solution was evaluated against the following criteria:

- **Traffic Impacts**
  - Accessibility to Existing Land Use
  - Accessibility to Proposed Land Use
  - Improvements to Traffic Flow
  - Improvements to Pedestrian Flow
  - Improvements to Vehicular Safety
  - Improvements to Pedestrian Safety
- **Environmental Impacts**
  - Impact on Terrestrial Environment
  - Impact on Aquatic Environment
  - Impacts on Soils and Geology
- **Economic Impacts**
  - Disruption to Existing Businesses
- **Social Impacts**
  - Impacts to Existing and Proposed Land Use
  - Property Acquisition
  - Bicycle and Pedestrian Connectivity
- **Cultural Resources**
  - Effect on Cultural Resources
- **Utilities**
  - Relocation of Existing Utilities
- **Cost**
  - Capital Cost
  - Operational and Maintenance Cost

**Table 2.0 – Evaluation of Alternative Solutions** provides an evaluation and assessment of each of the alternative solutions.

Based on this evaluation, **Alternative Solution # 3: Two-lane Urban Cross Section with Traffic Calming** was the Recommended Solution.

Table 2.0: Evaluation of Alternative Solutions

Improvements to Arlington Boulevard from Riverside Drive to Tecumseh Road East			
Description	Alternative 1	Alternative 2	Alternative 3
<b>Evaluation Criteria</b>	Do Nothing	Two-lane Urban Cross Section: No Traffic Calming	Two-lane Urban Cross Section: With Traffic Calming
<b>Traffic Impacts</b>			
Accessibility to Existing Land Uses	Low • No impact	Low • No impact	Medium • Residential access near traffic circles may require some mitigating measures
Accessibility to Proposed Land Uses	Low • No impact	Low • No impact	Low • No impact
Improvements to Traffic Flow	Low • No impact	Medium • Improved road surface will improve driving conditions	Medium • Improved road surface will improve driving conditions • Delays will be minimized by traffic circles
Improvements to Pedestrian Flow	Low • No impact	Medium-High • Sidewalks/multi-use pathways will improve walking conditions	Medium-High • Sidewalks/multi-use pathways will improve walking conditions
Improvements to Vehicular Safety	Low • No impact	Low • No impact	Medium • Traffic circles will eliminate right angle crash risk at intersections • More appropriate vehicle speeds expected
Improvements to Pedestrian Safety	Low • No impact	Medium • Sidewalks will improve pedestrian safety	High • More appropriate vehicle speeds expected, which will improve pedestrian safety
<b>Environmental Impacts</b>			
Impact on Terrestrial Environment	Low • No impact to terrestrial environment	Medium • Suburban landscaping; no natural vegetation • Any trees/shrubs requiring removal should be cleared outside of bird nesting season • Implementation of the tree report and planting plan will add new trees and remove diseased ones.	Medium • Suburban landscaping; no natural vegetation • Any trees/shrubs requiring removal should be cleared outside of bird nesting season • Implementation of the tree report and planting plan will add new trees and remove diseased ones.

