

# F.R. Berry & Associates

TRANSPORTATION PLANNING CONSULTANTS

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September 7, 2020

Our Ref. **2045**

Mr. M. Hattim

Dear Mr. Hattim:

**RE: PARKING AND SIDEWALK PROVISIONS  
SILVERLEAF SUBDIVISION, LONDON**

I have reviewed the material you sent me, including the supporting letter from Matt Baird, P.Eng. I fully support the recommendations contained in Matt's letter.

I understand that streets and pedestrian facilities in the Silverleaf subdivision have been designed according to guidelines in the Southwest Area Plan (SWAP) and the London Plan. I also understand that these guidelines are under appeal to the Local Planning Appeal Tribunal. Your concern relates to the lack of on-street parking and the provision of sidewalks on both sides of local streets.

I have attached a typical cross-section for an urban local road. This happens to be from the City of St. Thomas Design Guidelines Manual but is representative of best practices in the industry. It is supported by recommendations and guidelines in the Transportation Association of Canada (TAC) urban Supplement to the Geometric Design Guide for Canadian Roads.

A parking lane in addition to two traffic lanes is, in my opinion, mandatory for local streets except on cul-de-sacs or looped streets less than 150 metres in length where traffic volumes are very low. A parking lane is necessary to accommodate visitors and service vehicles and also to provide additional space when street repairs or maintenance is required.

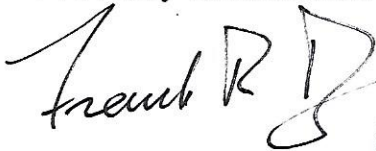
The attached cross-section indicates that a sidewalk on one side only is required in most cases. Sidewalks on both sides would be justified for reasons of connectivity, such as a school access or commercial development. Neither of these features is present in your subdivision.



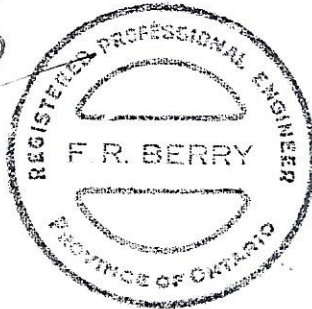
The City's Access Management Guidelines, which appear to have been superseded by SWAP and the London Plan, call for sidewalks on both sides of collectors and arterials, and for the complete length of any street on which a school property fronts and on transit routes. As noted above, there are no schools within your subdivision. In my experience, local streets in subdivisions constructed in the last 20 years have followed these guidelines and provided sidewalks on local streets on one side only.

