

## 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:** Glen Cairn Neighbourhood Connectivity Plan  
Public Participation Meeting

**Date:** January 31, 2023

## Recommendation

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

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

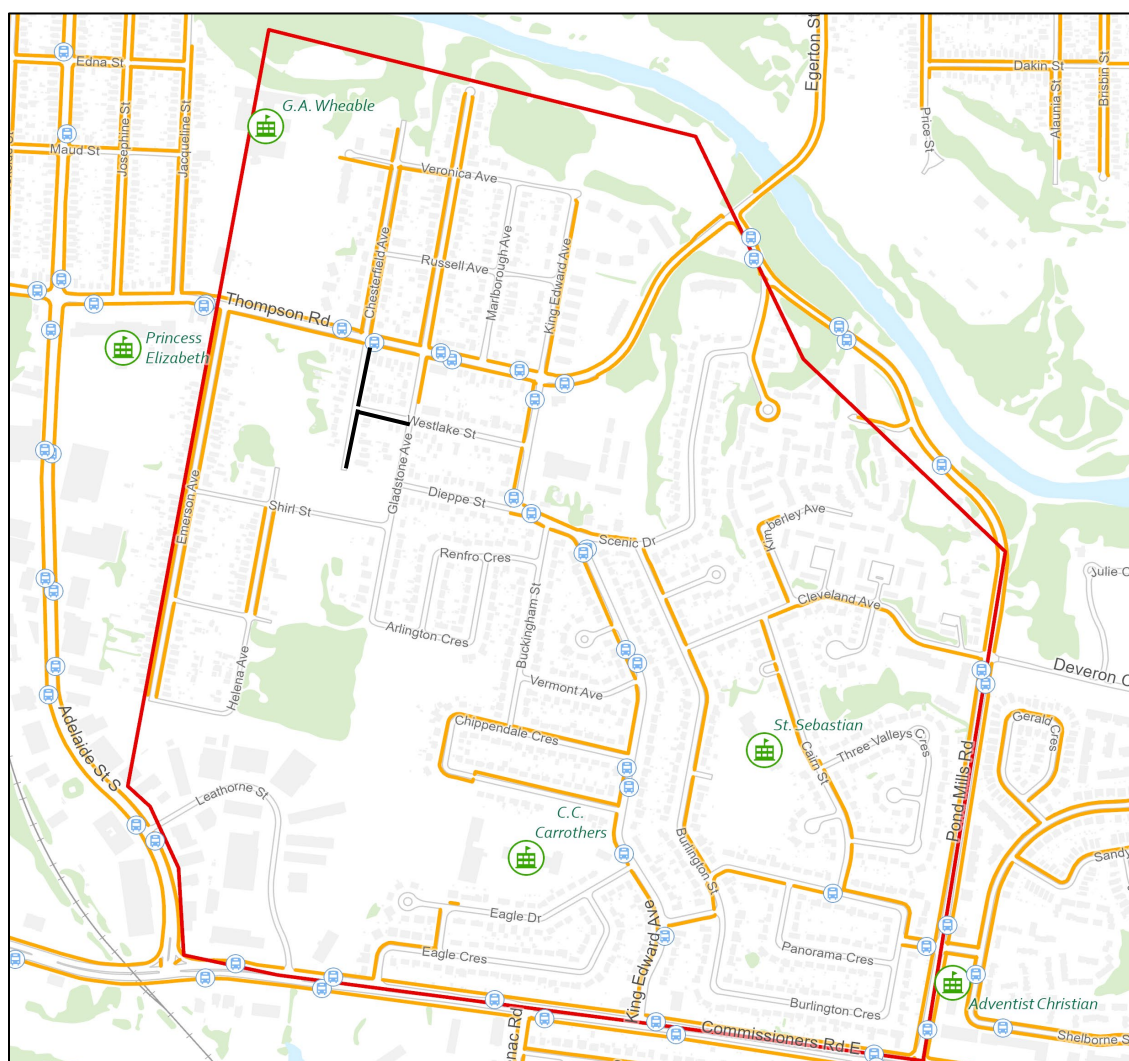
- Planning and Environment Committee – June 13, 2016 – The London Plan
- Civic Works Committee – August 13, 2018 – Complete Streets Design Manual
- Civic Works Committee – September 25, 2018 – Byron South Neighbourhood Sidewalk Connectivity Plan
- Civic Works Committee – February 9, 2021 – New Sidewalks 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.

