

Agenda

Civic Works Committee

The 16th Meeting of the Civic Works Committee

November 14, 2023

12:00 PM

Council Chambers - Please check the City website for additional meeting detail information. Meetings can be viewed via live-streaming on YouTube and the City Website.

The City of London is situated on the traditional lands of the Anishinaabek (AUh-nish-in-ah-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ah-pay-wuk) and Attawandaron (Add-a-won-da-run).

We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home. The City of London is currently home to many First Nations, Métis and Inuit today.

As representatives of the people of the City of London, we are grateful to have the opportunity to work and live in this territory.

Members

Councillors C. Rahman (Chair), H. McAlister, P. Cuddy, S. Trosow, P. Van Meerbergen, Mayor J. Morgan

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	Pages
1. Disclosures of Pecuniary Interest	
2. Consent	
2.1 11th Report of the Environmental Stewardship and Action Community Advisory Committee	2
2.2 Endorsement of Updated Operational Plans for the City of London Drinking Water System	4
2.3 New Sidewalk Project List 2024	6
3. Scheduled Items	
3.1 Item not to be heard before 12:05 PM – PUBLIC PARTICIPATION MEETING – Northridge Neighbourhood Connectivity Plan	13
3.2 Item not to be heard before 12:25 PM – PUBLIC PARTICIPATION MEETING - Huron Heights Neighbourhood Connectivity Plan	26
4. Items for Direction	
5. Deferred Matters/Additional Business	
6. Adjournment	

Environmental Stewardship and Action Community Advisory Committee

Report

11th Meeting of the Environmental Stewardship and Action Community Advisory Committee
November 1, 2023

Attendance B. Samuels (Chair), B. Amendola, R. Duvernoy, I. ElGhamrawy, M Griffith, A. Hames, M.A. Hodge, A. Pert, N. Serour, L. Vuong and A. Whittingham and H. Lysynski (Committee Clerk)

ABSENT: A. Ford, C. Hunsberger and C. Mettler

ALSO PRESENT: M. Demand, S. Rowland, E. Skalski, J. Stanford and P. Yeoman

The meeting was called to order at 3:01 PM; it being noted that B. Amendola, R. Duvernoy, I. ElGhamrawy, M. Griffith, A. Pert, N. Serour, L. Vuong and A. Whittingham were in remote attendance.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

None.

3. Consent

3.1 10th Report of the Environmental Stewardship and Action Community Advisory Committee

That it BE NOTED that the 10th Report of the Environmental Stewardship and Action Community Advisory Committee, from its meeting held on October 4, 2023, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Yard and Lot Maintenance By-law Information Materials

That it BE NOTED that the Environmental Stewardship and Action Community Advisory Committee held a general discussion and received the Yard and Lot Maintenance By-law Information materials.

5.2 2023 ESACAC Committee Budget and Sustainability Summit

That it BE NOTED that the Environmental Stewardship and Action Community Advisory Committee held a general discussion with respect to the ESACAC's 2023 Budget and the Sustainability Summit.

5.3 Fishing Gear Receptacles in Parks - Verbal Update

That it BE NOTED that the Environmental Stewardship and Action Community Advisory Committee (ESACAC) held a general discussion and heard a verbal update from P. Yeoman, Director, Parks and Forestry, with respect to the fishing gear receptacles; it being further noted that P. Yeoman will provide a further update at the March 2024 ESACAC meeting.

6. Adjournment

The meeting adjourned at 3:58 PM.

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P.Eng., MBA, FEC
Deputy City Manager, Environment and Infrastructure

Subject: Endorsement of Updated Operational Plans for the City of London Drinking Water System

Date: November 14, 2023

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure,

- a) the following report **BE RECEIVED** for information, and
- b) the current Operational Plan for the City of London Drinking Water System **BE ENDORSED** by Council as per the requirements of O. Reg. 188/07.
- c) the current Operational Plan for the Elgin-Middlesex Pumping Station (London Portion) **BE ENDORSED** by Council as per the requirements of O. Reg. 188/07.

Executive Summary

The purpose of this report is to seek Council endorsement of two Operational Plans for separate components of the City of London Drinking Water System.

Ontario's Municipal Drinking-Water Licensing Program requires municipalities to develop and maintain Quality Management Systems (QMSs) that conform to the 21 elements of Ontario's Drinking-Water Quality Management Standard. The QMS must be documented in an Operational Plan, which details the organizational structure, policies, procedures, processes, and resources needed to implement and maintain the QMS.

Each Operational Plan must be endorsed by the owner of the water system (The Corporation of the City of London) as per O. Reg. 188/07. The Operational Plans for the City of London Drinking Water System are presented to each successive City Council for re-endorsement, with the most recent endorsements having occurred in 2019.

Copies of the current Operational Plans will be hand delivered to Councillors.

Linkage to the Corporate Strategic Plan

Municipal Council's Strategic Plan identifies "Well-Run City" as a strategic area of focus. This report supports the 2023 – 2027 Strategic Plan by demonstrating leadership and accountability in the management and provision of quality programs and services.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Civic Works Committee – February 20, 2019 – Endorsement of Updated Operational Plan for the Elgin-Middlesex Pumping Station (London Portion)
- Civic Works Committee – November 19, 2019 – Endorsement of Updated Operational Plan for London's Drinking Water System

1.2 Overview

Two separate Operational Plans are required for the City of London Drinking Water

System because there are two separate Operating Authorities with operational responsibility for different components of London's system.

The City of London Water Operations and Water Engineering Divisions form the provincially-approved Operating Authority for the entirety of the City of London Drinking Water System, with the exception of one component; the Elgin-Middlesex Pumping Station (EMPS), which supplies London with water from the Elgin Area Primary Water Supply System. Ownership of EMPS is shared between the municipalities of London, St. Thomas, and Aylmer, and the operation of EMPS is contracted to the Ontario Clean Water Agency (OCWA).

City of London staff are responsible for the development and maintenance of the QMS and associated Operational Plan for all of London's Drinking Water System except for the Elgin-Middlesex Pumping Station (London Portion). OCWA is required to develop and maintain the QMS and Operational plan for the EMPS (London Portion).

Both of these Operational Plans are now being submitted for Council endorsement.

2.0 Discussion and Considerations

One of the hallmarks of any Quality Management System is the principle of continual improvement. Opportunities for improvement are continually identified through day-to-day experiences, staff recommendations, system changes, and QMS audits. An effective QMS will evaluate these opportunities for improvement and implement appropriate modifications. As a result, the Operational Plan that documents a QMS is constantly evolving, and the current versions of the Operational Plans for the City of London Drinking Water System are now being submitted for endorsement by Council.

Section 19 of the Safe Drinking-Water Act, 2012 imposes a statutory standard of care on "the owner of a municipal Drinking-Water system, and every person who, on behalf of the municipality, oversees the accredited operating authority of the system or exercises decision-making authority over the system". Review and endorsement of the water system Operational Plans is one of several actions that can be taken by Municipal Councillors to satisfy the standard of care requirement.

Conclusion

Operational Plans that document the Quality Management Systems for the City of London Drinking Water System must be endorsed by London's City Council. Operational Plans evolve over time as part of the continual improvement cycle. These Operational Plans were last endorsed by Council in 2019, and the current versions of the Operational Plans for the City of London Drinking Water System and for the Elgin-Middlesex Pumping Station (London Portion) are now being submitted for review and endorsement by Council.

Prepared by: John Simon, P.Eng.
Division Manager, Water Operations

Submitted by: Ashley M. Rammeloo, MMSc., P.Eng.
Director, Water, Wastewater, and Stormwater

Recommended by: Kelly Scherr, P. Eng., MBA, FEC
Deputy City Manager, Environment and Infrastructure

CC: Aaron Rozentals - Division Manager, Water Engineering
Dan Huggins, Water Quality Manager

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee
From: Kelly Scherr, P.Eng., MBA, FEC
Deputy City Manager, Environment & Infrastructure
Subject: New Sidewalk Project List 2024
Date: November 14, 2023

Recommendation

That, on the recommendation of the Managing Director, Environment and Infrastructure the following report **BE RECEIVED** for information.

Executive Summary

New sidewalks are to be installed as part of road reconstruction projects in accordance with London Plan policy that sidewalks be included on both sides of most streets. In advance of the 2024 Renew London Construction Program, this report provides a preview of the City of London streets planned for construction in 2024 for which the project will incorporate a new sidewalk as a result of the policy.

Linkage to the Corporate Strategic Plan

This recommendation supports the following 2023-2027 Strategic Plan areas of focus:

- Mobility and Transportation:
 - London's active transportation network is better connected and serves persons of all ages and abilities.
 - Build, maintain, enhance, and connect more infrastructure for walking and cycling.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Planning and Environment Committee – June 13, 2016 – The London Plan
- Civic Works Committee – August 13, 2018 – Complete Streets Design Manual
- Civic Works Committee – February 9, 2021 – New Sidewalks in 2021 Infrastructure Reconstruction Projects
- Civic Works Committee – March 15, 2021 – New Sidewalks in 2021 Infrastructure Reconstruction Projects – Special meeting to hear public delegations
- Civic Works Committee – November 23, 2021 – New Sidewalks in Established Neighbourhoods
- Civic Works Committee – November 23, 2021 – New Sidewalks Project List 2022
- Civic Works Committee – January 31, 2023 – New Sidewalks Project List 2023

1.2 Context

Mobility Policy 349 of the London Plan City Building Policies recognizes that active mobility plays a positive role in improving quality of life. The policy specifically speaks to supporting walkability through the inclusion of sidewalks in street design as part of a balanced mobility system. The City builds new sidewalks based on Mobility Policy 349 under four distinct annual capital programs.

- Local Road Reconstruction Program (LRRP)
- Infrastructure Lifecycle Renewal Program (ILRP)
- New Sidewalk Program (NSP)
- Transportation and Cycling Projects

The purpose of this report is to provide a summary of City streets planned for construction as part the 2024 Renew London Construction Program that trigger the installation of a new sidewalk under Mobility Policy 349.

2.0 Discussion and Considerations

In accordance with the London Plan policy, sidewalks are to be included on both sides of most streets as part of road and underground infrastructure reconstruction projects. In the case of established neighbourhoods, installing a retrofit sidewalk on one side accomplishes the goal of improving pedestrian connection and equitable mobility while mitigating impacts to the overall streetscape.

This retrofit approach does not apply to new developments where current standards for draft plans of subdivision provide strong neighbourhood connection and natural walkability. Streets within new subdivisions that do not meet the exemptions noted in Policy 349 will have sidewalks constructed on both sides.

