

## 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 Neighbourhoods, 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
		Stoneybrook	Balcarres Rd	Estevan Rd	Milestone Rd	Yes	Ex.	Construct, like for like	
Local Road Reconstruction Project, Contract #3	2	Argyle	Railton Ave	Trafalgar St	Marconi Blvd	Yes	Ex.	Construct, like for like	1300
	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
<b>Table 2 - Infrastructure Lifecycle Renewal Program (ILRP)</b>									
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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