

## 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:** Grenfell Neighbourhood Connectivity Plan  
Public Participation Meeting

**Date:** January 31, 2023

## Recommendation

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

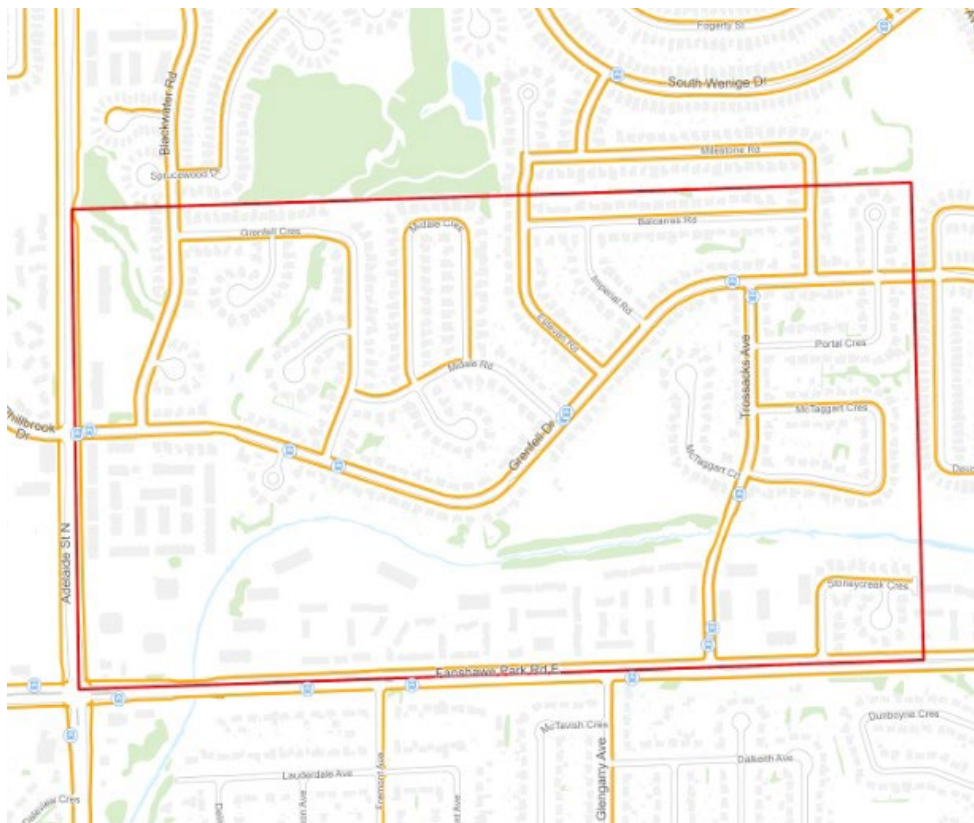
- Planning and Environment Committee – June 13, 2016 – The London Plan
- Civic Works Committee – August 13, 2018 – Complete Streets Design Manual
- Civic Works Committee – September 25, 2018 – Byron South Neighbourhood Sidewalk Connectivity Plan
- Civic Works Committee – February 9, 2021 – New Sidewalks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

An updated design for Imperial Road was presented to Council on November 23, 2021 which included 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 would be necessary, noting only six of these were due to the proposed sidewalk. The other three were on the west side and needed to be removed due to health reasons. 12 trees were originally recommended to be removed when the sidewalk was proposed on the west side.

Following further resident concerns related to the east sidewalk design alternative, Council directed staff to apply the NCP process to complete community engagement at the neighbourhood level to determine the best approach for Imperial Road and other local streets without sidewalk infrastructure.



**Figure 1 - Grenfell Neighbourhood Connectivity Plan Review Area**

## 1.3 The Grenfell Neighbourhood

Most of the Glenfell neighbourhood was built in 1970 with the northwest portion registered as a plan of subdivision in 1979. The neighbourhood structure is made up of long winding roads, crescents and extended cul-de-sacs. Sidewalk infrastructure is included on one or both sides of most streets, with a few exceptions including Imperial Road, Portal Crescent, a portion of Midale Road and the cul-de-sacs. This approach to sidewalk and street design is reflective of subdivision planning during this era.

Residents: There are more than 4,700 residents within the boundary area identified for the Grenfell NCP with nearly half of those people living in homes, while the others live in some combination of apartments or condos. There are 2,126 households of which

44.4% are houses and 55.6% are other forms of housing.

Schools: The area includes Stoney Creek Public School which has a population of over 1000 students and is one of the largest elementary schools this side of Toronto. The 2 developmental needs classes include outside walking time as part of their daily curriculum further highlighting the importance of good sidewalk connection in this neighbourhood. Mother Teresa Catholic Secondary School nearby to the north.