<b>Improvements to Arlington Boulevard from Riverside Drive to Tecumseh Road East</b>			
	<b>Alternative 1</b>	<b>Alternative 2</b>	<b>Alternative 3</b>
Impact on Aquatic Environment	<p>Low</p> <ul style="list-style-type: none"> <li>No impact to aquatic environment</li> </ul>	<p>Low</p> <ul style="list-style-type: none"> <li>No impact to aquatic environment</li> </ul>	<p>Low</p> <ul style="list-style-type: none"> <li>No impact to aquatic environment</li> </ul>
Impact on Soil and Geology (erosion, contamination)	<p>Low</p> <ul style="list-style-type: none"> <li>No impact to soils/geology</li> </ul>	<p>Low</p> <ul style="list-style-type: none"> <li>Existing soils/geology are result of past filling</li> <li>Grades are low, with low erosion potential</li> <li>Risk of soil contamination mitigated by construction Best Management Practices (e.g., fuel storage/handling, spill response)</li> </ul>	<p>Low</p> <ul style="list-style-type: none"> <li>Existing soils/geology are result of past filling</li> <li>Grades are low, with low erosion potential</li> <li>Risk of soil contamination mitigated by construction Best Management Practices (e.g., fuel storage/handling, spill response)</li> </ul>
<b>Social Impacts</b>			
Impacts to Existing & Proposed Land Use	<p>Low</p> <ul style="list-style-type: none"> <li>No impacts to existing or future land uses</li> </ul>	<p>Medium</p> <ul style="list-style-type: none"> <li>Temporary disruption during construction period</li> <li>Impacts to residential land use along some portions of Arlington Boulevard.</li> <li>House-to-house mail delivery to remain unchanged</li> <li>Replacement of gravel shoulder with concrete curb will eliminate on-street parking</li> </ul>	<p>Medium</p> <ul style="list-style-type: none"> <li>Temporary disruption during construction period</li> <li>Impacts to residential land use along some portions of Arlington Boulevard</li> <li>House-to-house mail delivery to remain unchanged</li> <li>Replacement of gravel shoulder with concrete curb will eliminate on-street parking</li> </ul>
Property Acquisition	<p>Low</p> <ul style="list-style-type: none"> <li>No property to be acquired</li> </ul>	<p>Medium</p> <ul style="list-style-type: none"> <li>Some commercial and residential property at key intersections may be acquired</li> </ul>	<p>Medium-High</p> <ul style="list-style-type: none"> <li>Some commercial, residential, and recreational property at key intersections may be acquired</li> </ul>
Bicycle & Pedestrian Connectivity	<p>Low</p> <ul style="list-style-type: none"> <li>Existing gravel shoulder does not provide for safe pedestrian or bicycle access</li> </ul>	<p>High</p> <ul style="list-style-type: none"> <li>New concrete sidewalk to be installed along both the east and west side of Arlington Boulevard from Riverside Drive to St. Gregory/Kensington Road intersection</li> <li>New asphalt multi-use trail to be installed along the east side and a concrete sidewalk on the west side of Arlington Boulevard from St. Gregory/Kensington Road intersection to Tecumseh Road East</li> </ul>	<p>High</p> <ul style="list-style-type: none"> <li>New concrete sidewalk to be installed along both the east and west side of Arlington Boulevard from Riverside Drive to St. Gregory/Kensington Road intersection</li> <li>New asphalt multi-use trail to be installed along the east side and a concrete sidewalk on the west side of Arlington Boulevard from St. Gregory/Kensington Road intersection to Tecumseh Road East</li> </ul>
<b>Economic Impacts</b>			
Disruption to Existing Businesses	<p>Low</p> <ul style="list-style-type: none"> <li>No Disruption</li> </ul>	<p>Low</p> <ul style="list-style-type: none"> <li>No Disruption</li> </ul>	<p>Low</p> <ul style="list-style-type: none"> <li>No Disruption</li> </ul>
<b>Cultural Resources</b>			
Effect on Cultural Resources	<p>Low</p> <ul style="list-style-type: none"> <li>No cultural resources will be affected</li> </ul>	<p>Low</p> <ul style="list-style-type: none"> <li>No cultural resources will be affected</li> </ul>	<p>Low</p> <ul style="list-style-type: none"> <li>No cultural resources will be affected</li> </ul>

<b>Improvements to Arlington Boulevard from Riverside Drive to Tecumseh Road East</b>			
	<b>Alternative 1</b>	<b>Alternative 2</b>	<b>Alternative 3</b>
<b>Utilities</b>			
Relocation of Existing Utilities	Low <ul style="list-style-type: none"> <li>No relocation of utilities to take place</li> </ul>	Medium <ul style="list-style-type: none"> <li>Relocation of existing phone, cable, and gas utilities as necessary at conflict points</li> <li>Hydro poles in right-of-way may be relocated/replaced</li> <li>Replacement of existing watermain</li> </ul>	Medium <ul style="list-style-type: none"> <li>Relocation of existing phone, cable, and gas utilities as necessary at conflict points</li> <li>Hydro poles in right-of-way may be relocated/replaced</li> <li>Replacement of existing watermain</li> </ul>
<b>Cost</b>			
Capital Cost	Low	Medium	Medium-High
Operational and Maintenance Cost	Low	Medium	Medium-High
<b>Concluding Comments</b>			<b>RECOMMENDED SOLUTION</b>

#### 4.3 Public and Agency Input – PIC #1

A contact list of potential stakeholders, groups, and agencies was established in consultation with the Town of Tecumseh in order to identify interested parties. The contact list for this project includes approximately forty (40) federal agencies, provincial ministries, local agencies, Town of Lakeshore departments, First Nations, and interest groups. The contact list also includes over one hundred (100) residential and commercial property owners within the study area. Refer to *Appendix A: Property Owners Mailing List* and *Appendix B: Agency Mailing List*, for the complete contact lists and maps.

The Notice of Public Information Centre (PIC) was mailed or faxed on October 4, 2006 to those on both mailing lists, including property owners and affected agencies (refer to *Appendix C: Notices*). The Notice was also published in the *Shoreline News* on October 4, 2006 and in the *Tecumseh Tribune* on October 5, 2006 to notify the public of the proposed undertakings.

The Public Information Centre was held on Thursday, October 19, 2006 at the Town of Tecumseh Council Chambers, 917 Lesperance Road, from 4:00pm to 8:00pm and consisted of an informal walk-in session with displays summarizing the work completed to date. Staff from the Town and Dillon were available to explain the displays, answer questions, and record comments.

This PIC was held in order to provide the necessary background information and study context as well as the evaluation of alternative solutions and preliminary recommendations. The displays related to the Class EA included text, graphics and maps showing:

- The Class EA study process;
- Alignment drawings of each alternative solution;
- Cross section drawings of each alternative solution; and
- An evaluation of the alternative solutions.

This presentation material is included in *Appendix F: PIC #1 Presentation Material*.

As documented in *Appendix G: Public Input at PIC #1*, twenty-six (26) people signed in at the PIC, including both property owners from within the study area as well as interested agency representatives. In total, thirty-three (33) comment sheets were either submitted or recorded at the PIC or shortly thereafter.