Figure 1 below shows before and after photos of a new sidewalk constructed on Regent Street in 2023 under the New Sidewalk Program. This design was able to fit the sidewalk behind trees to create wide, aesthetic boulevards. Tree impacts were minimized to three with two of those removals related to tree health.

Figure 1: Regent Street before and after a new sidewalk installation



2.1 Local Road Reconstruction Projects in 2024

Local Road Reconstruction Projects (LRRP) involve reconstructing neighbourhood streets with poor pavement conditions. The 2024 LRRP program will reconstruct twenty streets, most of which have existing sidewalks or meet the exemptions noted in the London Plan. Sidewalks will be reconstructed on streets where they currently exist. Three additional streets planned for reconstruction have been recommended for exemption from Mobility Policy 349 as they are relatively short in length with no connections to other pedestrian routes.

Additional context is provided below for the four 2024 LRRP projects where a new sidewalk is planned.

Sovereign Road, Sovereign Court and Tartan Drive:

These infrastructure renewal projects fall within industrial subdivisions. Installation of sidewalks is recommended for these streets, where feasible, to support mobility options in employment areas. The design team will review opportunities for sidewalks as well as opportunities for cycling infrastructure.

Traverse Street (Partial):

This project will reconstruct the full length of Traverse Street from Gammage Street to Linwood Street. Traverse Street is a unique street that has an existing rural cross-section and a sidewalk on one side for two of its four blocks. This project will reconstruct Traverse Street to an urban cross-section and seek opportunities to extend the sidewalk on one side of the road from Gammage Street to Sterling Street.

2.2 Infrastructure Lifecycle Renewal Projects in 2024

The 2024 ILRP list includes nine streets, two of which do not have existing sidewalk infrastructure for a portion of the project and will trigger Policy 349. The timing of ILRP projects is typically driven by lifecycle renewal needs related to aging underground infrastructure and is strategically linked to other planned projects, making scheduling less flexible.

Additional context is provided below for the 2024 ILRP projects where a new sidewalk is planned.

Scott Street and Paul Street (Partial):

In both cases, these streets have existing sidewalks on both sides of the street with the exception of short gaps. Scott Street has no sidewalks from Saskatoon Street to Vancouver Street and Paul Street is missing sidewalks on the north side for a portion of the block between Rathowen Street and Lorraine Avenue. These projects will review opportunities to complete these gaps in connection as part of the infrastructure renewal projects.

2.3 Transportation and Cycling Projects in 2024

The 2024 transportation projects include eight streets, five of which do not have existing sidewalk infrastructure for some or all of the project and will trigger Policy 349.

Sunningdale Road and Richmond Street Intersection:

The first phase of implementing the Sunningdale Road Complete Street and Road Widening project will construct new sidewalks or multi-use paths on all legs of the intersection with Richmond Street.

Oxford Street and Gideon Drive Roundabout:

This upgraded intersection will provide designated pedestrian and cycling crossing facilities for the Thames Valley Trail heading west of the intersection and for the Thames Valley Parkway multi-use path to proposed new developments at the southeast quadrant of the intersection.

Colonel Talbot Road Improvements:

This two-lane upgrade project between Southdale Road and James Street in Lambeth will provide a continuous walking connection from north to south. The project will reconstruct Colonel Talbot Road to an urban cross-section, by filling in the existing ditches and adding curbs, sidewalks, streetlights and a multi-use path. The construction will take place over two years from 2024-2025.

Bradley Avenue Extension:

This road will serve a mix of industrial, commercial and future residential uses and will be constructed with sidewalk and cycling infrastructure on both sides in keeping with London Plan policy.

Wellington Gateway Rapid Transit Phases 3 and 4:

The Wellington Gateway project will improve active connections along Wellington Road with the addition of a multi-use path on the east side from Bradley Avenue to the northern limit of the phase at Wilkins Street and a new sidewalk on the west side south of Bradley Avenue.

And while not a traditional sidewalk, 2024 will see the addition of a new multi-use path along Windermere Road from Stoney Creek Pathway to Adelaide Street North to offer a route for people walking along Windermere Road.

2.4 New Sidewalk Program in 2024

The New Sidewalk Program receives resident requests for new sidewalks and prioritizes based on exposure to traffic, distance to schools and transit, and access to trip generators such as community amenities, shopping centres, and higher density housing. The current list includes 162 requested streets.

The New Sidewalk Program list for 2024 currently includes eight streets where a sidewalk has been requested. Staff are actively designing these projects and working toward implementing them in the coming year.

The previously completed Neighbourhood Connectivity Plans (NCP) in 2023 are already informing the New Sidewalk Program. Two of the streets planned for new sidewalks in 2024 were identified in the NCP process: Scotchpine Crescent in the Whitehills neighbourhood and Midale Crescent in the Grenfell neighbourhood. Going forward, the New Sidewalk Program will continue to create noticeable improvements within established neighbourhoods by working in tandem with other planned infrastructure projects once a NCP has been developed and approved.

2.5 Public Engagement for 2024 Capital Projects

Residents are informed of upcoming Renew London projects through three standard letter notifications:

1. Notice of Land Surveying Activities (spring of the year before construction start)
2. Project/Pre-construction Notice (sent approximately 3 - 6 months ahead of construction)
3. Construction Notice (sent approximately 2 weeks ahead of construction)

This year, the City has added a new Fall Project Information Notification for many local road projects to help educate directly impacted residents on what to expect leading up to the project and offers an opportunity for them to provide their thoughts and feedback to the project teams. This approach is being focused on local road projects where the nature of the street is planned to change; where existing roads and sidewalks are being replaced with new assets, the standard engagement approach will be followed.

Where a new sidewalk is proposed, this additional engagement point will be used to provide those who live on the street an opportunity to provide feedback on the proposed sidewalk in order to help refine the designs to add the sidewalk in a way that makes the most sense for the street.

This street-level engagement will consider factors such as trees and vegetation, existing driveways, on-street parking, emergency vehicle access, winter road maintenance and streetlighting to educate and engage residents on the various design options available. Staff will strive to develop a design that mitigates some of the impacts of adding a new sidewalk noting that regardless, adding a new sidewalk in a neighbourhood will always have some impacts.

Appendix A summarizes a list of road reconstruction projects planned for 2024, highlighting specific projects that trigger Mobility Policy 349 and recommendations for how they should proceed.

Conclusion

New sidewalks are to be installed as part of road reconstruction projects in accordance with London Plan policy that sidewalks be included on both sides of most streets. There are four different Renew London programs under which new sidewalks can be installed in established neighbourhoods. This report provides a summary of road reconstruction projects planned for 2024, highlighting those projects that will result in building a new sidewalk on an established street.

Prepared by: Ugo DeCandido, P.Eng., Division Manager, Construction Administration

Submitted by: Jennie Dann, P.Eng., Director, Construction and Infrastructure Services

Recommended by: Kelly Scherr, P. Eng., MBA, FEC , Deputy City Manager, Environment & Infrastructure

Attachments: Appendix A: Road Reconstruction Projects Planned for 2024

cc. Paul Choma Construction Administration Engineer
Daniel Hall Program Manager, Active Transportation
Shane Maguire Division Manager, Traffic Engineering
Karl Grabowski Manager, Transportation Design
Sarah Grady Traffic and Transportation Engineer
Kyle Chambers Division Manager, Sewer Engineering
Melanie Stone Accessibility and Inclusion Advisor

Appendix A
Road Reconstruction Projects Planned for 2024

Street	Ward	Project Description	From	To	Length (m)	Design
2024 Local Road Reconstruction Projects (LRRP)						
Sovereign Road	2	LRRP	Gore Road	Trafalgar Street	1,415	Construct new sidewalk on one side
Sovereign Court	2	LRRP	Sovereign Road	End of street	145	Construct new sidewalk on both sides
Tartan Drive	2	LRRP	Maynard Patterson Boulevard	Neptune Crescent	605	Construct new sidewalk on one side
Traverse Street	4	LRRP	Gammage Street	Linwood Street	420	Construct new sidewalk on both sides
2024 Infrastructure Lifecycle Renewal Projects (ILRP)						
Scott Street	2	Scott Street Sewer Replacement	Spruce Street	Vancouver Street	385	Construct new sidewalk on one side
Paul Street	13	Cavendish Sewer Program	Lorraine Avenue	Wharnccliffe Road North	390	Construct new sidewalk on one side
2024 New Sidewalk Program Projects (NSP)						
Burnside Drive	2		Bow Street	Ascot Street	615	Construct new sidewalk on one side
Ascot Street	2	NSP	Trafalgar Street	Burnside Drive	60	Construct new sidewalk on one side
Bow Street	2	NSP	Burnside Street	mid-block to Noel Avenue	50	Construct new sidewalk on one side
Scotchpine Crescent	7	NSP	Chappie Hill walkway	Homestead Crescent	260	Construct new sidewalk on one side
Midale Road	5	NSP	Grenfell Drive	Midale Crescent	155	Construct new sidewalk on one side
Luxton Drive	8	NSP	West limit @ Oakridge SS	Deer Park Circle	200	Construct new sidewalk on one side
King Edward Avenue	1	NSP	Thompson Road	Dieppe Street	210	Construct new sidewalk on one side
Newbold Street	14	NSP	Hargrieve Road	Adelaide Street South	670	Construct new sidewalk on one side

2024 Transportation and Cycling Projects						
Bradley Avenue	12	Bradley Avenue Extension	Wharnccliffe Road South	White Oak Road	1,480	Construct new sidewalk on <u>both</u> sides
Sunningdale Road	5	Sunningdale Road & Richmond Street Intersection	Richmond Street	Sunningdale Road/ Richmond Street	885 / 820	Construct sidewalks on each side of Sunningdale and Richmond
Oxford Street	9	Oxford Street & Gideon Drive Roundabout	Gideon Drive	Oxford Street / Gideon Drive	615 / 170	Includes new pedestrian and cycling facilities
Colonel Talbot Road	9	Colonel Talbot Road 2-lane Upgrade	Southdale Road	James Street	3,400	New sidewalk on west side (south of Clayton Walk), multi-use path on east side
Wellington Road	12/ 14	Wellington Rapid Transit	Whiteoaks Mall	Wilkins Street	2,320	New S/W East side South of Bradley and new multi-use path west side Bradley to Wilkins
Summary of Additional 2024 Infrastructure Projects not introducing new sidewalks						
Local Road Reconstruction Projects		16 additional streets over three LRRP Contracts		Reconstruct Existing Sidewalks or exempt from Mobility Policy		
Infrastructure Renewal Projects		7 sewer and water driven projects		Reconstruct Existing Sidewalks		
Transportation Projects		3 arterial road and cycling projects		Reconstruct Existing Sidewalks		

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P.Eng., MBA, FEC
Deputy City Manager, Environment & Infrastructure

Subject: Northridge Neighbourhood Connectivity Plan
Public Participation Meeting

Date: November 14, 2023

Recommendation

That on the recommendation of the Deputy City Manager, Environment and Infrastructure the Northridge Neighbourhood Connectivity Plan, attached as Appendix A, **BE APPROVED** to inform the annual Renew London Construction Program.

