

## Administrative Report

**To:** Warden MacDonald and Members of Essex County Council

**From:** Allan Botham, P.Eng.  
Director, Infrastructure & Planning Services

**Date:** Wednesday, September 18, 2024

**Subject:** County Road 22 Lakeshore Public Consultation Centre Summary

**Report #:** 2024-0918-IPS-R21-AB

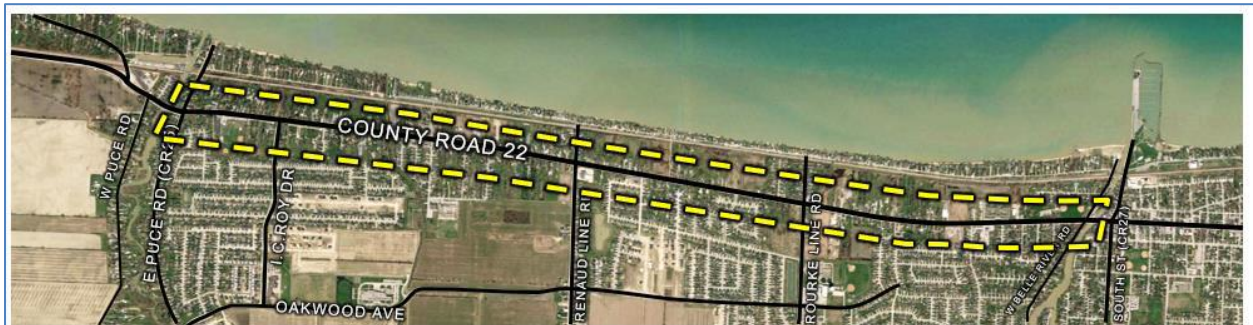
---

### Purpose

The purpose of this administrative report is to bring feedback and recommendations following the June 18, 2024 Public Consultation Centre (PCC) regarding County Road 22 in the Municipality of Lakeshore.

### Background

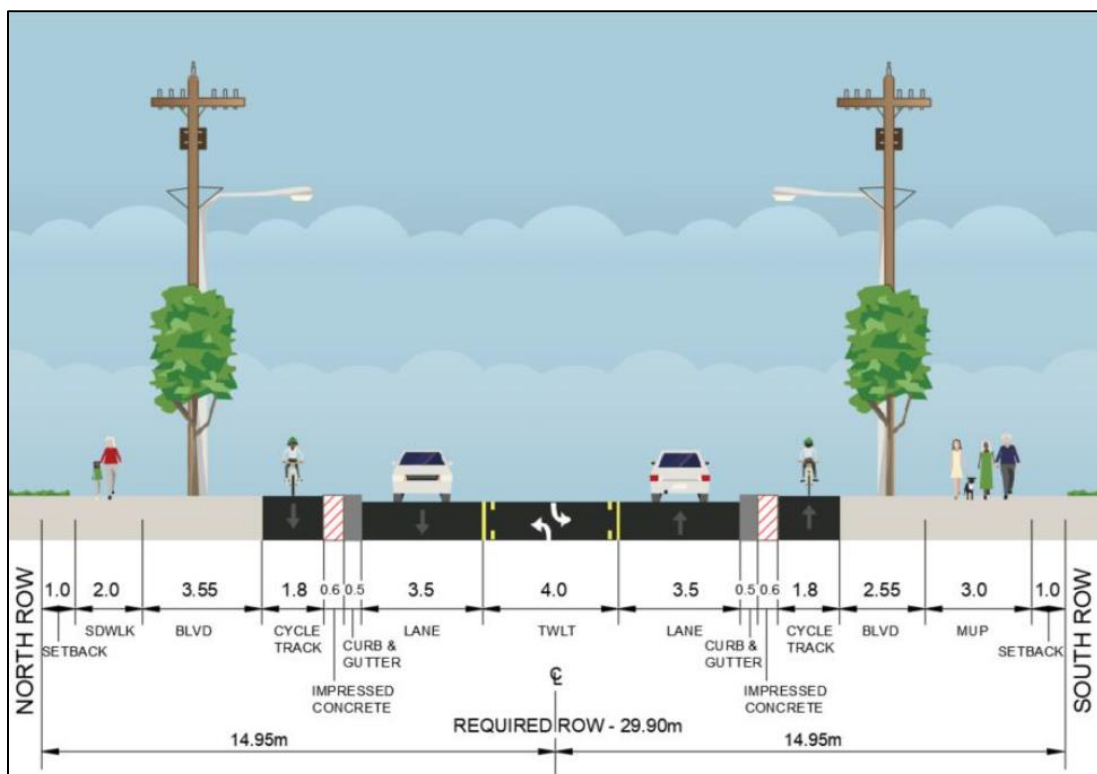
The County of Essex and the Municipality of Lakeshore have worked together toward a design strategy to improve the County Road 22 (CR 22) corridor between IC Roy Drive and West Belle River Road. The road segment is a 5.8 km in length and shown in Figure 1.



