



BURNSIDE

**Public Consultation Centre Summary
Report**

**Oxford Road 19 Corridor
Improvement**

**Oxford County
Oxford County Public Works**



BURNSIDE

Public Consultation Centre Summary Report

Oxford Road 19 Corridor Improvement

Oxford County Oxford County Public Works

**R.J. Burnside & Associates Limited
21 Reeve Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3**

**February 2023
300053425.0000**



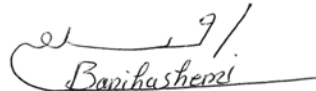
R.J. Burnside & Associates Limited

Report Prepared By:



Sylvia Waters
Project Administrator
SW:lam

Report Reviewed By:



Avid Banihashemi
Environmental Project Manager

Table of Contents

1.0	Introduction and Background	1
2.0	Method of Notification	2
3.0	Public Meeting Format	2
4.0	Participation Levels and Summary of Comments Received	3
5.0	Next Steps	5

Tables

Table 4-1: PCC Input.....	4
---------------------------	---

Appendices

- Appendix A Newspaper Advertisement
- Appendix B Display Boards
- Appendix C Comment Sheets and Emails

1.0 Introduction and Background

Oxford County's 2019 Transportation Master Plan identified the need to improve Oxford Road 19 to support the safe and efficient movement of people and goods. Accordingly, Oxford County (County) initiated a Municipal Class Environmental Assessment (MCEA) to consider improvement options for the Oxford Road 19 corridor to suit anticipated transportation demands for the 25-year horizon and beyond. The Study Area includes approximately 16 kilometres of Oxford Road 19, between Highway 19 (Plank Line) and the boundary of Norfolk County (Windham Road 19), which excludes the Settlements of Springford and Otterville. The County has identified the **Problem Statement** as:

Following completion of the County of Oxford's Transportation Master Plan, the County of Oxford has identified the need to improve Oxford Road 19 between Highway 19 and the boundary of Norfolk County to support the safe and efficient movement of people and goods to 2046.

Alternative Solutions include:

1. Do nothing.
2. Regular maintenance and surface treatments.
3. Structural improvements to road within existing right-of-way.
4. Widen lanes and shoulders within a widened right-of-way – no structural improvements to the road.
5. Structural improvements to the road, including widening lanes and shoulders within a widened right-of-way.

The planning of improvements to Oxford Road 19 are being carried out in accordance with the *Schedule 'C' requirements (Phases 1 to 4)* of the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011 and 2015), which is approved under the *Ontario Environmental Assessment Act*.

A key component of the study includes consultation with interested stakeholders. This report documents the Public Consultation Centre (PCC), held on June 9, 2022 from 5:00 p.m. to 7:00 p.m. at Springford Community Hall 429 Main St. W, Springford and summarizes the notification process, the information presented, and the comments received during and after the PCC.

2.0 Method of Notification

The Notice of Commencement was published in the *Oxford Review* on March 17 and March 24, 2022 signalling the commencement of the Study. Details of the date, time, and purpose of the PCC were published in the *Oxford Review* on May 26 and June 2, 2022. A copy of the advertisement is provided in Appendix A.

Notification of the PCC was also mailed/ emailed to regulatory agencies, municipalities, Indigenous communities, and local residents who live within the Study Area and posted on the Oxford County website (www.oxfordcounty.ca/Projects-studies).

3.0 Public Meeting Format

The PCC was arranged as a drop-in format with Display Boards placed around the room. Attendees were greeted upon arrival, were encouraged to sign-in, and were offered a Comment Sheet to provide comments on the project and Alternative Solutions.

Representatives from the County and its Consultant (R.J. Burnside & Associates Limited) were present to discuss the project with interested members of the public and answer questions.

A copy of the Display Boards is provided in Appendix B. The Display Boards covered the following topics:

- Welcome
- Public Consultation Centre Purpose
- Study Area
- MCEA Process
- Problem/Opportunity Statement
- Planning Context
- Existing Land Use
- Supporting Studies
 - Transportation Study
 - Natural Environment Assessment
 - Stage 1 Archaeological Assessment
 - Cultural Heritage Resource Assessment
 - Air and Noise Impact Assessment
 - Stormwater Management Assessment
- Future Growth
- Existing Road and Active Transportation
- Evaluation of Alternatives
- Alternative Solutions
- Next Steps

Participants were requested to provide input to the process by completing the available Comment Sheets. If individuals wished to take Comment Sheets home to fill out later, or to download from the Oxford County website, they were requested to return their comments either via email, fax or to the mailing address provided, by June 23, 2022.

4.0 Participation Levels and Summary of Comments Received

This section provides an overview of the feedback received from participants at the PCC and following the PCC. A total of 20 people attended the PCC excluding the Project Team members.

Written Comment Sheets were received from four stakeholders, as well as one phone call and two emails during comment period of the PCC.

Participant comments are reviewed to provide a better understanding of stakeholder opinions and to provide feedback in the evaluation of the Preferred Alternative. The summary of comments and advice received during the PCC is intended to provide an indication of overall shared issues, opinions and concerns of participants. Copies of individual comments are provided in Appendix C.

Key issues addressed within the written comments relate to:

- Property access during construction.
- Vertical alignment sight line issue (blind spots).
- Horizontal alignment and visibility issues.
- Impacts to road drainage.
- Increase in volume of heavy truck traffic.

Table 4-1: PCC Input

Id Code	Comment	Response (Burnside)
Comment Sheet		
A	Concern about access to owned buildings and businesses in Otterville, and alternative route signage for traffic.	Concerns regarding access to owned buildings and businesses have been noted and will be taken into consideration when developing a commitment to a traffic management plan by the contractor.
B	Concern for blind spot created by large hill on Ostrander Road west of Zendra Line, and level hill in front of St. Charles' Church.	Concerns regarding vertical alignment deficiencies have been noted and will be taken into consideration when developing a Preferred Solution and Preferred Design.
C	Resident notes that the Evaluation Table is a very good summary and should be presented with a detailed explanation allowing public to discuss and ask questions.	The efforts will be taken to present the Evaluation Table with a more detailed explanation at the next PIC allowing public to discuss and ask more detailed questions.
D	Resident notes that the eastern boundary of Oxford Road 19 at connection point with Norfolk County is a very awkward portion of roadway, as it does not line-up in a straight-away but a jog. Many accidents have occurred. Resident also noted that a widening of the roadway and shoulder from Csont Line to the eastern boundary will impact a municipal drain. Runoff in the spring collects east of Csont Line into the drainage ditch on south side of road before crossing under road at Csont Line and emptying further up the concession road.	These concerns have been noted and will be taken into consideration when developing a Preferred Solution and Preferred Design.
One call	Resident enquired whether property was within the Study Area. Resident noted that notice had been received and was planning on attending. Resident also noted that it appears that there is approximately no setback from property line to existing house.	County responded that property in question is in Study Area. Setback concerns have been noted and will be taken into consideration when developing a Preferred Solution and Preferred Design
Email 1	Requested confirmation of the availability of the PCC exhibits. Resident does not oppose making the road wider, improving the shoulders, and maybe even paving them, or any other work that will make the road safer and better. It was noted that everything the proposals are showing are great and will improve travel for everyone. The concern is the high volume of heavy truck traffic through the villages and the increase in speeding once the road is levelled. Resident would like to see these consequences minimized as much as possible so safety and betterment for some does not become worse for others.	Burnside responded that concerns regarding truck traffic and speeding have been noted and will be taken into consideration when developing a Preferred Solution and Preferred Design. In addition, it was noted that the links to the exhibits have been added to the website.
Email 2	It was noted that the presentation of the project at the PCC was very good. The Resident feels that the road should be totally reconstructed to handle heavy traffic (i.e., large trucks and farm equipment). The resident has observed the deterioration of the road, and the increasing traffic at all hours of the day. Resident feels the road does need wider shoulders, to allow pedestrians and cyclists. The Resident believes that the alignment (as Oxford Road 19 transitions into Norfolk Road 19) should be reconstructed so that the existing curve in the road be straightened allowing more visibility and a safer operation of vehicles.	These suggestions and concerns have been noted and will be taken into consideration when developing a Preferred Solution and Preferred Design.

5.0 Next Steps

Comments and concerns received at PCC #1 will be reviewed for incorporation into the evaluation of a Preferred Alternative and the Environmental Study Report (ESR). Next steps include:

- Confirm Preferred Solution (July-August 2022).
- Complete Transportation Study (July-August 2022).
- Complete additional supporting studies (July-August 2022).
- Develop and Evaluate Alternative Design Concepts (August 2022).
- Public Information Centre # 2 (September 2022).
- Environmental Study Report (October 2022).
- File Environmental Study Report for Schedule C Class EA Study (November 2022).

Documenting the planning and decision-making process of the study, will be prepared for public review and comment at the completion of the study. A Notice of Completion will be issued following the completion of the ESR. The ESR will be available for public review for a minimum 30-day review period.



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix A

Newspaper Advertisement

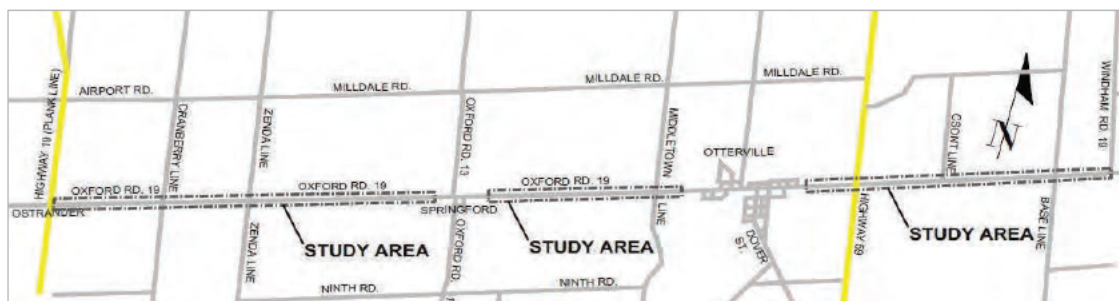
Public Notices



PUBLIC NOTICE

Notice of Public Consultation Centre - Municipal Class Environmental Assessment Study
Oxford Road 19 Corridor Improvement

Oxford County has identified the need to improve Oxford Road 19 to support the safe and efficient movement of goods and people.



