

Agenda Including Addeds

Accessibility Advisory Committee

9th Meeting of the Accessibility Advisory Committee

November 25, 2021, 3:00 PM

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Please check the City website for current details of COVID-19 service impacts.

The City of London is committed to making every effort to provide alternate formats and communication supports for Council, Standing or Advisory Committee meetings and information, upon request. To make a request related to this meeting, please contact advisorycommittee@london.ca.

	Pages
1. Call to Order	
1.1. Disclosures of Pecuniary Interest	
2. Scheduled Items	
2.1. 3:00 PM M. Stone, Accessibility Specialist (AODA), G. Tucker, Communications Specialist and M. Shemsedeen, Parking Coordinator- Accessible Parking Month	
a. <i>(ADDED) Presentation</i>	3
3. Consent	
3.1. 8th Report of the Accessibility Advisory Committee	9
3.2. Dundas Place Temporary Traffic Diversion Monitoring and Consultation	11
3.3. Notice of Public Information Centre for East London Link (Rapid Transit), Phase 1 Construction	20
3.4. Windemere Road Improvements, City of London Municipal Class Environmental Assessment Study - Notice of Public information Centre Number 2	22
3.5. Notice of Planning Application - Official Plan and Zoning By-law Amendments - 952 Southdale Road West	24
3.6. Notice of Planning Application - Official Plan and Zoning By-law Amendments - 520 Sarnia Road	31
4. Sub-Committees and Working Groups	
5. Items for Discussion	
5.1. December Meeting	
6. <i>(ADDED) Deferred Matters/Additional Business</i>	
6.1. <i>(ADDED) Municipal Council Resolution, from its Meeting held on November 16, 2021, with Respect to the Construction Mitigation Traffic Diversion on Dundas Place</i>	37

6.2. *(ADDED) New Sidewalks in Established Neighbourhoods* 38

6.3. *(ADDED) New Sidewalk Project List 2022* 49

7. Adjournment

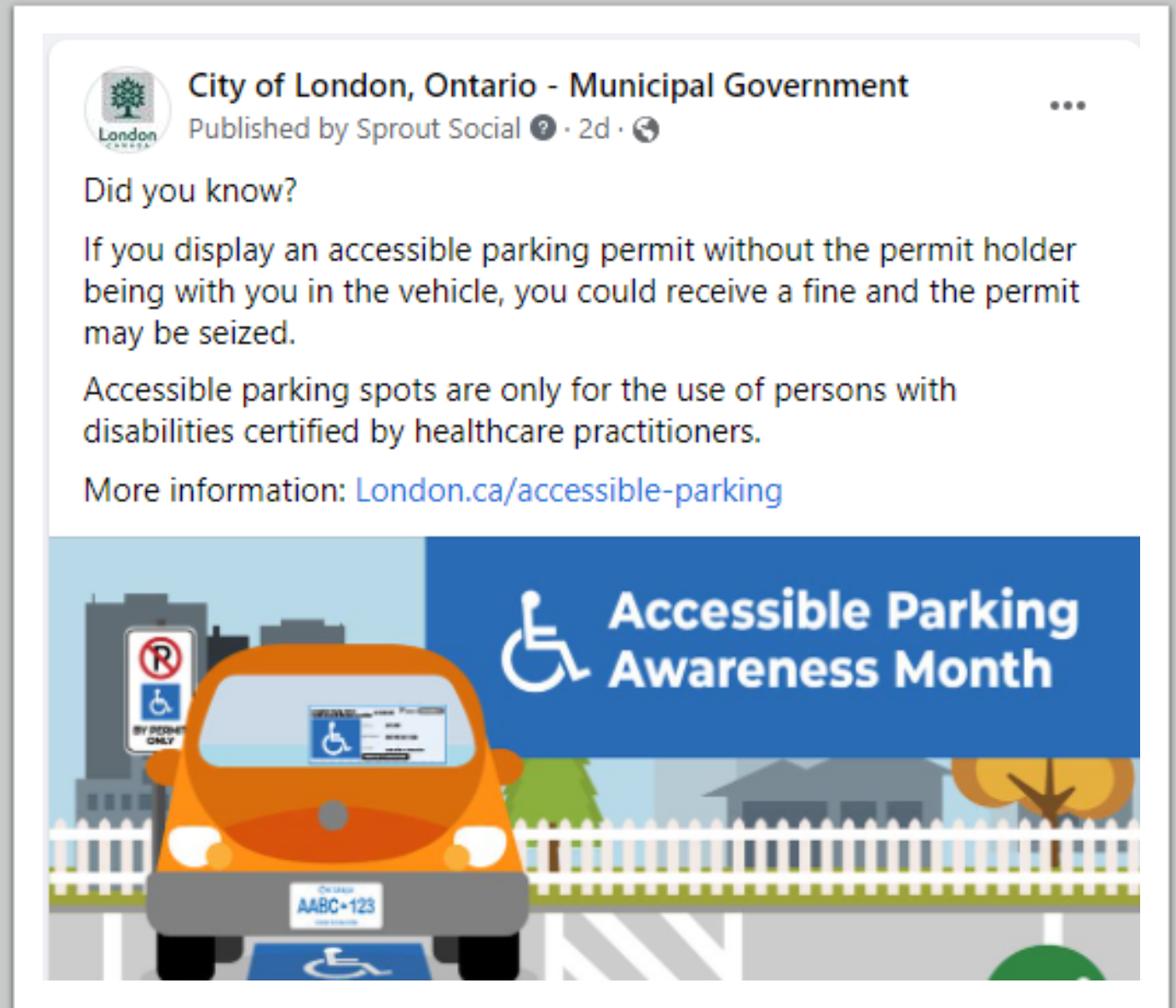
Accessible Parking Awareness Month

November through to
December 3rd 2021



Encouraging people to leave the enforcement up to us.

- Too often, especially at this time of year, people are approached and asked about their disability by strangers/members of the public.
- We wanted to encourage people to remember this.



The image is a screenshot of a Facebook post from the City of London, Ontario - Municipal Government. The post is published by Sprout Social and is dated 2 days ago. The text of the post reads: "Did you know? If you display an accessible parking permit without the permit holder being with you in the vehicle, you could receive a fine and the permit may be seized. Accessible parking spots are only for the use of persons with disabilities certified by healthcare practitioners. More information: [London.ca/accessible-parking](https://london.ca/accessible-parking)". Below the text is a graphic illustration for "Accessible Parking Awareness Month". It features an orange car parked in a blue accessible parking space. The car has a blue accessible parking permit on the dashboard. To the left of the car is a "No Parking" sign with a wheelchair symbol and the text "BY PERMIT ONLY". In the background, there is a city skyline, a white picket fence, and a house. The text "Accessible Parking Awareness Month" is written in white on a blue background.

Informing people about the need to renew their permit



City of London CityofLdnOnt · Nov 22

Do you carry an Accessible Parking Permit in your vehicle?

Make sure it's up to date! Check the expiry date and visit Service Ontario online for renewals.

www.ontario.ca/page/serviceont...

#AccessibleParkingAwareness | #ldnont



Check your permit!



Accessible Parking Awareness Month

Preventing Blocking of access aisles



City of London CityofLdnOnt · Nov 22

Show a little [#LdnKindness!](#)

Never block an accessible parking spot, or park in a way that blocks the access aisle beside the accessible spot.

[London.ca/accessible-parking](https://london.ca/accessible-parking)

[#AccessibleParkingAwareness](#)

[#ldnont](#)



Stopping/Blocking accessible spaces



City of London CityofLdnOnt · Nov 22

Show a little #LdnKindness!

Never block an accessible parking spot, or park in a way that blocks the access aisle beside the accessible spot.

[London.ca/accessible-parking](https://london.ca/accessible-parking)

#AccessibleParkingAwareness



Encouraging improved signage

- In order to ticket appropriately a properly posted sign must be in place.
- To facilitate improvement in this area we are giving out accessible parking signs to businesses for free.
- Anyone interested in obtaining a free sign can contact accessibility@London.ca and I will connect them with our parking group for pick up.



City of London CityofLdnOnt · Nov 22

Are you a [#ldnont](#) business wanting to add accessible parking signs to your parking lot?

Send an email to accessibility@london.ca.

We have a limited number of signs to give away during the month of November.

[London.ca/accessible-parking](https://london.ca/accessible-parking)



Accessibility Advisory Committee

Report

8th Meeting of the Accessibility Advisory Committee

September 23, 2021

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Attendance PRESENT: J. Menard (Chair), T. Eadinger, D. Haggerty, N. Judges, A. McGaw, B. Quesnel, P. Quesnel, D. Ruston, K. Steinmann and J. Teeple and J. Bunn (Committee Clerk)

ALSO PRESENT: D. Baxter, J. Dann, K. Husain, C. Jaimes, S. Maguire, R. Morris, A. Roseburgh, M. Schulthess and M. Stone

ABSENT: M. Bush, P. Moore and K. Pereyaslavka

The meeting was called to order at 3:00 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Audible Pedestrian Signal Priority List

That it BE NOTED that the Memo, dated September 16, 2021, from S. Maguire, Division Manager - Roadway Lighting and Traffic Control, with respect to an Audible Pedestrian Signal Priority List, was received.

2.2 Rapid Transit Stations and Stops

That it BE NOTED that the presentation, dated September 23, 2021, from J. Dann, Director, Construction and Infrastructure Services, with respect to Rapid Transit Stations and Stops, was received.

2.3 Get Involved Site - 2022-2025 Accessibility Plan

That it BE NOTED that the presentation from M. Stone Accessibility Specialist (AODA), as appended to the Added Agenda, with respect to 2022-2025 Accessibility Plan Outreach and the Get involved site, was received.

3. Consent

3.1 7th Report of the Accessibility Advisory Committee

That it BE NOTED that the 7th Report of the Accessibility Advisory Committee, from its meeting held on August 26, 2021, was received.

3.2 Public Meeting Notice - Zoning By-law Amendment - 755-785 Wonderland Road South (Westmount Mall)

That it BE NOTED that the Public Meeting Notice, dated September 1, 2021, from C. Parker, Senior Planner, with respect to a Zoning By-law Amendment, related to the property located at 755-785 Wonderland Road South (Westmount Mall), was received.

4. Sub-Committees and Working Groups

None.

5. Confidential

5.1 Personal Matters / Identifiable Individual

The Accessibility Advisory Committee convened in closed session from 4:09 PM to 4:26 PM after having passed a motion to do so, with respect to a personal matter pertaining to identifiable individuals, including municipal employees, with respect to the 2022 Mayor's New Year's Honour List.

6. Adjournment

The meeting adjourned at 4:27 PM.

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: Dundas Place Temporary Traffic Diversion
Monitoring and Consultation

Date: November 2, 2021

Recommendation

That on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the construction mitigation traffic diversion on Dundas Place:

- (a) The monitoring and consultation findings **BE RECEIVED**; and,
- (b) the Civic Administration **BE DIRECTED** to initiate a bylaw amendment to reinstate the current temporary traffic diversion arrangement on Dundas Place in Spring 2022 as a construction mitigation.

Linkage to the Corporate Strategic Plan

The following report supports the 2019 to 2023 Strategic Plan through the strategic focus areas of **Building a Sustainable City** and **Leading in Customer Service**. The report describes the effectiveness of a construction mitigation solution to improve safety for cyclists and support businesses during the 2021 construction season.

Analysis

1.0 Background Information

Previous Reports Related to this Matter

- Civic Works Committee – February 20, 2019 – Downtown OEV East-West Bikeway Corridor Evaluation
- Civic Works Committee – March 2, 2021 – Dundas Place – Temporary Bicycle Lanes and Revised Parking Limits
- Civic Works Committee – March 30, 2021 – Dundas Place – Temporary Bicycle Lanes

1.1 Context

In March 2021, staff brought forward reports to Civic Works Committee seeking direction to create temporary cycling infrastructure on Dundas Place during the construction season to improve safety for cyclists traveling through downtown, while maintaining access to local businesses for people traveling by car.

To prepare for 2021 construction projects, which included significant work on King Street and temporary deflection of traffic to other routes, staff developed a comprehensive traffic management plan to address potential transportation impacts for all modes visiting and travelling through the area. General vehicle traffic and transit that would normally use King Street between Ridout Street and Wellington Street were to be

detoured along York Street and local vehicle traffic and cyclists were to be directed to Dundas Street.

Through previous public engagement, the City heard concerns from the public that Dundas Place did not feel comfortable for cyclists prior to construction starting on King Street. The potential for increased volume of motor vehicles on Dundas Place during construction was a source of additional concern.

Aligned with the 2021 downtown construction traffic management plans, a temporary solution was recommended for Dundas Place that introduced temporary cycling lanes between Ridout Street North and Wellington Street. The proposed solution aimed to provide safe connections for all road users while supporting downtown businesses through the upcoming construction.

Several options were put forward to Civic Works Committee and Council, including:

- Bi-directional bicycle lanes
- Uni-directional bicycle lanes
- Traffic diversion
- Do nothing

Traffic diversion emerged as the preferred alternative by Council in the April 13, 2021 meeting and Civic Administration was directed to implement temporary changes to traffic operations on Dundas Place by installing infrastructure to limit motor vehicle through-traffic. In this arrangement, motor vehicles are restricted from entering Dundas Place at Ridout Street and at Wellington Street. Instead, they have access to Dundas Place from Talbot, Richmond, and Clarence Streets to reach their destination. Vehicles are still able to exit Dundas Place at Ridout and Wellington Streets. Figure 1 depicts the configuration under the current temporary traffic diversion arrangement and Figure 2 shows how it was implemented at Wellington Street.

The bylaw arrangement currently in place for the traffic diversion restrictions expires at the end of the 2021 construction season in December, at which time Dundas Place would resume its previous operating conditions.