Executive Summary

Neighbourhood Connectivity Plans (NCP) establish a guide for the installation of new sidewalks in legacy areas of the City with limited sidewalk connectivity. Staff have developed a community engagement strategy to guide communities in thinking holistically about pedestrian connectivity in their neighbourhood.

This report provides a summary of NCP engagement completed for the Northridge community and recommends an NCP to provide a blueprint for where to add sidewalk infrastructure when the time comes to reconstruct a given neighbourhood street.

Linkage to the Corporate Strategic Plan

This recommendation supports the following 2023-2027 Strategic Plan areas of focus:

- Mobility and Transportation:
 - London's active transportation network is better connected and serves persons of all ages and abilities
 - Build, maintain, enhance, and connect more infrastructure for walking and cycling

Analysis

1.0 Background Information

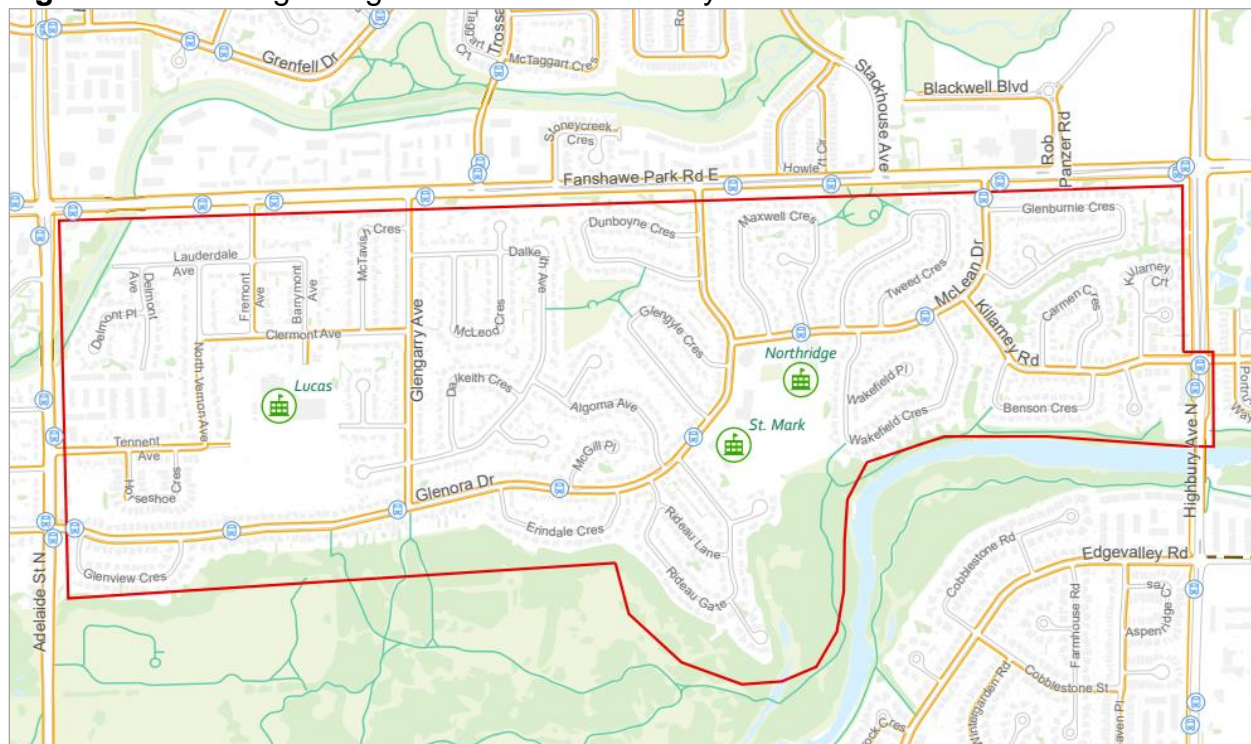
1.1 Previous Reports Related to this Matter

- Planning and Environment Committee – June 13, 2016 – The London Plan
- Civic Works Committee – August 13, 2018 – Complete Streets Design Manual
- Civic Works Committee – September 25, 2018 – Byron South Neighbourhood Sidewalk Connectivity Plan
- Civic Works Committee – February 9, 2021 – New Sidewalks in 2021 Infrastructure Reconstruction Projects
- Civic Works Committee – March 15, 2021 – New Sidewalks in 2021 Infrastructure Reconstruction Projects – Special meeting to hear public delegations
- Civic Works Committee – November 23, 2021 – New Sidewalks in Established Neighbourhoods
- Civic Works Committee – January 10, 2023 – Neighbourhood Connectivity Plan – Engagement Strategy

1.2 Background

The Neighbourhood Connectivity Plan Engagement Strategy identified more than 20 neighbourhood “pockets” that would benefit from an NCP. The intent is to stagger these connectivity plans over several years to align with works planned for the following road reconstruction season or seasons. Northridge was selected for 2023 NCP Engagement as the 2024 Local Road Reconstruction Program includes McTavish Crescent.

Figure 1 - Northridge Neighbourhood Connectivity Plan Review Area



1.3 The Northridge Neighbourhood

The Northridge neighbourhood was constructed from approximately 1960 to 1969 and the street configurations are reflective of the design principles common in that era. The uptake in personal vehicle ownership at the time had a huge influence on the way neighbourhoods were designed. In areas like Northridge, you'll notice far fewer sidewalks, more meandering streets with wide collector roads and lots of crescents and courts.

The only streets with existing sidewalks are the collector roads of Glenora Drive, Glengarry Avenue, McLeann Drive and Killarney Road and those streets that have already been rebuilt through an infrastructure renewal project.

Residents: More than 3,800 residents live within the boundary area identified for the Northridge NCP with people living almost entirely in single family homes and a couple small medium density developments.

Schools: Elementary schools in the area include Northridge Public School and St. Mark's Catholic School. A.B. Lucas Secondary School is situated in the westerly part of this neighbourhood.

Businesses: There is a dense commercial area at the Adelaide Street North and Fanshawe Park Road East intersection. Within the community, Northridge Plaza supports local businesses.

Parks: Stoneybrook Park, Stoneybrook Recreation Field, Northridge Cricket Ground, Northridge Community Pool, Kilally Meadows and Fanshawe Optimists Little League Park are in the Northridge neighbourhood.

Streetlighting: Approximately half of this neighbourhood has streetlighting. Many of the collector streets with through connections include lighting while most crescents do not. As well, Glenora Drive has no streetlights from Glengarry Avenue to Fanshawe Park Road East.

Traffic: Killarney Road is the busiest street in the neighbourhood with an average of 4,500 vehicles per day (vpd). Glenora Drive is a main collector road for the neighbourhood with 3,500 vpd and the connecting streets of McLean Drive and Glengarry Avenue each carry an average 3,000 vpd and 1,500 vpd respectively. The remaining streets experience less than 1,000 vpd. The posted speed limit for all streets in the neighbourhood is 40km/hr.

Transit: Route 34 provides service through Northridge along Glenora Drive, with 45-minute frequency.

Trees: Northridge is a mature neighbourhood with single-family homes accented by a specimen tree planted more-or-less centrally in a deep front lawn. The street trees in this neighbourhood are predominantly Norway Maple and conifers, all of which are relatively shallow-rooted with visible surface roots that are particularly vulnerable to any damage. Most of these mature trees would be reaching their end-of-life phase requiring significant intervention (pruning) to address issues like overhang and crown defects. Some decline will be inevitable even without the addition of sidewalks.

To avoid impacting the health of these mature trees, sidewalks would need to be outside their Critical Root Zone.

The species diversity in this neighbourhood is generally poor and the goal for replanting will be to include a range of species that perform well in urban conditions to provide shade, air quality and habitat benefits and enhance the pedestrian environment.

2.0 Discussion and Considerations

2.1 Northridge NCP Engagement

NCP engagement for Northridge offered a variety of options for residents to provide feedback between June 14 and July 15, 2023.

Project Website: Residents were able to visit a project website for the neighbourhood (getinvolved.london.ca/northridge) to submit comments, answer survey questions or use a community map tool to provide input. The website also contained detailed information about the rationale, process, and timelines for developing a Neighbourhood Connectivity Plan.

Virtual Webinar: The City hosted a virtual community meeting on June 15, 2023 via Zoom webinar, to outline the process for developing a Neighbourhood Connectivity Plan and how to contribute feedback followed by a questions and answer session. The recorded presentation was then posted to the NCP website.

Drop-In Community Consultation: City staff hosted two public drop-in sessions on June 14, 2023 at A.B. Lucas Secondary School and on July 12, 2023 at Ridgeview Community Church for residents who wanted to drop in and provide feedback in person.

The City's goal is to have notices for public engagement opportunities arrive in mailboxes two weeks prior to events; however, there was an issue with the printers and Canada Post that held up the mailout for the June event. It was necessary to proceed with the scheduled events for those residents that had received the notice. Recognizing there was not sufficient notice for the community, a second in-person event was added in July.

Hard copies of the online survey as well as comment sheets were provided at both events for those who preferred to submit handwritten responses. The project team designed specific questions to solicit feedback to help define each neighbourhood’s priorities around accessibility, connectivity, and pedestrian infrastructure.

Whether people were using the map or survey tools on the website or answering a paper survey in person at a pop-up consultation, the questions were the same. Residents were also welcomed to provide their own personal commentary about sidewalks and whether they should be considered within the neighbourhood.

Table 1 provides a summary of the various forms of feedback received through the community engagement for Northridge.

Table 1: Summary of Northridge Community Feedback

Total Get Involved website visits	1,300
Submitted a comment on the website	34
Filled out a survey on the website	72
Pins submitted on the map on the website	110
Approximate total number of people who attended the two in-person consultation events	175-200
Number of paper surveys received at pop-up consultation	16
Number of unique viewers who attended webinar	43
Total number of resident signatures on petitions received for 12 streets	552

Many residents provided helpful, neighbourhood-level feedback based on the specific questions asked. As well, others provided more personal commentary about why a sidewalk should not be considered for their own specific street. This type of feedback came to us via phone calls to the project team lead, as a “general comment” on the website, and in person to staff at the pop-up consultations.