**Figure 1**

On June 18, 2024, the outcome of the vision and design was presented at a Public Consultation Centre (PCC). Design work followed the road cross section (please refer to Figure 2) as recommended in the administrative report [2022-0316-ISD-R08-JB](#) dated March 16, 2022, and the following studies.

- The 2006, Environmental Assessment (EA) on County Road 22 from East Puce Road to Belle River Road.
- The 2012 Town of Lakeshore Corridor Transformation Strategy – CR 22 Special Planning Area Design Guidelines.
- The 2012 County Wide Active Transportation Systems (CWATS) Master Plan.
- The 2021 County Road 22 Alternatives and Strategies Study



**Figure 2**

Three basic alternatives were considered during the 2021 Study:

1. The recommended solution in the EA of three lanes and no active transportation facilities;
2. The recommended solution in the EA of three lanes plus a sidewalk and Multi-use Path (MUP); and
3. Increase the road to a five-lane cross section with sidewalk and MUP.

An “enhancement” option was also presented in 2021 as Alternative 2B. Alternative 2B added a protected cycle track on both sides of CR 22. Alternative 2B was selected and used to create the latest design.

On June 18, 2024, the design and associated impacts were presented to the public at a PCC in the Municipality of Lakeshore.

Registered participants at the PCC numbered 122. Those in attendance provided verbal comments, and suggestions, that were noted by the project team. A total of 47 written comments were submitted either at the PCC, or during the subsequent comment period.

Further to review and analysis, 29 unique comments were received and summarized by the consultant, BT Engineering. The top eight, or most frequent, comments were:

1. Do not support a cycle path on both sides of the road when there is a multi-use path proposed;
2. Concerns regarding the impact to property (loss of property, drainage, trees, land, driveways);
3. Traffic signals are needed at the MacDonald's / Petro Canada plaza west of Willowood Drive;
4. Poor or little notification of the PCC;
5. A boulevard with benches and trees will block vision for residents entering and exiting driveways and businesses;
6. Concern over closing Beechwood Drive;
7. Support for the proposed changes; and
8. Support for traffic signals at both Rourke Line and Emery Drive.

A petition, with 326 names, was submitted to the project team by email. The petition expressed concern over public safety, along with recommendations to eliminate the proposed cycle track, benches and trees.

The County project team along with representatives from Lakeshore met in August of 2024 to discuss the comments and develop a plan forward.

## **Discussion**

Generally, the participants of the PCC look forward to improvements along the corridor and were supportive of a cost-effective project.

Those participants with property along the corridor were also concerned about the loss of property to widen the road allowance and accommodate road closures. The two most frequent comments are closely associated in that the widened cross section, to accommodate additional cycle tracks on both sides of CR 22, widens necessary road allowance, or additional property.

In preparation of the design and drawings presented at the PCC, our design consultant made every effort to accommodate the findings of the EA, and subsequent studies, particularly the County Road 22 Corridor Alternatives and Strategies Study, 2021. It is now evident that Alternative 2B is too much of an enhancement. In order to improve traffic flow, and maintain a

minimum of standard for the storm water design along the corridor, one or more active transportation facilities has to be eliminated to lessen the impacts to private property.

A second impact to property, in addition to the cycle tracks, is storm water management (SWM). Storm water collection and management is a requirement and a challenge. New road works cannot negatively impact private property with runoff, and storm water outlets in the area are relatively shallow. In addition to managing runoff from the road, there is a need to provide each property with a storm sewer connection. The combined need to provide an adequate level of SWM service and shallow outlets, limits design flexibility.

Therefore, the proposed cross section in Figure 1 (Alternative 2B), together with the limiting topography and storm water situation, lead to a significantly wider road allowance than was contemplated in the EA and the most recent 2021 County Road 22 Alternatives and Strategies Study.

Administration is recommending a reduced road cross section by eliminating the cycle tracks on both sides of CR 22.

Regardless of the final design cross section, it is likely that significant property will be required to accommodate work at intersections and to close the recommended side streets. Also, the road improvements to the CR22/Emery Drive intersection will require changes to existing parking and access to parking. For example, and as shown on Figure 3, "inter-parcel" access along CR 22 seems to be provided within the road allowance.