The timing of the changes at the Ridout Street end will be coordinated with current planning for a Holiday Market as recommended by the London Community Recovery Network. The market would be located on Dundas Place between Ridout Street and Talbot Street and would potentially involve closing the block to vehicular traffic in both directions to accommodate pop-up retail units in the November / December timeframe.

Figure 1: Temporary Traffic Diversion on Dundas Place

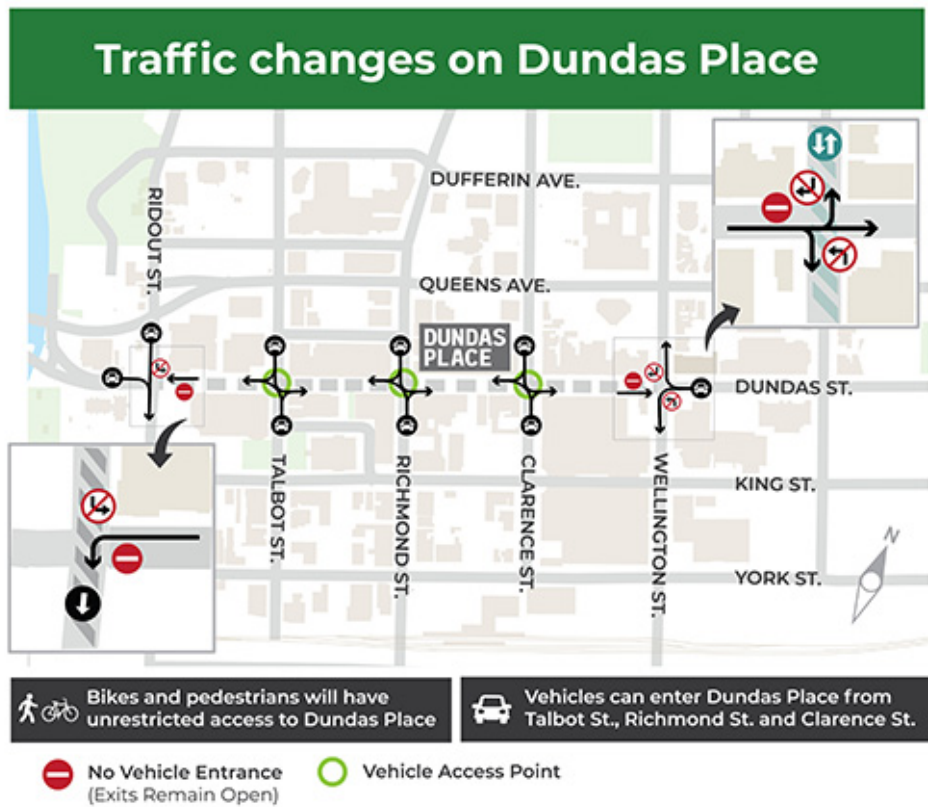


Figure 2: Planter barriers and signage installed to restrict motor vehicles from entering Dundas Place from Wellington Street.



These changes were made in tandem with a suite of complimentary business supports focused on supporting Dundas Place businesses, including:

- Free one-hour parking (without the use of a meter)
- 12 new temporary park and pick-up locations
- Expanded patios
- Opportunities to host sidewalk sales on municipal property in front of businesses
- Programming and activations
- Additional planters to beautify the streetscape

The previous report identified that monitoring and consultation on the outcomes and reception of the temporary traffic arrangement would occur. This report summarizes the findings of monitoring and consultation, with a focus on identifying how operations on Dundas Place should be configured after the 2021 construction season ends.

The options explored through consultation and engagement were:

- Remove the temporary traffic arrangement at the end of this year, once construction has ended
- Keep the current arrangement (continue restricting incoming cars at Ridout and Wellington Streets)
- Keep this arrangement in place, but not during the winter months
- Remove restrictions to inbound motor vehicles at Wellington Street, but keep the restrictions at Ridout Street, where inbound traffic volume is highest
- Other (comments requested)

2.0 Discussion and Considerations

2.1 Looking ahead to 2022 Core Construction

As Civic Administration plans ahead for traffic operations on Dundas Place and overall mobility within the core, both safety for vulnerable road users and supporting access to local businesses remain priorities. Core construction in 2022 includes Phase 2 of the Downtown Loop on Queens Avenue between Wellington Street and Ridout Street, and on Ridout Street between Queens Avenue and King Street. In 2022, the City will also begin construction of Phase 1 of the East London Link on King Street East from Wellington Street to Lyle Street, which will put pressure on eastbound traffic through downtown. Both of these projects once again create the potential for pressure on Dundas Place from increased cut-through motor vehicle traffic.

2.2 Demand for safe cycling connections through downtown

In recent years, the City has improved safety for all modes of transportation and increased transportation options by developing a core cycling network. King Street provided a safe cycling corridor temporarily during Dundas Place construction and Dundas Street was identified as the preferred permanent corridor as part of the Downtown OEV East-West Bikeway Corridor Evaluation. The Colborne cycle tracks form a connecting north-south branch of the core network and provide connectivity to Old North, Woodfield and SoHo neighbourhoods.

Dundas Place is a destination and critical component of the East-West bikeway and core cycling network connecting the cycle tracks west of Ridout Street with the cycle tracks east of Wellington Street. The East-West bikeway connects downtown to the Thames Valley Parkway and to Old East Village. The adjacent cycling facilities are designed to serve all ages and abilities and Dundas Place should include this high regard for cyclist safety.

2.3 Car-free activations and programming

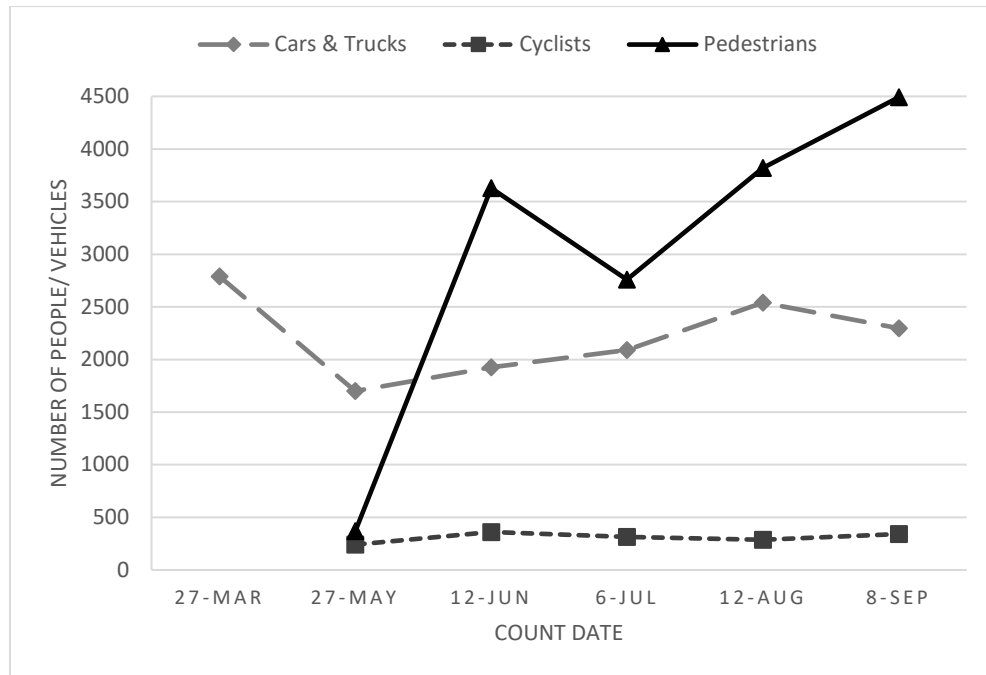
Dundas Place activation planning continues to be impacted by pandemic restrictions. However, beginning in early August, sections of Dundas Place, from Ridout to Wellington Streets, were closed completely to vehicle traffic during set times, with the flex street remaining open as a pedestrian and cycling shared space, to accommodate programming and outdoor activities and performances. As more people visit the area and demand for expanded patios continues, these full-street activations are expected to continue.

3.0 Monitoring and Consultation

3.1 Monitoring

While pandemic restrictions and construction caused high variability in traffic patterns, numerous studies were conducted since the traffic diversions were implemented in early May to count pedestrians, cyclists and vehicles. See Figure 3 below for daytime activity counts (7:00 am – 11:00 pm).

Figure 3: People and vehicle counts: Dundas between Richmond and Clarence



The 2021 construction mitigation traffic diversions appear to have reduced the total number of vehicles from a pre-implementation average of 2,790 to a post-implementation average of 2,096 despite a full road closure of the adjacent King Street.

The data highlights a significant number of people walking and cycling on Dundas Place. The latest count in September showed approximately 4,490 people walking, 340 people biking and 2,300 people driving (63%, 5%, 32% respectively). Although the traffic diversion is not the only factor that has contributed to this outcome, the results are positive and align with the vision of Dundas Place providing a welcoming experience for people walking, bicycling or driving.

From a cycling design perspective, appropriate design can range from shared spaces to fully separated and protected facilities. There are two key metrics that determine the effectiveness of the infrastructure design for the actual and perceived safety for people on bikes: vehicle speed and the number of vehicles. The below table summarizes these two metrics and provides two indications of speed, the usual speed of vehicles (median) and the less common speed of the fastest 5% of vehicles (95th percentile). The latter speed represents a worst-case condition that could be experienced by someone bicycling.

Table 1: Measured Traffic Volume and Speed Data by Block

Block	Ridout to Talbot	Talbot to Richmond	Richmond to Clarence	Clarence to Wellington
Vehicles (daily total)	449	1413	2021	2121
Median vehicle speed (km/h)	30	27	27	29
95th percentile speed (km/h)	46	39	44	43

The above measurements were taken in late August 2021. A comparison to March 2021 measurements in the Richmond-Clarence block identifies a reduction in the average speed of 3 km/h along with the lower traffic volumes after the implementation of the traffic diversion.

To achieve an all ages and ability design for cyclists, shared environments like Dundas Place must have low vehicle volumes and low vehicle speeds. The thresholds to achieve this as specified by the Ontario Traffic Manual are approximately 2,000 vehicles/day and a 30 km/h speed limit or by the National Association of City Transportation Officials (NACTO) are 1,500 vehicles/ day and a 40 km/h 95th percentile speed. The current arrangement with traffic diversion meets the Ontario standard and is close to meeting the NACTO standard for an all ages and abilities facility.

Additional public life studies were undertaken over the course of the summer to collect qualitative information about the functionality and challenges of the temporary arrangement.

- The patio and pedestrian experience was improved by lower car traffic volume, and higher numbers of pedestrians and cyclists using the flex street.
- A diverse range of people from a wide range of ages were seen visiting and traveling through the space as pedestrians and cyclists.
- Parking behaviours remain a challenge, with many parking in non-designated areas, impinging on the non-roadway space or making dangerous movements to reach a desired parking location.
- The aesthetic appeal of the flex street was improved by expanded patios, activations and programming, and more pedestrians, as well as the use of large planters to define the traffic restriction areas.
- Each block is unique, based on its location on the street and the types of businesses it has. Challenges or benefits experienced by one block may not pertain to others.
- Some cyclists ride very close to the roadway edge in the door zone of parked vehicles.

3.2 Consultation

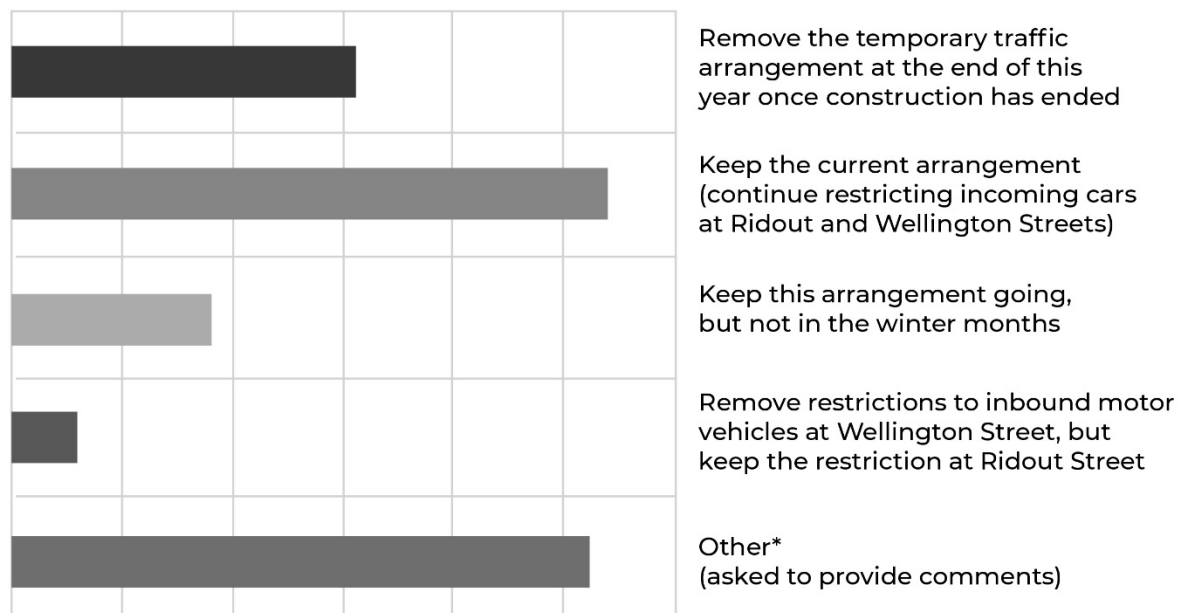
Using the City’s Get Involved public engagement platform, Civic Administration published a webpage with background information on the Dundas Place traffic changes as well as a feedback form for sharing experiences and preferences with respect to the traffic arrangement on the flex street.

The consultation opportunity was promoted through social media, direct emails, door-to-door outreach along Dundas Place, engagement with the Transportation, Cycling and Accessibility Advisory Committees, and mailed flyers. Promotional efforts targeted Dundas Place businesses, people who bike, visitors to Dundas Place business owner/operators, as well as Dundas Place residents and people who work on the street. The survey received 148 responses.