Despite issues with getting information to residents for the first event, there was strong turnout at both June and July in-person opportunities, with approximately 100 attendees at each event. The events were originally designed as a drop-in format; however, in response to the large turnout, both sessions were adapted to a presentation and Q&A format.

While most feedback at the in-person event was in opposition of new sidewalks, many residents who participated online highlighted areas in need of new sidewalks. Petitions expressing opposition to sidewalks were submitted for the following streets:

- Algoma Avenue
- Maxwell Crescent and Maxwell Court
- Glengyle Crescent
- Erindale Crescent
- Wakefield Crescent and Wakefield Place
- Benson Crescent
- Dalkeith Avenue
- Dunboyne Crescent
- McTavish Crescent
- Carmen Crescent

What We Heard

The schools, parks, trails, and area businesses are top priorities for improved walkability.

Community feedback highlighted concerns around pedestrian and vehicle traffic near the high school, foot traffic towards the commercial area near Fanshawe Park Road East and Adelaide Street North, parents wanting improved connection to neighbourhood parks, and parking congestion around the elementary schools during pick-up and drop-off times.

The majority of feedback noted a lack of support for new sidewalks in the neighbourhood. In general, the top rationales provided for why sidewalks should not be considered in the area or on a given street consisted of the following:

- Residents were most concerned about potential loss of trees
- Residents felt that there was not enough foot or car traffic on the street to warrant the addition of sidewalks and expressed that walking on the road was acceptable and safe for themselves and their neighbours
- Impacts to landscaping and driveways were key concerns
- Residents indicated a preference for better neighbourhood street lighting over new sidewalks
- Some residents expressed concern about sidewalks not being adequately maintained during the winter, believing it is more hazardous to walk on a sidewalk than to walk on the road.

Staff did hear from some residents, most of whom submitted comments online, expressing support for more sidewalks being added:

- Residents raised concerns about foot traffic near A.B. Lucas Secondary School on Tennent Avenue and Barrymont Avenue
- Families noted feeling unsafe accessing neighbourhood parks such as Dalkeith Park and Fanshawe Optimist Park
- Residents also identified “Kiss-N-Drop” congestion issues near the elementary schools.

Traffic Calming: While there is much opposition to sidewalks, several streets were flagged by residents as problem areas where driving behaviours are a concern, either as a result of speeding or low visibility of pedestrians due to parked vehicles on crescents and curved roads.

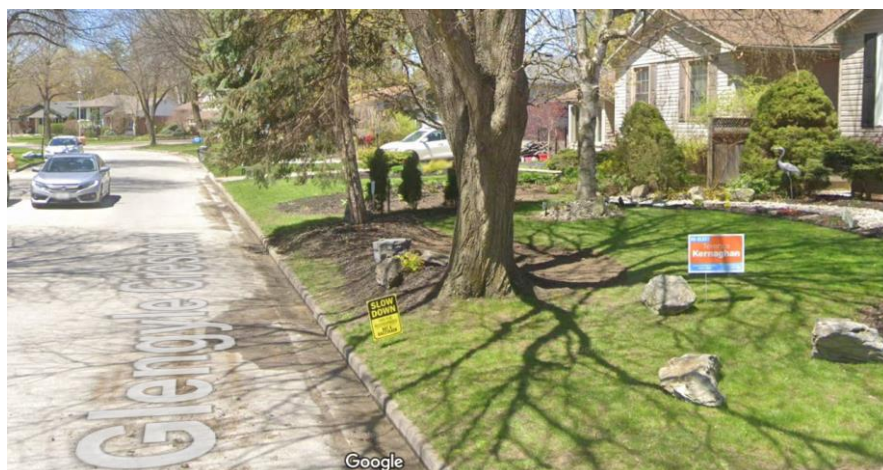
Northridge has existing traffic calming measures installed on the following streets:

- Tennent Avenue between Adelaide Street North and North Vernon Avenue;
- McLean Drive between Glenora Drive and Wakefield Crescent; and
- Glenora Drive between Glenview Crescent and Glengarry Avenue.

As roads are reconstructed under the Local Roads Replacement Program or Infrastructure Renewal Program, their designs will conform to the Complete Streets Manual (2018) and incorporate Traffic Calming through environmental design. This can include reduced road widths, curb extensions and raised crosswalks and intersections.

The Traffic Calming Program is currently focused on proactively treating school zones to encourage active and safe travel to school and address recurring concerns. For locations outside of school zones, residents may submit a request to be considered for traffic calming measures following the Council-approved Traffic Calming Policy.

Figure 2: A lawn sign on Glengyle Crescent that reads: “Slow down: This is a neighbourhood not a racetrack”



2.2 Recommended Northridge NCP

A cross-functional working group was assembled to review input gathered through the NCP engagement process drawing upon expertise from Construction Administration, Transportation Planning & Design, the City’s Active Transportation Manager, and Communications. The working group considered the distinct characteristics of each neighbourhood to identify gaps in connectivity that warrant new sidewalks. The group also reviewed other infrastructure options to aid in safe, active mobility and respond to things heard from the community – such as requests for pedestrian crossings, pathway extensions or four-way stops.

NCP recommendations consider the ARAO framework to provide a plan for sidewalk connections tailored to the community’s mobility trends and patterns with regard for accessibility, equity and safety. The City is committed to the principles of independence, dignity, integration, and equality of opportunity, as described in the Accessibility for Ontarians with Disabilities Act (AODA). The term “disability” covers a range of visible and invisible conditions for instance, disabilities include visual impairment, deafness, brain injury, intellectual disabilities, or reliance on a mobility device, to name a few.

The recommended infrastructure to improve connectivity for the Northridge neighbourhood is summarized below, listed in **Table 2** and illustrated in **Figure 3** (Appendix A).

Figure 3: Northridge Recommended Neighbourhood Connectivity Plan Map

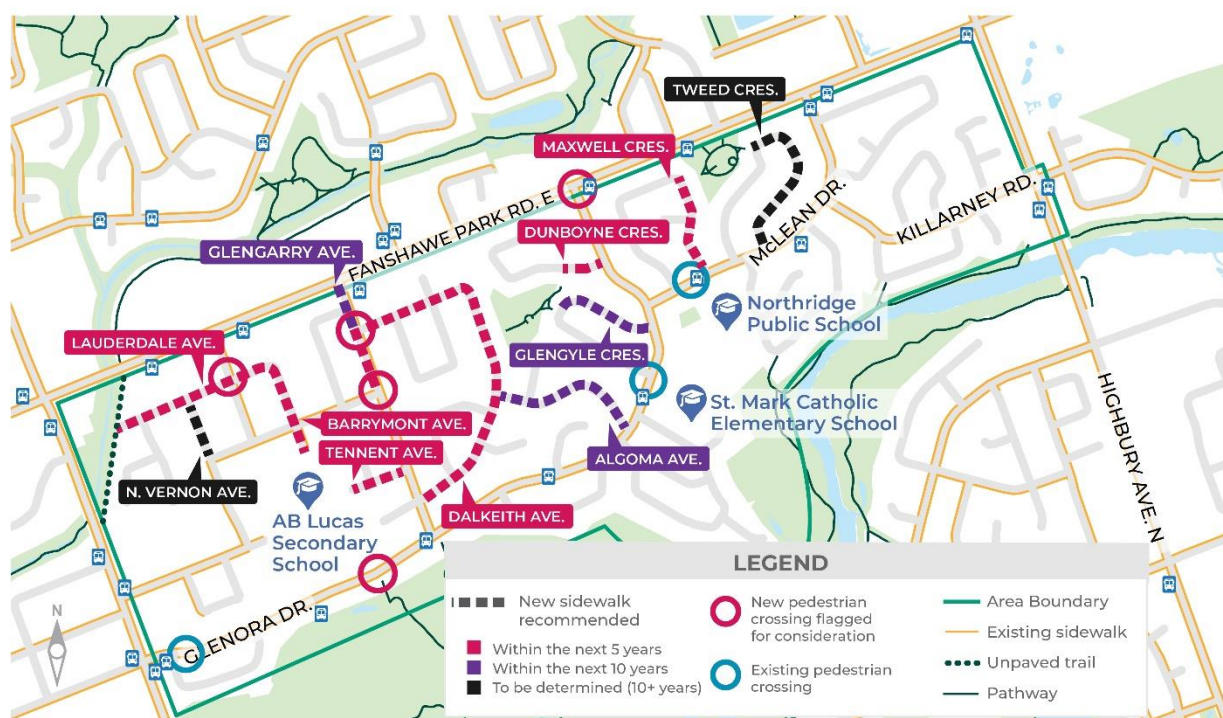


Table 2: Northridge Neighbourhood Connectivity Plan Recommendations

Street	Timing	Location	Program*
Sidewalk recommended on one side of the street:			
Lauderdale Avenue	1-5 years	West limit to Barrymont Avenue	LRRP
North Vernon Avenue	10+ years	Lauderdale Avenue to Clermont Avenue	LRRP
Tennent Avenue	1-5 years	Glengarry Avenue to A.B. Lucas Secondary School	NSP
Barrymont Avenue	1-5 years	Lauderdale Avenue to Clermont Avenue	LRRP
Dalkeith Avenue	1-5 years	Glengarry Avenue to Glengarry Avenue	LRRP
Algoma Avenue	6-10 years	Dalkeith Avenue to Glenora Drive	LRRP
Glengyle Crescent	6-10 years	Glenora Drive to Dalkeith Park access	LRRP
Dunboyne Crescent	1-5 years	Glenora Drive to Dalkeith Park access	LRRP
Maxwell Crescent	1-5 years	McLean Drive to Fanshawe Optimist Park Access	LRRP
Tweed Crescent	10+ years	McLean Drive to Fanshawe Optimist Park Access	LRRP
Sidewalk recommended on the second side of the street:			
Glengarry Avenue	6-10 years	Clermont Avenue to Fanshawe Park Road East	NSP
Barrymont Avenue	1-5 years	Clermont Avenue to A.B. Lucas Secondary School	LRRP
New pedestrian crossing for consideration:			
Glenora Drive	Monitor	New crossing at the pathway connections west of Glengarry Avenue	RSS
McLean Drive	Monitor	New crossing at Killarney Road	RSS
Fremont Avenue	Monitor	New crossing at Lauderdale Avenue	RSS
Glengarry Avenue	Monitor	New crossing at north leg of Dalkeith Avenue	RSS
New pedestrian signal for consideration:			
Fanshawe Park Road East	Monitor	New signal at Glenora Drive	RSS

* Sidewalks and pedestrian supportive infrastructure are constructed under various programs:

- IRLP – Infrastructure Lifecycle Renewal Program
- LRRP – Local Road Reconstruction Program
- NSP – New Sidewalk Program
- RSS – Road Safety Strategy
- TBD – Program/Timeline is To Be Determined

Recommended Sidewalk Exemptions:

Recognizing feedback around reducing impacts to trees, driveways and landscaping, exemptions to Mobility Policy 349 are recommended for shorter, low traffic crescents and courts with no other pedestrian connection.