## 1.2 Background

The Glen Cairn area was identified as one of the first neighbourhoods to undertake NCP engagement as several streets have been identified for lifecycle renewal over the next 5-10 years and beyond.

Last year's 2022 Renew Construction program included two IRLP projects in Glen Cairn on streets with no existing sidewalk. Staff recommended proceeding with Chesterfield Avenue and Westlake Street in 2022 due to critical infrastructure needs while also establishing an NCP in parallel to inform future projects planned in the area. The Glen Cairn NCP review area is shown in Figure 1.

Given the lengths of Chesterfield Avenue and Westlake Streets and their direct connections to parks, paths and schools, these streets were both reconstructed with a sidewalk on one side.



**Figure 1 - Glen Cairn Neighbourhood Connectivity Plan Review Area**

## 1.3 The Glen Cairn Neighbourhood

The Glen Cairn neighbourhood was constructed from approximately 1948 to 1960. Figure 1 above illustrates how neighbourhood design transitioned over this period. Just west of the Glen Cairn NCP boundary is a clear grid pattern with sidewalks on both sides of all streets. The grid pattern carried over into Glen Cairn but started to drop the sidewalks. By the time the south and east portions of this neighbourhood were built, street design had transitioned to winding crescents with less connectivity and no sidewalks.

Other than a few busier streets, most of Glen Cairn does not have sidewalk infrastructure. However, the neighbourhood does display elements of a traditional grid structure.

Residents: There are more than 5200 residents within the boundary area identified for the Glen Cairn NCP with a little more than half of those people living in homes, while the others live in some combination of apartments or condos. There are 2,388 households of which 52.4% are houses and 47.6% are other forms of housing.

Schools: Schools within the NCP area include C.C. Carrothers and St. Sebastian elementary schools with Princess Elizabeth elementary school and Wheable Adult Continuing Education schools close by.

Businesses: There are lots of businesses nearby, especially along Commissioners and near the intersection of Adelaide and Commissioners, but also on Thompson.

Parks: This neighbourhood has several local parks and connecting trails. Neighbourhood amenities include Glen Cairn Park, Thompson Ravine Park and Community Gardens, Glen Cairn Community Pool, and Caesars Dog Park nearby.

Streetlighting: Most streets are lit, with some exceptions that also have no sidewalks. Scenic Drive is to be assessed for the need to install new streetlights.

Traffic: Thompson Road sees over 10,000 vehicles per day (vpd) with King Edward Avenue being the next busiest street with 2,400 vpd south of Scenic Drive and 1,000 vpd north of Scenic Drive. The remaining streets in the neighbourhood all have 500 or less vpd.

Transit: For the Glen Carin area, Routes 16 and 24 operate along Commissioners Road, Route 16 also provides service along Adelaide Street and Route 1 operates along Thompson, King Edward, Burlington Crescent and Pond Mills.

## **2.0 Discussion and Considerations**

### **2.1 Glen Cairn NCP Engagement**

NCP engagement for Glen Cairn offered a variety of options for residents to provide feedback over the month of June 2022.

Project Website: Residents were able to visit a project website for the neighbourhood ([getinvolved.london.ca/glencairn](http://getinvolved.london.ca/glencairn)) 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 22, 2022 via Zoom webinar, to outline the process for developing a Neighbourhood Connectivity Plan and how to contribute feedback followed by a Q&A session. The recorded presentation was then posted to the NCP website.