About the Study

Following completion of Oxford County's 2019 Transportation Master Plan, the County has identified the need to improve Oxford Road 19 to support the safe and efficient movement of people and goods.

Accordingly, the County is undertaking a Municipal Class Environmental Assessment (Class EA) Study to consider improvement options for the Oxford Road 19 corridor to suit anticipated transportation demands for the 25-year horizon and beyond. The Study area includes approximately 16 kilometres of Oxford Road 19, between Highway 19 (Plank Line) and the boundary of Norfolk County (Windham Road 19), which excludes the Settlements of Springford and Otterville - refer to the map herein.

The Study is being carried out in accordance with the planning and design process for Schedule C projects as outlined in the Municipal Class Environmental Assessment (2000, as amended in 2007, 2011 & 2015), approved under the Ontario Environmental Assessment Act.

We want to hear from you

Consultation with stakeholders is a key component of the Study process. As part of the Class EA Study, a Public Consultation Centre (PCC) is being held to present the planning level alternative solutions that are being considered and evaluated for improvements to the Oxford Road 19 Study Area.

Public Consultation Centre

The PCC will be a drop-in format to provide residents/interested parties with an opportunity to review and comment on the recommended preferred alternative solution. Representatives from the County and its Consultant (R.J. Burnside & Associates Limited) will be present to answer questions and discuss next steps in the study. The date and location of the PCC are as follows:

Date: Thursday, June 9, 2022
Time: 5:00 p.m. - 7:00 p.m.
Location: Springford Community Hall
 429 Main St. W, Springford, Ontario

Contacts for information

If you have questions or comments, please contact either of the following project team members:

Jesse Keith, P.Eng., Project Manager
 Oxford County Public Works
 519-539-9800 ext.3194 | jkeith@oxfordcounty.ca
 Henry Centen, P.Eng., Project Manager
 R.J. Burnside & Associates Limited
 519-340-2003 | henry.centen@rjburnside.com

Comments received during the Study will be considered and documented in the Environmental Study Report.

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This notice first issued on May 19, 2022

oxfordcounty.ca



Public Notices



PUBLIC NOTICE

Pesticide Use

For weed and brush control annual spray program

Oxford County will be spraying rural roadsides on County roads in Blandford-Blenheim, East Zorra-Tavistock, Ingersoll, Norwich, South-West Oxford, Tillsonburg, Woodstock and Zorra with Clearview Herbicide with aminopyralid (present as potassium salt) and metsulfuron-methyl, Registration No. 29752, and Gateway adjuvant, a non-ionic paraffinic oil blend surfactant, Registration No. 31470, under the *Pest Control Products Act* (Canada), to control weed and brush growth under the health and safety exception that affects Public Works.

Spraying will take place on the following Oxford County Roads: 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 27, 28, 29, 30, 33, 34, 36, 37, 40, 45, 46, 51, 55, 59, 60 and 119.

Weed spraying is scheduled to begin on or after May 2, 2022 and is scheduled to end on or before June 30, 2022.

The commencement date is approximate and is weather permitting. To learn how the weed control program is progressing in your area contact:

Shawn G. Vanacker, C. Tech., CRS-S, CMM III
 Supervisor of Transportation
 Oxford County Public Works
 519-539-9800 or 1-866-537-7778 (toll-free) | ext. 3106

Issued June 2, 2022

oxfordcounty.ca



What happens when you don't advertise?

Very little.



CLASSIFIEDS

CLASSIFIEDS.WOODSTOCKSENTINELREVIEW.COM

PHONE: 1-888-786-7821 • FAX: 1-866-757-0227 • EMAIL: CLASSIFIEDADS@POSTMEDIA.COM

Public Notices



58th Annual General Meeting

DATE: Wednesday, June 15, 2022

TIME: 5:30 to 6:00 pm

LOCATION: **Zoom Meeting**

You are invited to join the Board of Directors for their annual business meeting to report activities, impact and investments to the community and to:

1. Approve the Minutes of the September 15, 2021 AGM;
2. Ratify the Actions of the Board of Directors during 2021/2022;
3. Receive the 2021/2022 Audited Financial Statements;
4. Approve the 2022 Nominating Committee's Report; and
5. Approve Board's Recommended Clarifying Change to By-Law#1

To attend United Way Oxford's Electronic AGM please register by Friday, June 10, 2022 by emailing kelly@unitedwayoxford.ca or by calling the United Way office at (519) 539-3851 x301 or 1 (877) 280-1391.

Details to access the virtual AGM will be sent to all registrants by 6:00 pm on Monday, June 13, 2022.

Contact:

Kelly Gilson

Executive Director

United Way Oxford

Tel: (519) 539-3851 x301 or 1 (877) 280-1391

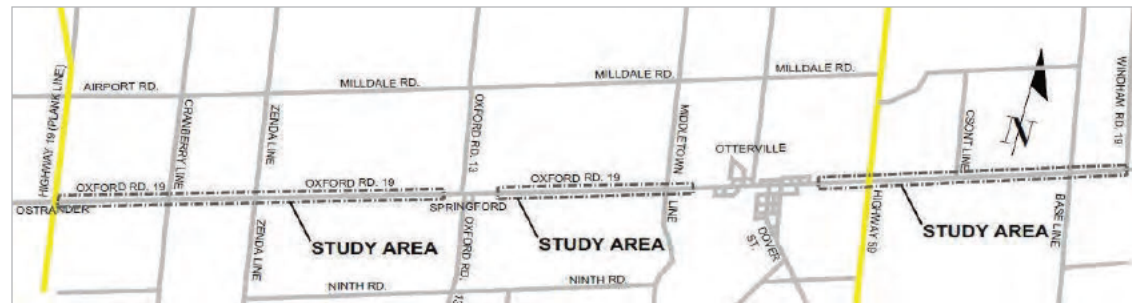
Public Notices



PUBLIC NOTICE

**Notice of Public Consultation Centre - Municipal Class Environmental Assessment Study
Oxford Road 19 Corridor Improvement**

Oxford County has identified the need to improve Oxford Road 19 to support the safe and efficient movement of goods and people.



About the Study

Following completion of Oxford County's 2019 Transportation Master Plan, the County has identified the need to improve Oxford Road 19 to support the safe and efficient movement of people and goods.

Accordingly, the County is undertaking a Municipal Class Environmental Assessment (Class EA) Study to consider improvement options for the Oxford Road 19 corridor to suit anticipated transportation demands for the 25-year horizon and beyond. The Study area includes approximately 16 kilometres of Oxford Road 19, between Highway 19 (Plank Line) and the boundary of Norfolk County (Windham Road 19), which excludes the Settlements of Springford and Otterville - refer to the map herein.

The Study is being carried out in accordance with the planning and design process for Schedule C projects as outlined in the Municipal Class Environmental Assessment (2000, as amended in 2007, 2011 & 2015), approved under the Ontario Environmental Assessment Act.

We want to hear from you

Consultation with stakeholders is a key component of the Study process. As part of the Class EA Study, a Public Consultation Centre (PCC) is being held to present the planning level alternative solutions that are being considered and evaluated for improvements to the Oxford Road 19 Study Area.

Public Consultation Centre

The PCC will be a drop-in format to provide residents/interested parties with an opportunity to review and comment on the recommended preferred alternative solution. Representatives from the County and its Consultant (R.J. Burnside & Associates Limited) will be present to answer questions and discuss next steps in the study. The date and location of the PCC are as follows:

Date: Thursday, June 9, 2022
Time: 5:00 p.m. - 7:00 p.m.
Location: Springford Community Hall
 429 Main St. W, Springford, Ontario

Contacts for information

If you have questions or comments, please contact either of the following project team members:

Jesse Keith, P.Eng., Project Manager
 Oxford County Public Works
 519-539-9800 ext.3194 | jkeith@oxfordcounty.ca

Henry Centen, P.Eng., Project Manager
 R.J. Burnside & Associates Limited
 519-340-2003 | henry.centen@rjburnside.com

Comments received during the Study will be considered and documented in the Environmental Study Report.

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This notice first issued on May 19, 2022

oxfordcounty.ca



Our communities are powered by local newspapers. Celebrate how trusted journalism sparks important conversations at nationalnewspaperweek.ca.

Truth be told.



Add your message to the Celebrations guestbook at classifieds.woodstocksentinelreview.com and share with Facebook and Twitter!

Mike's Custom Jewellery

Michael Feuerstein
 Designer / Goldsmith

- Earrings • Pendants • Chains • Bracelets
- Diamonds • Gold • Silver • Jewellery Repair
- Quality & Service Guaranteed

*We buy your old gold and diamonds!
 Let us create something new using your old stones and gold!*

Why pay mall prices when you can shop at Mike's?

BY APPOINTMENT ONLY

519-425-0670

All Mike's work is done on premises

Celebrate!



STAND OUT!
 WITH THE BEST ADVERTISEMENTS





BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix B

Display Boards

Appendix B



Municipal Class Environmental Assessment Study for Oxford Road 19 Corridor Improvements

PUBLIC CONSULTATION CENTRE / SPRINGFORD HALL
429 MAIN ST W SPRINGFORD, ON
JUNE 9, 2022
5:00 P.M. - 7:00 P.M.