*Table 3.0* is a summary of the comments submitted or recorded at the PIC or shortly thereafter.

**Table 3.0:  
 PIC #1 Comment Summary  
 October 19, 2006 Public Information Centre**

Name	Comment
Bill Jones 230 Arlington	- I'm not in favour of the roundabouts. I'm also concerned about the catch basin in the easement next to 230 Arlington, it needs to be removed or raised.
Ron and Judy Lachance 371 Arlington	- We like the recommended plan of alternative three. We like the new decorative lights, the stamped concrete next to the sidewalks and the round-about at the St. Gregory's intersection. - Please consider planting more trees along the street. They add character to Arlington and is one of the reasons we remain in the area. It's one of the first things our visitors comment on when visiting. Good Job!
Cal Schincariol 421 Arlington	- Asphalt on both sides for sidewalks from Tecumseh Rd. to St. Gregory's to maintain symmetry.
Gail Postlethwaite 244 Arlington	- I'm pleased the speed issue is being addressed. - I like the sidewalks they're really needed with all the walkers. - Street lights look great.
Brian Postlethwaite 244 Arlington	- Plan three is great! - Please install side walks on both sides. - Slow down the traffic.



Name	Comment
<p>Kris McDonald 13814 St. Gregory</p>	<ul style="list-style-type: none"> <li>- In ground phone lines are out of date and in need of repair according to Bell technician.</li> <li>- Speed concerns need to be addressed. We like the roundabout idea for St. Gregory &amp; Arlington.</li> <li>- The stop signs are not working.</li> <li>- Any traffic slowing such as the proposed "islands" would also prove beneficial.</li> <li>- We support the inclusion of sidewalks to provide safety for neighbourhood children.</li> <li>- Burying any / all hydro wires would significantly enhance the neighbourhood.</li> <li>- Thanks for looking into these issues.</li> </ul>
<p>Gord McDonald 13814 St. Gregory</p>	<ul style="list-style-type: none"> <li>- Being that I live just off Arlington on St. Gregory, I would also like to see something done on St. Gregory as it has become a minor drag strip both ways. Even some speed bumps I think would help between Arlington and Edgewater to slow traffic down. Street is so busy now with Zehrs mall and other shops at the end.</li> <li>- Please keep us informed.</li> </ul>
<p>Warren (Rusty) Wright 273 Arlington</p>	<ul style="list-style-type: none"> <li>- As a resident who has lived on Arlington Rd. for 33 years, I would ask that any proposed changes to our street be done in a manner that would enhance and compliment our neighbourhood. To put raised curbs, pressed concrete slabs and sidewalk on both sides of the road would make for a look more fitting to a new subdivision rather than keeping with the traditional look of our Tecumseh (St. Clair Beach) street which is mostly lined with older home built in the 1950s.</li> <li>- I live on a beautiful tree-lined street. I'm happy that one of the statements made at the meeting I attended, was that a study was done and any trees that have to be taken down because of this project will be replaced.</li> </ul>
<p>Debra &amp; Dale Wells 272 Arlington</p>	<ul style="list-style-type: none"> <li>- Widening the street was mentioned. By how much? Are we going to lose even more greenery? If so, I want to know, so I can try to save what plants I can transplant and not at the last minute.</li> <li>- Questions validity of tree removal &amp; reason for their removal.</li> <li>- Curbs would be problematic. Many people on this street have gatherings which require the use of the shoulder for parking. If you curb, those cars will take up substantial road space on both sides simultaneously, in many cases , and the traversable road space will be narrower than it is.</li> <li>- Hydro-power on the east and west sides of Arlington is not reliable; would like to see improvements made to the hydro lines.</li> <li>- Would like to see improvements made to the intersection of Arlington &amp; Tecumseh Road E; feels this 3-way stop is unsafe and speed bumps leading up to the intersection may increase the safety.</li> <li>- In support of water and sewer improvements.</li> <li>- I read in the paper about the Brighton plans and assume the ones you have in mind for us are similar. I was utterly baffled at the notion of a roundabout in either place. It's not as though these are wide, urban thoroughfares which would benefit from such. I'd appreciate knowing</li> </ul>