3.2.1 Traffic arrangement preferences

When asked to indicate the preferred traffic arrangement for Dundas Place going forward most respondents were supportive of maintaining some restrictions to motor vehicles. A graphical summary of the 148 survey responses is illustrated in Figure 4.

Figure 4: Traffic arrangement preferences from all respondents



*Most comments submitted by respondents who selected “Other” were calls for further pedestrianization, as well as several calls for strengthened cycling facilities.

3.2.2 Business feedback

There are approximately 74 businesses on Dundas Place. City staff reached out proactively and directly to individual Dundas Place businesses to collect completed feedback forms and specific preferences from this group. Business outreach was via in-person visits and conversations, emails, Downtown London communication, delivery of print copies and postcard flyers. 32 responses were received from businesses. These results are included in Figure 4 and are also separately categorized here. The results were divided between those in favour of restricting motor vehicle traffic, and those in favour of removing the restrictions:

- Supportive or not bothered by the current arrangement: 41%
- Not supportive: 47%
- Unsure: 12%

Comments and suggestions for improvements to the arrangement included:

- Negative feedback was predominantly focussed on the added navigation complication for visitors driving to Dundas Place
- Positive comments expressed appreciation that downtown is feeling more “alive”, and that mode share balance with traffic diversion is an improvement
- Provide a more consistent schedule for full-street closures to motor vehicles
- Apply greater police presence and parking enforcement
- Improve signage to indicate parking areas more clearly
- Prevent U-turns and illegal entry at Ridout Street and Wellington Street

3.2.3 Cycling feedback

Cyclist feedback overall characterized the temporary traffic diversion on Dundas Place as positive and effective, citing the reduction of through traffic and vehicle speed. The feedback expressed a desire to enhance cyclists' comfort and safety by adding protected bike lanes or by further reducing vehicle volumes and speeds.

Some cyclist comments expressed that the absence of road markings or designated areas for bikes on the roadway is confusing. Suggestions were made to add signage to encourage drivers to yield the right-of-way to people on bikes and to emphasize the street's importance in the cycling network.

3.2.4 Accessibility feedback

There were minimal concerns about accessibility impacts from traffic diversion. Instead, comments about accessibility on Dundas Place focused on the challenges by parking:

- Parts of the non-roadway pedestrian area feel "pinched" from parked cars infringing on non-roadway space, as well as some of the expanded patios
- Vehicles doing U-turns at Wellington and Dundas often use the non-roadway surface (due to the lack of curb)
- Recommendation to ensure the blockades allow for adequate access for mobility devices to pass through

3.2.5 General public feedback

Other themes from the feedback form comments collected included:

- Calls for a more consistent schedule for full closures to motor vehicles for activations and programming, as the 2021 summer schedule was confusing
- Parking improvements are appreciated but awareness of them remains too low
- Continued complaints about social issues on the street

Subject to Council direction, staff will engage with the community once again to share the consultation results and what is planned for traffic operations on Dundas Place.

Conclusion

The feedback on the Dundas Place 2021 temporary construction mitigation traffic diversion is predominantly positive. The survey feedback identifies broad popularity, particularly amongst those who visit Dundas Place. Given the current pandemic-related pressures and the importance of Dundas Place businesses, business owner/operator feedback was intentionally sought and was mixed between those that supported or are ambivalent and those that preferred removal. While motor vehicle traffic volumes were reduced by around a quarter, Dundas Place visitors increased significantly through the year, particularly higher numbers of people walking and bicycling, totalling close to double the number of vehicles. It is hard to correlate the street activity to road changes given the short history of Dundas Place and the overwhelming influence of the pandemic restrictions; however, this and other data sources will form a baseline to measure future Dundas Place success.

With respect to transportation and mobility considerations, the influence of the traffic diversion creates a more suitable connection between newly constructed cycle tracks on both ends of Dundas Place. The unique design of Dundas Place supplemented by the traffic calming influence of the traffic diversion creates a street environment that is more conducive to all ages and abilities cycling and walking and completes this component of the East-West Bikeway.

Core area construction in 2022 creates a similar potential for increased cut-through traffic on Dundas Place. Therefore, it is recommended to reinstate the traffic diversion arrangement for the 2022 construction season. This implementation will include some minor modifications such as the removal of the few westbound parking spots near Wellington Street to avoid U-turning vehicles. The return to previous conditions in the intervening winter months will acknowledge the feedback of those business owners and operators who responded and did not express support, some of whom are currently under pandemic-related pressure and having to rely more on pickup and delivery models especially as patios close for the winter.

Upon the completion of the 2022 construction season, future use of the traffic diversion model can be considered as a flex street tool with consideration of Dundas Place activations and operations and the status of pandemic restrictions.

Submitted by: **Doug MacRae, P.Eng, MPA, Director,
Transportation & Mobility**

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

Cc: Mark Henderson
 Transportation Advisory Committee
 Cycling Advisory Committee
 Accessibility Advisory Committee
 Barb Maly, Downtown London

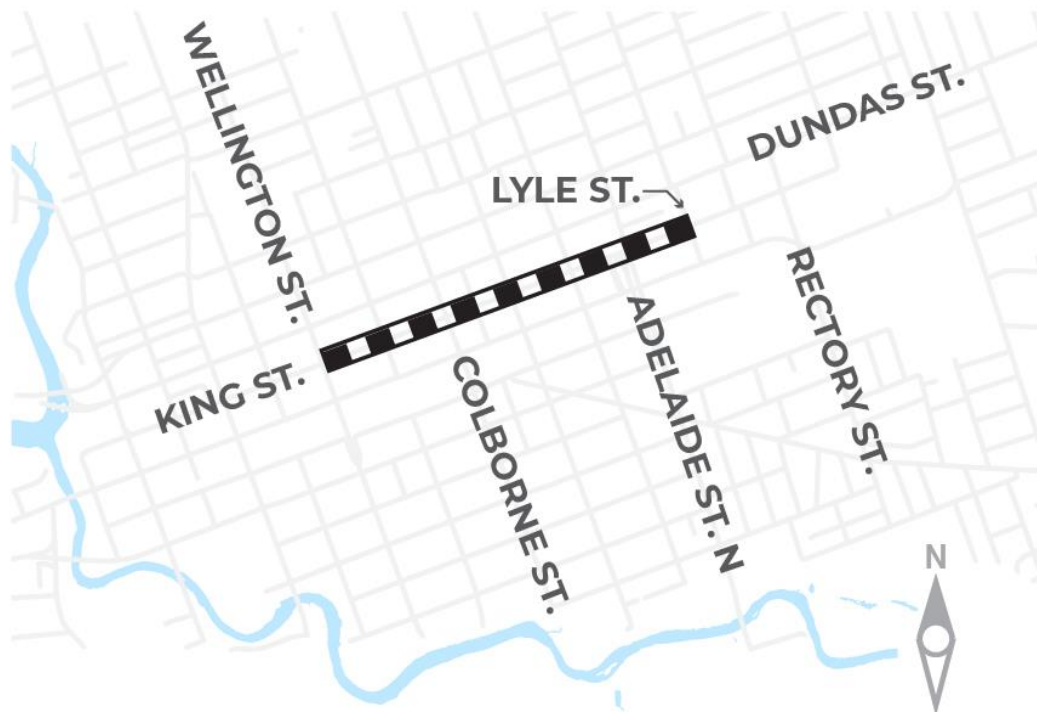


300 Dufferin Avenue
P.O. Box 5035
London, ON
N6A 4L9

London
CANADA

NOTICE OF PUBLIC INFORMATION CENTRE FOR EAST LONDON LINK (RAPID TRANSIT), PHASE 1 CONSTRUCTION

As the City of London prepares to construct Phase 1 of the East London Link on King Street from Wellington Street up to Lyle Street in 2022, we are hosting a Public Information Centre on **Thursday, November 4, 2021 at 5 p.m.**, for residents and businesses to learn about the project and view the near-final designs.



Above: Map of East London Link, Phase 1

Public Information Centre:

Join us virtually on November 4, 2021 to:

- view the near-final designs for the East London Link, Phase 1 (King Street from Wellington Street up to Lyle Street)
- view concepts of the bus stations and streetscapes
- learn more about the plans for construction
- participate in a Q&A session with the project team

Meeting Details:

Thursday, November 4, 2021
5:00 pm – 7:00 pm
Visit **Zoom.us/join**, or
getinvolved.london.ca/eastlondonlink
for details on how to join by phone

How to join:

1. Enter **zoom.us/join** in your browser
2. Enter the **meeting ID: 940 2131 2408**
3. Enter your **name** and **email**
4. Enter meeting passcode: **'eastlink'**

A recording of this meeting and all the latest materials and information on the East London Link project will be posted on the project website **getinvolved.london.ca/eastlondonlink** on November 5, 2021 for those who are not able to attend the live event.

About the East London Link project:

The East London Link will revitalize more than 6 km of road from Downtown to Fanshawe College. The project will add rapid transit and transportation improvements including transit links to the City’s eastern industrial employment areas. At the same time, the City will repair and replace aging sewers and watermains.

The project has received Ministry of the Environment, Conservation and Parks approval of the Environmental Assessment and is now in the detailed design stage, to prepare for construction in 2022.



Above: Map of East London Link Project Area

The full East London Link project will:

- improve traffic capacity and revitalize the 6.3 km of road from Downtown to Fanshawe College
- add enhanced bus stops and transit stations
- install transit lanes on King and Dundas Streets
- widen Highbury Bridge, Highbury Avenue and Oxford Street to establish continuous transit lanes
- address necessary underground work, including replacing aging sewers and watermains to accommodate future growth
- add boulevard enhancements and new street lights
- move buses into their own bus lane and install smarter traffic signals to reduce intersection delays and improve safety and capacity for all road users

We recognize that not everyone will be able to access this information online. If you require any special accommodation, or have questions about the project, please contact the Major Projects Office at eastlondonlink@london.ca, or 519-930-3518.

Sincerely,



Ted Koza
Division Manager, Major Projects
City of London

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.



300 Dufferin Avenue
P.O. Box 5035
London, ON, N6A 4L9

Windermere Road Improvements, City of London Municipal Class Environmental Assessment Study Notice of Public Information Centre #2

The Study

The City of London is undertaking a Municipal Class Environmental Assessment (EA) study to identify intersection, active transportation, and transit improvements to the Windermere Road corridor between Western Road and Doon Drive (see map). The study will also assess the potential to connect active transportation facilities along Richmond Street from Windermere Road to the Thames Valley Parkway trail system. In addition, the accessibility improvements along the corridor and intersections will be implemented to accommodate road users of all ages and abilities.

The Process

The study is being conducted in accordance with the requirements of Schedule 'C' projects as outlined in the Municipal Class EA document (2000, as amended in 2007, 2011 and 2015), which is approved under the Ontario Environmental Assessment Act.

Online Public Information Centre

The purpose of this online Public Information Centre (PIC) is to present the alternative design concepts, environmental impacts and proposed mitigation measures, the Recommended Design Alternative, and next steps. While this project information would typically be presented at a public information centre event, adjustments are being made to ensure public safety and follow COVID-19 restrictions on public gatherings.

The City of London is committed to informing and engaging the public about this study and will be hosting a live webinar via videoconference using the Zoom platform on November 8, 2021 from 5 p.m. to 7 p.m. to present a project update, answer questions, and collect feedback from attendees. A link to the meeting will be posted on the City of London's Get Involved website, at getinvolved.london.ca/windermere. The webinar will also be recorded and posted on the project website on November 9, 2021.

We recognize that not everyone will be able to access this information online. If you require any accommodation to access the project information or online material, please contact the City Project Manager, Paul Yanchuk, noted below and we will work together to best share the information with you.

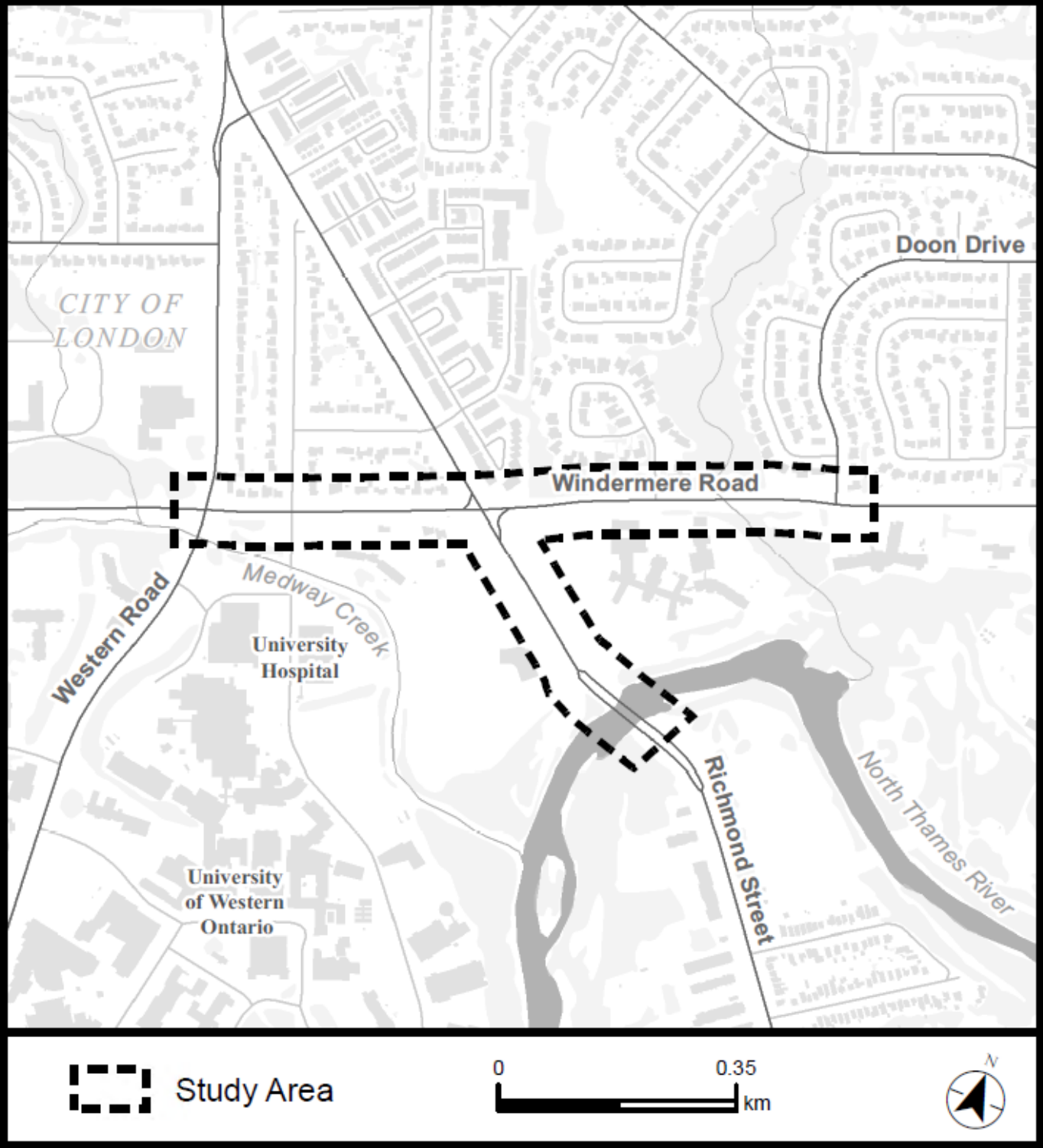
Paul Yanchuk, P.Eng
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Tel: 519-661-2489 ext. 2563
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Kevin Welker, P.Eng., Project Manager
Stantec Consulting Ltd.
Tel: 226-919-5979
Email: kevin.welker@stantec.com

Personal information collected on this subject is collected under the authority of the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record and may be included in project documentation.