WELCOME

to the Public Consultation Centre for the Oxford Road 19 Corridor Improvements

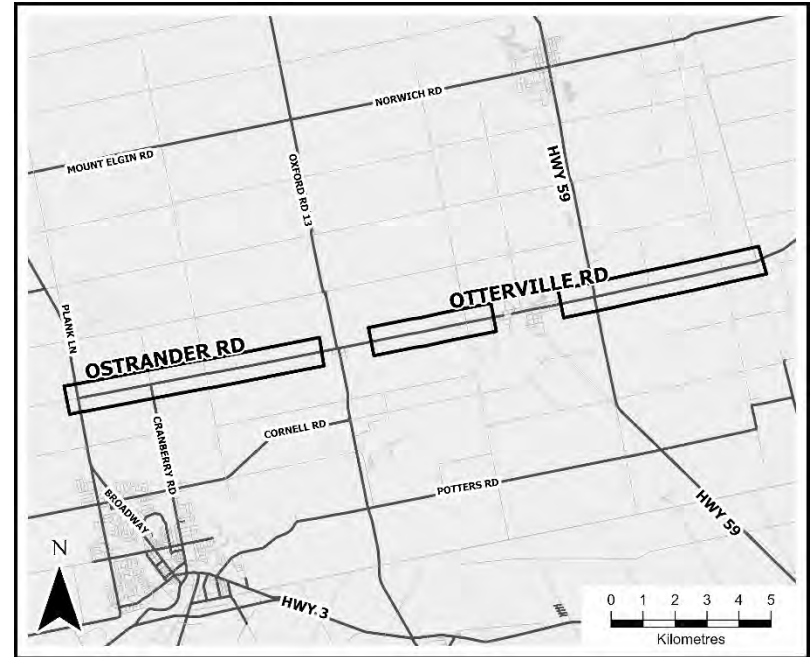
Please Sign In

- Meet with Study Team Members
- Review the display materials and discuss your questions and ideas with the Study Team
- Please fill out a comment sheet and return it to the Study Team in person, by email or fax by **June 23, 2022**

STUDY AREA

The County is undertaking a Class EA study to consider improvement options for the Oxford Road 19 corridor to suit anticipated transportation demands for the 25-year horizon and beyond.

The Study Area includes approximately 16 kilometres of Oxford Road 19 between Highway 19 (Plank Line), and the Norfolk County boundary (Windham Road 19), which excludes the Settlements of Springford and Otterville.



The site location and approximate extent of the Study Area are shown on the map.

PROBLEM/OPPORTUNITY STATEMENT

Following completion of the County of Oxford's Transportation Master Plan, the County of Oxford has identified the need to improve Oxford Road 19 between Highway 19 and the boundary of Norfolk County to support the safe and efficient movement of people and goods to 2046.

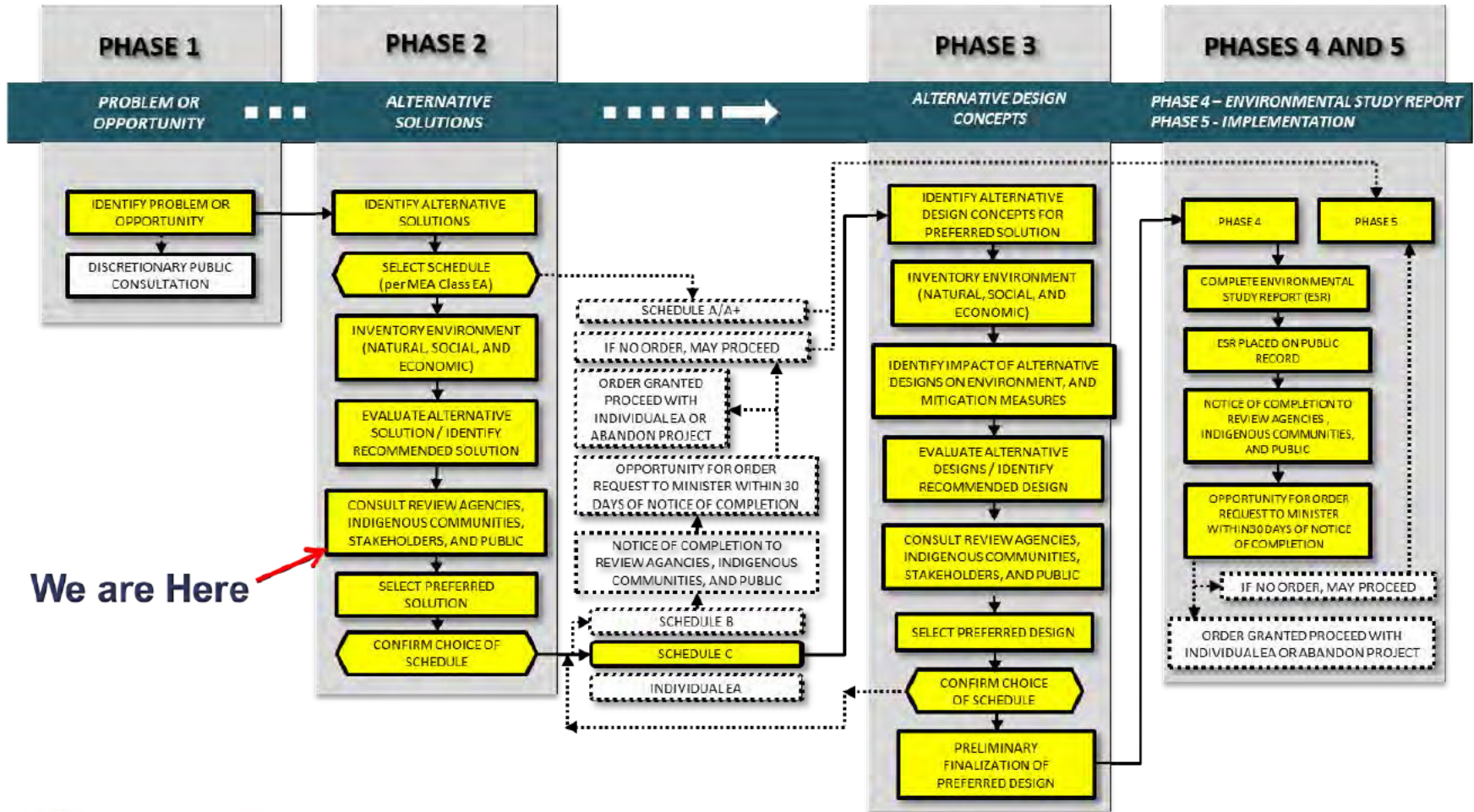


THE EA PROCESS

The Class EA Study is being carried out in accordance with the planning and design process for Schedule C projects as outlined in the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015), which is approved under the Ontario Environmental Assessment Act.

Nearing completion of the study, an Environmental Study Report (ESR) will be prepared and made available for final public review and comment.

THE EA PROCESS



We are Here

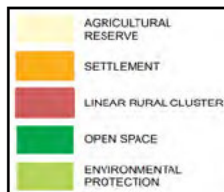
PLANNING CONTEXT

- Provincial Policy Statement, 2020
- County of Oxford Official Plan (consolidation of Official Plan amendments, as of March 31, 2021)
- Oxford County Transportation Master Plan (2019)
- Phase One Comprehensive Review Oxford County (2020)
- Draft Cycling Master Plan (2021)
- TAC Design Guidelines (2017)
- Guidelines from Ontario Traffic Manual – Book 18 (Cycling Facilities)



EXISTING LAND USE

- The two communities of Springford and Otterville within Norwich are zoned as Settlements by the County of Oxford Official Plan.
- Outside of these communities, most land is Agricultural Reserve with lands surrounding Ostrander is a Rural Cluster. All other land in South-West Oxford is Agricultural Reserve.
- Between the villages of Springford and Otterville is Spittler Creek which is zoned as Environmental Protection. This designation falls within the County's Natural Heritage System.
- Within Otterville, the Otter Creek floodplain crosses Oxford Road 19. As floodplain falls within the Open Space designation, this land also falls within the County's Natural Heritage System.
- Below the floodplain to the south of Oxford Road 19, the Environmental Protection designation begins.



SUPPORTING STUDIES

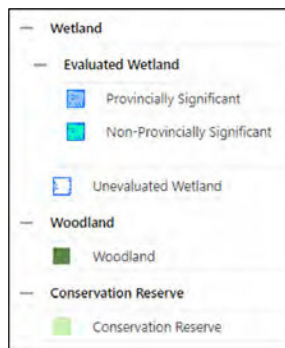
- Transportation Study
- Natural Environment Assessment
 - Terrestrial Habitat Assessment
 - Aquatic Habitat Assessment
- Stage 1 Archaeological Assessment
- Cultural Heritage Resource Assessment
- Air and Noise Impact Assessments
- Stormwater Management Assessment



NATURAL HERITAGE RESOURCES

Designated Features within the Study Area

- Significant valleylands and locally significant natural heritage features
- Watercourses: Spittler Creek, Plumb Creek, and Big Otter Creek.
- Spittler Creek and Big Otter Creek are both associated with significant valleylands
- Otterville Provincially Significant Wetland (PSW) Complex and other wetlands across Spittler Creek
- Woodlands

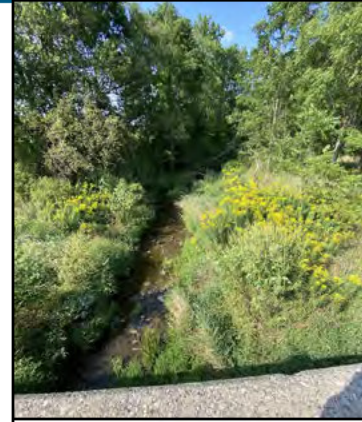


NATURAL HERITAGE RESOURCES

Aquatic habitat

No Species at Risk (SAR) were found through the desktop review. Field work will be conducted in the coming field season to assess aquatic habitat in the Study Area.

- Big Otter Creek is a warm water creek with spring-spawning species such as Largemouth Bass and Yellow Perch.
- Spittler Creek is a cool water creek with observed spring-spawning species.
- Plumb Creek is a cool water creek with fall and spring-spawning species such as Brown Trout, Creek Chub, and Blacknose Dace.



NATURAL HERITAGE RESOURCES

Terrestrial Habitat

The desktop review found several potential Species At Risk (SAR) such as:

Snapping Turtle (Special Concern), Wood Thrush (Special Concern), American Badger (Endangered), American Chestnut (Endangered)

Field work will be conducted in the coming field season to assess ecological communities present in the Study Area.

Bats

The desktop review found records of 4 bat species: Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis, and Tricoloured Bat

Impact to potential habitat is not expected. Direct impact is to be avoided with timing vegetation removal to be completed outside of the active season for bats.



SOURCE WATER PROTECTION

The Study Area falls under the Long Point Region Source Water Protection Area and Lake Erie Source Water Protection Area.

Wellhead Protection Areas

Three portions of the study area have been identified to fall under Wellhead Protect Areas (i.e., part of Ostrander, north part of Springford and east of Otterville).