Name	Comment
	<p>why you believe they would be of benefit. I just imagine a further jamming of the roads with unnecessary "stuff".</p> <ul style="list-style-type: none"> <li>- In opposition to the roundabout; feels it is unsafe for children crossing; fears drivers will not pay attention to children crossing; feels speeding will not be decreased; questions validity of the proposed roundabout.</li> </ul>
<p>Ron Labute 499 Arlington</p>	<ul style="list-style-type: none"> <li>- Many of the improvements are needed, particularly the updating of sewers and water mains.</li> <li>- Two different proposals were presented , a "Chevrolet" and a "Cadillac" version. The "Chevrolet" proposal makes more sense to me. As a tax payer, I'm concerned about spending more than is necessary just because funds may be available from other governments for this project. There is no "free lunch." Some tax payer, somewhere, is picking up the cost for this project. Why not do a commendable job rather than building an empire in Tecumseh.</li> <li>- In summary, I believe an upgrade of the services and roadbed on Arlington is a desirable and worthy project, but it should be done on a cost-effective basis without changing the character of the community. The "Cadillac" proposal in particular is just over the top. It is a waste of taxpayer funds, which might better be used for other projects.</li> <li>- I know that the Town Plan calls for sidewalks on BOTH side of the street, but in the 400 block, it seems redundant since there are only houses on one side of the street, and there is plenty of room on the East side of Arlington for a walkway. The existing walkway and crossing guard at Tecumseh and Arlington provide adequate safety for school children.</li> <li>- If sidewalks are added to both sides of Arlington, what happens to the beautiful existing trees lining the street?</li> <li>- Further, if a sidewalk is put in front of my property, who is responsible for clearing snow from the sidewalk in the winter. Would I be liable for this chore? Typically, I am away for most of the winter and this would be difficult, if not impossible burden. The possibility of a lawsuit from anyone being hurt on that sidewalk would also not be welcome.</li> <li>- The building of a traffic circle at St. Gregory is an unneeded extravagance. I am unaware of a single traffic circle in the county, let alone the Town of Tecumseh. This is an example of empire building by whoever might approve such a circle. Based on the area available for the circle, I believe it would be difficult for school buses to negotiate it. Remember that there are two schools on St. Gregory.</li> <li>- The proposed traffic obstruction on the 400 block is another unneeded extravagance.</li> </ul>
<p>Madelyn &amp; Jim Cooper 441 Arlington</p>	<ul style="list-style-type: none"> <li>- Was pleased to view the plans for Arlington - overdue and much needed. There will be pros &amp; cons - as in all developments - the possibility of slower traffic is a great idea - hope it works - Sidewalk from Kensington to the drive EXCELLENT - should have been years ago, not everyone will agree on both sides of street - it still makes sense to me - walkers one side, bikes, buggys, etc on the other side.</li> </ul>

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Name	Comment
	<p>Good luck in your endeavors, no ditch in front of 441 cool - less grass to cut, Keep your fingers crossed.</p> <ul style="list-style-type: none"> <li>- One would question the roundabout at the corner of Arlington and St. Gregory Road. It appears too small an intersection for enlargement with, I imagine expropriation of those affected.</li> <li>- Am fully opposed to another sidewalk on the west side of Arlington. This is a ridiculous cost to the taxpayer as the present sidewalk is adequate to serve the needs of the surrounding area (regardless where the funds come from) (We all pay provincial and federal taxes) As we are living on the 400 block can observe the use of the existing sidewalk and again quite adequate.</li> </ul>
<p>Linda Khoury 183 Arlington</p>	<ul style="list-style-type: none"> <li>- Is a fancy English-like centre-traffic spot at St. Gregory's REALLY NEEDED? Especially on a residential street with such a small 4-way stop intersection? Is this convenient for the School Buses? I don't think so!!!</li> <li>- Why TWO sidewalks?</li> <li>- Could bike path not be put on one side (likely west side) from Tecumseh Rd. to Riverside Dr.?</li> <li>- There is already a sidewalk on east side of Arlington Boulevard by Beach Grove Golf Course. Why remove?</li> </ul>
<p>A &amp; N Jobagy 457 Arlington</p>	<ul style="list-style-type: none"> <li>- We object to the changes to be made on Arlington from St. Gregory's to Tecumseh Road.</li> <li>- As a long time resident of the former St. Clair Beach, we are not against progress but what a waste of taxpayers money and your time!</li> <li>- The roundabout at the intersection of Arlington, Kensington and St. Gregory's detracts from the established aesthetics that have been there for the last 50-75 years.</li> <li>- There is no need for a second sidewalk on the west side of Arlington.</li> </ul>
<p>Penne Fox 182 Arlington</p>	<ul style="list-style-type: none"> <li>- As for Alternative #3, it would certainly help with the speeding, however I believe that the "turnaround" concept will cause some accidents. People in this area are not familiar with them and I feel that it will confuse some drivers, especially before and after school/church lets out.</li> <li>- But my main concern is the addition of a sidewalk. I walk at least twice a day with my dog and I am often startled by how close some cars come to us. There never used to be a problem walking on the road because of the boulevard on the side, however since so many homeowners park on that boulevard on a daily basis, us walkers are forced to walk on the road. I'm not sure that there is a need for a sidewalk on each side - that seems like a waste of tax dollars.</li> <li>- I looked at the alternatives and believe that Alternative #2 would be best for my neighborhood. I have lived on Arlington for 14 years and my grandparents were at my address for over 40 years.</li> <li>- I agree that there is some speeding down the road.</li> </ul>