This notice first published on October 28, 2021.

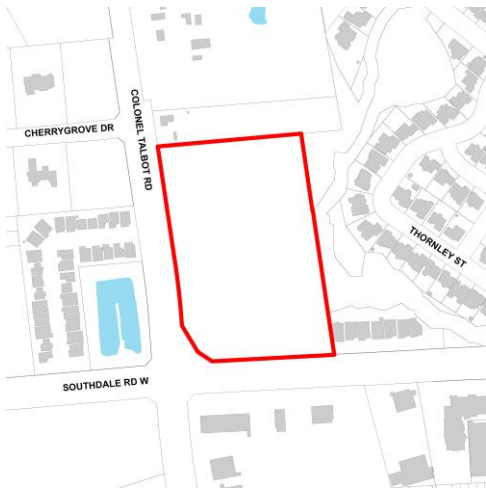
Map of the Windermere Road improvements study area.



NOTICE OF PLANNING APPLICATION

Official Plan and Zoning By-law Amendments

952 Southdale Road West



File: OZ-9431

Applicant: 1739626 Ontario Limited (Westdell Corp.)

What is Proposed?

Official Plan and Zoning amendments to allow:

- Mixed-use commercial/office/residential
- On south part of site - grocery store, 2-storey office/commercial building and single storey commercial building
- On north part of site - four 3-storey stacked townhouse buildings with a total of 54 units
- East part of site to remain undeveloped for environmental and hazard protection

LEARN MORE & PROVIDE INPUT

Please provide any comments by **December 1, 2021**

Barb Debbert

bdebbert@london.ca

519-661-CITY (2489) ext. 5345

Planning & Development, City of London, 300 Dufferin Avenue, 6th Floor,
London ON PO BOX 5035 N6A 4L9

File: OZ-9431

london.ca/planapps

You may also discuss any concerns you have with your Ward Councillor:

Paul VanMeerbergen

pvanmeerbergen@london.ca

519-661-CITY (2489) ext. 4010

**If you are a landlord, please post a copy of this notice where your tenants can see it.
We want to make sure they have a chance to take part.**

Application Details

The purpose and effect of this Official Plan and zoning change is to permit a mixed-use commercial/office/residential development. The requested commercial component, located on approximately the southerly 2/3 of the site, includes a grocery store, a 2-storey commercial/office building, and a single-storey commercial building, with a total gross floor area (GFA) of 5,000m² and a drive through facility. The requested office component within the commercial development has an area of approximately 660m². The requested residential component, located on approximately the north 1/3 of the site includes four, three-storey stacked townhouse buildings with a total of 54 units (density 48 uph). With the exception of a 0.21ha future residential area located at the southeastern limit of the site, the easterly part of the site is proposed to remain undeveloped to promote the protection and preservation of a Provincially Significant Wetland and associated natural heritage features and buffers.

Requested Amendment to the 1989 Official Plan

To change the designation of the property to add a Specific Area Policy to permit a maximum of 5,000 sq.m. of commercial/office space and a drive-through facility in the existing Multi-family, Medium Density Residential designation, and to change the land use designation in the southeast quadrant of the site from Open Space to Multi-family, Medium Density Residential.

Requested Amendment to The London Plan (New Official Plan)

To change the Place Type on Map 1 for a portion of the property from Green Space to Neighbourhoods, and to modify the natural heritage features on Map 5 to reflect current Ministry of Natural Resources and Forestry mapping.

Requested Zoning By-law Amendment

To change the zoning from an Urban Reserve (UR2) Zone to a Residential R8 Special Provision/Community Shopping Area Special Provision (R8-4(_)/CSA1(_)) Zone, an Urban Reserve Special Provision (UR2(_)) Zone, and an Open Space (OS5) Zone. Also to place a Holding Zone (h-129) on a portion of the proposed development area and the Open Space (OS5) Zone to prohibit development to accommodate an interim flood storage solution until permanent flood storage measures are identified.

Both Official Plans and the Zoning By-law are available at london.ca.

Current Zoning

Zone: Urban Reserve (UR2) Zone

Permitted Uses: [--->insert current use(s) <---]

Special Provision(s): n/a

Height: 15.0 metres

Requested Zoning

Zone: Residential R8 Special Provision (R8-4(_)) Zone and Holding Residential R8 Special Provision (h-129*R8-4(_)) Zone**

Permitted Uses: apartment buildings, handicapped persons apartment buildings, lodging house class 2, stacked townhouse, senior citizen apartment building, emergency care establishment, continuum-of-care facility

Special Provision(s): a minimum exterior side yard depth of 5.0 metres in place of 8.0m, a minimum interior side yard depth of 2.1m in place of 4.5m, a minimum landscaped open space of 22% in place of 30%, a minimum of 51 parking spaces in place of 81 spaces (.94 spaces/unit in place of 1.5 spaces/unit), and to permit stacked townhouses 3 units high whereas a maximum of 2 unit high stacked townhouses are permitted

Residential Density: 75 units per hectare

Height: 13.0 metres

The City may also consider a reduced residential density and specify the areas of the site on which residential development may occur.

Requested Zoning

Zone: Community Shopping Area Special Provision (CSA1(_)) Zone and Holding Community Shopping Area Special Provision (h-129*CSA1(_)) Zone**

Permitted Uses: a broad range of retail, service, office, recreational, and institutional uses

Special Provision(s): a minimum front yard depth of 1.5m in place of 8.0m, a minimum exterior side yard depth of 3.0m in place of 8.0m, a minimum interior side yard depth of 2.0m in place of 3.0m, a maximum building height of 13.0m in place of 9.0m, a minimum of 220 parking spaces in place of 255 spaces (1 space/22.73sq.m. of GFA in place of 1 space/20sq.m. of GFA), a minimum of 8 drive through stacking spaces in place of 15 spaces, a minimum of 8 accessible parking spaces in place of 10 spaces, a minimum parking setback

from Colonel Talbot Road of 0.5m in place of 3.0m, and to reduce the maximum permitted commercial/office GFA from 6,000sq.m. to 5,000sq.m.

Height: 13.0 metres

The City may also specify the areas of the site on which commercial development may occur

Requested Zoning

Zone: Urban Reserve Special Provision (UR2(_)) Zone

Permitted Uses: existing dwellings, agricultural uses, conservation lands, managed woodlot, wayside pit, passive recreation use, farm gate sales

Special Provision(s): a minimum lot area of 0.2ha in place of 6.0ha

Height: 15.0 metres

Requested Zoning

Zone: Open Space (OS5(_)) and Holding Open Space (h-129*OS5(_)) Zone**

Permitted Uses: conservation lands, conservation works, passive recreation uses which include hiking trails and multi-use pathways, managed woodlots

Special Provision(s): n/a

Height: 12.0 metres

**h-129 – To ensure that the results of the Hydraulic Floodway Analysis are accepted to the satisfaction of the Upper Thames River Conservation Authority.

An Environmental Impact Assessment has been prepared to assist in the evaluation of this application.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Multi-family, Medium Density Residential and Open Space in the 1989 Official Plan. The Multi-family, Medium Density Residential designation permits multiple attached dwellings such as row houses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, and small-scale nursing homes, rest homes and homes for the aged as the main uses. The Open Space designation permits parks, private open space, flood plain lands and lands that are subject to natural hazards, components of the Natural Heritage System, and lands that contribute to important ecological functions as the main uses.

The subject lands are in the Neighbourhoods and Green Space Place Types in The London Plan. The Neighbourhoods Place Type permits a broad range of housing types including stacked townhouses and low-rise apartment buildings, home occupations, group homes, small-scale community facilities, emergency care establishments, rooming houses, supervised correctional residences, mixed-use buildings and stand-alone retail, service, and office buildings. A site-specific policy approved by the Local Planning Appeal Tribunal (now the Ontario Land Tribunal) permits retail, service and office uses to have a combined maximum floor area of 5,000 sq. m. subject to conditions. The permitted uses in the Green Space Place Type vary considerably dependent on natural heritage features, hazards and natural resources and may include parks, private green space uses such as cemeteries and private golf courses, agriculture, woodlot management, horticulture and urban gardens, conservation, essential public utilities and municipal services, storm water management, and recreational and community services.

How Can You Participate in the Planning Process?

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See More Information

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- Viewing the application-specific page at london.ca/planapps
- Opportunities to view any file materials in-person by appointment can be arranged through the file Planner.

Reply to this Notice of Application

We are inviting your comments on the requested changes at this time so that we can consider them as we review the application and prepare a report that will include Planning &

Development staff's recommendation to the City's Planning and Environment Committee. Planning considerations usually include such matters as land use, development intensity, and form of development.

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested Official Plan and zoning changes on a date that has not yet been scheduled. The City will send you another notice inviting you to attend this meeting, which is required by the Planning Act. You will also be invited to provide your comments at this public participation meeting. A neighbourhood or community association may exist in your area. If it reflects your views on this application, you may wish to select a representative of the association to speak on your behalf at the public participation meeting. Neighbourhood Associations are listed on the [Neighbourgood](#) website. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting.

What Are Your Legal Rights?

Notification of Council Decision

If you wish to be notified of the decision of the City of London on the proposed official plan amendment and zoning by-law amendment, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at docservices@london.ca. You will also be notified if you speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.

Right to Appeal to the Ontario Land Tribunal

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the proposed official plan amendment is adopted, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the proposed official plan amendment is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

For more information go to <https://olt.gov.on.ca/appeals-process/forms/>.

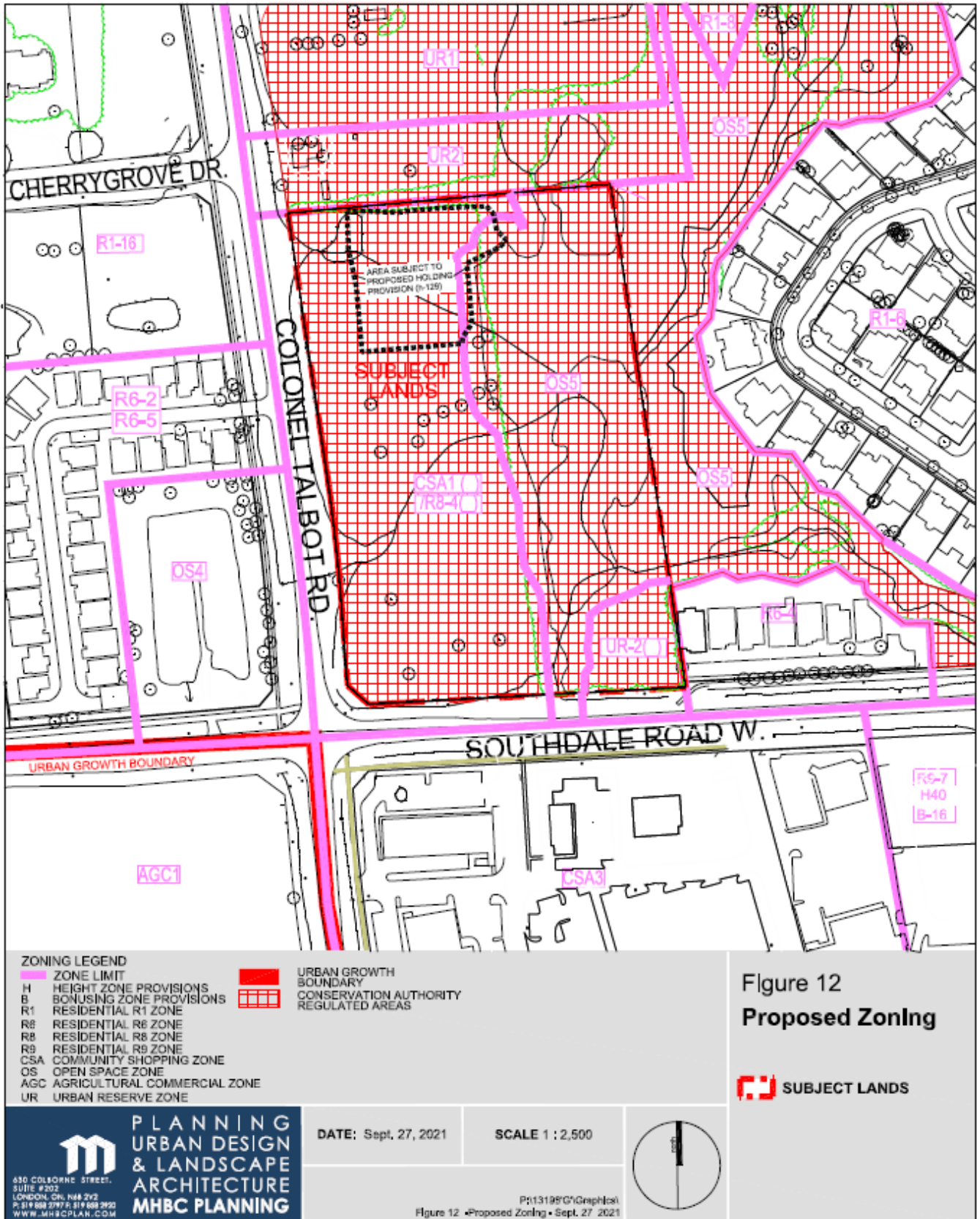
Notice of Collection of Personal Information

Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the Municipal Act, 2001, as amended, and the Planning Act, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-CITY(2489) ext. 4937.