Issue Contributing Area

The area west of Otterville is also considered an Issue Contributing Area (ICA), for its potential to contribute elevated concentrations of particular substances to the drinking water source (e.g., chloride, sodium, nitrate).

Highly Vulnerable Aquifer

A significant part of the Oxford Road corridor (i.e., from west of Otterville to east of Oxford Road 59) is also located in a Highly Vulnerable Aquifer (HVA) area.

Significant Groundwater Recharge Areas

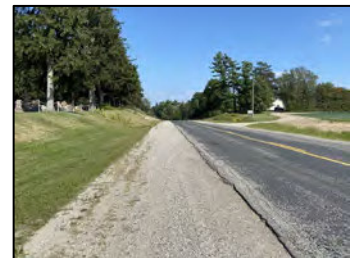
A significant part of the study area is also within Significant Groundwater Recharge Areas (SGRAs)

ARCHAEOLOGICAL RESOURCES

The MHTSCI Standards & Guidelines lists criteria that are indicative of archaeological potential. The Study Area meets the following criteria indicative of archaeological potential:

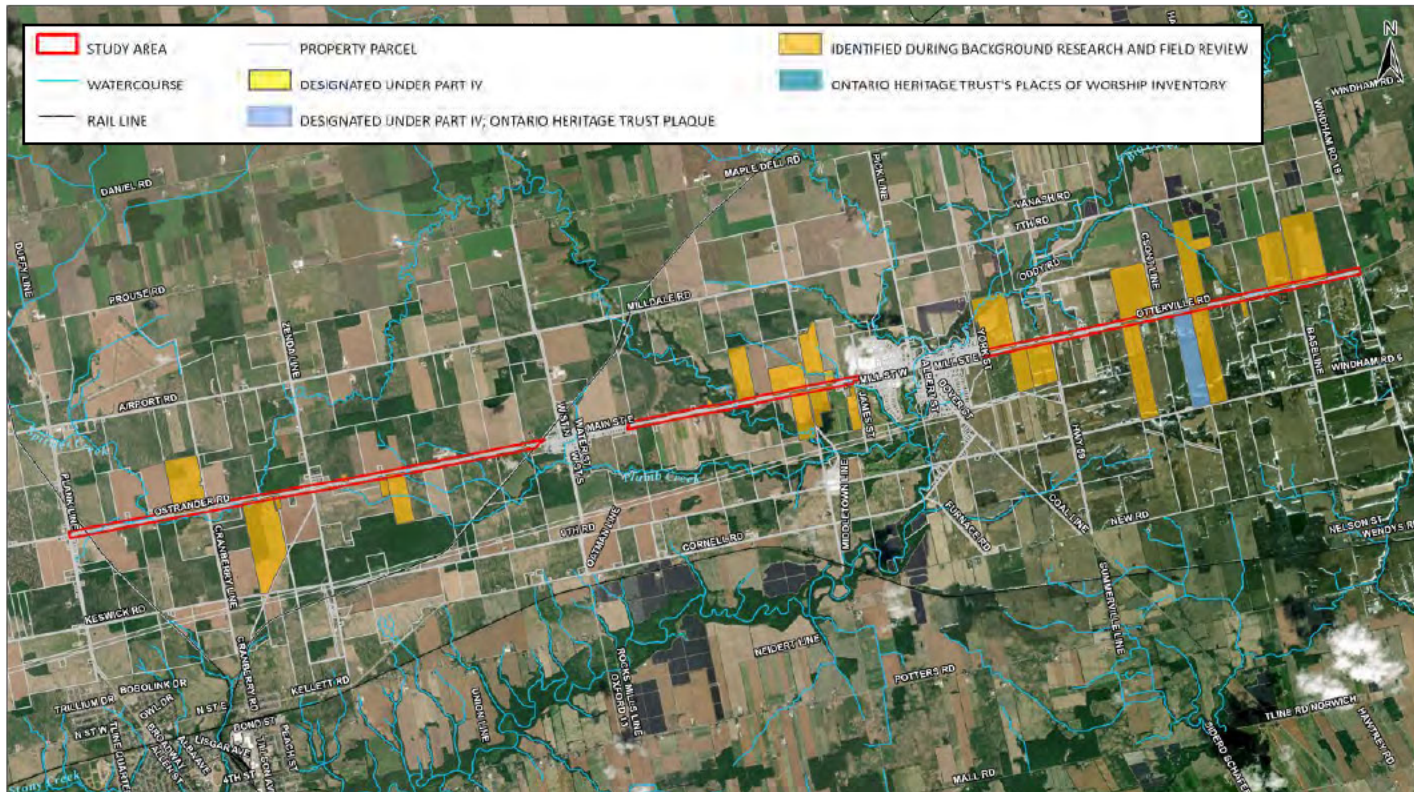
- 27 Previously identified archaeological sites within 1 km (7 of which are within 50 metres);
- Early historic transportation routes (County Road 19 and other intersecting historical roads) and proximity to early settlements (Ostrander, Springford, Erbtown, Otterville);
- Proximity to cemeteries (Springford Community Cemetery, St. Charles Anglican Cemetery, Pine Street Burial Ground, Erbtown Cemetery and the unmarked Pettman Cemetery near Cranberry Line); and
- Water sources: primary, secondary, or past water source (Spittler Creek and Big Otter Creek with their various tributaries) and well-drained soils (Huron clay loam, Fox loamy sand, Honeywood silt loam).

Stage 2 archaeological assessment is recommended in any areas identified as exhibiting archaeological potential beyond the existing right-of-way. Stage 2 archaeological assessment if required, will be completed during the detailed design.



CULTURAL HERITAGE RESOURCES

Two known heritage properties, designated under Part IV of the Ontario Heritage Act, were identified within the project study area. A total of 5 Potential Built Heritage Resources and 23 Potential Cultural Heritage Landscapes were identified within the project study area.



Built Heritage Resources and Cultural Heritage Landscapes throughout the corridor

FUTURE GROWTH

- By 2046, Oxford County is expected to grow by about 47,000 people and employment is expected to grow by 21,000 jobs. While much of this growth will be in Woodstock, Tillsonburg and Ingersoll, Oxford Road 19 provides an important linkage for the movement of goods and people within the County.
- Traffic growth on Oxford Road 19 is impacted by growth in the Township of Norwich and the Township of South-West Oxford, which has historically been low.
- A small amount of subdivision development is forecasted to occur in the Villages of Otterville and Springford.
- Industrial lands in the Town of Norwich have the potential for development or redevelopment, with Oxford Road 19 providing a linkage to this area and to the County of Norfolk.



Oxford Road 19 provides an important east-west link for the movement of goods and people within the County and supports growth and development in this area.

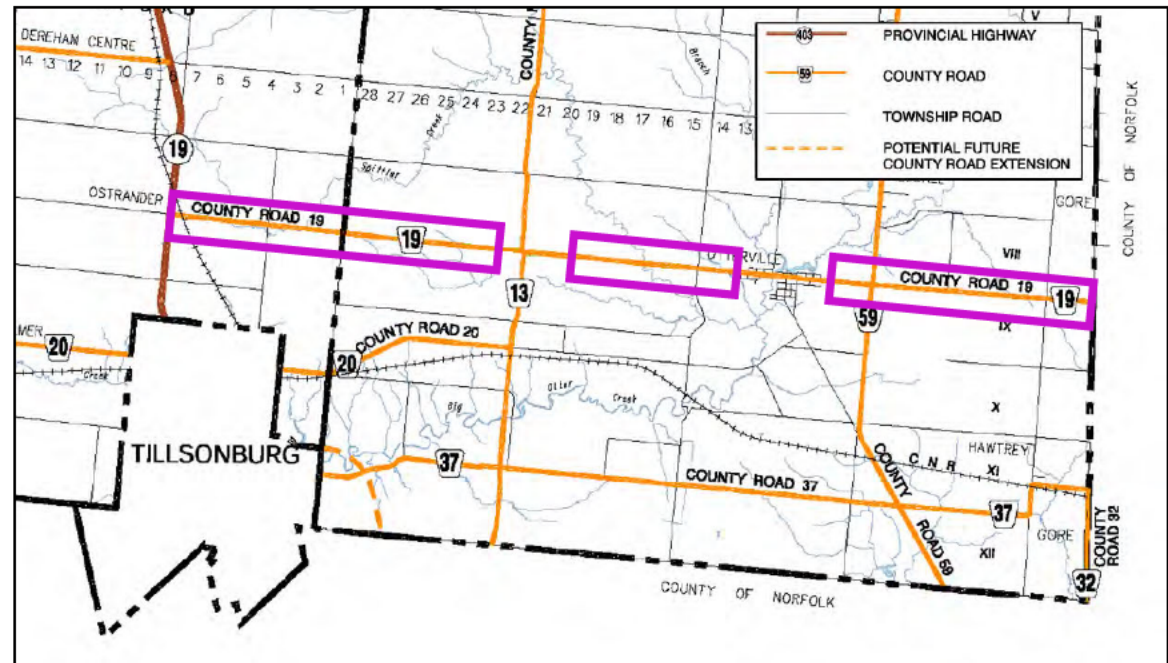
FUTURE GROWTH: DEVELOPMENTS

- A 9-lot subdivision was constructed in Springford over the last few years and 4 lots currently have draft approval.
- About 42 lots have been developed in Otterville over the last several years, with a 34-lot subdivision currently being built. A further 30-lot subdivision has draft approval in the village.
- In 2019, the Township of Norwich had 172 units approved for residential development. Most of the development in Norwich Township is to occur in the Town of Norwich.



EXISTING ROAD NETWORK AND TRAFFIC CONDITION

- Oxford Road 19 is a significant east-west County road serving the southeast part of the County, connecting the villages of Springford and Otterville and the rural cluster of Ostrander, with connections to Highway 19, Oxford Road 13, Oxford Road 59 and the County of Norfolk.



- Traffic on Oxford Road 19 operates with free flow condition at most intersections within the study area and is only stop controlled at Highway 19 and Oxford Road 59.
- The existing ROW widths, in the rural area of Oxford Road 19 varies from about 20 metres to 30 metres along the corridor, with travel lanes being about 3.35 metres and the existing gravel shoulder widths varying between about 0.6 metres to 2.3 metres.