Drop-In Community Consultation: City staff hosted public drop-in session on Thursday, June 23 at the Pond Mills library for residents who wanted to drop in and provide feedback in person. There were hard copies of the online survey for those that prefer to submit a handwritten response.

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 Glen Cairn.

**Table 1: Summary of Glen Cairn Community Feedback**

Total Get Involved website visits	199
Submitted a comment on the website	9
Filled out a survey on the website	21
Submitted pins on the map on the website	7
Approximate # of people who attended pop-up consultation	45-55
# of paper surveys received at pop-up consultation	11
# of unique viewers who attended webinar	6

#### What we heard

Some common themes in terms of what people considered important destinations were the schools and the Glen Cairn pool, and a lot of people noted they use the business plazas along Commissioners regularly. Many people commented on the large amount of children that walk in the area.

Feedback for sidewalks in the Glen Cairn area was fairly balanced, with some residents indicating support for more sidewalks being added, and others not in favour. Some residents highlighted the need for more sidewalks in their area overall, while simultaneously stating that sidewalks should not be considered for their street in particular.

Multiple residents noted concerns for pedestrian safety, especially during busy times around the schools, parks, the community centre and churches when cars park on both sides of the street and people are forced to walk down the middle of the road. Also, on streets like Scenic Drive with curved roads and hilly terrain, residents did not feel safe having to walk around the vehicles into the middle of the road.

It was noted that a lot of people walk from the bus stops on Commissioners Road and Adelaide Street to access the London Food Bank and a sidewalk would be safer for them.

Top rationales provided for why sidewalks should not be considered in the Glen Cairn area, or on a given street, were focused on concerns about potential loss of trees with some residents commenting that sidewalks are not necessary having observed people preferring to walk on the road in the locations where there are currently sidewalks. Comments from residents living on crescents, felt that there was not enough foot or car traffic on the street to warrant the addition of sidewalks, and expressed that walking on the road was acceptable and safe for themselves and their neighbours

Traffic Calming: Several residents expressed concerns with traffic speeds on King Edward Avenue and particularly on Scenic Drive as this street is curved, hilly and presently has no streetlights.

The Traffic Calming Program is currently focussed on proactively treating school zones to encourage active and safe travel to school and address recurring concerns. There will be speed cushions installed in the school zones of St. Sebastian, C.C. Carrothers and potentially Princess Elizabeth elementary schools. The City completes speed and volumes studies in school zones throughout the City to determine priority for the implementation of speed cushions.

For sections of streets outside of school zones (including Scenic Drive and King Edward Avenue), residents may submit a request to be considered for traffic calming measures following the Council Approved Traffic Calming Policy. The process includes submission of a 10-signature request followed by a speed and volume study and assessment to determine eligibility. The procedure provides an indication of community support, manages program resources and recognizes concerns received from others such as emergency service providers regarding impact on response times. If safety concerns are identified, measures are implemented proactively.

## **2.2 Recommended Glen Cairn 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, Communications, and the ARAO Office. 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 pedestrian crossings, pathway extensions or four-way stops.

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

Sidewalk Recommendations: Having heard a general support for additional sidewalks in the community as well as concerns around safety, the Glen Cairn NCP works to re-establish a traditional pedestrian grid pattern, where possible, by recommending a sidewalk on one side of streets with strong cross connections. Also 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.

Sidewalks are recommended for 15 streets in the Glen Cairn area to be constructed on one side at such time as the street is due for reconstruction. Of the 15 streets, four are tentatively scheduled within 10 years on the infrastructure renewal list with another 6 streets scheduled beyond 10 years. The remaining streets are not presently slated for reconstruction but sidewalks could possibly be installed under the New Sidewalk Program based on priority.

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

Pedestrian Crossing Recommendations: Crossings currently exist to connect pedestrians from Vermont Avenue to Cleveland Avenue across King Edward Avenue and Burlington Street. Based on community feedback, pedestrian crossings will be monitored for further consideration in locations where residents noted high pedestrian traffic and concerns around safety.