Accessibility

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Requested Zoning



Building Renderings



View of commercial/office from intersection of Southdale Road West and Colonel Talbot Road



View of commercial building from Southdale Road West



View of Townhouses from Colonel Talbot Road

The above images represent the applicant's proposal as submitted and may change.

NOTICE OF PLANNING APPLICATION

Official Plan and Zoning By-law Amendments

520 Sarnia Road



File: OZ-9432

Applicant: Horizen Developments LP

What is Proposed?

Official Plan and Zoning amendments to allow:

An 8-storey apartment building with at total of 129 residential units with a density of 168 units per hectare and parking spaces provided in underground and above-ground facilities; and

- Special provisions to identify Sarnia Road as the front lot line, a reduced interior side yard setback, and a reduced parking rate.

LEARN MORE & PROVIDE INPUT

Please provide any comments by **December 15, 2021**

Alanna Riley

ariley@london.ca

519-661-CITY (2489) ext. 4579

Planning & Development, City of London, 300 Dufferin Avenue, 6th Floor,
London ON PO BOX 5035 N6A 4L9

File: OZ-9432

london.ca/planapps

You may also discuss any concerns you have with your Ward Councillor:

Steve Lehman

slehman@london.ca

519-661-CITY (2489) ext. 4008

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We want to make sure they have a chance to take part.**

Application Details

The purpose and effect of this Official Plan and zoning change is to permit an 8-storey apartment building with at total of a total of 129 residential units with a density of 168 units per hectare and parking spaces provided in underground and above-ground facilities

Requested Amendment to the 1989 Official Plan

To add a Specific Area Policy to add a Specific Area Policy to permit an 8-storey apartment building with at total of a total of 129 residential units with a density of 168 units per hectare without a commercial component on the ground floor.

Requested Amendment to The London Plan (New Official Plan)

To add a Specific Area Policy to add a Specific Area Policy to permit an 8-storey apartment building with at total of a total of 129 residential units with a density of 168 units per hectare without a commercial component on the ground floor.

Requested Zoning By-law Amendment

To change the zoning **FROM** a Neighbourhood Shopping Area Special Provision (NSA1(3)) Zone **TO** a Residential R9 Special Provision Bonus (R9-7()*B-) Zone. Special provisions would identify the Sarnia Road frontage as the front lot line; permit a minimum interior side yard setback of 7.5 metres; and permit a minimum parking rate of 1 space per residential unit, whereas 0.78 spaces per unit is required. The proposed bonus zone would permit a maximum building height of 8-storeys (27.1 metres) and a maximum mixed-use density of 168 units per hectare in return for eligible facilities, services, and matters, specifically affordable housing outlined in Section 19.4.4 of the 1989 Official Plan and policies 1638_ to 1655_ of The London Plan

Both Official Plans and the Zoning By-law are available at london.ca.

Current Zoning

Zone: Neighbourhood Shopping Area Special Provision (NSA1(3)) Zone **

Permitted Uses: Bake shops; Catalogue stores; Clinics; Convenience service establishments; Day care centres) Duplicating shops; Financial institutions; Food stores) Libraries; Medical/dental offices; Offices) Personal service establishments; Restaurants; Retail stores; Service and repair establishments) Studios; Video rental establishments) Brewing on Premises Establishment.

Requested Zoning

Zone: Residential R9 Special Provision Bonus (R9-7()*B-) Zone **

Permitted Uses: Apartment buildings; Lodging house class 2; Senior citizens apartment buildings; Handicapped persons apartment buildings; and Continuum-of-care facilities.

Special Provision(s): Special provisions would identify the Sarnia Road frontage as the front lot line; permit a minimum interior side yard setback of 7.5 metres; and permit a minimum parking rate of 1 space per residential unit, whereas 0.78 spaces per unit is required. The proposed bonus zone would permit a maximum building height of 8-storeys (27.1 metres) and a maximum mixed-use density of 168 units per hectare in return for eligible facilities, services, and matters, specifically affordable housing outlined in Section 19.4.4 of the 1989 Official Plan and policies 1638_ to 1655_ of The London Plan.

Height: 28 metres

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as

The Neighbourhood Commercial Node designation requires residential development above ground floor commercial uses. As no commercial component is proposed, an amendment to the 1989 Official Plan is required. Residential density in the Neighbourhood Commercial Node is determined by the Multi-family Medium and High Density Residential designations. The maximum density contemplated in the 1989 Official Plan in the Multi-Family, High Density Residential designation for sites outside of Central London is 150 units per hectare. Bonusing is required to achieve a density beyond this limit.

The subject lands are in the Neighbourhoods Place Types in The London Plan. The Neighbourhoods Place Type permits a broad range of housing types including stacked townhouses and low-rise apartment buildings, home occupations, group homes, small-scale community facilities, emergency care establishments, rooming houses, supervised correctional residences, mixed-use buildings and stand-alone retail, service, and office buildings. The London Plan contemplates apartment buildings and bonusing up to, but not exceeding a

maximum of 6-storeys at this location. The proposed development would require an amendment to The London Plan for a building height beyond 6-storeys.

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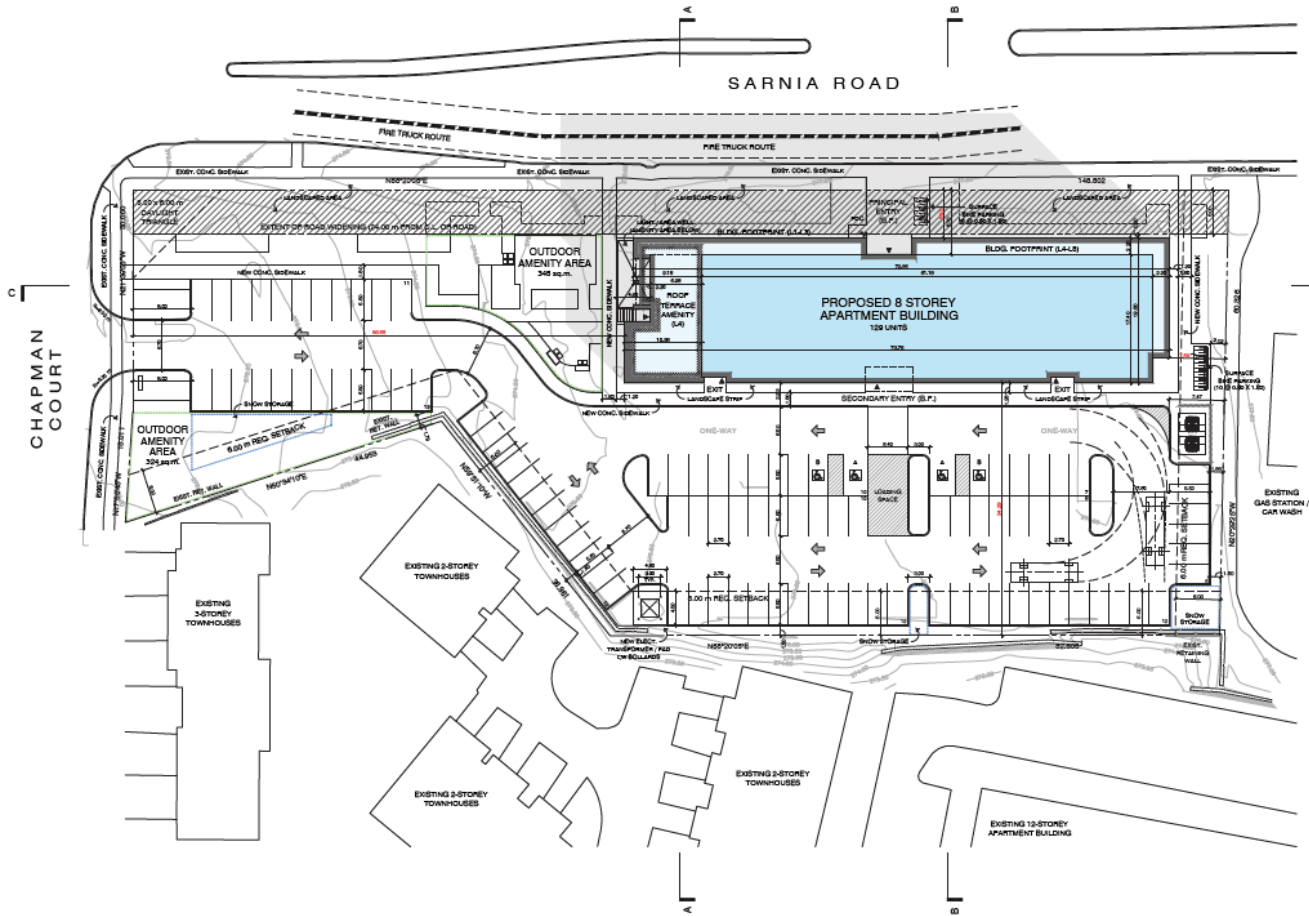
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Site Concept



The above image represents the applicant's proposal as submitted and may change.

Building Renderings





The above images represent the applicant's proposal as submitted and may change.



P.O. Box 5035
300 Dufferin Avenue
London, ON
N6A 4L9

London
CANADA

November 17, 2021

K. Scherr
Deputy City Manager, Environment and Infrastructure

I hereby certify that the Municipal Council, at its meeting held on November 16, 2021, resolved:

That on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions be taken with respect to the staff report dated November 2, 2021, related to the construction mitigation traffic diversion on Dundas Place:

- a) the monitoring and consultation findings BE RECEIVED; and,
- b) the Civic Administration BE DIRECTED to initiate a bylaw amendment to reinstate the current temporary traffic diversion arrangement on Dundas Place in Spring 2022 as a construction mitigation;

it being noted that the communication from M. Miksa, with respect to this matter, was received. (2021-T05/T08) (2.3/14/CWC)

C. Saunders
City Clerk
/sd

cc: D. MacRae, Director, Transportation and Mobility
M. Henderson, Director, Economic Services and Support
P. McClennan, Executive Assistant to the Deputy City Manager Environment and Infrastructure
J. Friesen Administrative Assistant II, Environment and Infrastructure
Chair and Members of Transportation Advisory Committee
Chair and Members of Cycling Advisory Committee
Chair and Members of Accessibility Advisory Committee
External cc List on File in the City Clerk's Office

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 Sidewalks in Established Neighbourhoods
November 23, 2021

Recommendation

That on the recommendation of the Deputy City Manager, Environment and Infrastructure, Civic Administration BE DIRECTED to develop a Neighbourhood Sidewalk Connectivity Plan approach, including a community engagement strategy, for new sidewalks on neighbourhood road and underground reconstruction projects as proposed herein, on a trial basis in 2022 to inform the 2023 Renew London Construction Program.

Executive Summary

New sidewalks are to be installed as part of road reconstruction and underground infrastructure renewal projects in accordance with London Plan policy that sidewalks be included on both sides of most streets.

This past spring, projects planned for 2021 sparked debate over the introduction of sidewalks in established neighbourhoods.

This report provides an overview of policies supporting sidewalk installations in established neighbourhoods and provides recommendations for engaging neighbourhoods with gaps in pedestrian connectivity both at the community level and the street level.

This report is focused on addressing the challenges of implementing sidewalks in established neighbourhoods. A retrofit approach is not required in new subdivisions where current standards for draft plans of subdivision provide strong neighbourhood connection and natural walkability. Streets within new subdivisions do not meet the exemptions noted in Policy 349 and sidewalks will be constructed on both sides of all streets.

Linkage to the Corporate Strategic Plan

The following report supports Municipal Councils 2019-2023 Strategic Plan through the strategic focus area of Building a Sustainable City and Creating a Safe London for Women and Girls. The report identifies strategies for building new neighbourhood infrastructure to support mobility, safety and more livable, sustainable, vibrant communities. The plan also identifies the implementation and enhancement of road safety measures to deliver convenient and connected mobility choices.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- 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

1.2 Policy Context

The City is committed to maintaining strong and healthy communities through safe and accessible infrastructure. Walking is an active mode of transportation that has been promoted in London dating back to the early 2000's and reinforced in the Smart Moves 2030 Transportation Master Plan. Planning for sidewalks on both sides of most streets has become standard practice amongst many Ontario Municipalities. Multiple policies and principles have been approved by Council over the last decade that align with improving connectivity and safety in the City and its neighbourhoods.