TRAFFIC VOLUMES AND TRAFFIC SAFETY

- Annual Average Daily Traffic (AADT) volumes on Oxford Road 19 are forecasted to grow by over 20%, to a total of 4400 vehicles per day (vpd), by 2046. Traffic volumes to the east of Oxford Road 59 are lower (i.e., about 2300 vpd by 2046). Based on these AADT forecasts, no additional travel lanes are required.
- Intersections along Oxford Road 19 corridor are forecasted to have good operations through horizon year 2046, with the exception of the westbound approach to Highway 19, which may warrant the edition of a westbound left-turn lane in this horizon.
- Collision rates along the corridor in the study area (0.71 per 1 million vehicle km's travelled [MVKT] over the last 8 years) as compared to the provincial average collision rate of 1.46 per MVKT (2018), with no significant collision hot spots or patterns.
- The provision of paved shoulders will improve safety for both motor vehicle travel and other users (e.g., pedestrians, cyclists, farm equipment).

EXISTING ROAD CONDITION

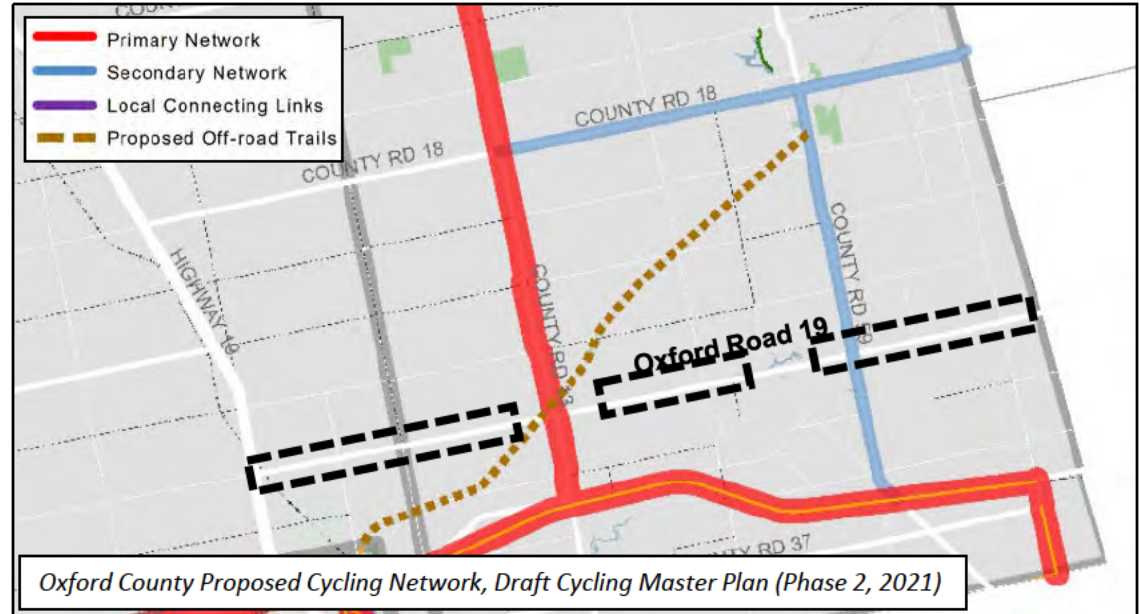
STRUCTURAL ADEQUACY AND GEOMETRIC DEFICIENCIES

- Given the typical age of the pavement profile on Oxford Road 19 it is expected that full depth replacement will be required to improve the road structure.
- Geotechnical study indicates the existing pavement structure has an average Granular Base Equivalency (GBE) of about 450 mm, while a GBE of 650 to 750 is recommended.
- The road base is generally over 60 years old and therefore may be near the end of a typical lifecycle for such infrastructure.
- No significant horizontal curves are along Oxford Road 19. A number of vertical sightline deficiencies were identified.



ACTIVE TRANSPORTATION

- West section of Oxford Road 19 is within the 5 km Bikeshed Area of Tillsonburg.
- Cycling recreational destination points exist along Oxford Road 19.



- Oxford Road 19 is currently not part of the Primary or Secondary Cycling Networks proposed for the County, although it does provide connectivity to north-south cycling networks (Primary, Secondary and Off-road Trail).

EVALUATION CRITERIA

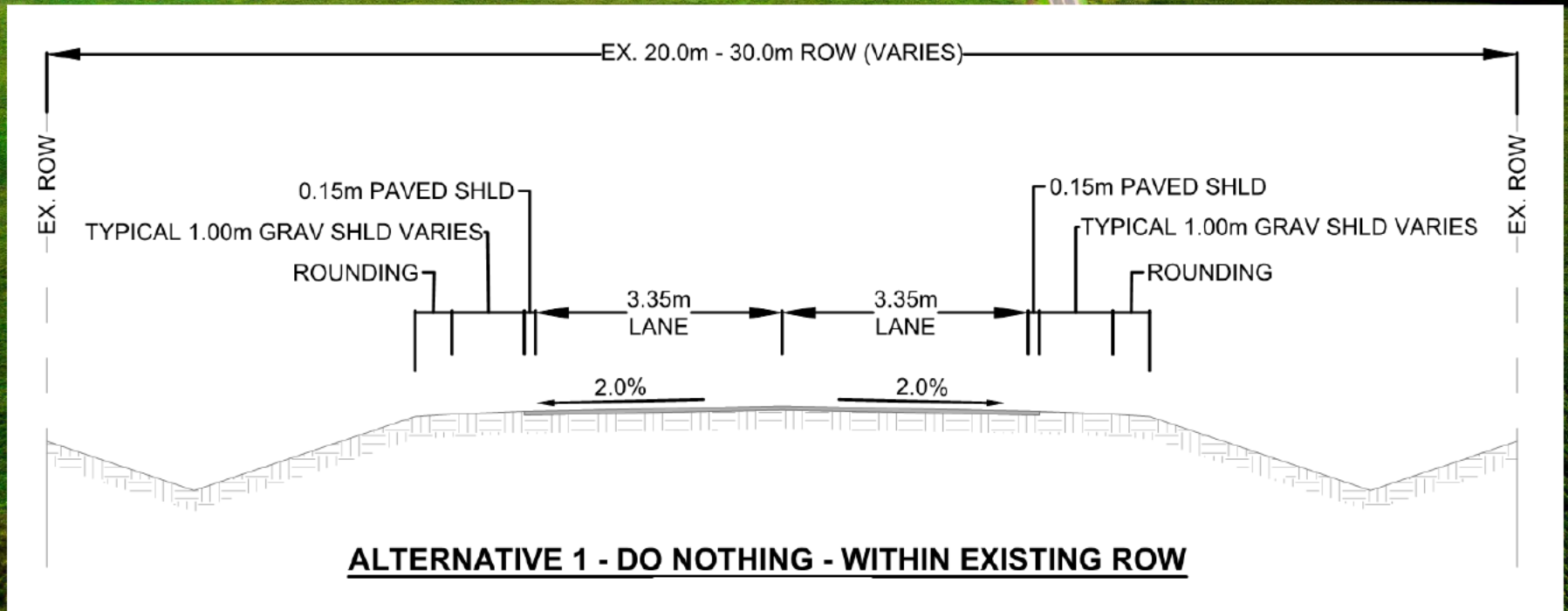
- **Natural Environment**
 - Impacts to vegetation and vegetation communities
 - Impacts to fisheries and aquatic habitat
 - Impacts to terrestrial habitat
 - Impacts to trees
 - Impacts to Woodlots, Wetlands and Designated Features (including PSWs, ESAs, ANSIs, Regional NHS)
 - Impacts to surface water and drainage
 - Impacts to groundwater and source water protection
 - Climate change and natural hazard impacts (erosion, soil stability, flooding)
- **Technical Environment**
 - Accommodation of all types of traffic and modes of travel
 - Improvement to operational safety
 - Road maintenance requirements
 - Impacts to utilities and drainage work/structures
- **Cultural Environment**
 - Impacts to cultural heritage resources
 - Impacts to archaeological resources
- **Socio-Economic Environment**
 - Impacts to private property
 - Compatibility with existing and future land uses
 - Compatibility with active transportation plans or needs
 - Conformity to municipal and agency plans and policies
 - Impacts to air quality and noise levels
 - Impacts to farms and business operations
 - Provision of safe access to private properties and businesses
- **Financial**
 - Capital and operation/maintenance costs
 - Property acquisition cost

An aerial photograph of a rural landscape. A paved road with a yellow center line runs diagonally from the bottom right towards the center of the image. The landscape is dominated by vibrant green fields, likely corn or soybeans, with some areas of darker green suggesting different crops or stages of growth. In the distance, there are clusters of trees and a few white buildings, possibly farmhouses or barns. The sky is a clear, bright blue with a few wispy clouds near the horizon. A semi-transparent dark green horizontal band is overlaid across the middle of the image, containing the text 'Alternative Solutions' in white.