Traffic signals are not warranted at the intersection of the McDonald's / Petro Canada plaza just west of Willowood as the planned road improvement with a two-way centre left turn lane, together with the new traffic signal at Emery Drive will improve operations at this location.

Regarding the concern over closing Beechwood Drive, the project team will investigate the impact and feasibility of changing the proposed closure to a right-in / right-out arrangement.

Notice for the PCC was provided through social media channels and a sign was posted along the CR 22 corridor in advance of the meeting at the Atlas Tube Centre in Lakeshore.



**Figure 3**

In addition to works proposed along the County of Essex road allowance of County Road 22, it is important to reiterate that one of the key findings of the 2021 County Road 22 Alternatives and Strategies Study is that Faith Drive needs to be extended from St. Mary's Road to Renaud Line. More importantly, the extension needs to occur before, or concurrently with the local road closures along CR 22. The extension of Faith Drive is under the jurisdiction of the Municipality of Lakeshore and remains "developer-driven", meaning the Municipality is not currently planning to construct Faith Drive independently but is relying on a developer to take the lead. While the Municipality acknowledges the importance of this extension, they are hesitant to proceed without clarity on the sewer and watermain requirements that would need to be installed beneath the road.

In consideration of the past studies, detailed design, and the feedback received from the PCC, the project team is recommending the following plan:

1. Modify the design, reducing the proposed cross section by eliminating the cycle tracks on both sides of CR 22;
2. Revise the proposed design and present the findings at a second PCC in late fall of 2024;
3. Faith Drive needs to be extended to Renaud Line before construction on CR 22 begins; and
4. Traffic Signals at the CR 22 intersection with Emery Drive occur simultaneously or after Faith Drive is extended.

### **Financial Implications**

The entire County Road 22 project was originally intended to be funded through the Roadway Expansion program, which draws from both levy and reserve funds. Additionally, the Municipality of Lakeshore will cover costs related to the sanitary sewer and watermain components that are the Municipality's responsibility.

With the new recommendation from Administration, engineering fees for the proposed changes to the County Road 22 corridor design are estimated to cost an additional \$123,130 (including net HST), as outlined in Table 1. These additional fees will also be covered through the Roadway Expansion program. The scope and design changes involve a redesign of the road, sidewalk, and multi-use path with a narrower cross-section, modifications to the stormwater management systems, and the inclusion of one additional PCC.

If the recommended plan is approved, the costs associated with property acquisition and construction may be significantly reduced due to the smaller property size required. However, we are currently unable to quantify the exact savings.

**Table 1 – Engineering Fees**

<b>BT Engineering Fees</b>	<b>2023/24 cost (Incl. Net HST)</b>	<b>Estimated Future Years Cost (Incl. Net HST)</b>
Design (all phases)	\$690,402	
<b>Additional Fees</b> to modify Design	\$123,130	
Contract Administration		\$729,823

<b>BT Engineering Fees</b>	<b>2023/24 cost (Incl. Net HST)</b>	<b>Estimated Future Years Cost (Incl. Net HST)</b>
<b>Sub-totals</b>	<b>\$813,532</b>	<b>\$729,823</b>
<b>Total</b>	<b>\$1,543,355</b>	

**Consultations**

Financial Services  
 Administration from the Municipality of Lakeshore

**Strategic Plan Alignment**

<b>Working as Team Essex County</b>	<b>Growing as Leaders in Public Service Excellence</b>	<b>Building a Regional Powerhouse</b>
<input type="checkbox"/> Scaling Sustainable Services through Innovation <input checked="" type="checkbox"/> Focusing “Team Essex County” for Results <input type="checkbox"/> Advocating for Essex County’s Fair Share	<input type="checkbox"/> Being an Employer with Impact <input type="checkbox"/> A Government Working for the People <input checked="" type="checkbox"/> Promoting Transparency and Awareness	<input checked="" type="checkbox"/> Providing Reliable Infrastructure for Partners <input checked="" type="checkbox"/> Supporting Dynamic and Thriving Communities Across the County <input checked="" type="checkbox"/> Harmonizing Action for Growth <input type="checkbox"/> Advancing Truth and Reconciliation

## Recommendation

That Essex County Council receive report number 2024-0918-IPS-R21-AB, County Road 22 Lakeshore Public Consultation Centre Summary for information, and

That Essex County Council approve the modified design and additional engineering fees of \$121,130 (including net HST) to be funded from the Roadway Expansion Reserve.

## Approvals

Respectfully Submitted,

*Allan Botham*

Allan Botham, P.Eng., Director, Infrastructure and Planning Services

Concurred With,

*Sandra Zwiers*

Sandra Zwiers, MAcc, CPA, CA, Chief Administrative Officer

Appendix	Title
N/A	N/A