



June 16, 2015

Tracy Manolakakis
Manager, Public Consultation Unit
Policy, Planning, Finance & Administration Division
City of Toronto

Re: Lawrence Park Neighbourhood Investigation of Basement Flooding (Area 20) & Road Improvement Study. Municipal Class Environmental Assessment.

Dear Ms. Manolakakis,

This letter provides the LPRA's feedback on the preliminary recommendations in this study. Thank you for the opportunity.

We are in favour of the new storm water management system to alleviate basement and surface flooding, and the road reconstruction to repair the damage that has been done due to the surface flooding. We would like the new roads to be as narrow as possible, while still able to accommodate fire trucks and ambulances. We also believe that if the roads are being reconstructed, it is fiscally and socially responsible to support pedestrian safety and accessibility, connection among neighbours, and a walking culture by installing sidewalks throughout the neighbourhood. The additional cost to do so at this time is negligible.

1. With only 28% of the proposed road reconstructions containing a sidewalk, the preliminary recommendations do not address the primary need to create a safe, interconnected and accessible infrastructure of sidewalks throughout the whole of Lawrence Park.
2. Most of the recommended alternatives ignore the City's stated policies of building sidewalks on at least one side of local streets and both sides of collector streets. **In the case of Mildenhall, a 7.2m width with sidewalks on both sides is optimal. All other re-constructed streets should be built with a sidewalk on one side.**
3. The preliminary recommendations did not provide for sidewalks and hence do not address the need for improved safety protection around parks (particularly Wanless & Cheltenham) for children using them for sporting/leisure activities. We believe the children playing in our neighbourhood are worthy of protection.
4. The city's published 500m proximity guideline for sidewalk connectivity to key community focal points (schools, parks, churches and TTC) was not incorporated in the evaluation process.
5. The most cost effective time to install sidewalks is during road construction, yet the preliminary recommendations ignore this fact and actually presents sidewalk

installation during road construction as being fiscally unfavourable.

6. The fact that pedestrian safety and trees were treated as having equal value for the purpose of this evaluation demonstrates a lack of regard for the wellbeing of the people living, working and traversing Lawrence Park.
7. Furthermore, we believe that the evaluation process resulted in a systematic bias against pedestrian safety in favour of trees. We were also very disappointed by the City's presentation that all city trees within the construction zone would be removed (a statement that has since been withdrawn, but not adequately publicized). This statement was irresponsible and predictably inflammatory, and has caused great damage to civil relations in the neighbourhood.

Most of the streets in Lawrence Park have both sidewalks and trees. The Preliminary Recommendations present a false choice between pedestrian safety and tree preservation. We believe that, as it did on Chine Drive, the City will be able to install a sidewalk on all local streets (and on both sides of Mildenhall) while minimizing the impact on existing trees. The result will be a safe, accessible and healthy community for today and for generations of residents to come.

What the Preliminary Recommendations failed to account for:

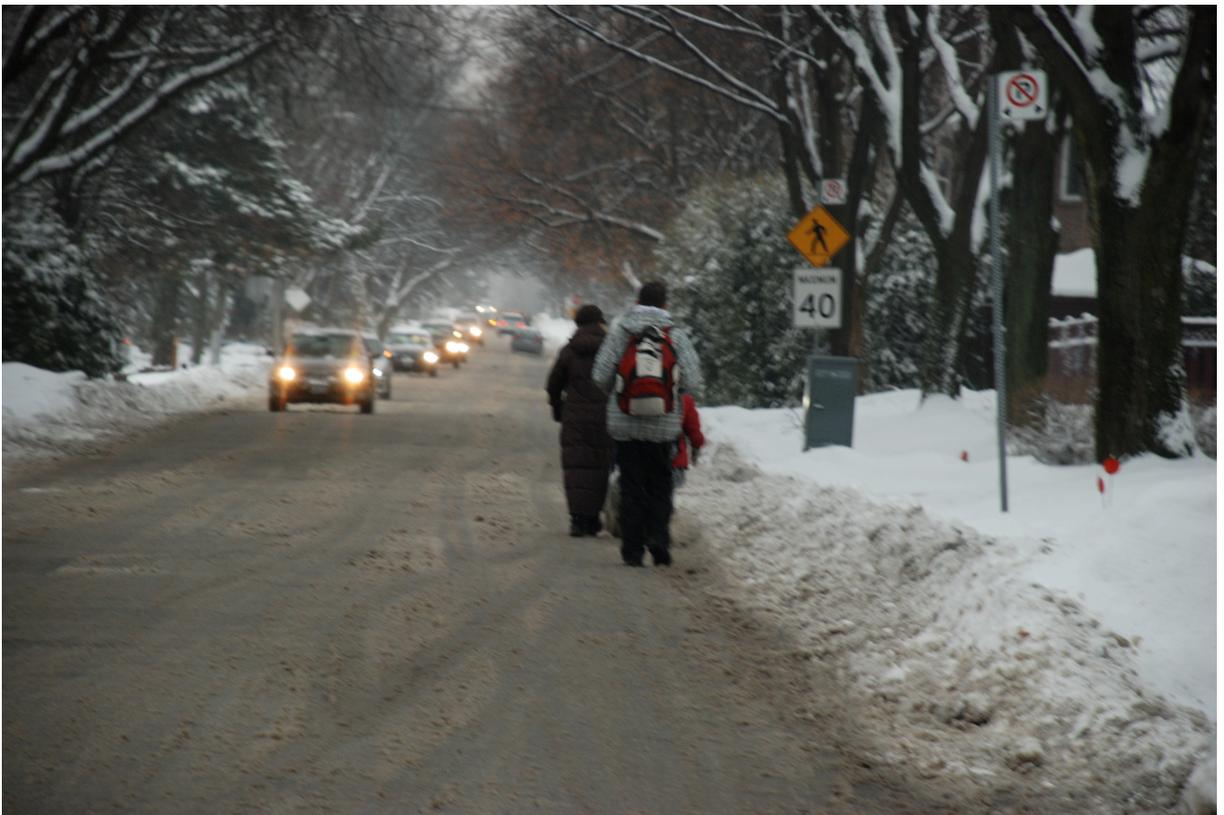
Going to school in Lawrence Park



Walking to work in Lawrence Park



With no sidewalks, icy roads are the only option



Caregiver with stroller on the shoulder of the road



Vehicular traffic leaving no room for pedestrians to walk safely in Lawrence Park



As you are aware, we have members on both sides of the sidewalk debate. We have heard from many residents about their desire to maintain the rural aesthetic of no sidewalks, like Hogg's Hollow had argued in its ongoing sewer reconstruction project, and Chine Drive residents had argued before a child was killed during the no-sidewalk debate.

But Lawrence Park is no longer the countryside. We have more traffic than Hogg's Hollow has due to the number of homes and schools, our proximity to Bayview Avenue and Sunnybrook Hospital, and the large number of homes under construction. The World Health Organization and this City's own policies identify infrastructure facilities – e.g., sidewalks – that separate pedestrians from motor vehicles as important mechanisms to ensure pedestrian safety.

We recognize that a number of additional trees may be lost to the sidewalks, but we believe the incremental loss to be small (since the roads will be rebuilt anyway) and the opportunity, once-in-a-lifetime. Trees can be replanted, but children cannot be replaced. The LPRA believes that we need to keep our kids safe and our neighbourhood accessible to all.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Gill". The signature is fluid and cursive, with a large initial "J" and a long, sweeping underline.

John Gill for The Board of the Lawrence Park Ratepayers Association (LPRA)