Alternative Solutions

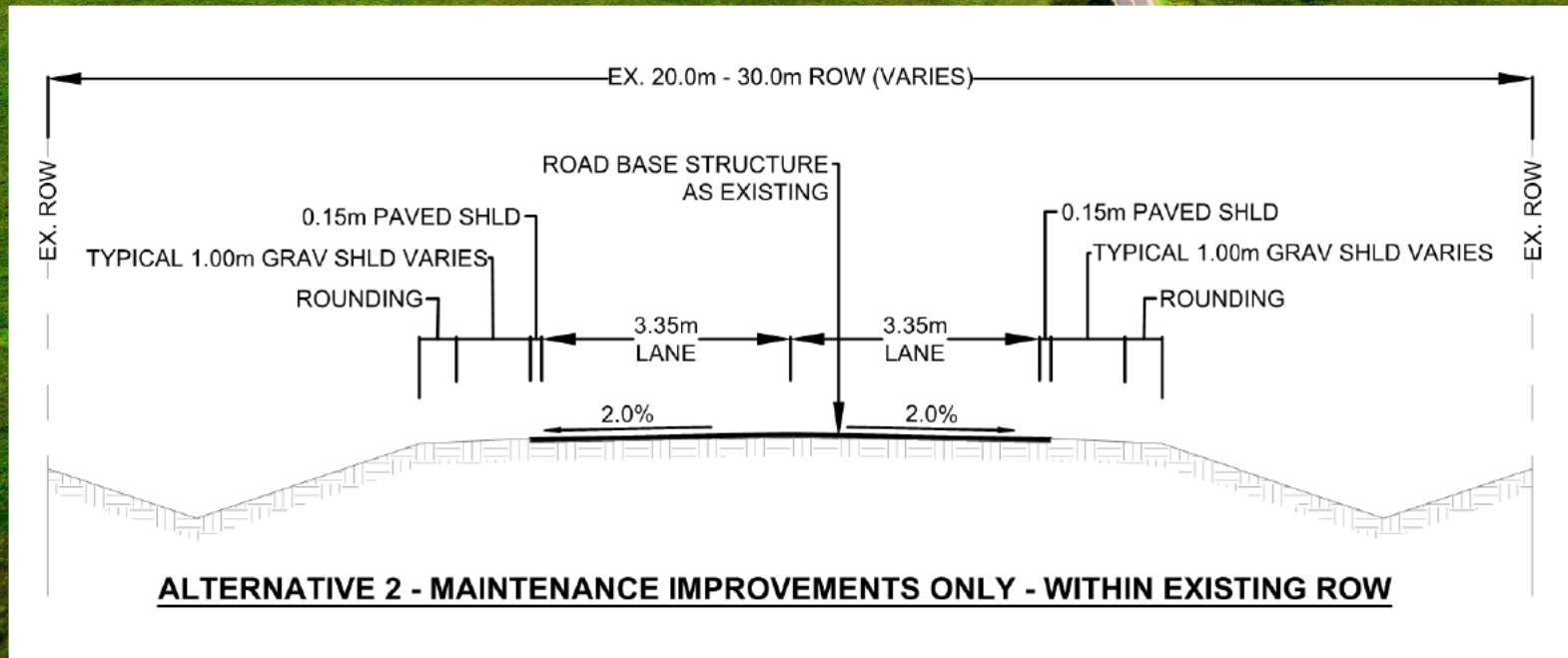
Alternative 1 - Do Nothing.

- The road will continue to operate as a two-way road fully open to the public.
- Half-load restrictions will continue to be applied in the Spring.
- No construction or widening will occur.



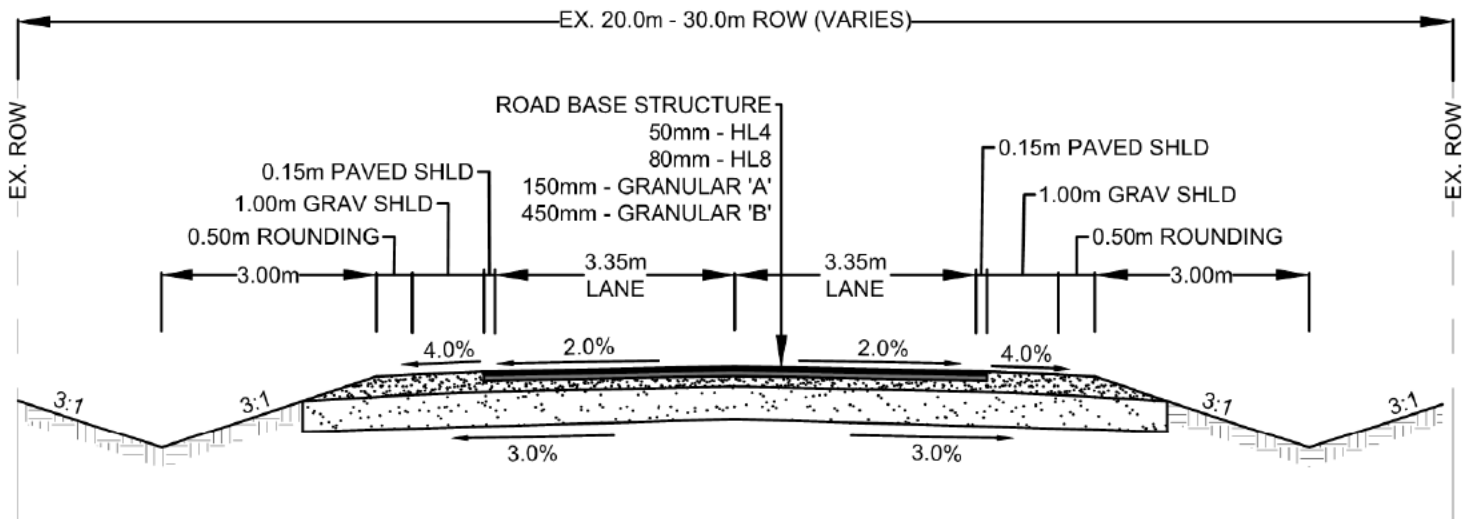
Alternative 2 – Regular Maintenance and Surface Treatments

- The road will continue to operate as a two-way road fully open to the public.
- Half-load restrictions will continue to be applied in the Spring.
- No construction or widening will occur.
- All regular maintenance will be performed, as required.



Alternative 3 – Structural Improvements to Road Within Existing ROW

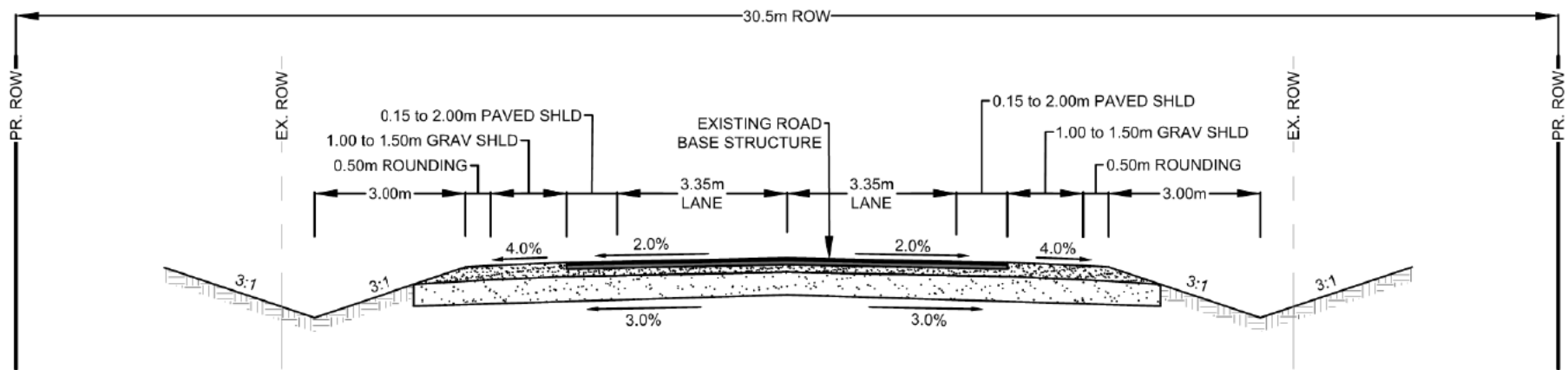
- Provide a two-lane road to County requirement with a gravel shoulder.
- Widening of travel lanes to improve safety.
- Improvement of pavement structure to remove half-load restrictions in the Spring.
- No opportunities for active transportation facilities.



ALTERNATIVE 3 - IMPROVED PAVEMENT STRUCTURE - MINOR LANE WIDENING - WITHIN EXISTING ROW

Alternative 4 – Widened Lanes and Shoulders within a Widened ROW- No Structural Improvements to the Road

- Provide a two-lane road to County requirement with paved shoulder wide.
- Widening of travel lanes to improve safety.
- Widened travel lanes and partially paved shoulders to reduce maintenance and improve safety.

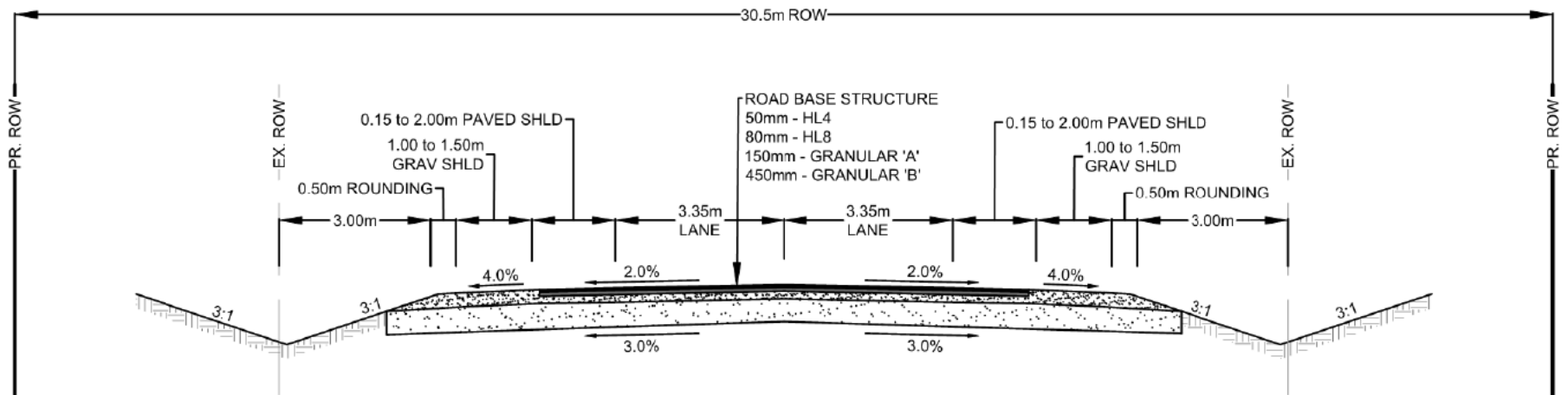


NOTE: WIDTH OF SHOULDER TO BE DETERMINED AS PART OF CONSIDERATION OF DESIGN ALTERNATIVES AND PURPOSE OF SHOULDER (e.g., TO REDUCE MAINTENANCE, TO IMPROVE SAFETY, TO PROVIDE UNBUFFERED BICYCLE ACCESSIBLE SHOULDER OR TO PROVIDE BUFFERED BICYCLE ACCESSIBLE SHOULDER).