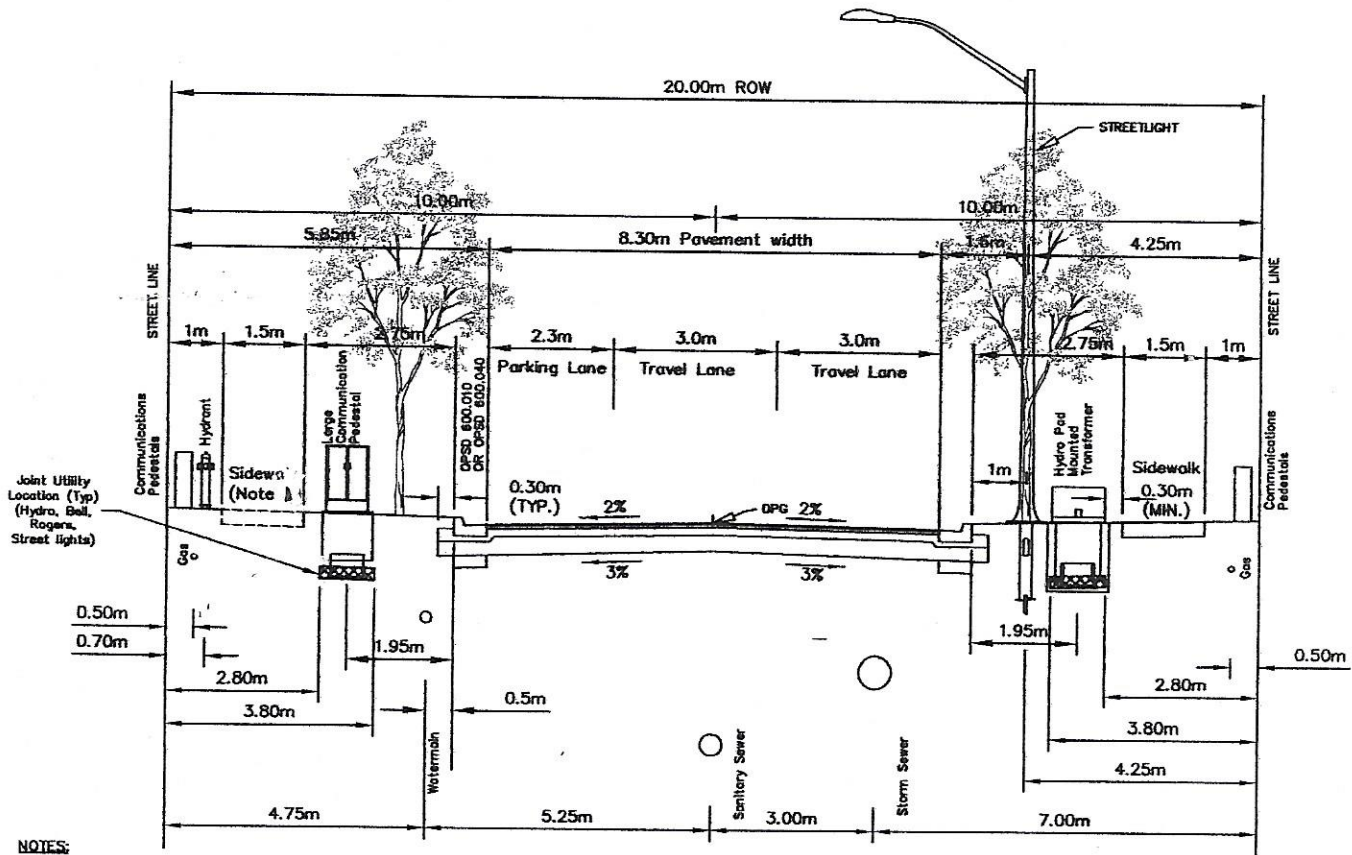
At this stage of development, I agree it is impractical to widen the local streets in the Silverleaf subdivision. All the more reason, therefore, to limit sidewalks to one side only. I agree with Mr. Baird's assessment of the current situation and his conclusion that "the only viable solution to the problem is the elimination of the proposed sidewalk on one side of the street".

Very truly yours  
F. R. Berry & Associates



Frank R. Berry, P.Eng.  
Principal





**NOTES:**

1. SIDEWALK MAY BE INSTALLED IN FUTURE, IF REQUIRED FOR PEDESTRIAN CONNECTIVITY NEEDS.
2. THE PAVEMENT STRUCTURE IDENTIFIED ARE MINIMUM REQUIREMENTS. ACTUAL PAVEMENT STRUCTURE TO BE RECOMMENDED BY A QUALIFIED GEOTECHNICAL CONSULTANT.
3. PARKING ON ONE SIDE OF STREET ONLY ON OPPOSITE SIDE OF INBOUND LANE.
4. BASE ASPHALT THICKNESS MAY BE INCREASED TO 80mm HLB DEPENDING ON SUBSEQUENT SUBDIVISION PHASING.
5. WHEN BICYCLE LANES ARE REQUIRED, INCREASE PAVEMENT WIDTH AND ROW WIDTH BY 3m.

**MINIMUM PAVEMENT DESIGN**

40mm	HL3
50mm	HLB
150mm	GRANULAR 'A'
300mm	GRANULAR 'B' (TYPE II GRADATION)

Utility	Min cover in Blvd	Min cover for Road crossing
Gas	0.9m	1.0m
Hydro	1.0m	1.0m
Comm.	0.75m	1.0m
Water	1.7m	1.7m
Storm	1.5m	1.5m
Sanitary	2.4m	3.0m

**TYPICAL CROSS SECTION**

NOT TO SCALE  
ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED

CITY OF ST. THOMAS STANDARD DRAWING

**URBAN LOCAL ROAD  
CROSS-SECTION**

REVISION DATE: FEB 2018  
DRAWING #: **R-03**