Businesses: The Stoneybrook Shopping Plaza is a key business area nearby with more recent commercial development near the Adelaide Street North and Sunningdale Road intersection.

Parks: This neighbourhood's local parks include Constitution Park and Wenige Park with trails and pathways along the Stoney Creek and through Northdale Woods.

Streetlighting: Consistent with the age of the neighbourhood, all streets are lit.

Traffic: Trossacks Avenue sees over 3,300 vehicles per day (vpd) with Grenfell Drive the next busiest street with 3,000 vpd. Estevan Road and Milestone Road each have approximately 1,000 vpd and the remaining streets in the neighbourhood all have 500 or less vpd.

Transit: For the Grenfell Area, Route 25 operates along Fanshawe Park Road and Route 34 operates through the neighbourhood along Stackhouse Road and Grenfell Drive.

## **2.0 Discussion and Considerations**

### **2.1 Grenfell NCP Engagement**

NCP engagement for Grenfell 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/grenfell](http://getinvolved.london.ca/grenfell)) 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 15, 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 Tuesday, June 21 at the Stoney Creek Community Centre 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 Grenfell.

**Table 1: Summary of Glenfell Community Feedback**

Total Get Involved website visits	222
Submitted a comment on the website	8
Filled out a survey on the website	18
Submitted pins on the map on the website	5
Approximate # of people who attended pop-up consultation	25-30
# of paper surveys received at pop-up consultation	10
# of unique viewers who attended webinar	9

### What we heard

Among the common themes in terms of what people consider important destinations, the parks and trails seemed to be a top priority, as well as Stoney Creek school. Also, a lot of people noted Grenfell Drive as an area where they like walking and where they also notice lots of other pedestrians.

While the Grenfell Neighbourhood is already quite well connected with sidewalk infrastructure, many residents provided strong opinions for why sidewalks should not be considered in a given area or on a given street. The top rationales provided for not adding new sidewalks consisted of the following:

- Residents 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
- 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 hazardous to walk on a sidewalk than to walk on the road

Staff did speak to some people in the Grenfell area who voiced their support for the construction of new sidewalks, in particular along Midale Road where a sidewalk gap between Midale Crescent and Grenfell Drive forces pedestrians onto the road between cars parked on-street.

Traffic Calming Recommendations: There are currently no plans for any traffic calming in the Grenfell area. The Traffic Calming Program is currently focussed on proactively treating school zones to encourage active and safe travel to school and address recurring concerns. For sections of streets outside of school zones, residents may submit a request to be considered for traffic calming measures following the Council Approved Traffic Calming Policy.

## **2.2 Recommended Grenfell 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 Grenfell neighbourhood is summarized below, listed in Table 2 and illustrated in Figure 2 (Appendix A).

Sidewalk Recommendations: The Grenfell NCP was unique in that only a few streets required sidewalk consideration and therefore, the working group looked to examples from the other two trial NCP communities to maintain a consistent approach.

A sidewalk is recommended on one side of Midale Road from Midale Crescent to Grenfell Drive. This section of Midale Road creates a clear gap in pedestrian connection. Events at nearby Constitution Park often result in cars parking along both sides of Midale further emphasizing the need to complete this sidewalk connection.