Smart Moves 2030 Transportation Master Plan (2009-2013):

The key goal of the London 2030 Transportation Master Plan (TMP) was to provide more attractive travel choices for those who live, work and play in London. Achieving that goal requires greater support for walking, cycling, transit and carpooling. The TMP identified 5 “Smart Moves”, each playing a role in supporting Council’s strategic objectives, and one of those TMP pillars was to provide *Greater Investment in Cycling and Walking Infrastructure*. New active transportation infrastructure will be needed in established areas to support intensification, improve access to transit and help meet the City’s environmental objectives.

Age Friendly London (2010):

The City of London supports multiple initiatives and resources to enhance seniors’ lived experience in our community. In 2010, the City of London became the first city in Canada to join the World Health Organization (WHO) Global Network of Age Friendly Cities. Age Friendly Action Plan Strategies include improving the accessibility of city roads and sidewalks, access to public transit and promoting active transportation initiatives for older adults.

The London Plan (2016)

The London Plan was adopted by City Council and then approved by the province in December 2016. The plan recognized the need to be deliberate in the way we plan our mobility infrastructure. That involves designing streets and right-of-way to provide a variety of convenient, attractive, and accessible mobility choices with strong linkages between key origins and destinations.

The Active Mobility section of the City Building Policies recognizes that walking can play a positive role in improving mobility and quality of life as part of a balanced mobility system. Policy 349 specifically speaks to supporting walkability through the inclusion of sidewalks in street design.

349_ To support walkability, sidewalks shall be located on both sides of all streets. An exception to this requirement may be considered in the following instances. In most of the instances a sidewalk will be required on one side of the street.

1. Cul-de-sacs or dead-end streets that extend less than 200 metres and do not connect to neighbourhood features or amenities.
2. Portions of streets flanking natural heritage features or areas.
3. Portions of streets flanking a Green Space that includes alternative active mobility infrastructure parallel to the street.
4. Portions of streets that have a designated multi-use pathway within the boulevard on one side.

5. Streets classified as Expressways or Rural Thoroughfares.
6. Road reconstruction projects, where the existing conditions such as mature trees, right-of-way widths, or infrastructure would impede sidewalks on both sides of the street.

Policy 349 was under appeal until approved by LPAT on April 21, 2021. The policy is now in full force and effect.

Vision Zero (2017):

Building upon the earlier London Road Safety Strategy, Council has adopted the principles of Vision Zero, which is a global initiative dedicated to eliminating traffic deaths and injuries, and increasing safe, healthy, equitable mobility. The City has initiated a number of road safety campaigns designed to take measurable steps toward implementing Vision Zero Principles such as area speed limits, protected bike lanes, red light cameras and automated speed enforcement, roundabouts, pedestrian crossovers and more.

Safe Cities (2017):

Safe Cities and Safe Public Spaces is a worldwide United Nations Women initiative that draws attention to the issue of violence against women and girls in public spaces including activities while using public transportation, recreation, and mobility spaces. In 2017, Council endorsed the safe cities initiative becoming the third Canadian city to participate, along with Winnipeg and Edmonton.

Complete Streets (2018):

The City's Complete Streets Design manual was approved by Council in 2018. London's vision for complete streets meets the needs of a wide range of users as defined by place type. Streets will feature high-quality pedestrian environments and integrate seamlessly with transit service, cycling networks and automobile users. Complete Streets provide physical environments that make all forms of mobility safe, attractive, comfortable, and efficient.

Multi-Year Accessibility Plan (2018)

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 that may have been present from birth, caused by an accident, or developed over time. For instance, disabilities include visual impairment, deafness, brain injury, intellectual disabilities, or reliance on a mobility device, to name a few.

The 2018-2021 Multi-Year Accessibility Plan outlines the next phase of changes to continue improving accessibility throughout the City of London. The Accessibility Plan recommendations include the following action to reduce physical barriers: "*Enhance existing sidewalk accessibility through the identification and construction of accessible features such as curb cuts, curb drops and missing building links to sidewalks and pathways.*"

Climate Emergency (2019):

Council approved a declaration of a climate emergency in 2019 and Civic Administration has developed tangible actions to reduce energy use and increase climate change mitigation and adaptation. One action was the development of a Climate Emergency Screening Tool (CEST). When applied to planned major transportation projects the CEST identified the reconstruction of strategic streets that are missing components of pedestrian, cycling or transit amenities as a cost-effective approach to enable sustainable mobility choices. Reviewing road projects from a complete streets and pedestrian connectivity perspective is another way to promote sustainable modes of travel and counteract the vehicle-focused trend known as "induced demand".

1.3 Annual Sidewalk Programs

There are 3 different programs under which new sidewalks can be installed in established neighbourhoods.

Local Road Reconstruction Program (LRRP): These local road projects involve reconstructing neighbourhood streets with poor pavement conditions. The scope of work generally includes new curb and sidewalks, replacing asphalt road base, upgrading underground services, and restoring the areas disturbed by construction to current standards where necessary. Projects are typically prioritized by street Pavement Quality Index (PQI). The annual Local Road Reconstruction program is designed in-house and construction is administered by the Construction Administration Division.

Infrastructure Lifecycle Renewal Program (ILRP): These projects can be driven by either sewer, water or transportation lifecycle renewal needs. Transportation driven projects are more often along higher order streets that likely already include sidewalk infrastructure. However, sewer or water driven projects may be required on local streets and could trigger the need for a new sidewalk if one does not exist. Projects are typically driven by strategic lifecycle needs and servicing area studies. The design and tender of ILRP projects are managed by the Environment and Infrastructure Service Areas and construction is administered by the Construction Administration Division.

New Sidewalk Program: The New Sidewalk Program follows a request-based process to identify locations for new sidewalks in existing communities. Requests from the neighbourhood often highlight gaps in the existing network. Projects are prioritized using a scoring system that includes pedestrian volumes, traffic volumes, network considerations, transit connectivity, schools, seniors' facilities, and road characteristics. There are currently over 130 requests on the new sidewalk project list. Projects under the New Sidewalks Program have in-house design and construction administration completed by the Transportation Planning and Design.

It is important the City provide a consistent approach when engaging the public. New sidewalks may be introduced through different programs, but the public only sees the impacts a new sidewalk will have on their street.

1.4 Public Response to Sidewalks in Existing Neighbourhoods

In keeping with the London Plan and the various policies supporting sidewalk infrastructure, road reconstruction project designs now strive to include sidewalks on both sides of the street unless there are specific constraints that may result in it being more desirable to include one, or in some cases, no sidewalks.

In recent years, this has led to debate within communities due a conflict between the goal of providing a safe and accessible mobility network and the desire to avoid neighbourhood impacts to existing trees, parking, and driveways. This debate has intensified over the last couple years as the London Plan policies came into full force and effect. The 2021 local road reconstruction project list included eight streets without an existing sidewalk, leading to an unprecedented number of community petitions and resident delegations protesting the inclusion of new sidewalk infrastructure in April 2021.

Specific arguments against sidewalks on individual streets varied considerably. Some presentations flagged concern for physical impacts such as loss of tree canopy, reduction in available driveway parking, damage to private landscaping and irrigation systems within the right of way and shifting pedestrian movements closer to the front of peoples' homes. Others disputed the need for a sidewalk on their street based on low traffic volumes, suggesting neighbours, including those using mobility devices, are comfortable sharing the roadway and would prefer to keep it that way.

Still, a common theme did emerge through the public response. Many presentations suggested support for the overarching intent of Mobility Policy 349 to provide better

connections in our communities, but disagreed with its blanket application to every street.

Following the street-by-street debate this past spring, six of eight streets received an exception from the mobility policy.

1.5 Sidewalks in New Subdivisions

This report is focused on addressing the challenges of implementing sidewalks in established neighbourhoods. A retrofit approach is not required in new subdivisions where current standards for draft plans of subdivision provide strong neighbourhood connection and natural walkability. Streets within new subdivisions do not meet the exemptions noted in Policy 349 and sidewalks will be constructed on both sides of all streets.

2.0 Discussion and Considerations

2.1 Neighbourhood Sidewalk Connectivity Plans (NSCPs)

2018 Byron South Neighbourhood Sidewalk Connectivity Plan

The Byron South neighbourhood had a limited sidewalk network with many missing connections, forcing pedestrians to share the road with vehicles. Following resistance to a local sidewalk project and delegations to committee, a community conversation was suggested. In 2018, Council endorsed the recommended Byron South NSCP for implementation through the 2019 New Sidewalk Program.

A Neighbourhood Sidewalk Connectivity Plan was developed with the input of the staff at Byron Southwood Public School regarding school traffic patterns and entry points and of the public through a Public Information Centre (PIC). The PIC was well attended with 36 residents of which 68% were in support of the draft sidewalk connectivity plan. Taking all comments into account, staff proposed a plan that would improve accessibility and connectivity while balancing the impacts to residents within the City right of way. The plan added 1,100m of new sidewalk on four streets, a pedestrian crossover (PXO), and upgraded two intersections to stop signs.

While it was a lively community debate, the effort of taking a wholistic neighbourhood approach through an NSCP resulted in more sidewalk segments being constructed than was originally planned. Also, there were no further objections from residents when it came time to design and construct the sidewalks.

Using Byron South as a model, developing an NSCP approach to community engagement could benefit other similar neighbourhoods by establishing community endorsed plans that responsibly connect neighbourhoods, rather than debating sidewalks street-by-street.

Benefits of Applying Mobility Policy 349 at the Neighbourhood Level

Elevating the sidewalk discussion through an NSCP provides a mechanism to look beyond individual streets and identify safe travel paths to key neighbourhood destinations, services, and active spaces. By reviewing neighbourhood connectivity wholistically, sidewalk options can be considered where they will provide the greatest benefit without automatically assuming sidewalks on every street.

Reviewing all streets in a neighbourhood together provides the ability to identify strategic sidewalk connections. Whereas, reviewing individual streets in isolation can lead to problematic gaps in the network resulting from one-off exemptions. Community engagement at a neighbourhood level, as seen with the Byron South NSCP, can result in greater overall support for sidewalks and other mobility improvements.

An NSCP would consider observed pedestrian movements, traffic volumes, transit routes, institutional destinations, and community places. It would incorporate input from local school administrations and the “Active and Safe Routes to School” program. An NSCP enables more efficient engagement with other relevant community groups, such

as incorporating the input of accessibility advocacy groups and advisory committees.

Public engagement will still be required with each individual road reconstruction project. However, with an NSCP providing a blueprint for new sidewalk locations, the conversation can focus on finding the best fit design for streets where a sidewalk has been identified rather than debating if a sidewalk is warranted.

NSCP Policy Compliance

Reviewing mobility at the neighbourhood level to identify strategic sidewalk connections may result in streets with sidewalks on both sides, one side or no sidewalks. This approach would still meet the intent of relevant Council policies.

An NSCP would create an overall connectivity plan for the community in a manner that aligns with The London Plan policy. The exceptions outlined in Mobility Policy 349 call for sidewalks on one side of the street “in most cases”. An NSCP would improve accessibility for the community as a whole. The AODA describes standards for designing accessible sidewalks but does not specify “where” sidewalks should be constructed. Still, it will be important to engage local accessibility advocacy groups. The Complete Streets Manual speaks to making best efforts to implement as many complete streets elements as possible but recognizes that constraints may require the need to balance priorities.

Any effort to increase sidewalk connections would also align with several other Council priorities including Safe Cities, Age Friendly London and Climate Emergency.

How many NSCPs would be needed?

Streets without sidewalks are a common occurrence in North American cities, which largely reduced building them in the post Second World War period. Many of London’s subdivisions built in the 1950’s to 1970’s did not include sidewalks. Older Core neighbourhoods were designed in a grid pattern with sidewalks on both sides of almost all streets. Newer subdivisions are now designed with regard for walkability and vulnerable users and have sidewalks on both or one side of most streets. This has created a ring of legacy neighbourhoods between the historic core of the city and the newer subdivisions. **Appendix A** provides a map of existing sidewalk locations and areas that would benefit from an NSCP.

NSCP reviews would focus on established neighbourhoods within the legacy ring that would benefit most from a connectivity plan. Some larger communities may need to be further broken down into smaller areas, while other smaller community pockets might be merged based on shared destinations and similar conditions. A high-level review identified just over 20 neighbourhood “pockets” within existing Planning Districts that would benefit from a NSCP.

These connectivity plans would not need to be completed all at once. They could be staggered over several years to align with works planned for the following road reconstruction season or seasons. The New Sidewalk Program could work in tandem with planned roadworks to implement the NSCP, once established.

Ongoing Reconstruction of Streets Outside of an NSCP

There will be instances of infrastructure projects on streets with no sidewalks, but in neighbourhoods that are otherwise well-connected and do not warrant an NSCP. These situations will trigger Policy 349 and a review of sidewalk will be needed on an individual street basis. In these cases, it will be important to review individual streets with regard for the surrounding neighbourhood and ask the question “If this neighbourhood had a NSCP, would this street have likely been recommended for a sidewalk?”. While it is not possible to entirely avoid street-by-street sidewalk discussions, advancing NSCP for neighbourhoods with the greatest need for improved connectivity should capture a good portion of streets under a community engagement process.

2.2 NSCP Engagement at the Community Level

Subject to Council direction, staff would develop a community engagement strategy building on the experiences of the Byron South NSCP. There may be opportunities to apply engagement methods used by the Neighbourhood Decision Making process and utilize web-based community feedback tools developed to support engagement throughout Covid-19. At this point, the conversation would focus on community-wide goals and mobility needs, travel patterns associated with essential destinations and establishing a mutual understanding of pedestrian infrastructure requirements and the overall benefits of community connectivity.

A cross-functional working group would be assembled drawing upon expertise from Construction Administration, Transportation Planning & Design, Communications, the City's Accessibility Specialist, and Community Services. A consultant resource would be retained to create a framework for NSCP engagement that could be used on a trial basis in 2022 to inform the 2023 construction season. If successful, this program could be managed internally going forward following the established community engagement framework.