The NCP does not recommend sidewalks for crescents with connections to Thames Valley trail system as there are several alternate access points and the trail system itself is not fully accessible.

A total of 12 crescents and 12 courts have been recommended for exemption from Mobility Policy 349 and would be reconstructed with no sidewalk when the time comes for infrastructure renewal. Sidewalks will be reconstructed on streets where they currently exist.

Recommended Sidewalks:

Most of the Northridge area is not structured in a way that supports a pedestrian grid pattern, so the working group focused on pedestrian destinations, desire lines, and community feedback. Alignment with London Plan policies and principles was also considered, as was applied to previous NCP communities in order to maintain a consistent approach in identifying locations where sidewalks can provide the most benefit.

Identifying strategic sidewalk connections in the NCP protects for future opportunities to complete gaps in sidewalk connection. Still, streets where a sidewalk is recommended will not see the installation happen until it is time to reconstruct the street and, in some cases, that can be many years in the future. For priority sidewalk connections, sidewalks could be advanced sooner under the New Sidewalk Program. Table 2 includes anticipated timing and program for each of the streets where a future sidewalk is recommended. These are the earliest possible timing of works as road reconstruction projects are subject to budget and program capacity

Dalkeith Avenue and Algoma Avenue:

Dalkeith Avenue and Algoma Avenue are important connector routes in the community. Dalkeith Avenue is 900m long with more than 135 properties when counting homes on the two crescents and court. These pedestrians and drivers all use Algoma Avenue if they want to reach the elementary schools, community pool, commercial plaza or church. Residents indicated that it can be challenging to navigate Algoma Avenue on foot due to poor driver behaviours, bends and cars parked on the road. Parents noted feeling unsafe walking along this street with their children.

Figures 4:

Left – Dalkeith Avenue looking east towards Maxwell Crescent
Right – Algoma Avenue looking southeast towards Glenora Drive



Glengyle Crescent, Dunboyne Crescent, Maxwell Crescent, Tweed Crescent:

Many residents in the community enjoy visiting Dalkeith and Fanshawe Optimist neighbourhood parks but commented that all park entry points are located on crescents with no sidewalks and, in most cases, park access is located at a bend in the road. Pedestrians must either share the road with vehicles or drive and park, creating additional traffic and hazards on these residential streets. Families with young children expressed a desire for sidewalk connections to these parks.

Fanshawe Optimist Park also provides access to Fanshawe Park Road East and transit stops.

Residents also raised concerns about these crescents being used for overflow parking when the school or church lots are full, resulting in increased traffic as drivers look for on-street parking. These crescents are also well used as school “park and walk” areas during school pick up and drop off.

The recommended NCP shows the shortest path to provide a sidewalk connection to the park entrances. However, street level engagement prior to construction on any of these crescents will review options with residents to find a solution that minimizes impacts to the streetscape.

Figures 5:

Left – Glengyle Crescent pathway access to Dalkeith Park
Right – Dalkeith Neighbourhood Park



Tennent Avenue and Barrymont Avenue:

Both Tennent Avenue and Barrymont Avenue are access points to A.B. Lucas Secondary School.

Tennent Avenue funnels foot, school bus and vehicle traffic down a narrow road with no sidewalk infrastructure. Community feedback noted Tennent Avenue as a priority for new sidewalks, even from those who generally felt that sidewalks are not needed for this neighbourhood.

Barrymont Avenue leads into the norther entrance of the high school. Residents noted that students follow Barrymont Avenue to the school rather than use the sidewalks on Fremont Avenue and Clermont Avenue. People living on Barrymont Avenue raised concern for high volume of student pedestrians given observed vehicles speeds and the sharp corner at the north end of the street. While there is a sidewalk on one side of Barrymont Avenue south of Clermont Avenue, a second sidewalk on the west side may be warranted for this busy access point.

Figures 6:

Left - Tennent Avenue looking west towards A.B. Lucas Secondary School
Right – Barrymont Avenue looking north towards Lauderdale Avenue



Lauderdale Avenue and North Vernon Avenue:

Community feedback noted lots of foot traffic on Lauderdale Avenue and North Vernon Avenue, mainly from high school students travelling to school as well as the commercial area at Fanshawe Park Road East and Adelaide Street North via the Stoney Creek foot trail.

This portion of Northridge exhibits more of a grid pattern than the balance of the neighbourhood, providing an opportunity to establish a more traditional pedestrian grid along Lauderdale Avenue and North Vernon Avenue.

Lauderdale Avenue offers good connection to the Barrymont Avenue route into A.B. Lucas Secondary School at its east end and the heavily used foot trail along Stoney Creek at its west end. There are currently no plans to formalize the trail at this time due to physical constraints. Instead, Fanshawe Park Road East was upgraded with a multi-use pathway to help connect the Stoney Creek Trail System.

Figures 7:

Left – Lauderdale Avenue looking east towards Glengarry Avenue

Right – Stoney Creek foot trail



Glengarry Avenue:

The Northridge NCP recommends completing the sidewalk connection on the west side of Glengarry Avenue north of Clermont Avenue. Many people noted Glengarry Avenue as a street they enjoy walking along in response to the survey. As a collector street into the neighbourhood, this street should have sidewalks on both sides for its full length. This gap in the sidewalk network forces pedestrians to cross the street at Clermont Avenue and one resident pointed out the current location of the mailbox on the west side.

Figure 8: Glengarry Avenue looking south



Pedestrian Crossing Recommendations:

Several residents noted a desire for a pedestrian crossing facility for Glenora Drive west of Glengarry Avenue where there are path connections north to A.B. Lucas and south to the Thames Valley Trail System. There is also an opportunity to improve pedestrian crossing movements where Killarney Road meets McLean Drive.

Subject to approval of the NCP recommendations, new crossings may be warranted at Lauderdale Avenue and Fremont Avenue, as well as at Glengarry Avenue and the north leg of Dalkeith Avenue. Staff will monitor the need for a pedestrian crossing to improve connectivity.

Other Traffic Control Recommendations:

Residents shared that are very happy with the addition of a pedestrian crossing signal at Fremont Avenue and Fanshawe Park Road and would like similar installations at Glenora Drive or McLean Drive. The only other signalized crossing point along Fanshawe Park Road is at Trossacks Avenue. This feedback has been shared with the Transportation Division for further consideration as part of their signal program.

2.3 Street Level Engagement

The NCP recommendations provided in this report are based on feedback gathered through the first stage of neighbourhood-level consultation. For those streets where a sidewalk has been recommended, residents who live on the street will have another opportunity to provide feedback on options to help refine the sidewalk design prior to construction. A second stage of street-level engagement will consider factors such as trees and vegetation, existing driveways, on-street parking, emergency vehicle access, winter road maintenance and streetlighting to develop a design that mitigates some of the impacts of adding a new sidewalk.

Figure 9: Example Curb-face Sidewalk Installation – Before and After



A curb-face sidewalk as shown in **Figure 9** is design mitigation that may be appropriate for streets in Northridge. While not suitable in all cases, building the sidewalk into the paved road width with no grass boulevard can sometimes help mitigate impacts to trees, driveways and landscaping. The trade-off of this design option is the loss of on-street parking on one side of the road to support winter maintenance and emergency services access. This design approach would likely be appropriate for most sidewalk installations in the Northridge neighbourhood in an effort to reduce impacts to the streetscape.

Conclusion

The recommended Neighbourhood Connectivity Plan for Northridge was informed by feedback collected through community engagement, available technical information, input from local agencies and partners and London Plan policy. Subject to Council approval, the Northridge NCP will establish the streets where new sidewalk infrastructure will be built when the time comes for infrastructure renewal.

The Northridge NCP recommends 11 strategic sidewalk connections to improve pedestrian connectivity and 24 sidewalk exemptions from Mobility Policy 349.

Prepared and Submitted by: **Jennie Dann, P.Eng.**
Director, Construction and Infrastructure Services

Recommended by: **Kelly Scherr, P. Eng., MBA, FEC**
Deputy City Manager, Environment & Infrastructure

Attachments: Appendix A: Northridge Recommended Neighbourhood Connectivity Plan Map

cc. Paul Choma Construction Administration Engineer
Daniel Hall Program Manager, Active Transportation
Ted Koza Division Manager, Traffic Engineering
Garfield Dales Division Manager, Transportation Planning & Design
Sarah Grady Traffic and Transportation Engineer
Melanie Stone Accessibility and Inclusion Advisor

Appendix A: Map of Connectivity Measures Recommended for Northridge



Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P.Eng., MBA, FEC
Deputy City Manager, Environment & Infrastructure

Subject: Huron Heights Neighbourhood Connectivity Plan
Public Participation Meeting

Date: November 14, 2023

Recommendation

That on the recommendation of the Deputy City Manager, Environment and Infrastructure the Huron Heights Neighbourhood Connectivity Plan, attached as Appendix A, **BE APPROVED** to inform the annual Renew London Construction Program.

Executive Summary

Neighbourhood Connectivity Plans (NCP) establish a guide for the installation of new sidewalks in legacy areas of the City with limited sidewalk connectivity. Staff have developed a community engagement strategy to guide communities in thinking holistically about pedestrian connectivity in their neighbourhood.

This report provides a summary of NCP engagement completed for the Huron Heights community and recommends an NCP to provide a blueprint for where to add sidewalk infrastructure when the time comes to reconstruct a given neighbourhood street.