ALTERNATIVE 4 - PARTIALLY PAVED SHOULDER - MAINTAIN EXISTING PAVEMENT STRUCTURE - WIDEN ROW TO MEET OFFICIAL PLAN REQUIREMENT

Alternative 5 – Structural Improvements to the Road, Including Widened Lanes and Shoulders within a Widened ROW































- Provide a two-lane road to County requirements with paved shoulder.
- Widened travel lanes and partially paved shoulders to reduce maintenance and improve safety.
- Improvement of pavement structure to remove half-load restrictions in the Spring.



NOTE: WIDTH OF SHOULDER TO BE DETERMINED AS PART OF CONSIDERATION OF DESIGN ALTERNATIVES AND PURPOSE OF SHOULDER (e.g., TO REDUCE MAINTENANCE, TO IMPROVE SAFETY, TO PROVIDE UNBUFFERED BICYCLE ACCESSIBLE SHOULDER OR TO PROVIDE BUFFERED BICYCLE ACCESSIBLE SHOULDER).

ALTERNATIVE 5 - PARTIALLY PAVED SHOULDER - IMPROVED PAVEMENT STRUCTURE - WIDEN ROW TO MEET OFFICIAL PLAN REQUIREMENT

EVALUATION OF ALTERNATIVE SOLUTIONS

Evaluation Criteria	Alternative 1: Do Nothing	Alternative 2: Preventive Maintenance Improvements Only	Alternative 3: Structural Improvements to Road Within Existing ROW	Alternative 4: Widening Lanes and Shoulders within a Widened ROW	Alternative 5: Structural Improvements to the Road, Including Widened Lanes and Shoulders within a Widened ROW
Natural Environment	No general impact over existing conditions. Increased frequency and severity of adverse climatological events will impact aging infrastructure. 	Minor potential impacts to woodlands, surface and ground water. Risks to be mitigated. 	Minor potential impacts to woodlands and vegetation and terrestrial habitat. Potential impacts to surface and ground water during construction. Risks to be mitigated. 	Some potential loss of woodlands and potential impacts to vegetation and terrestrial habitat. Potential impacts to surface and ground water during construction. Risks to be mitigated. 	Some potential loss of woodlands and potential impacts to vegetation and terrestrial habitat. Potential impacts to surface and ground water during construction. Risks to be mitigated. 
Cultural Environment	No impact over existing conditions. 	No impact over existing conditions. 	No impact over existing conditions. 	There may be an impact to archaeological resources however this is not likely as most of the area to be widened has been previously disturbed. 	There may be an impact to archaeological resources however this is not likely as most of the area to be widened has been previously disturbed. 
Socio-Economic Environment	No impact over existing conditions. Does not meet the County's Official Plan ROW requirements. 	No impact over existing conditions. Does not meet the County's Official Plan ROW requirements. 	Does not meet the County's Official Plan ROW requirements. provide benefits to local businesses, allowing effective transport for goods. 	Meets the Official Plan ROW requirements. Will impact properties within the widened ROW. Offers opportunities for active transportation. Improves the safety for access to private properties and businesses 	Meets the Official Plan ROW requirements. Will impact properties within the widened ROW. Offers opportunities for active transportation. Improves the safety for access to private properties and businesses. Provide benefits to local businesses, allowing effective transport for goods. 
Technical Environment	Does not improve the road's ability to accommodate all types of traffic and modes of travel, road safety, or maintenance requirements. No impact to utilities/drainage structure. 	Does not improve the road's ability to accommodate all types of traffic and modes of travel, road safety, or maintenance requirements. No impact to utilities/drainage structure. 	Facilitates the road's ability to accommodate additional truck traffic. Does not improve the road's ability to accommodate all modes of travel. Some improvements to road safety and maintenance requirements. May impact utilities. 	Facilitates the road's ability to accommodate additional modes of travel. Does not improve the road's ability to accommodate trucks. Some improvements to road maintenance requirements. May impact Hydro One transmission poles and/or drainage structure. 	Improves the road's ability to accommodate all types of traffic and modes of travel. Some improvements to road maintenance requirements. May impact Hydro One transmission poles and/or drainage structure. 
Financial Environment	No capital cost. Relatively high O&M cost due to road aging. No property acquisition is required. 	Lowest low capital cost. Moderate to high O&M cost. No property acquisition is required. 	Moderate capital cost. Moderate to high O&M cost. No property acquisition is required. 	High capital cost. Moderate O&M cost. Some property acquisition will be required. 	Highest capital cost. Moderate O&M cost. Some property acquisition will be required. 
Adherence to POS	Does not meet POS 	Partially meet POS 	Partially meet POS 	Partially meet POS 	Fully meets POS 
Overall Summary	Not Carried Forward	Not Carried Forward	Not Carried Forward	Not Carried Forward	Carried Forward

Level of Preference: Least Preferred  Less Preferred  Moderately Preferred  More Preferred  Most Preferred 

Next Steps

- Confirm Preferred Solution (June 2022)
- Complete Transportation Study (June 2022)
- Complete additional supporting studies (July-August 2022)
- Develop and Evaluate Alternative Design Concepts (August 2022)
- Public Information Centre # 2 (September 2022)
- Environmental Study Report (October 2022)
- File Environmental Study Report for Schedule C Class EA Study (November 2022)

Invitation for Participation

Public input is an important component of the decision-making process.

You are invited to provide comments by completing the forms provided and submitting forms to the Study Team members below on or before June 23, 2022.

Jesse Keith, P.Eng.
Project Manager
Oxford County Public Works
519-539-9800 ext.3194
jkeith@oxfordcounty.ca

Henry Centen, P.Eng.
Project Manager
R.J. Burnside & Associates Limited
519-340-2003
henry.centen@rjburnside.com

THANK-YOU FOR ATTENDING



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix C

Comment Sheets and Emails

**Municipal Class Environmental Assessment Study
Oxford Road 19 Corridor Improvements**

I own a Business & Building

COMMENT SHEET

Public Consultation Centre

Time: June 9, 2022
5 pm to 7 pm

Location: Springford Hall,
429 Main St W Springford, ON

Name:

mailing
Address:

Postal Code:

Phone:

Email:

Name:	[Redacted]
Address:	[Redacted]
Postal Code:	[Redacted]
Phone:	[Redacted]
Email:	[Redacted]

is undertaking a Municipal Class Environmental Assessment (Class EA) Study to consider improvement options for the Oxford Road 19 corridor to suit anticipated transportation demands for the 25-year horizon and beyond. The Study area includes approximately 16 kilometres of Oxford Road 19, between Highway 19 (Plank Line) and the boundary of Norfolk County (Windham Road 19), which excludes the Settlements of Springford and Otterville. This PCC has been scheduled to allow all interested parties an opportunity to discuss issues related to the project, including the alternative solutions being considered. Public input is encouraged and will be given consideration during the planning and design of this project.

Comments/Questions/Suggestions (additional space on back of page):

I own a building and business in Otterville - I am concerned about access to my shop and alternative route signage for traffic.

Oxford County and R.J. Burnside & Associates Limited thank you for your involvement in Municipal Class Environmental Assessment Study for Oxford Road 19 Corridor Improvements. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With exception to personal information, all comments will become part of the public record. Project information and comment sheet will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005*.

**Municipal Class Environmental Assessment Study
Oxford Road 19 Corridor Improvements**

COMMENT SHEET

Public Consultation Centre

Time: June 9, 2022
5 pm to 7 pm

Location: Springford Hall,
429 Main St W Springford, ON

Name: [REDACTED]

Address: [REDACTED]

Postal Code: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

is undertaking a Municipal Class Environmental Assessment (Class EA) Study to consider improvement options for the Oxford Road 19 corridor to suit anticipated transportation demands for the 25-year horizon and beyond. The Study area includes approximately 16 kilometres of Oxford Road 19, between Highway 19 (Plank Line) and the boundary of Norfolk County (Windham Road 19), which excludes the Settlements of Springford and Otterville. This PCC has been scheduled to allow all interested parties an opportunity to discuss issues related to the project, including the alternative solutions being considered. Public input is encouraged and will be given consideration during the planning and design of this project.

Comments/Questions/Suggestions (additional space on back of page):

Large hill on entrance Rd west of Zenda Line. We have a blind spot coming out of our driveway. Mail delivery was stopped at our house several years ago due to safety concerns of mail carriers. (We walk east to neighbour for our mail). Please try and level the hill in front of St Charles' Church. Vehicles turn around in our driveway - very dangerous due to the hill.

Oxford County and R.J. Burnside & Associates Limited thank you for your involvement in Municipal Class Environmental Assessment Study for Oxford Road 19 Corridor Improvements. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With exception to personal information, all comments will become part of the public record. Project information and comment sheet will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005*.

**Municipal Class Environmental Assessment Study
Oxford Road 19 Corridor Improvements**

COMMENT SHEET

Public Consultation Centre

Time: June 9, 2022
5 pm to 7 pm

Location: Springford Hall,
429 Main St W Springford, ON

Name:

Address:

Postal Code:

Phone:

Email:

[Redacted Name]
[Redacted Address]
[Redacted Postal Code]
[Redacted Phone]

[Redacted Email]

is undertaking a Municipal Class Environmental Assessment (Class EA) Study to consider improvement options for the Oxford Road 19 corridor to suit anticipated transportation demands for the 25-year horizon and beyond. The Study area includes approximately 16 kilometres of Oxford Road 19, between Highway 19 (Plank Line) and the boundary of Norfolk County (Windham Road 19), which excludes the Settlements of Springford and Otterville. This PCC has been scheduled to allow all interested parties an opportunity to discuss issues related to the project, including the alternative solutions being considered. Public input is encouraged and will be given consideration during the planning and design of this project.

Comments/Questions/Suggestions (additional space on back of page):

Evaluation Table.

This is the one display that sums it up. I think the public needs to be presented with a detailed explanation of this board, allowing a presentation to the public and a chance to discuss + ask questions.