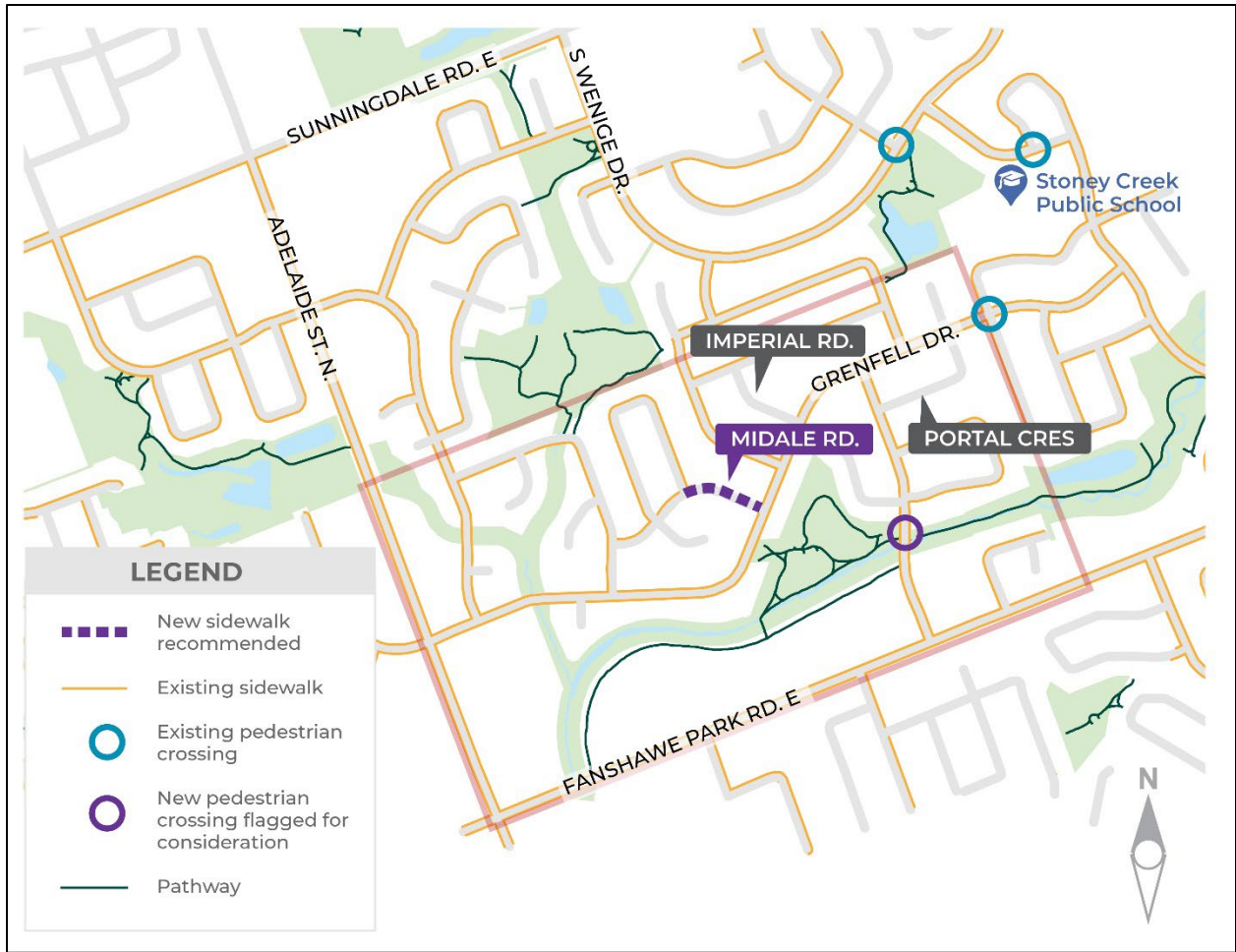
Recognizing feedback received around avoiding impacts to trees, driveways and landscaping, exemptions to Mobility Policy 349 are recommended for short, low traffic crescents and courts with no other pedestrian connection. Imperial Road is recommended for an exemption as it is a short street with no connections other than Balcarres Road to the north and Grenfell Drive to the South and does not provide a clear path to pedestrian destinations in the neighbourhood. Similar rationale was applied to Portal Crescent.

Two 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 in three locations surrounding Stoney Creek Public School just outside the Grenfell NCP boundary. The multi-use pathway along Stoney Creek and connecting to Constitution Park crosses Trossacks Road at a busy entry point to the community. The need for a pedestrian crossing to improve connectivity in this location will be monitored for further consideration.

### **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: Glenfell Recommended Neighbourhood Connectivity Plan Map**

**Table 2: Glenfell Neighbourhood Connectivity Plan Recommendations**

Street	Timing	Location	Program*
<b>Sidewalk recommended on one side of the street:</b>			
Midale	1-2yrs	Midale Crescent to Grenfell Drive	NSP
<b>New pedestrian crossing to be considered:</b>			
Trossacks Avenue	Monitor	crossing at the Stoney Creek Trail	RSS
<b>Other recommendations:</b>			
Engage with the Thames Valley District School Board to potentially extend dead end pathway in Wenige Park to Stoney Creek Public School.			
Consider options for “No U-Turn” or other signage on Nicole Avenue to encourage parents to use the robust “Kiss-n-drop” facility on school property zones rather than u-turns from the school bus bay or using private drives.			

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

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

## Conclusion

The recommended Neighbourhood Connectivity Plan for Grenfell 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 Grenfell 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: Grenfell Recommended Neighbourhood Connectivity Plan Map

cc. Paul Choma Construction Administration Engineer  
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Shane Maguire Division Manager, Traffic Engineering  
Karl Grabowski Manager, Manager, Transportation Design  
Sarah Grady Traffic and Transportation Engineer  
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## Appendix A: Grenfell Recommended Neighbourhood Connectivity Plan Map