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Name	Comment
Ed & Louise Kapustiak 476 Arlington	<ul style="list-style-type: none"> <li>- We reside at 467 Arlington Boulevard the section between St. Gregory's &amp; Tecumseh Rd. in St. Clair Beach. We would like to inform you that we are totally opposed to the construction of a sidewalk on our property on the west side of Arlington. As there is already a sidewalk on the eastside, we feel that a sidewalk is sufficient for the limited amount of people that use the sidewalk.</li> <li>- On the other hand your idea and design of a roundabout at St. Gregory's and Arlington is a unique idea.</li> </ul>
Chris DeWolfe 397 Arlington	<ul style="list-style-type: none"> <li>- You can see that I am strongly opposed to alternative Proposal #3 but in support of Alternative #2 which gives us the sidewalks we need, without tree removal and keeps the stop signs. I will endeavour to persuade by neighbours and Council for Proposal #2 and hope we can get more assistance in the future from the OPP.</li> <li>- If what you are proposing is to cut off the northwest corner of Arlington at St. Gregory, it brings the cars to within 15 feet of my house and bedroom window. It also would be difficult for me to back out of my driveway as it is just around the corner from the proposed "round about". Even today with the stop signs, it is difficult to exit the driveway because of the speed the cars are going at as they head west on St. Gregory, a 40 km double fine zone. Another concern I have is for the children that cross the road with no stop signs in place to at least slow the cars down. I believe the ill conceived "roundabout" will allow cars heading south on Arlington to turn on St. Gregory at a higher rate of speed than we currently enjoy with the stop signs. Since the OPP have taken control of the area, I have yet to see a car patrol at that intersection or write a ticket for excess speeding. I am sure there has to have been some "patrolling" but not on the weekend when I am at home.</li> <li>- When "staking" my property to give me an idea of the third proposal, a number of concerns came to mind. First and foremost, the Proposal takes away a considerable amount of my property. It eliminates three mature trees that are <u>not diseased</u>. It eliminates a large garden, retaining wall and several more cedar trees.</li> </ul>
Sarah DeLuca 405 Arlington	<ul style="list-style-type: none"> <li>- No sidewalk on the west side of the 400 block.</li> <li>- Concerned about relocation of driveway.</li> </ul>

Name	Comment
<p>Jane Holmes 280 Arlington</p>	<ul style="list-style-type: none"> <li>- Sidewalks - I don't see the need for sidewalks on both sides of the street. Foot traffic doesn't warrant it.</li> <li>- Parking - most of our homes are approximately 50 years old with single car driveways. Many of the garages and carports have been turned into family rooms leaving one less place to park a car the sidewalk will eliminate another spot. If there is no street parking what do we do for overflow parking?</li> <li>- Curbs - fit a new modern neighbourhood not an established one like ours.</li> <li>- Reforestation - the plan indicates that several trees are to be removed and that they will be replaced. During an ice storm about 4 years ago, a major limb fell on my driveway and the tree (on town property between 280 and 286 Arlington) had to be removed. When I inquired whether it would be replaced, I was told it wouldn't happen. All of these trees are aging and if we don't replace them our street will lose its beauty. Please replace the maple tree between 280 and 286 Arlington.</li> </ul>
<p>Tamra Tobin Teno 12420 Little River Boulevard</p>	<ul style="list-style-type: none"> <li>- Resident in Tecumseh but not in the study area.</li> <li>- In opposition of the roundabout alternative; feels that it is dangerous, unnecessary, wasteful, and out of place in the neighbourhood.</li> <li>- Many questions were raised including the total cost of the project, how it affects property owners, do traffic counts merit the need for a roundabout, and what goals are trying to be achieved.</li> </ul>
<p>Brian Taylor (General Manager of Beach Grove Golf &amp; Country Club)</p>	<ul style="list-style-type: none"> <li>- Both resident in the study area and General Manager of Beach Grove.</li> <li>- In opposition of the roundabout alternative; concerns with children using that intersection and their safety.</li> <li>- In addition, the roundabout would require valuable land from one of the course's golf greens (tee deck &amp; treed buffer zone).</li> <li>- Has received negative feedback from other members of the golf course about the proposed roundabout.</li> <li>- Willing to work together to find a solution that does not jeopardize the golf course.</li> </ul>
<p>Alfredo Gatti</p>	<ul style="list-style-type: none"> <li>- Member of Beach Grove and owner of Gatti &amp; Associates Barrister &amp; Solicitors.</li> <li>- In opposition of the proposed roundabout alternative.</li> <li>- In opposition of a traffic median between St. Gregory and Tecumseh Roads.</li> <li>- Feels the plans are costly, unnecessary, and will harm the golf course.</li> <li>- In opposition of land reduction of or expropriation of any land owned by Beach Grove since it is a unique and integral part of the community for recreation, beautification, and historical reasons.</li> </ul>

Name	Comment
Mark Janisse 244 Starwood Lane	<ul style="list-style-type: none"> <li>- Same form letter as Mr. Gatti.</li> <li>- Member of Beach Grove (does not reside in study area).</li> <li>- In opposition of the proposed roundabout alternative.</li> <li>- In opposition of a traffic median between St. Gregory and Tecumseh Roads.</li> <li>- Feels the plans are costly, unnecessary, and will harm the golf course.</li> <li>- In opposition of land reduction of or expropriation of any land owned by Beach Grove since it is a unique and integral part of the community for recreation, beautification, and historical reasons.</li> </ul>
David Lawn	<ul style="list-style-type: none"> <li>- Same form letter as Mr. Gatti.</li> <li>- Member of Beach Grove.</li> <li>- In opposition of the proposed roundabout alternative.</li> <li>- In opposition of a traffic median between St. Gregory and Tecumseh Roads.</li> <li>- Feels the plans are costly, unnecessary, and will harm the golf course.</li> <li>- In opposition of land reduction of or expropriation of any land owned by Beach Grove since it is a unique and integral part of the community for recreation, beautification, and historical reasons.</li> </ul>

