

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

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

Subject: Huron Heights Neighbourhood Connectivity Plan
Public Participation Meeting

Date: November 14, 2023

Recommendation

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

Executive Summary

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

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

Linkage to the Corporate Strategic Plan

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

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

Analysis

1.0 Background Information

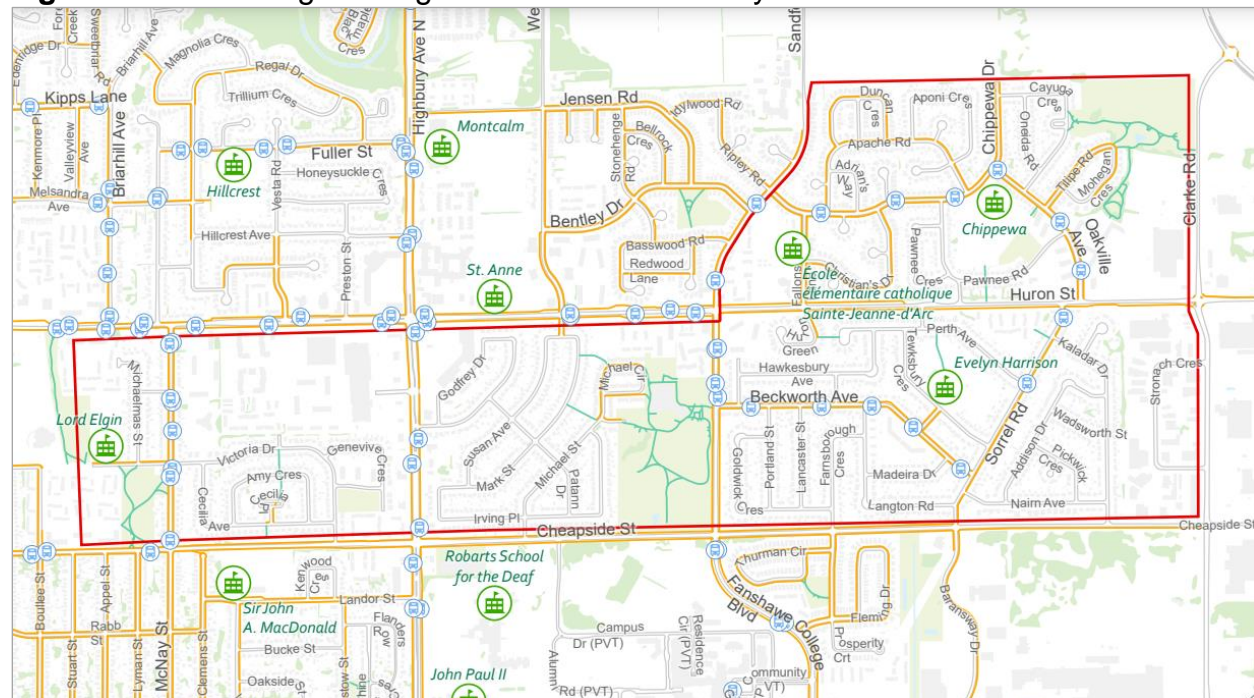
1.1 Previous Reports Related to this Matter

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

1.2 Background

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

Figure 1: Huron Heights Neighbourhood Connectivity Plan Review Area



1.3 The Huron Heights Neighbourhood

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

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

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

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

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

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

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

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

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

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

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

2.0 Discussion and Considerations

2.1 Huron Heights NCP Engagement

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

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

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

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

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

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

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

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

Table 1: Summary of Huron Heights Community Feedback

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

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

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

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

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

What We Heard

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

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

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

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

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

Traffic Calming Recommendations:

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

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

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

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

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

Figure 2: Michael Street looking north from Huron Street



2.2 Recommended Huron Heights NCP

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

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

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

Figure 3: Huron Heights Recommended Neighbourhood Connectivity Plan Map

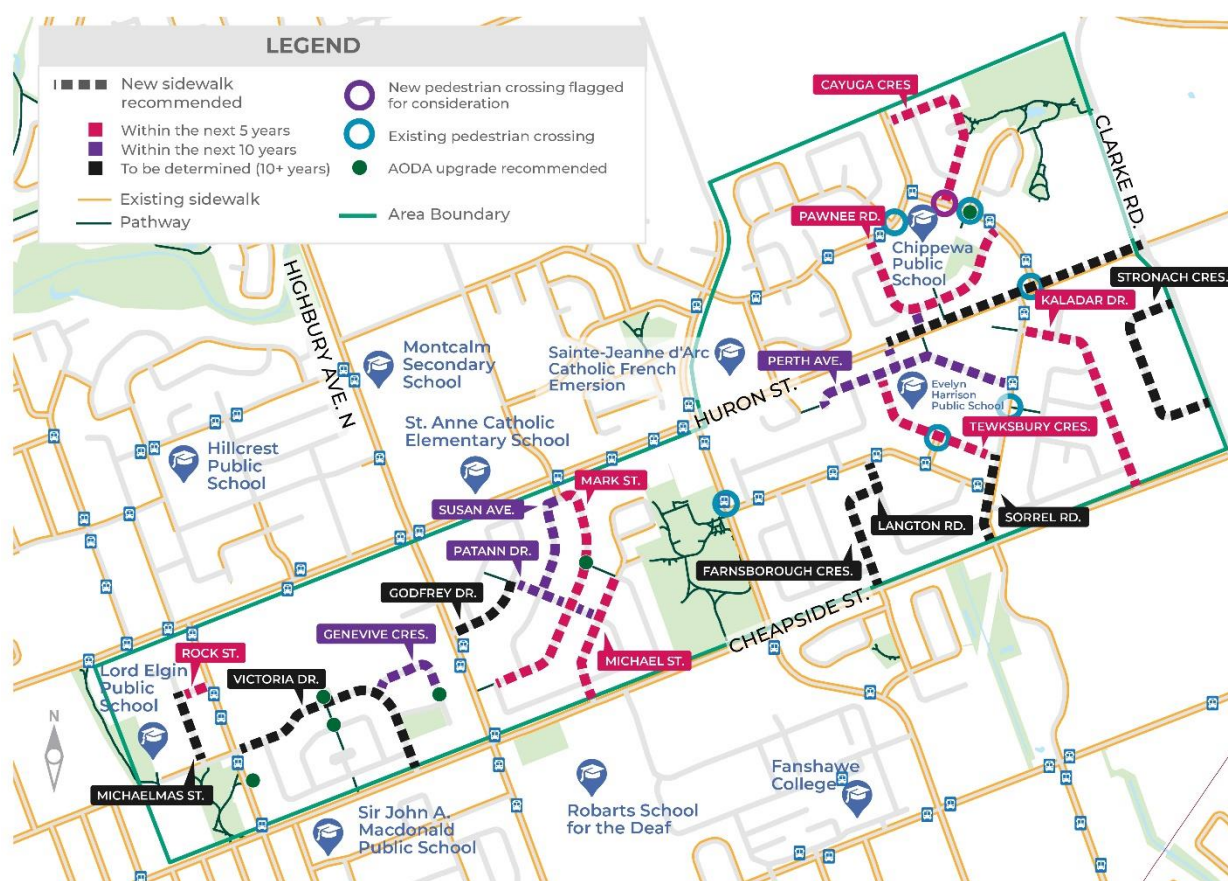


Table 2: Huron Heights Neighbourhood Connectivity Plan Recommendations

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

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

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

Recommended sidewalk exemptions:

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

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

Recommended Sidewalks:

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

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

The sidewalk recommendations below have been grouped by quadrant.

West of Highbury Avenue:

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

Figures 4:

Left – Victoria Drive looking east from Cecelia Avenue

Right – Michaelmas Street looking south from Rock Street



East of Highbury Avenue and West of Sandford Street:

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

Figures 5:

Left – Michael Street looking north from Patann Drive

Right – Patann Drive looking west from Michael Street



East of Sandford Street:

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

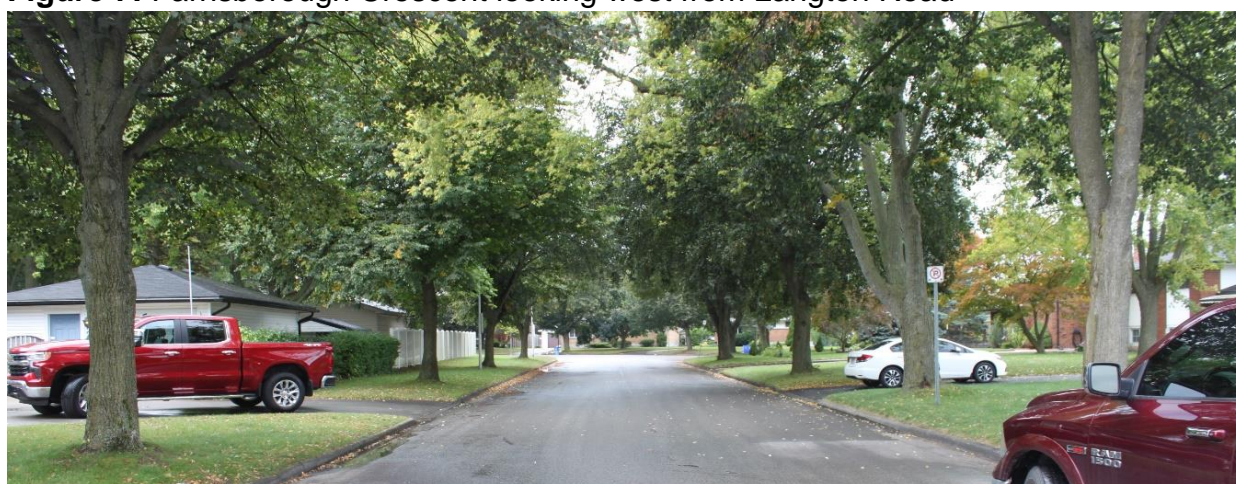
The sidewalk recommended for Perth Avenue extends from the pathway connections east of Perth Street (connecting to Huron Street and Evelyn Harrison Public School) to the cul-de-sac at the west end and its pathway connection to Huron Green which leads to École élémentaire catholique Sainte-Jeanne-d'Arc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

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



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

Figure 7: Farnsborough Crescent looking west from Langton Road



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

Figures 8:

Left – Kaladar Drive looking north from Nairn Avenue

Right – Kaladar Drive boulevard streetscape



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

Figures 9:

Left – Cayuga Crescent looking north from Oakville Avenue

Right – Pawnee Road at Pawnee Crescent



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

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

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

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

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

Figures 10:

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



2.3 Street Level Engagement

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

Conclusion

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

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

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

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

cc. Paul Choma Construction Administration Engineer
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Appendix A: Huron Heights Recommended Neighbourhood Connectivity Plan Map