Being an insurance broker for 45 years, this suggestion also allows risk management from a liability perspective.

Oxford County and R.J. Burnside & Associates Limited thank you for your involvement in Municipal Class Environmental Assessment Study for Oxford Road 19 Corridor Improvements. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With exception to personal information, all comments will become part of the public record. Project information and comment sheet will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the Accessibility for Ontarians with Disabilities Act, 2005.

eg it may take years for any possible liability exposure to be recognized. Public input helps minimize the exposure.

**Municipal Class Environmental Assessment Study
Oxford Road 19 Corridor Improvements**

COMMENT SHEET

Public Consultation Centre

Time: June 9, 2022
5 pm to 7 pm

Location: Springford Hall,
429 Main St W Springford, ON

Name:

Address:

Postal Code:

Phone:

Email:

Name:	[REDACTED]
Address:	[REDACTED]
Postal Code:	[REDACTED]
Phone:	[REDACTED]
Email:	[REDACTED]

is undertaking a Municipal Class Environmental Assessment (Class EA) Study to consider improvement options for the Oxford Road 19 corridor to suit anticipated transportation demands for the 25-year horizon and beyond. The Study area includes approximately 16 kilometres of Oxford Road 19, between Highway 19 (Plank Line) and the boundary of Norfolk County (Windham Road 19), which excludes the Settlements of Springford and Otterville. This PCC has been scheduled to allow all interested parties an opportunity to discuss issues related to the project, including the alternative solutions being considered. Public input is encouraged and will be given consideration during the planning and design of this project.

Comments/Questions/Suggestions (additional space on back of page):

- ① The eastern boundary of Oxford Road 19 where it connects to Norfolk County is a very awkward portion of roadway. The areas between the two counties do not line-up in a straight-away but an awkward jog. It has been the site of a few collisions including at least one fatality. I find the western approach more challenging to navigate. Perhaps this can be addressed. Over →

Oxford County and R.J. Burnside & Associates Limited thank you for your involvement in Municipal Class Environmental Assessment Study for Oxford Road 19 Corridor Improvements. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With exception to personal information, all comments will become part of the public record. Project information and comment sheet will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005*.

**Municipal Class Environmental Assessment Study
Oxford Road 19 Corridor Improvements**

② A widening of the roadway and shoulder from
CSONT line to the eastern boundary will also
impact a municipal drain. Run-off in the
spring collects east of CsonT line into
the drainage ditch on the south side of the
road before crossing under the road at CsonT
line and emptying further up the concession road.

Please complete this Comment Sheet and submit at the PCC or email to either of the Study Team members below on or before June 23, 2022. Your input and comments are appreciated.

Jesse Keith, P.Eng.
Project Manager
Oxford County Public Works
519-539-9800 ext.3194
jkeith@oxfordcounty.ca

Henry Centen, P.Eng.
Project Manager
R.J. Burnside & Associates Limited
519-340-2003
henry.centen@rjburnside.com

Oxford County and R.J. Burnside & Associates Limited thank you for your involvement in Municipal Class Environmental Assessment Study for Oxford Road 19 Corridor Improvements. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With exception to personal information, all comments will become part of the public record. Project information and comment sheet will be made accessible upon request in accordance with the *Accessibility Standard for Information and Communication under the Accessibility for Ontarians with Disabilities Act, 2005*.

Sylvia Waters

From: Henry Centen
Sent: Wednesday, May 18, 2022 6:09 PM
To: [REDACTED]
Cc: Avid Banihashemi; Sylvia Waters
Subject: RE: Oxford Road 19 EA

Hello Linda,
Thank you for the name correction. We will update our records.
We look forward to speaking with you at the upcoming Public Consultation Centre.

Best Regards,
Henry Centen, P. Eng.
R.J. Burnside & Associates Limited
519-340-2003

From: [REDACTED]
Sent: Wednesday, May 18, 2022 5:10 PM
To: Henry Centen <Henry.Centen@rjburnside.com>
Subject:

Mr. Centen: I just received the latest public notice of the Oxford Road 19 corridor improvement. I appreciate knowing about the meeting on June 9, consultation and attend to be there.

I just want to ask you to relay to whomever sends out the notices to please, use my correct name. They must be using an old file. I have reassumed my maiden name. Everything else is correct.

Please replace Linda [REDACTED]

with Linda [REDACTED]

Thank you.

Linda

Sylvia Waters

From: Jesse Keith <jkeith@oxfordcounty.ca>
Sent: Monday, June 06, 2022 3:40 PM
To: Avid Banihashemi; Henry Centen
Cc: Sylvia Waters
Subject: OR19 Class EA - Call from Joyce Pedley, 225769 Otterville Road

Hi Henry/Avid – fyi, for consultation record:

Jesse received call from [REDACTED] homeowner of [REDACTED] at ~11:50am on May 31, 2022:

- Purpose of call from Joyce was to ask me if her property was within the Study Area
 - o I indicated yes
- She mentioned that she recently received the Notice of PCC and that she was planning on attending
- Appears that ~no setback from property line to existing house

JESSE KEITH, P. ENG. (HE / HIM) | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA | T 519.539.9800 / 1-800-755-0394, ext 3194



This e-mail communication is CONFIDENTIAL AND LEGALLY PRIVILEGED. If you are not the intended recipient, use or disclosure of the contents or attachment(s) is strictly prohibited. If you have received this communication in error, please notify the author by return e-mail and delete this message and any copy of it immediately. Thank you.

 Think about our environment. Print only if necessary.

Sylvia Waters

From: Henry Centen
Sent: Friday, June 10, 2022 12:55 PM
To: [REDACTED]
Cc: Jesse Keith; Avid Banihashemi; Mishaal Rizwan; Sylvia Waters
Subject: RE: Oxford County Road 19 EA

Hi again Linda [REDACTED]:

Thanks for your additional comments. Your concerns regarding truck traffic and speeding have been noted. The links to the exhibits were added in the later part of the morning and so they should now be available.

Cheers,
Henry Centen

From: [REDACTED]
Sent: Friday, June 10, 2022 12:38 PM
To: Henry Centen <Henry.Centen@rjburnside.com>
Subject: Re: Oxford County Road 19 EA

Thank you so much Mr. Centen.

I would like to make a couple things clear so I hopefully don't come off as a problem or trouble maker.

I do not oppose making the road wider, improving the shoulders and maybe even paving them and all other work that will make the road safer and better. Everything the proposals are showing are great and I think they will improve travel for everyone.

My concern is what will happen when it's completed in regards to high volume of heavy truck traffic through the villages and the increase in speeding once the road is levelled. I know it is not the intent of the project but each project does have consequences when completed and I would like to see those consequences minimized as much as possible so safety and betterment for some doesn't become worse for others.

Thank you again for listening to me and for sending the link to the boards. I did look this morning but that was not included at the bottom of the page.

If you were at the meeting last night I am sorry I didn't get to meet you. I always like to put a face to those with whom I communicate. Next time.

Linda

On 2022-06-10 11:45, Henry Centen wrote:

Hello Linda [REDACTED]

Thank you for attending the first public consultation centre for the Oxford County Road 19 EA project. We appreciate your interest in this work and assure you that all comments received from the public consultation will be taken into consideration in the development of a preferred solution and preferred design through this EA process.

The display boards are now posted on the County website for this project, which may be accessed by clicking the following link:

<https://www.oxfordcounty.ca/Services-for-You/Studies-and-Construction/Construction-Studies/Details/ArticleId/18464/Oxford-Road-19-Corridor-Improvements-Class-EA-Study>

The link to the boards and comment forms is at the bottom of the webpage.

We look forward to your continuing involvement in this process.

Best Regards,

Henry Centen, P. Eng.

R.J. Burnside & Associates Limited

519-340-2003

From: [REDACTED]

Sent: Thursday, June 09, 2022 8:32 PM

To: Henry Centen <Henry.Centen@rjburnside.com>

Subject:

Mr. Centen,

First I want to apologize for arriving at the meeting tonight, Thursday, June 9, 2022 near closing time. I had written down on my calendar (and my bathroom mirror so I wouldn't forget) the meeting to begin at 7 p.m. I was surprised there were so few people in attendance when I arrived. From a friend who actually arrived on time, I was told there was a very good turnout.

Please convey my apologies to Mr. Taylor and the two ladies, whose names I didn't get, who tried to answer all my question in a very few minutes. I was shocked when the display was being taken down and I hadn't got all the way around. It was a clear sign the meeting was over. It wasn't until I got home and talked to a friend who had attended that I was told the meeting started at 5 p.m. She was, by the way, very excited and pleased with the meeting and the improvements being considered.

I asked one of the consultants in attendance if it were possible to get copies of the display board material via email so I could read them over again in a more relaxed way to get a better understanding. She said it was available online but I can't seem to find it. I admit I am not great at the technological stuff so I ask with great shame if someone could email me all that information or give direction where I could find it. I might not be able to access it but I will try if emailing me copies is not something that can be done.

Again Mr. Centen, I am sorry for my negligence on timing and I promise to do better next time.

Thank you.

Linda [REDACTED]

Sylvia Waters

From: Henry Centen
Sent: Tuesday, June 14, 2022 8:14 AM
To: Avid Banihashemi
Cc: Sylvia Waters; Mishaal Rizwan
Subject: FW: enviromental assessment study oxford re 19 comment sheet june 9th

From: [REDACTED]
Sent: Tuesday, June 14, 2022 8:08 AM
To: jkeith@oxfordcounty.ca
Cc: Henry Centen <Henry.Centen@rjburnside.com>
Subject: enviromental assessment study oxford re 19 comment sheet june 9th

Hi,

Marie and I attended the meeting at Springford on June 9th. The presentation of the project was very good. We feel that the road should be totally reconstructed to handle heavy traffic ie large trucks and farm equipment. We have observed the deterioration of this road and many others in the area. The traffic on this road is increasing at all hours of the day. It does need wider shoulders to allow pedestrians, bikers as well. As Oxford Rd 19 transitions into Norfolk Rd 19 we believe that the intersection should be reconstructed so that the existing curve in the road be straightened allowing more visibility and a safer operation of vehicles.

Regards,

[REDACTED]