#### 4.4 Public and Agency Input – PIC #2

Based on input received from the public and Town administration, the Preferred Solution, a two-lane road with traffic-calming measures, was revised following the first Public Information Centre (PIC). More specifically, the proposed traffic calming measures, including the roundabouts and traffic circles, were removed in the revised Preferred Solution. The revised Preferred Solution includes traffic calming measures in the form of designated parking lanes along the west side of Arlington Boulevard and narrower lanes. The narrower pavement width is a natural traffic calming measure geared towards decreasing vehicular speeds.

As a result of the changes, the Town proceeded with a second PIC outlining the revised plans for the Preferred Solution. The Notice of Public Information Centre #2 (PIC) was hand-delivered to property owners and faxed to agencies on October 1, 2007 (refer to *Appendix C: Notices*). The Notice of PIC #2 was also published in the *Tecumseh Tribune* on October 4, 2007 to notify the public of the revised Preferred Solution.

The second Public Information Centre was held on Thursday, October 18, 2007 at the Town of Tecumseh Council Chambers, 917 Lesperance Road, from 4:00pm to 8:00pm. This presentation material is included in *Appendix H: PIC #2 Presentation Material*.

As documented in *Appendix I: Public Input at PIC #2*, twenty (20) people signed in at PIC #2, including property owners from within the study area as well as interested agencies. In total, thirteen (13) comment sheets were either submitted or recorded at PIC #2 or shortly thereafter.

*Table 4.0* is a summary of the comments submitted or recorded at the PIC or shortly thereafter.

**Table 4.0:**  
**PIC #2 Comment Summary**  
**October 18, 2007 Public Information Centre**

Name	Comment
Ron and Judy Lachance 371 Arlington	<ul style="list-style-type: none"> <li>- In favour of the new alternative solution.</li> <li>- Biggest concern is the trees during digging and excavating; trees and roots should be protected during construction; do not want to change the character of the street.</li> </ul>
Brian Postlethwaite 244 Arlington	<ul style="list-style-type: none"> <li>- In support of previous roundabout alternative; feels they slow traffic down.</li> <li>- Feels there is too much traffic on Arlington for narrow roads.</li> <li>- Suggests installing bump-outs at Hayes to slow traffic at "raceway" (end of Arlington).</li> </ul>
Mr. & Mrs. Rusty Wright 273 Arlington	<ul style="list-style-type: none"> <li>- In complete support of this new alternative; in support of asphalt pathway, curb extensions, on-street parking.</li> <li>- Happy that things aren't changing drastically.</li> <li>- In support of no roundabouts.</li> <li>- Concerned with electricity lines, lighting, and time frame.</li> </ul>
Dale Wells 272 Arlington	<ul style="list-style-type: none"> <li>- In support of newly designed corner of Clovelly</li> <li>- In support of no roundabouts.</li> <li>- Requesting improvements be made to intersection of Tecumseh &amp; Arlington (major problem area).</li> <li>- Concerned with timing of the project.</li> </ul>
Madelyn & Jim Cooper 441 Arlington (At PIC)	<ul style="list-style-type: none"> <li>- Concerned with no on-street parking on east side of Arlington.</li> <li>- In support of no roundabouts.</li> <li>- Concerned with high speeds between Tecumseh and St. Gregory.</li> <li>- Concerned with drainage at rear of their property.</li> </ul>
Madelyn & Jim Cooper 441 Arlington (Comments submitted after PIC)	<ul style="list-style-type: none"> <li>- Disappointed that the traffic median on the 400 block of Arlington was eliminated in this alternative.</li> <li>- Concerned that traffic calming has not been addressed in this plan.</li> <li>- Concerned with lack of green space; recommends the Town incorporate more green space; recommends the town look to the future with respect to green space; cites New York City's Central Park as an example.</li> <li>- Recommends the Town plans for future generations and making Tecumseh a little different.</li> </ul>