Residents noted challenges in crossing Pond Mills Road at Cleveland Avenue to access the bus stop on the other side of the street. To safely cross Pond Mills with a signal, residents must walk uphill to either Burlington Gate or Thompson Road. Concerns were also flagged around fast-moving vehicles at the curve in King Edward Avenue between Dieppe Crescent and Scenic Drive with pedestrian often trying to cross at this location. Cairn Street was reconstructed with a sidewalk on one side in 2020. Due to

grading challenges, the sidewalk switches from the west side of the road to the east side at Three Valleys Crescent north. Community feedback noted this is a busy crossing point with especially being located in front of St. Sebastian Catholic Elementary School.

### 2.3 Street level engagement

The NCP recommendations provided in this report are based on feedback gathered through Stage 1 Neighbourhood 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. Stage 2 Street-level Engagement will consider factors such as trees and vegetation, existing driveways, on-street parking, emergency vehicle access, winter road maintenance and streetlighting to develop a design that mitigates some of the impacts of adding a new sidewalk.

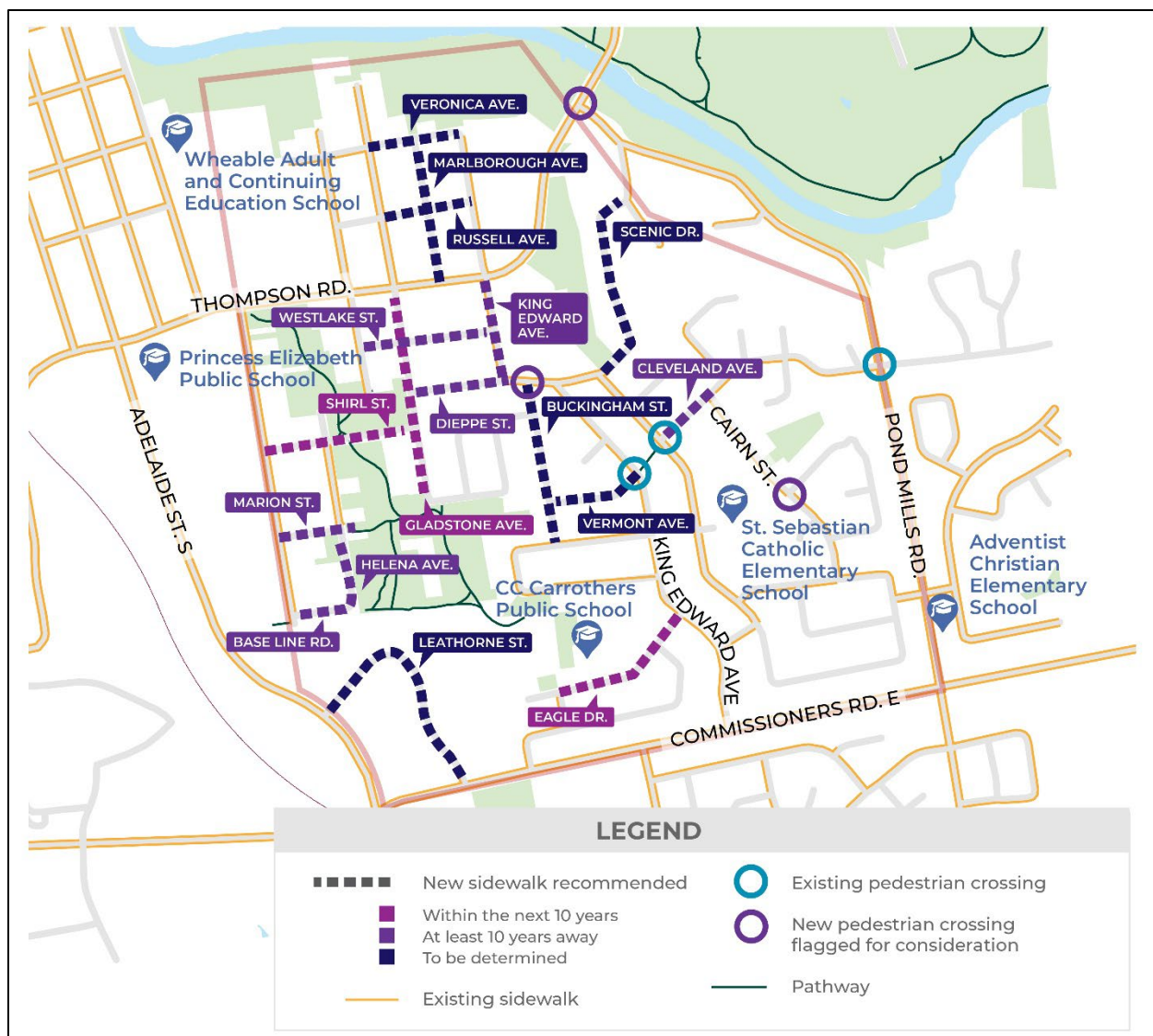


Figure 2: Glen Cairn Recommended Neighbourhood Connectivity Plan Map

**Table 2: Glen Cairn Neighbourhood Connectivity Plan Recommendations**

Street	Timing	Location	Program*
<b>Sidewalk recommended on one side of the street:</b>			
Veronica Avenue	TBD	Gladstone Avenue to King Edward Avenue	TBD
Marlborough	TBD	Gladstone Avenue to King Edward Avenue	TBD
Russell Avenue	TBD	Thompson Road to Veronica Avenue	TBD
King Edward Avenue	2029	Scenic Drive to King Edward Avenue N.	IRLP
King Edward Avenue	>10yrs	Thompson Road to Dieppe Street	IRLP
Scenic Drive	2029	Pond Mills Road to King Edward Avenue N.	IRLP