NSCPs would be brought forward for Council Approval. The intent would be for staff to recommend a connectivity plan for the area based on community feedback, agency input and council policy. Members of the public would have the opportunity to present community feedback through delegations to Council. Under this model, there would be a single sidewalk conversation for each neighbourhood, after which the Council approved NSCP would guide future road reconstruction projects in the area.

2.3 Project Engagement at the Street Level

While an NSCP would provide a blueprint for sidewalk connections in a neighbourhood, individual project engagement would still be required when it comes time to implement the sidewalk. This is the point when the conversation should focus on finding the best fit design for the street and help residents understand the design considerations available to mitigate impacts of adding a new sidewalk.

Design Considerations

Establishing a new sidewalk configuration on an existing street has a major influence on the road design and every project is unique. Staff apply due diligence in reviewing existing conditions against available design options. Designs have regard for trees and vegetation, existing driveways, on-street parking, emergency vehicle access, winter road maintenance and streetlighting when reviewing sidewalk configurations.

In establishing a design, City staff complete an assessment of potential impacts and mitigation strategies to address neighbourhood needs and concerns. The preferred alignment for new sidewalks includes a boulevard, but in many cases, sidewalks can be built adjacent to the curb or built fully or partly into the road width which can have the added benefit of slowing traffic. Where projects involve a new watermain, sidewalks may be placed along the restoration path of the watermain to minimize further street impacts.

The mitigation strategies used to reach a design solution that best balances competing design priorities will vary from street to street.

Project Design Timelines

The annual LRRP design process follows a tight timeline aligned to fit with other staff responsibilities throughout year. Surveys are completed in the spring/summer while the design staff are busy with field work for the current year's projects. The design staff then spend the winter preparing drawings and contract documents for spring tender. Local road reconstruction projects have become increasingly complex in recent years as servicing partners seek to align infrastructure renewal needs (sewers, watermains, streetlights).

The ILRP annual design process differs, in that larger projects retain external

consultants to undertake the project design. In many cases, these larger projects affect higher order streets that already include sidewalk infrastructure though that is not always the case.

2021 was the first construction year with Mobility Policy in full force and effect. Last year, residents were informed of upcoming projects that would introduce new sidewalks through three standard letter notifications:

1. Notice of Land Surveying Activities (sent in the spring of the year before construction start)
 - advising residents to expect City staff and consultants in the area investigating issues for design work ahead of a future infrastructure renewal construction project
2. Project Notice and Pre-construction Notice (sent approximately 3 - 6 months ahead of construction)
 - informing of project work details, such as tree impacts, timelines, and project contacts
 - providing details of project update meeting to learn about the project as well as impacts and mitigation
 - inviting residents to complete pre-construction questionnaire related to flowing, traffic and other neighbourhood considerations
3. Construction notice (sent approximately 2 weeks ahead of construction)
 - informing residents of the official start date of construction
 - providing additional construction details, such as staging information, and traffic impacts and mitigation

Larger IRP projects may offer a Project Update Meeting (PUM), however LRRP and in-house IRP designs typically have not held PUMs prior to 2021, before the London Plan sidewalks policy came into effect. In 2021, LRRP designs were shared through online engagement through the City's Get Involved engagement website. Special project pages were provided on Get Involved for residents to view pre-recorded presentations explaining the planned work and designs and send questions and comments to the project team.

Proposed Engagement Strategy

Public engagement for individual road reconstruction projects should be considered when developing the NSCP Community Engagement framework. The NSCP is just the first part of the story. The consultant assignment for community-level engagement should also provide recommendations on tactics to enhance opportunities for resident feedback when it comes time to construct the projects where new sidewalks are planned.

Opportunities to enhance public engagement on a street-by-street basis could include:

- Expanding early project notices to include education on mobility policies, design considerations and options for mitigating impacts of a new sidewalk.
- Offering a facilitated resident webinar using the Q&A tool to collect feedback and share information with neighbours.
- Promote the great project information available on the Get Involved and Renew Road Reconstruction websites.

3.0 Financial Impact/Considerations

3.1 Budget Implications

The annual life cycle renewal funding to support new sidewalks is financed through multiple sources aligned with the various sidewalk programs described above.

- New Sidewalks Program
- Road Network Improvements Accounts

The budget implications of implementing a NSCP program would not be substantial. The anticipated cost of retaining a consultant to develop a NSCP community engagement framework is expected to be less than \$50,000. This one-time cost would be funded from a capital account that funds the transportation components of ILRP and IRLP accounts.

Once an NSCP framework is established and proven, the ongoing completion of connection plans could be managed in-house with support from the cross-functional working group. Ideally, moving to a NSCP approach for sidewalk engagement should lead to a reduction in staff resource demands over the current street-by-street approach.

4.0 Key Issues and Considerations

4.1. 2022 Project List

Should Council direct staff to develop a community-level approach for sidewalk engagement, 2022 would represent a transition year. Projects already planned for 2022 would be reviewed on a case-by-case basis. Meanwhile, an NSCP framework would be developed and tested in two or three neighbourhoods to inform 2023 road and underground infrastructure reconstruction projects.

The 2022 LRRP list includes 16 streets, most of which have existing sidewalks or meet the exemptions noted in the London Plan. Two LRRP streets identified for 2022 will trigger Policy 349. Staff are recommending deferring these projects to 2023. Both are in a pocket of the Medway Planning District that would provide a good opportunity to trial an NSCP. The budget for these deferred projects will be used to advance pressing mat replacement repairs, which do not trigger the need for a sidewalk.

The 2022 ILRP list includes 16 streets, several of which do not have existing sidewalk infrastructure and will trigger Policy 349. The timing of ILRP projects is typically driven by overarching lifecycle renewal needs related to aging infrastructure and is strategically linked to other planned underground infrastructure projects making scheduling less flexible. Five of the ILRP streets with no sidewalks fall within neighbourhoods that are otherwise well connected. Therefore, sidewalks will need to be reviewed independent of an NSCP. Given the critical infrastructure needs driving these projects, staff is recommending they proceed.

Two other ILRP streets with no sidewalks are located in a neighbourhood pocket that would benefit from an NSCP. Staff is recommending proceeding with these two projects in parallel with establishing a trial NSCP for the neighbourhood to inform other projects planned in the area over the next 5-10 years.

The “New Sidewalk Project List 2022” companion report included on this agenda provides a summary of road reconstruction projects planned for 2022 including whether they trigger Mobility Policy 349 and recommendations for how they should proceed.

Conclusion

Sidewalks are a critical piece of infrastructure that increase safety, encourage active travel, improve accessibility, reduce greenhouse gas emissions, and benefit all ages and abilities. Neighbourhood Sidewalk Connectivity Plans will guide communities in thinking holistically about connectivity in their neighbourhood. Planning for deliberate engagement about sidewalks at both the neighbourhood and street level creates the opportunity for residents to learn more about pedestrian experiences and generate important conversations about improving access to essential places.

Subject to Council direction, staff will develop a community engagement framework for creating Neighbourhood Sidewalk Connectivity Plans in legacy areas of the City with poor sidewalk connectivity. The framework will consider engagement opportunities at both the neighbourhood and street level and be implemented on a trial basis over the next two years. NSCPs will inform future road reconstruction and New Sidewalk Program planning and design starting in 2023.

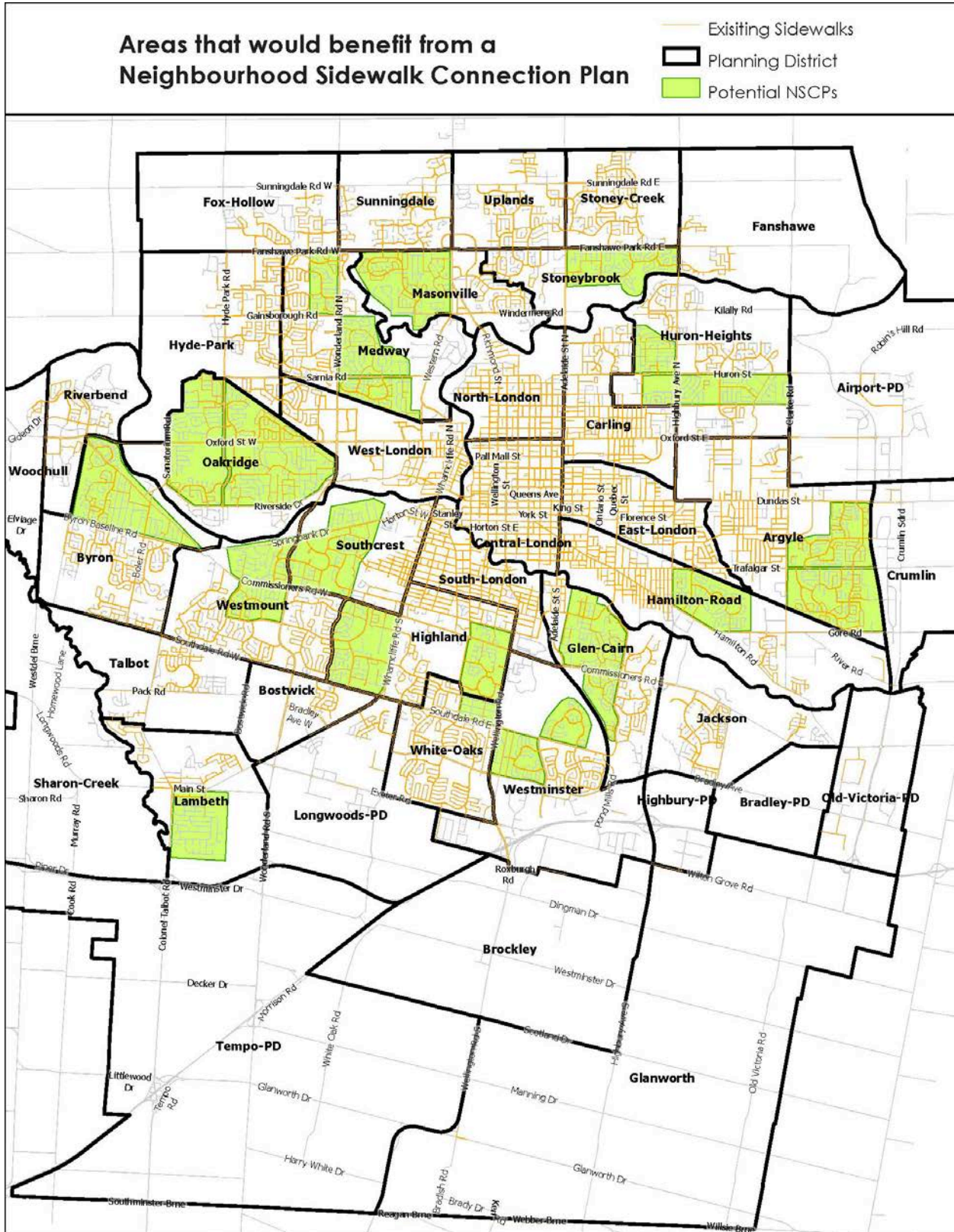
Prepared and Submitted by: **Jennie Dann, P.Eng., Director, Construction and Infrastructure Services**

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

Attachments: Map of areas that would benefit from a Neighbourhood Sidewalk Connection Plan

cc. Cheryl Smith
Doug MacRae
Ugo DeCandido
Andrea Rosebrugh
Megan Fontaine
Gregg Barrett
Aynsley Anderson
Melanie Stone

Appendix A: Areas that would benefit from a Neighbourhood Sidewalk Connection Plan



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 2022
Date: November 23, 2021

Recommendation

That, on the recommendation of the Managing Director, Environmental & Engineering and City Engineer the following actions BE TAKEN: this 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 2022 Renew London Construction Program, this report provides a preview of the City of London streets planned for construction in 2022 and notes which projects will incorporate a new sidewalk as a result of the policy.

This serves as a companion report to the Civic Works report titled New Sidewalks in Established Neighborhoods, November 23, 2021.

Linkage to the Corporate Strategic Plan

The following report supports Municipal Councils 2019-2023 Strategic Plan through the strategic focus area of Building a Sustainable City and Creating a Safe London for Women and Girls. The report identifies the building of new neighbourhood infrastructure to support development and mobility in the City and supports more livable vibrant communities. The plan also identifies the implementation and enhancement of road safety measures to deliver convenient and connected mobility choices.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Planning and Environment Committee – June 13, 2016 – The London Plan
- Civic Works Committee – August 13, 2018 – Complete Streets Design Manual Text
- 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

1.2 Context

This report serves as a companion report to the New Sidewalks in Established Neighbourhoods report presented on this Civic Works Committee agenda.

Mobility Policy 349 section 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 three distinct annual programs.

- Local Road Reconstruction Program (LRRP)
- Infrastructure Lifecycle Renewal Program (IRRP)
- New Sidewalk Program (NSW)

The purpose of this report is to provide a summary of City streets planned for construction as part the 2022 Renew London Construction Program and identify whether a new sidewalk will be required.

In addition, Civic Administration is taking this opportunity to report back with the results of the photometric study on Imperial Road and the updated detailed design for the proposed sidewalk on the east side of Imperial Road, as previously directed by Council.

2.0 Discussion and Considerations

New sidewalks are to be installed as part of road and underground infrastructure reconstruction projects in accordance with the London Plan policy that sidewalks be included on both sides of most streets.

Should Council direct staff to develop a community-level approach for sidewalk engagement as recommended in the companion report on this agenda, 2022 would represent a transition year for road reconstruction and new sidewalk projects. Projects already planned for 2022 would be reviewed on a case-by-case basis.

2.1. 2022 Project List

Tables 1-3 provide a list of road reconstruction projects planned for 2022, including whether they trigger Mobility Policy 349, and recommendations for how they should proceed.