Linkage to the Corporate Strategic Plan

This recommendation supports the following 2023-2027 Strategic Plan areas of focus:

- Mobility and Transportation:
 - London's active transportation network is better connected and serves persons of all ages and abilities
 - Build, maintain, enhance, and connect more infrastructure for walking and cycling

Analysis

1.0 Background Information

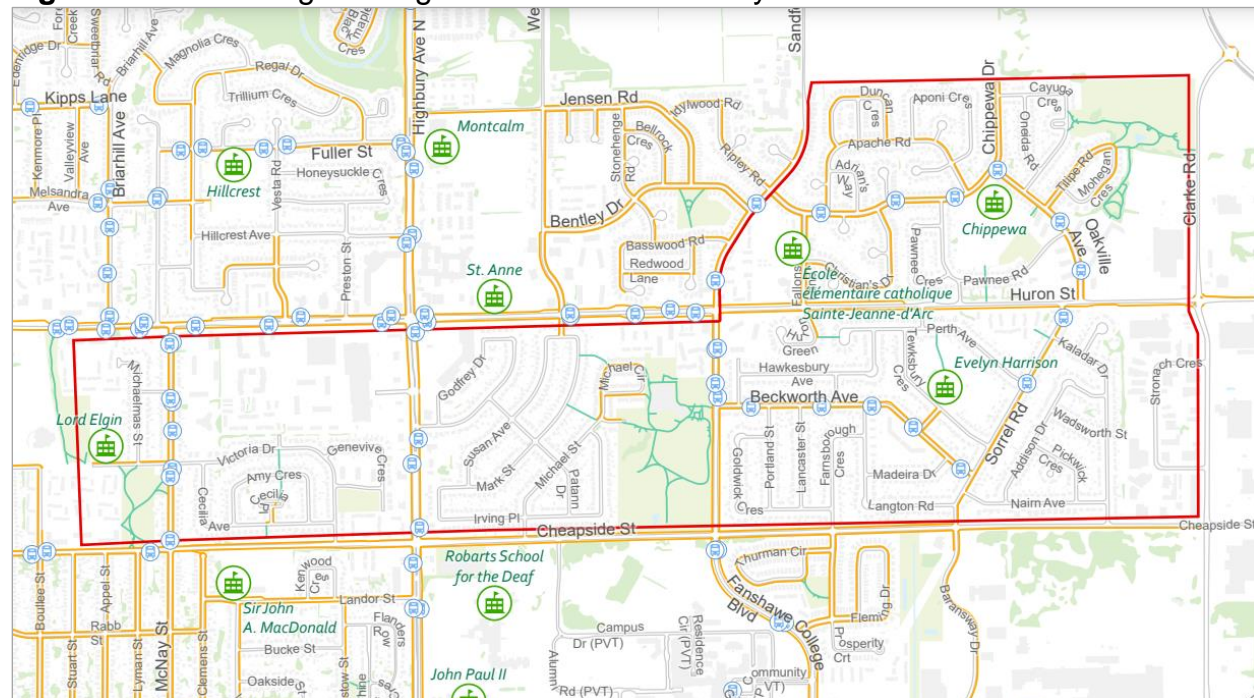
1.1 Previous Reports Related to this Matter

- Planning and Environment Committee – June 13, 2016 – The London Plan
- Civic Works Committee – August 13, 2018 – Complete Streets Design Manual
- Civic Works Committee – September 25, 2018 – Byron South Neighbourhood Sidewalk Connectivity Plan
- Civic Works Committee – February 9, 2021 – New Sidewalks in 2021 Infrastructure Reconstruction Projects
- Civic Works Committee – March 15, 2021 – New Sidewalks in 2021 Infrastructure Reconstruction Projects – Special meeting to hear public delegations
- Civic Works Committee – November 23, 2021 – New Sidewalks in Established Neighbourhoods
- Civic Works Committee – January 10, 2023 – Neighbourhood Connectivity Plan – Engagement Strategy

1.2 Background

The Neighbourhood Connectivity Plan Engagement Strategy identified more than 20 neighbourhood “pockets” that would benefit from an NCP. The intent is to stagger these connectivity plans over several years to align with works planned for the following road reconstruction season or seasons. Huron Heights was selected for 2023 NCP Engagement as both the Local Road Reconstruction Program (LRRP) and New Sidewalk Program (NSP) have identified needs for Tewksbury Crescent.

Figure 1: Huron Heights Neighbourhood Connectivity Plan Review Area



1.3 The Huron Heights Neighbourhood

The Huron Heights neighbourhood was constructed from approximately 1958 to 1968 with a smaller pocket in the northeast built in the late 1980's and redevelopment of the Huron Heights French Immersion Public School site on Michael Street in 2018. For the majority of the neighbourhood streets built in the 1960's, the configurations are reflective of the design principles of that era. Huron Heights is made up of long winding roads and crescents.

The only streets built in the 1960's with existing sidewalks are the neighbourhood connector roads of McNay Street, Sandford Street, Beckworth Avenue, Sorrel Road, Chippewa Drive and Oakville Avenue. Any other sidewalks in this neighbourhood are on streets built within the more recent developments of the 1980's and 2018.

Residents: There are more than 10,600 residents within the boundary area identified for the Huron Heights NCP with more than half of those people living in homes (56%), while the others (43%) live in some combination of apartments or condos.

Schools: The area includes four elementary schools including Lord Elgin Public School, Evelyn Harris Public School, Chippewa Public School and St. Jeanne-d'Arc French First Language Catholic Elementary. The two closest high schools are Montcalm and John Paul II. Another factor influencing mobility in the neighbourhood is Fanshawe College campus to the south.

Businesses: Local businesses are generally concentrated to the west in the Huron Street and Highbury Avenue area.

Parks: Huron Heights has several local parks and connecting trails as well as recreational facilities. These include: Huron Heights Park, Northeast Pool, Genevive Park, North London Optimist Community Centre, Stronach Arena & Community Centre, Pawnee Park and Ted Early Soccer Fields.

Streetlighting: The majority of streets in Huron Heights have streetlighting with the exceptions being Genevive Place/Crescent, Pawnee Road/Crescent/Gate and the area around the north leg of Chippewa Drive including Cayuga Crescent, Tilipe Road, Oneida Road and Aponi Crescent.

Traffic: McNay Street is the busiest road through the neighbourhood with an average of 4,500 vehicles per day (vpd). The neighbourhood connectors of Chippewa Drive, Oakville Avenue, Beckworth Avenue and Sorrel Road see an average of 3,000 vpd. The remaining streets experience less than 1,000 vpd. The posted speed limit for all streets in the neighbourhood is 40km/hr.

Transit: Routes 15, 25, and 27 provide service through the Huron Heights neighbourhood, along Cheapside Street, McNay Street, Highbury Avenue, Huron Street, Chippewa Drive, Sandford Street, Oakville Avenue, Sorrel Road, and Beckworth Avenue.

Trees: Huron Heights neighbourhood consists of one-storey and two-storey homes and the tree canopy cover is low overall. The street trees in this neighbourhood are mostly the typical “lollipop” style of Norway maples and honey locust in their mid-to-late life phase. There are also some conifers, notably around the Pawnee Park area. The street trees are close to the road, with only a few trees occasionally found in the centre of the front lawns.

If new sidewalk can be placed outside their Critical Root Zones, through the lawns, most of the trees should survive the disturbance and not require excessive pruning. Otherwise, those boulevard trees will have to be removed as they will not likely tolerate the disturbance or are in direct conflict with the possible sidewalk.

2.0 Discussion and Considerations

2.1 Huron Heights NCP Engagement

NCP engagement for Huron Heights offered a variety of options for residents to provide feedback from June 13 to July 15, 2023.

Project Website: Residents were able to visit a project website for the neighbourhood (getinvolved.london.ca/huronheights) to submit comments, answer survey questions or use a community map tool to provide input. The website also contained detailed information about the rationale, process and timelines for developing a Neighbourhood Connectivity Plan.

Virtual Webinar: The City hosted a virtual community meeting on June 14, 2023 via Zoom webinar, to outline the process for developing a Neighbourhood Connectivity Plan and how to contribute feedback followed by a question and answer session. The recorded presentation was then posted to the NCP website.

Drop-In Community Consultation: City staff hosted two public drop-in sessions on June 13, 2023 at Stronach Arena & Community Centre and July 11, 2023 at North Optimist Community Centre for residents who wanted to drop in and provide feedback in person.

The City’s goal is to have notices for public engagement opportunities arrive in mailboxes two weeks prior to events; however, there was an issue with the printers and Canada Post that held up the mailout for the June event. It was necessary to proceed with the scheduled events for those residents that had received the notice. Recognizing there was not sufficient notice for the community, a second in-person event was added in July.

Hard copies of the online survey as well as comment sheets were provided at both events for those who preferred to submit handwritten responses. The project team designed specific questions to solicit feedback to help define each neighbourhood’s priorities around accessibility, connectivity, and pedestrian infrastructure.

Whether people were using the map or survey tools on the website or answering a paper survey in person at a pop-up consultation, the questions were the same. Residents were also welcomed to provide their own personal commentary about sidewalks and whether they should be considered within the neighbourhood.

Table 1 provides a summary of the various forms of feedback received through the community engagement for Huron Heights.

Table 1: Summary of Huron Heights Community Feedback

Total Get Involved website visits	958
Submitted a comment on the website	20
Filled out a survey on the website	43
Pins submitted on the map on the website	148
Approximate total number of people who attended pop-up consultations	150-175
Number of paper surveys received at pop-up consultation	14
Number of unique viewers who attended webinar	13
Total number of resident signatures received for generic “Do not want sidewalks” petition	42

Many residents provided helpful, neighbourhood-level feedback based on the specific questions asked. As well, others provided more personal commentary about why a sidewalk should not be considered for their own specific street. This type of feedback came to us via phone calls to the project team lead, as a general comment on the website, and in person to staff at the pop-up consultations.

Despite issues with getting information to residents for the first event, there was strong turnout at both June and July in-person opportunities, with approximately 100 attendees at each event.

The events were originally designed as a drop-in format; however, in response to the large turnout at the June event, the second session was adapted to a presentation and Q&A format.

While much of the feedback at the in-person events were in opposition of new sidewalks, many residents who participated online highlighted areas in need of new sidewalks.

What We Heard

The nearby schools at the elementary, secondary and post-secondary levels are a top priority for improved walkability, as well are the dense commercial destinations at Highbury Avenue and Huron Street.