Name	Comment
Linda Khoury 183 Arlington	<ul style="list-style-type: none"> <li>- Is not in support of on-street parking only on the west side of Arlington prefers on-street parking on both sides.</li> <li>- Concerned with car fumes, noise, and decrease of property value associated with on-street parking only on west side in front of her home.</li> <li>- Concerned with cars that are left in the parking lanes for lengthy periods of time.</li> <li>- Concerned with designated parking areas interfering with driveways of homeowners.</li> </ul>
Brian & Eileen Chownyk 135 Arlington	<ul style="list-style-type: none"> <li>- In opposition to on-street parking on the west side of Arlington (in front of their home).</li> <li>- Not completely satisfied with curb &amp; gutter design (prefers mountable curb).</li> </ul>
Heather Roberts 177 Arlington	<ul style="list-style-type: none"> <li>- Requests more trees to be planted.</li> <li>- Requests more police enforcement along Arlington for speeding reasons.</li> </ul>
Giuseppe Cozzetto 100 Arlington	<ul style="list-style-type: none"> <li>- In support of drain enclosure.</li> <li>- In support of removal of dead/damaged trees.</li> <li>- Requesting further removal of dead/damaged trees that were not marked on the tree report as ones to be removed.</li> <li>- Requesting start of construction as soon as possible.</li> </ul>
John & Nancy Poole 170 Arlington (At PIC)	<ul style="list-style-type: none"> <li>- In support of drainage enclosure.</li> <li>- In support of this alternative, however, in opposition to on-street parking.</li> <li>- Concerned with dangerous high speeds.</li> <li>- Recommending trash receptacles and benches along sidewalks.</li> <li>- Recommending improvements to intersection of Clovelly &amp; Arlington.</li> </ul>
John & Nancy Poole 170 Arlington (Comments submitted after PIC)	<ul style="list-style-type: none"> <li>- Concerned with high speeds from travellers using Arlington as a through way to other parts of the Town; unaware of children living/playing in the neighbourhood.</li> <li>- In opposition to on-street parking as parked cars may cause blind spots for drivers unaware that children are playing or running around.</li> <li>- In opposition to on-street parking; feels that the parking lanes will always be full, regardless of driveways; unappealing to the eye. Wider driveways are encouraged, not on-street parking lanes.</li> <li>- Concerned that the parking lane is narrow, and the driving lane will be too narrow.</li> <li>- Concerned with icy conditions in the winter which could cause car accidents with the parked cars.</li> <li>- Recommends widening Arlington further.</li> <li>- In support of curb &amp; gutters, street lighting, trees, and shrubs.</li> <li>- Was previously in support of the roundabout alternative.</li> </ul>
Ken Sparling 216 Arlington	<ul style="list-style-type: none"> <li>- In support with all of the changes (width of street, parking areas, curbs, drain enclosure, new trees, poor tree removal, no roundabout).</li> <li>- Hopes that property taxes will not increase.</li> </ul>



#### 4.5 Rationale for Selection of Preferred Solution

After reviewing the input from public and interested agencies, *Alternative Solution #3 – Two Lane Urban Cross Section with Traffic Calming* was modified in developing the preferred solution, as outlined in *Table 5.0: Evaluation of Public Comments*.

**Table 5.0: Evaluation of Public Comments**

General Comment	Discussion and Recommendation
In support of traffic calming measures, including roundabouts	Traffic calming is required based on the traffic report. Alternative #3 and Revised Alternative #3 both include the required traffic calming measures, however, they utilize different methods. As Alternative #3 requires property acquisition which many residents are opposed to, <b>revised Alternative #3 is the preferred solution.</b>
In support of traffic calming measures, however opposed to roundabouts	Traffic calming is required based on the traffic report. Alternative #3 and Revised Alternative #3 both include the required traffic calming measures, however, they utilize different methods. As Alternative #3 requires property acquisition which many residents are opposed to, <b>revised Alternative #3 is the preferred solution.</b>
Concern with removal of diseased trees and support of planting of new trees	Both Alternative #3 and Revised Alternative #3 include removal of diseased trees and a planting plan to replenish trees. For the above reasons, <b>revised Alternative #3 is the preferred solution.</b>
In opposition to removal of on-street parking	Revised Alternative #3 provides for on-street parking which is integrated with the chosen method of traffic calming (curb extension to narrow the pavement in strategic locations to slow traffic down naturally). <b>Revised Alternative #3 is the preferred solution.</b>
In opposition to on-street parking south of St. Gregory's	It is the Town's understanding that the length/storage of the driveways south of St. Gregory are such that on-street parking is not required. Since the removal of parking removes the intended traffic calming in this stretch of road, a median island has been reimplemented in Revised Alternative #3. Based on the above, <b>revised Alternative #3 is the preferred solution.</b>
In support of sidewalk & multi-use trail	Town policy for collector roads requires sidewalks on both sides of the roadway. Alternatives #2 and #3 provide for sidewalks both sides between Riverside Drive and St. Gregory and for a sidewalk on the west side and a multi-use pathway between St. Gregory and Tecumseh. The addition of the parking lane in Revised Alternative #3 does not allow enough space within the right-of-way to include sidewalks on both sides without damaging/removing trees. For these and the above reasons, <b>revised Alternative #3 is the preferred solution.</b>