Table 1 - Local Road Reconstruction Program (LRRP)									
Project Description	Ward	Planning District	Street	From	To	Existing Sidewalk	Policy 349	Proposal	Length (m)
Local Road Reconstruction Project, Contract #1	14	Glen Cairn	Milan Pl	Pond View Rd	End of street	No	Yes	Construct with short sidewalk to Pond View Rd	280
	9	Byron	Belvedere Pl	Belvedere Ave	End of street	No	No	Construct without sidewalk; less than 250m and no connection	148
	7	Medway	Denlaw Rd	Lawson Rd	Blue Forest Dr	Yes	Ex.	Construct, like for like	380
	7	Medway	Blue Forest Dr	Sarnia Rd	Lawson Rd	Yes	Ex.	Construct, like for like	664
			Blue Forest Pl	Blue Forest Dr	End of street	No	No	Construct without sidewalk; less than 250m and no connection	
14	Glen Cairn	Edmunds Cres	Deveron Cres	Deveron Cres	Yes	Ex.	Construct, like for like	637	
Local Road Reconstruction Project, Contract #2	5	Stoneybrook	Hastings Dr	Fanshawe Park Rd E	Hasting Gate	Yes	Ex.	Construct, like for like	1200
	6	North London	Audrey Ave	Huron St	Broughdale Ave	Yes	Ex.	Construct, like for like	125
	6	North London	Grosvenor St	Sterling St	Linwood St	Yes	Ex.	Construct, like for like	201
	5	Stoneybrook	Imperial Rd	Grenfell Dr	Balcarres Rd	No	Yes	Deferred from 2021 with updated design	659
			Balcarres Rd	Estevan Rd	Milestone Rd	Yes	Ex.	Construct, like for like	
2	Argyle	Railton Ave	Trafalgar St	Marconi Blvd	Yes	Ex.	Construct, like for like	1300	
Local Road Reconstruction Project, Contract #3	1	Glen Cairn	Shelborne St	Deveron Cres (South End)	TBD	Yes	Ex.	Construct, like for like	TBD
	11	Highland	Sylvan St	Base Line Rd E	North End	No	Yes	Construct, align with Housing Development	85

	6	Medway	Wychwood Pk	Sleightholme Ave	Metamora Cres	Yes	Ex.	Construct without sidewalk; less than 250m and no connection	700
Windermere Rd	7	Masonville	Windermere Rd	West leg of Corley Dr	Ryersie Rd	No	Yes	Construct, parks, trails and University	~500
Local Road Reconstruction Project	7	Medway	Edge Hill Cres	Blackacres Blvd	Edgehill Rd	No	Yes	Defer to 2023, 2022 NSCP	520
			Edge Hill Rd	Blackacres Blvd	Egdehill Cres	No	Yes		190
Table 2 - Infrastructure Lifecycle Renewal Program (ILRP)									
Project Description	Ward	Planning District	Street	From	To	Existing Sidewalk	Policy 349	Proposal	Length (m)
Blakie Rd (Road Extension)	14	Longwoods	Blakie Rd	Meadowbrook Dr	Breck Ave	No	Yes	Construct, Industrial	765
Glen Cairn Area Sanitary and Storm (Infrastructure Renewal)	1	Glen Cairn	Glen Cairn Park	Thompson/Helena	Chesterfield Ave			Construct, Strategic Water & Sewer Servicing	365
			Chesterfield Ave	Thompson Rd	Shirl St	No	Yes		320
			Westlake St	Chesterfield Ave	Gladstone Ave	No	Yes		90
Regent/William Phase 2 (Infrastructure Renewal)	6	North London	Regent St	William St	Maitland St	**Yes	Yes	Construct, Strategic Water & Sewer Servicing; **complete existing sidewalk gap on south side of Regent	285
			William St	Huron St	Regent St	Yes	Ex.		225
Paardeberg Crescent - Flanders Row - Rhine Avenue (Infrastructure Renewal)	4	Carling	Paardeberg Cres	Rhine Ave	Rhine Ave	No	Yes	Construct, Strategic Water & Sewer Servicing; High School and Park connections. Design 2022, construction 2023	390
			Flanders Row	Wistow St	Paardeberg Cres	No	Yes		360
			Rhine Ave	Flanders Row	Wistow St	No	Yes		360

Hickson Ave & Belgrave Ave (Infrastructure Renewal)	11	South London	Hickson Ave	Ridout St	Belgrave Ave	Yes	Ex.	Construct, Strategic Water & Sewer Servicing	180
			Belgrave Ave	Chester St	Hickson Ave	No	Yes		135
Hansuld St & Dale St (Infrastructure Renewal)	3	Argyle	Hansuld St	Second St	Dale St	No	Yes	Construct, Strategic Water & Sewer Servicing; no connections but streets meet to form Crescent	290
	3	Argyle	Dale St	Hansuld St	Second St	No	Yes		180
Page St - ILR	3	Airport	Page St	VMP	West End	No	Yes	Construct, Industrial	610
Thorncrest Cres - ILR	11	Southcrest	Thorncrest Cres	Beachwood Ave	Beachwood Ave	No	Yes	Construct, Strategic Water & Sewer Servicing	370
Valleyview	4	Carling	Valleyview Ave	Melsandra Ave	Kipps Lane	No	Yes	Construct, Strategic Water & Sewer Servicing	240

Table 3 - New Sidewalk Program

Annual Sidewalk Program	9	Byron	Griffith Street	Byron Baseline	Commissioners Rd	No		Construct	1190
			Norman Ave	Griffith Street	Reynolds Rd				125
			Reynolds Rd	Norman Avenue	Norman Avenue				40
			Norman Ave	Reynolds Road	Stephen Street				125
			Stephen St	Byron Baseline Road	Springbank Ave				635
	2	Argyle	Trafalgar St	Ascot St	Hudson Dr				660
	4	Carling	Kenmore Pl	Melsandra Ave	Kipps Lane				280

2.2 Local Road Reconstruction Projects in 2022

The 2022 LRRP list includes 16 streets, most of which have existing sidewalks or meet the exemptions noted in the London Plan. Where streets already include a sidewalk, the existing sidewalk will be reconstructed “like-for-like” and, in a couple of cases, the exemptions of the London Plan would apply.

In the case of established neighbourhoods, recent projects have included sidewalks on at least one side to address accessibility, safety, and walkability while mitigating neighbourhood impacts.

Additional context is provided below for the 2022 LRRP projects where a new sidewalk is planned.

Edge Hill Crescent & Edge Hill Road: These streets are located in a pocket of the Medway Planning District that provides a good opportunity to trial an Neighbourhood Sidewalk Connection Plan (NSCP), which is a proposed new approach to community engagement on neighbourhood connectivity, as is outlined in the companion Civic Works Committee report. Staff are recommending deferring these projects to 2023 to allow time for community dialogue around neighbourhood connection. The 2022 budget for these deferred projects will be used to advance other critical local road rehabilitation projects, removing and replacing the asphalt by either mill and pave or mat replacement methods.

Milan Place: This cul-de-sac is longer than the 250m policy exemption. However, the street length beyond the path connection with Pond View Terrace is less than 250m. Staff are recommending building a sidewalk connection on Milan Place only as far as this pedestrian connection point.

Windermere Road: This project was added to 2022 following feedback from the community requesting improved road conditions, including improved connections due to proximity to parks, trails and the University.

Sylvan Street: This project was originally planned for 2021 driven by the need for an upsized watermain to support the new housing development at 345 Sylvan Street. Construction was deferred to align with the timing of the development. A new sidewalk would provide a safe connection for residents of the affordable housing project to access transit and services on Baseline Road East.

The following image shows an LRRP project from 2020. A new sidewalk was installed on one side of the street. In this case, trees on the west side had to be removed due to the installation of watermain, and so the sidewalk was built behind the curb on the same alignment, minimizing further impacts to the street.



2.3 Infrastructure Lifecycle Renewal Projects in 2022

The 2022 ILRP list includes 16 streets, 13 of which do not have existing sidewalk infrastructure and will trigger Policy 349. The timing of ILRP projects is typically driven by overarching lifecycle renewal needs related to aging underground infrastructure and is strategically linked to other planned projects, making scheduling less flexible.

Sidewalk needs in well-connected neighbourhoods: Five of the ILRP streets without existing sidewalks are in neighbourhoods that are otherwise already well-connected. As such, sidewalks will need to be reviewed independent of an NSCP. Given the critical infrastructure needs driving ILRPs, staff are recommending these projects proceed, considering sidewalk needs on a case-by-case basis.

Regent Street and Belgrave Avenue are examples of infrequent sidewalk gaps within the neighbourhoods of Old North and Old South, which were designed using a very walkable grid pattern, with sidewalks on both sides of the street. Staff is recommending connecting these sidewalk gaps as part of these projects.

Hansuld Street and Dale Street demonstrate there will always be unique, one-off situations that require thoughtful review when implementing the policy on individual streets. In this case, each street is less than 250m, meeting the policy exemption, however they join to form a crescent that is almost 500m in length. Given there are no connections to other pedestrian routes, it would be reasonable to apply the policy exemption in this case.

Thorncrest Crescent: This critical infrastructure renewal project includes replacement of both sewer and water infrastructure and has already been deferred by other emerging priorities. The impactful nature of the underground utility work may provide an opportunity to introduce a new sidewalk as part of the road restoration plans with minimal incremental impacts to existing conditions. Staff are recommending this project progress applying strategies to implement a sidewalk with the least impact.

Flanders Area: Infrastructure renewal projects are planned for Flanders Row, Paardeberg Crescent and Rhine Avenue. This small corner within the Carling Planning District has no sidewalks, compared to the balance of the district which is predominantly a grid pattern with double sidewalks. Staff are recommending deferring these projects to 2023, with the design progressing in 2022. This could be a candidate for a 2022 trial NSCP or detailed design and resident engagement could apply the principles developed for NSCPs at a smaller scale given the size of the subject area.

Glen Cairn Sewer Projects: Two ILRP streets with no sidewalks are planned in a

pocket of the Glen Cairn Planning District that would benefit from an NSCP. This work also includes sewer and path work through Glen Cairn Park. Staff are recommending proceeding with Chesterfield Avenue and Westlake Streets in 2022 due to critical infrastructure needs and incorporating the installation of a new sidewalk. In parallel, Staff are recommending establishing a trial NSCP for the neighbourhood to inform additional projects planned in the area over the next 5-10 years. Given the length of Chesterfield and its direct connections to parks, paths and schools, this street would most likely be identified for a sidewalk if an NSCP were in place.

Blakie Road and Page Street: These infrastructure renewal projects fall within industrial subdivisions. Installation of sidewalks is recommended for both streets to support mobility options in employment areas. The design team will also review opportunities for cycling infrastructure.

2.4 New Sidewalk Projects in 2022

The New Sidewalk list for 2022 currently includes seven streets where a sidewalk has been requested. Staff are actively designing these projects and working toward implementing them next year.

The first five streets are all in Byron, north of Byron Base Line, which will provide better connectivity to the school and in the community. Just as the 2022 New Sidewalk projects focus on creating noticeable improvement in a given area, going forward the New Sidewalk Program would work in tandem with other planned infrastructure projects within a neighbourhood to implement its NSCP, once established.

The pictures below show an example from a New Sidewalk Program Project completed in 2021. Two views are illustrated; before, which shows no existing sidewalks on either side of the road. After, which shows a sidewalk built on one side of the road.



2.5 Imperial Road

The reconstruction of Imperial and Balcarres Roads was originally planned for 2021. On April 13, 2021, Municipal Council directed Civic Administration to report back with

the results of a photometric study of Imperial Road and an updated design for the proposed sidewalk on the east side of the street.

Installation of the sidewalk on the east side requires the relocation of the existing streetlights, which triggers a photometrics study to confirm that lighting levels meet current standards. The photometric study determined that six streetlights would be required on the east side, rather than the existing five, to meet current design standards for streetlights to be placed on the property line between two properties. The size of the mature trees may impact the lighting levels noting it is difficult to model tree growth relative to lighting impacts. At this time, no additional tree loss is anticipated due to installation of new lights.

The expanded scope of work requested by Council provided additional time for staff to review additional details and reach a complete street design with fewer tree impacts. The proposed design for Imperial Road includes a reduced road width of 6.5m, a new 1.5m sidewalk on the east side with 1.0m meter boulevard and new streetlights 0.9m behind the sidewalk. The removal of nine trees is necessary, noting only six of these are due to the proposed sidewalk. The other three are on the west side and need to be removed due to health reasons. 12 trees were originally recommended to be removed when the sidewalk was proposed on the west side.

2.6 Public Engagement for 2022 Projects

In the past, staff have experienced several design challenges implementing sidewalks and developed mitigation strategies to apply when designing new sidewalks in established neighbourhoods. In establishing a design, City staff complete an assessment of potential impacts and mitigation strategies to address neighbourhood needs and concerns. The mitigation strategies used to reach a design solution that best balances competing design priorities will vary from street to street.

2021 was the first construction year with Mobility Policy in full force and effect. Starting last year, residents were informed of upcoming projects that would introduce new sidewalks through three standard letter notifications:

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

Following the design phase communications, staff plan on holding information sessions with residents through the City's Get Involved website. These sessions may be virtual, depending on Covid-19 restrictions. Staff will also include project manager contact information in the advance Construction Notice and provide residents with an anticipated construction schedule.

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 three different Renew London programs under which new sidewalks can be installed in established neighbourhoods. This report provided a summary of road reconstruction projects planned for 2022, highlighting those projects that will result in building a new sidewalk on an established street.

The companion report included on this agenda, New Sidewalks in Established Neighborhoods, provides information regarding sidewalk installations in established neighbourhoods and outlines opportunities for community engagement going forward.

Should Council direct staff to develop a community-level approach for sidewalk engagement as recommended in the companion report, 2022 would represent a transition year for Renew projects and sidewalk installations. Projects already planned for 2022 would be reviewed on a case-by-case basis. Moving forward, a Neighbourhood Sidewalk Connectivity Plan framework would be developed and tested in two or three neighbourhoods to inform 2023 road reconstruction projects.

This report also provided a response to Council direction to report back on the results of the photometric study and updated design for the Imperial Road LRRP project.

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