Most in-person feedback expressed a lack of support for new sidewalks in the neighbourhood. In general, the top rationales provided for why sidewalks should not be considered in the area or on a given street, consisted of the following:

- Residents felt that there was not enough foot or car traffic on many streets to warrant the addition of sidewalks and expressed that walking on the road was acceptable and safe for themselves and their neighbours
- Many residents indicated they were concerned about potential loss of trees
- Impacts to landscaping and driveways were key concerns
- Some residents expressed concern about sidewalks not being adequately maintained during the winter, believing it is more hazardous to walk on a sidewalk than to walk on the road
- Many residents acknowledged high traffic volumes and speeds in certain areas (e.g., Michael Street and Mark Street) but would prefer traffic calming measures over sidewalks

Staff did hear from many residents, most of whom submitted comments online, expressing support for more sidewalks being added:

- Residents identified areas where the lack of sidewalks combined with on-street parking requires children and families to walk down the centre of the road where they feel very unsafe
- Concern was raised for pedestrian safety at busier intersections and on short streets that connect neighbourhood traffic to urban thoroughfares requiring pedestrians to walk on the grass to feel safe
- Comments were made about the desire to avoid busier roads like Highbury Avenue, Sandford Street and Cheapside Street by walking through the neighbourhood but feeling unsafe walking on the street where there is no sidewalk.

Traffic Calming Recommendations:

Huron Heights does not have any speed cushions currently installed. There are plans to install speed cushions over the next 2-3 years on the following streets:

- Chippewa Drive between Pawnee Road and Oakville Avenue;
- Oakville Avenue between Huron Street and Chippewa Drive; and
- Sorrel Road between Cheapside Street and Huron Street.

While many residents felt that sidewalks are not needed, they also expressed a concern about cut-through traffic and speeding, which they requested be addressed through traffic calming measures, additional 40km/hr speed limit signage and increased police patrols.

As roads are reconstructed under the Local Roads Replacement Program or Infrastructure Renewal Program, their designs will conform to the Complete Streets Manual (2018) and incorporate Traffic Calming through environmental design. This can include reduced road widths, curb extensions and raised crosswalks and intersections.

The Traffic Calming Program is currently focused on proactively treating school zones to encourage active and safe travel to school and address recurring concerns. For locations outside of school zones, residents may submit a request to be considered for traffic calming measures following the Council-approved Traffic Calming Policy.

Figure 2: Michael Street looking north from Huron Street



2.2 Recommended Huron Heights NCP

A cross-functional working group was assembled to review input gathered through the NCP engagement process drawing upon expertise from Construction Administration, Transportation Planning & Design, the City’s Active Transportation Manager, and Communications. The working group considered the distinct characteristics of each neighbourhood to identify gaps in connectivity that warrant new sidewalks. The group also reviewed other infrastructure options to aid in safe, active mobility and respond to things heard from the community – such as requests for pedestrian crossings, pathway extensions or four-way stops.

NCP recommendations consider the ARAO framework to provide a plan for sidewalk connections tailored to the community’s mobility trends and patterns with regard for accessibility, equity and safety. The City is committed to the principles of independence, dignity, integration, and equality of opportunity, as described in the Accessibility for Ontarians with Disabilities Act (AODA). The term “disability” covers a range of visible and invisible conditions for instance, disabilities include visual impairment, deafness, brain injury, intellectual disabilities, or reliance on a mobility device, to name a few.

The recommended infrastructure to improve connectivity for the Huron Heights neighbourhood is summarized below, listed in **Table 2** and illustrated in **Figure 3** (Appendix A).

Figure 3: Huron Heights Recommended Neighbourhood Connectivity Plan Map

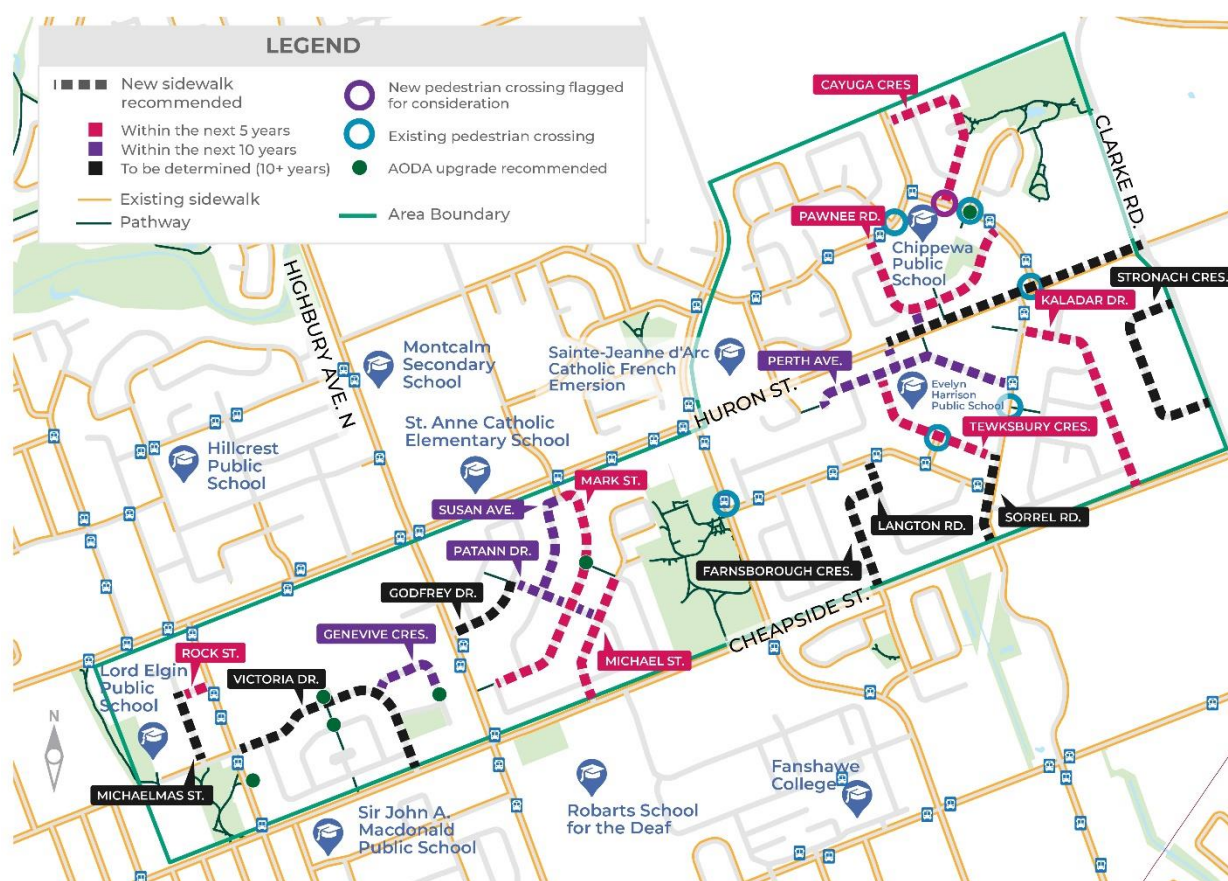


Table 2: Huron Heights Neighbourhood Connectivity Plan Recommendations

Street	Timing	Location	Program*
Sidewalk recommended on one side of the street:			
Victoria Drive	10+ years	Cheapside Street to McNay Street	LRRP
Genevive Crescent	6-10 years	Victoria Drive to second pathway connection	LRRP
Michaelmas Street	10+ years	Rock Street to Victoria Drive	LRRP
Rock Street	10+ years	McNay Street to Michaelmas Street	LRRP
Patann Drive	1-5 years	Michael Street to Godfrey Drive	LRRP
Godfrey Drive	1-5 years	Highbury Avenue to Patann Drive	LRRP
Susan Avenue	6-10 years	Patann Drive to Mark Street	LRRP
Mark Street	1-5 years	Susan Drive to Irving Place	NSP
Michael Street	1-5 years	Cheapside Street to Michael Circle	NSP
Tewksbury Crescent	1-5 years	Perth Avenue to Sorrel Road	NSP
Perth Avenue	6-10 years	West end path connection to easterly path connection	LRRP
Perth Street	6-10 years	Perth Avenue to Huron Street	LRRP
Sorrel Road	10+ years	West side from Tewksbury Drive to Cheapside Street	LRRP
Farnsbrough Crescent	10+ years	Cheapside Street to Langton Road	LRRP
Langton Road	10+ years	Farnsbrough Crescent to Beckworth Avenue	LRRP
Kaladar Drive	1-5 years	Sorrel Road to Cheapside Street	LRRP
Cayuga Crescent	1-5 years	Chippewa Drive to Oakville Avenue	LRRP
Pawnee Road	1-5 years	Chippewa Drive to Oakville Avenue	LRRP
Pawnee Gate	6-10 years	Pawnee Road to Huron Street	LRRP
Stronach Crescent	10+ years	Clarke Road to Clarke Road	LRRP
Arterial Road Improvement:			
Huron Street	10+ years	Perth Street to Clark Road	ARRP
New pedestrian crossing to be considered:			
Oakville Avenue	Monitor	Review existing crossing at Tilipe Road	RSS
Oakville Avenue	Monitor	Review potential crossing at Cayuga Crescent	RSS
Other traffic control considerations:			
Oakville Avenue at Chippewa Drive	Monitor	Review intersection for potential traffic control upgrades	RSS

* Sidewalks and pedestrian supportive infrastructure are constructed under various programs:

- ILRP – Infrastructure Renewal Program
- LRRP – Local Road Reconstruction Program
- NSP – New Sidewalk Program
- ARRP – Arterial Road Reconstruction Project
- RSS – Road Safety Strategy

Recommended sidewalk exemptions:

Recognizing feedback around reducing impacts to trees, driveways and landscaping, exemptions to Mobility Policy 349 are recommended for shorter, low traffic crescents and courts with no other pedestrian connection.

A total of 24 crescents or short streets and 14 courts have been recommended for exemption from Mobility Policy 349 and will be reconstructed with no sidewalk when the time comes for infrastructure renewal. Sidewalks will be reconstructed on streets where they currently exist.

Recommended Sidewalks:

The four quadrants of the Huron Heights NCP area are each structured in a slightly different way with their own pedestrian destinations. For each quadrant, the working group focused on pedestrian destinations, desire lines and community feedback. Alignment with London Plan policies and principles was also considered, as was applied to previous NCP communities in order to maintain a consistent approach in identifying locations where sidewalks can provide the most benefit.

Identifying strategic sidewalk connections in the NCP protects for future opportunities to complete gaps in sidewalk connection. Still, streets where a sidewalk is recommended will not see the installation happen until it is time to reconstruct the street and, in some cases, that can be many years in the future. For priority sidewalk connections, sidewalks could be advanced sooner under the New Sidewalk Program. Table 2 includes anticipated timing and program for each of the streets where a future sidewalk is recommended. These are the earliest possible timing of works as road reconstruction projects are subject to budget and program capacity.

The sidewalk recommendations below have been grouped by quadrant.