Westlake Street	>10yrs	Gladstone Avenue to King Edward Avenue	IRLP
Shirl Street	2026	Emerson Avenue to Gladstone Avenue	IRLP
Dieppe Street	>10yrs	Gladstone Avenue to King Edward Avenue	IRLP
Marion Street	>10yrs	Emerson Avenue to Helena Avenue	IRLP
Helena Avenue	>10yrs	Marion Street to Baseline Road	IRLP
Cleveland Avenue	>10yrs	Burlington Street to Cairn Street	IRLP
Vermont Avenue	TBD	Buckingham Street to King Edward Avenue	TBD
Buckingham Street	TBD	King Edward Avenue to Chippendale Crescent	NSP
Eagle Drive	2030	Eagle Drive to King Edward Avenue	IRLP
Leathorne Street	TBD	Adelaide Street to Commissioners Road	TBD
<b>New Pedestrian Crossing for Consideration:</b>			
Pond Mills Road	Monitor	New crossing at Cleveland Avenue	RSS
King Edward Avenue	Monitor	New Crossing between Dieppe and Burlington	RSS
Cairn Street	Monitor	New crossing at Three Valleys Crescent N.	RSS
<b>Other Considerations:</b>			
Consider opportunities to improve pedestrian connection over Thompson Road Bridge			
Consider opportunities to create pedestrian connection to Adelaide from Helena/Baseline.			

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

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

## Conclusion

The recommended Neighbourhood Connectivity Plan for Glen Cairn 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 Glen Cairn NCP will establish the streets where new sidewalk infrastructure will be built when the time comes for infrastructure renewal.

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

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

**Attachments:** Appendix A: Glen Cairn Recommended Neighbourhood Connectivity Plan Map

cc. Paul Choma Construction Administration Engineer  
Daniel Hall Program Manager, Active Transportation  
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# Appendix A: Glen Cairn Recommended Neighbourhood Connectivity Plan Map