General Comment	Discussion and Recommendation
In support of either sidewalk or multi-use trail, not both	Town policy for collector roads requires sidewalks on both sides of the roadway. Alternatives #2 and #3 provide for sidewalks both sides between Riverside Drive and St. Gregory and for a sidewalk on the west side and a multi-use pathway between St. Gregory and Tecumseh. The addition of the parking lane in Revised Alternative #3 does not allow enough space within the right-of-way to include sidewalks on both sides without damaging/removing trees. For these and the above reasons, <b>revised Alternative #3 is the preferred solution.</b>
In support of improvements to utilities	Alternatives #2 and #3 and Revised Alternative #3 include utilities and drainage improvements. For the above reasons, <b>revised Alternative #3 is the preferred solution.</b>
In support of drainage improvements	Alternatives #2 and #3 and Revised Alternative #3 include utilities and drainage improvements. For the above reasons, <b>revised Alternative #3 is the preferred solution.</b>
<b>REVISED PREFERRED SOLUTION</b>	<p><b>Revised Preferred Solution (Revised Alternative #3):                  Two Lane Urban Cross Section with Traffic Calming</b></p> <ul style="list-style-type: none"> <li>- Excludes roundabout/traffic circles;</li> <li>- Curb extensions &amp; narrower lanes to improve vehicular safety; and decrease vehicular speeds;</li> <li>- Curb extensions to allow for on-street parking;</li> <li>- Sidewalk and/or multi-use trail on east side of the road;</li> <li>- Tree planting &amp; removal plan;</li> <li>- Improvements to storm drainage; and</li> <li>- Improvements to existing utilities.</li> </ul>

## 5.0 DEVELOPMENT OF PREFERRED SOLUTION

### 5.1 Recommended Road Elements and Typical Sections

The Preferred Solution consists of a two-lane asphalt pavement cross section, concrete curb and gutter, concrete sidewalk and an asphalt multi-use trail, with a number of traffic calming measures (also refer to *Figures 7.1 through 7.6*) The typical cross sections are shown in *Figures 7.7 and 7.8*.

The cross section of Arlington Boulevard varies between Riverside Drive and St. Gregory Road. A typical mid-block cross section on Arlington Boulevard consists of two 3 metre wide driving lanes and a 1.8 metre wide concrete sidewalk on the east side of the road. At locations where parking is provided, the cross section consists of two 3 metre wide driving lanes, a 2.4 metre wide parking lane on the west side, and a 1.8 metre wide concrete sidewalk on the east side of the road.

The cross section of Arlington Boulevard between St. Gregory Road and Tecumseh Road East consists of two 3 metre wide driving lanes (from edge of asphalt to edge of asphalt) and a 2.4 metre asphalt multi-use trail on the east side of the road.

A traffic island will be installed on Arlington Boulevard part-way between St. Gregory Road and Tecumseh Road, as a traffic calming device.

The recommended improvements to Clovelly, Burlington and Kensington Boulevard include re-alignment of the intersections with Arlington to improve sight-distances and reduce the potential for collisions at these locations. All intersections will include all of the required signage.

The geometry of the intersection of Arlington Boulevard, St. Gregory, and Kensington Boulevard will be improved, the all-way stop condition will be maintained, and pedestrian crossings will be added. Also, the all-way stop at the intersection of Arlington Boulevard and Tecumseh Road will be restored, and will include pedestrian crossings.

## **5.2 Recommended Storm Drainage**

Improvements to the storm drainage include grading of the boulevard area, and the installation of new storm sewers complete with road and boulevard catch basins where required. Part of the sewer system will drain north, and collect in sewers on Riverside Drive, and the other portion of the road drainage system will collect in the new sewer system to be installed on Tecumseh Road as part of the Brighton Road Improvements project.

The implementation of road drainage on Arlington Boulevard shall incorporate green features, such as natural filtration of stormwater before it is collected in storm sewers.

## **5.3 Property Acquisition**

All of the intended improvements will be completed within the existing right-of-way. No additional property is required for the preferred solution.

## 6.0 PROJECT IMPLEMENTATION

### 6.1 Schedule

Subject to the resolution of any issues and concerns brought forward once the Notice of Completion is filed, the detailed design of these improvements will proceed, with construction possible as early as the Spring of 2009, subject to approval by Council.

### 6.2 Construction Staging

In order to expedite construction, advance relocation of utilities should be considered, particularly the overhead power distribution system.

This project is intended to proceed in one phase, through detailed design, and construction.

### 6.3 Cost Estimate

Preliminary project cost estimates have been prepared to provide a sense for the scale of these improvements. *Table 6.0* is a breakdown of the preliminary cost estimate for the preferred solution:

**Table 6.0: Preliminary Project Cost Estimate**

ITEM	COST
Removals	\$160,000
Roadwork	\$1,038,000
Storm Sewers	\$873,000
Watermains	\$147,000
Sanitary Sewer Repairs	\$30,000
Street Lighting, Landscaping and Restoration	\$703,000
Contingency (10%)	\$295,100
<b>Subtotal Construction (excluding GST)</b>	<b>\$3,246,100</b>
Detailed Design, Contract Administration, and On-site Observation (15%)	\$487,000
<b>Total Project Cost Estimate (excluding GST)</b>	<b>\$3,733,100</b>

This preliminary project cost estimate does not include the following:

- Associated legal and topographic survey costs;
- The Town's share of any utility relocation costs;
- Regulatory sign costs; or
- The 5 % Goods and Services Tax.

The preliminary cost estimates will be refined as the detailed design is completed and a more complete understanding of the scope of this project is developed.