West of Highbury Avenue:

- Victoria Street and Genevive Crescent: Staff received comments related to cut-through traffic and speeding in this quadrant. This quadrant has a large amount of high-density residential housing to the north of Victoria Road including a high-rise seniors apartment at Cecilia Avenue. There are several public path access points from connecting Victoria Street and Genevive Crescent major commercial nodes at Huron Street and Highbury Avenue and along Highbury Avenue with many pedestrians observed this route to access shopping, services and jobs. Feedback also noted lots of children walking along Victoria Street to reach Lord Elgin Public School.
 - Sidewalks are not recommended for Cecilia Avenue or Amy Crescent as these streets have midpoint path connections that provide direct connection between Victoria Drive and Cheapside Street.
- Michaelmas Street and Rock Street: Creating a sidewalk connection to Lord Elgin Public School on these streets provides an alternate path for parents looking to avoid the busier traffic on McNay Street. Many schools encourage parents to “park and walk” younger children to school rather than “kiss and drop” right in front of the school as that can lead to unsafe congestion and parking behaviours.

Figures 4:

Left – Victoria Drive looking east from Cecelia Avenue

Right – Michaelmas Street looking south from Rock Street



East of Highbury Avenue and West of Sandford Street:

- Godfrey Drive, Susan Avenue, Mark Street, Michael Street, Patann Drive: There are no sidewalks in this quadrant besides the Michael Street redevelopment in 2018. The crescents and pathway connections in this quadrant create a grid-like pattern and the sidewalk recommendations take advantage of the neighbourhood geometry to establish a more traditional pedestrian grid. The sidewalk recommendations focus on the spine of Patann Drive and those cross streets that have pathway or cross-street connections.

Figures 5:

Left – Michael Street looking north from Patann Drive

Right – Patann Drive looking west from Michael Street



East of Sandford Street:

- Tewksbury Crescent, Perth Avenue/Street, Sorrel Road: City staff had received requests for sidewalks on Tewksbury Crescent prior to this NCP engagement. Evelyn Harrison Public School is surrounded by streets with no sidewalks. In recommending sidewalks on Tewksbury Crescent, it was important to look at other street and pathway links that tie Tewksbury to the surrounding neighbourhood. Staff considered community feedback, the school boundary and school parking and drop zone patterns.

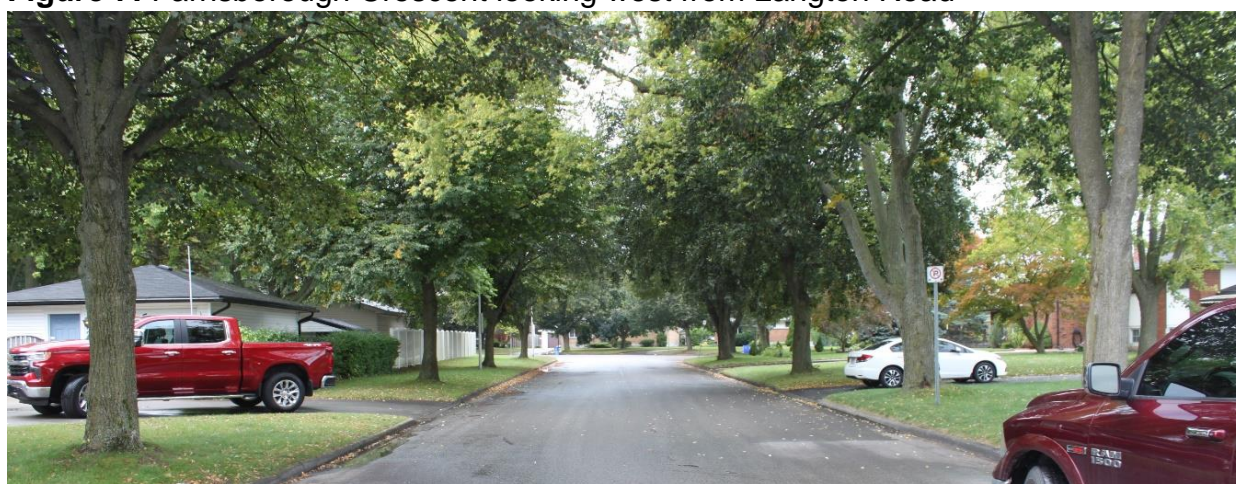
The sidewalk recommended for Perth Avenue extends from the pathway connections east of Perth Street (connecting to Huron Street and Evelyn Harrison Public School) to the cul-de-sac at the west end and its pathway connection to Huron Green which leads to École élémentaire catholique Sainte-Jeanne-d'Arc and Montcalm Secondary School. The NCP also recommends filling the gap on the west side of Sorrel Road from Tewksbury Crescent to Cheapside Street. Sorrel Road is not planned for reconstruction in the near term, but the NCP identifies the closure of this sidewalk gap for the future.

Figure 6: Tewksbury Crescent in front of Evelyn Harrison Public School



- Farnsborough Crescent, Langton Road: Direct community feedback flagged Farnsborough Crescent as a key access point to and from the neighbourhood. Residents noted seeing lots of pedestrians and vehicles using Farnsborough Crescent as it channels at least four other streets towards Cheapside Street. Some residents pointed that pedestrians walk on the grass between Cheapside Street and Goldwick Crescent to feel safe. To the south, Farnsborough Crescent provides a direct connection to Fanshawe College and the boundary for Evelyn Harrison Public School extends south to almost Oxford Street, capturing the Fleming Drive neighbourhood. A short connection to Beckworth Avenue is recommended for Langton Road.

Figure 7: Farnsborough Crescent looking west from Langton Road



- Kaladar Drive: Kaladar Drive is over 600m long, connecting to multiple side streets. This street meets all the criteria of the mobility policy and provides strong connection from the east end of this community to employment lands near Cheapside Street and Clarke Road. Kaladar Drive has a beautiful, tree-lined canopy that many residents wish to see protected. However, unlike other streets of this era, Kaladar Drive has deep front yards and long driveways creating the opportunity to construct a sidewalk behind the street trees, protecting the trees and streetscape. There will be an opportunity to review sidewalk options through street level engagement when the time comes to reconstruct the street.

Figures 8:

Left – Kaladar Drive looking north from Nairn Avenue

Right – Kaladar Drive boulevard streetscape



- **Cayuga Crescent:** Considerable feedback was received through the NCP engagement regarding sidewalks for these streets. Cayuga Park was recently upgraded with new play equipment and landscaping and the park is a major site for sports. Residents seeking better pedestrian connection to Cayuga Crescent raised concern that lack of sidewalks combined with frequent on-street parking makes this street feel unsafe when walking with children. Residents shared that Cayuga Crescent is the most direct walking route from the school to the park but lack of sidewalks on this street has prevented student outings from Chippewa Public School.
- **Pawnee Road and Pawnee Gate:** These streets provide a key connection between areas north and south of Huron Street. Pawnee Road also sees a lot of pedestrian traffic to the school with a pathway and Pawnee Park providing connections to the Chippewa school yard. Residents identified safety concerns for this street noting it is heavily used by children walking to and from school and there are often cars parked on the street and fast-moving vehicles.

Figures 9:

Left – Cayuga Crescent looking north from Oakville Avenue

Right – Pawnee Road at Pawnee Crescent



Stronach Crescent: When infrastructure renewal projects fall within industrial subdivisions, the installation of sidewalks is recommended where feasible to support mobility options in employment areas. The design team will review opportunities for sidewalks as well as opportunities for cycling infrastructure for Stronach Crescent.

Huron Street: The NCP also recommends finding an opportunity to complete the missing sidewalk connection on the north side of Huron Street from just west of Perth Street to Clarke Road. This would be reviewed as part of a future arterial road reconstruction project.

Pedestrian Crossing Recommendations: NCP engagement received community feedback related to the high volumes of pedestrian crossings at points along Oakville Avenue. There is currently a stop sign at Oakville Avenue and Chippewa Drive with both LTC and school bus traffic. There also is currently no pedestrian crossing at Oakville Avenue and Cayuga Crescent and staff received multiple comments identifying a desire for improved pedestrian connection from the school to Cayuga Park. There is an existing Type D crossing at Oakville Avenue and Tilipe Road which is near to a pathway connection to the Chippewa school yard. Staff will monitor conditions and further consider the need for new or enhanced pedestrian crossings to improve connectivity.

Other Traffic Control Recommendations: Residents commented on increased traffic and speeds on Patann Drive and Michael Street since the 2018 Michael Street development. Feedback suggested the corner of Patann Drive and Michael Street has become a very busy intersection and many people do not stop at the stop sign. The intersection is currently controlled with a two-way stop for Patann Drive traffic. Staff assessed this intersection last November and confirmed it does not meet the warrants for an all-way stop. Also, changes in the intersection operation could lead to similar non-compliance issues in the other direction. Recognizing the recent re-development in the area, staff will continue to monitor the intersection.

Pathway Access Point Upgrade Recommendations: As part of this review, the NCP team noticed several locations where public pathway connections had inaccessible connections to the street. In many cases, these pathway connections were to streets with no existing sidewalk. In addition to the NCP sidewalk recommendations, staff have identified seven locations to upgrade pedestrian pathway access points to current Accessibility for Ontarians with Disabilities Act (AODA) standards with ramps and tactile plates.

Figures 10:

Left – Inaccessible pathway access on Mark Street
Right – Corrected pathway access on Cecelia Place



2.3 Street Level Engagement

The NCP recommendations provided in this report are based on feedback gathered through the first stage of neighbourhood-level consultation. For those streets where a sidewalk has been recommended, residents who live on the street will have another opportunity to provide feedback on options to help refine the sidewalk design prior to construction. A second stage of street-level engagement will consider factors such as trees and vegetation, existing driveways, on-street parking, emergency vehicle access, winter road maintenance and streetlighting to develop a design that mitigates some of the impacts of adding a new sidewalk.

Conclusion

The recommended Neighbourhood Connectivity Plan for Huron Heights was informed by feedback collected through community engagement, available technical information, input from local agencies and partners and London Plan policy. Subject to Council approval, the Huron Heights NCP will establish the streets where new sidewalk infrastructure will be built when the time comes for infrastructure renewal.

The Huron Heights NCP recommends 20 strategic sidewalk connections to improve pedestrian connectivity and 38 sidewalk exemptions from Mobility Policy 349.

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Attachments: Appendix A: Huron Heights Recommended Neighbourhood Connectivity Plan Map

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Appendix A: Huron Heights Recommended Neighbourhood Connectivity Plan Map

