



OVERVIEW

We urge the Council of the City of London to exempt St. Anthony Road from the proposal that sidewalks be installed as part of the 2021 Infrastructure Reconstruction Project.

We live in a small community that prioritizes the free-flow of pedestrians, something rare within this city. We already have a highly walkable, universally accessible neighbourhood, that fosters a sense of community. It meets the goals of the London Plan. It is a safe, comfortable, attractive, efficient, accessible place for us all.

ACCESSIBILITY

We oppose the assumption that sidewalks in this neighbourhood will increase accessibility.

Sidewalks are the barrier to accessibility and inclusion.

- Ontarians with Disabilities Act is "An Act to improve the identification, removal, and prevention of barriers faced by persons with disabilities."
- A sidewalk feels like the place where those with disabilities are supposed to be in order to be 'safe' and others get to choose where they walk.
- This change *looks* safe and meets accessibility standards but *feels* inaccessible because it threatens the segregation of those with disabilities from this inclusive community we feel we belong to and within.

"The road is one giant pedestrian walkway giving us the freedom to choose how we use our road."

Susan Mahipaul
Disability & Health Navigator/advocate

Road users of all ages and abilities are already accommodated.

- The City's Complete Streets mandate is to "provide infrastructure that make all forms of mobility safe, attractive, comfortable, and efficient," and "streets should be designed to be inclusive and accessible so that road users of all ages and abilities are accommodated to the maximum degree possible."

The ability to walk on St. Anthony Rd means freedom to those in the neighbourhood with disabilities.

- Sidewalks which have pitch, uneven surfaces, transitions, and ice in winter are difficult for persons with mobility challenges or wheeled mobility devices to navigate.
 - St Anthony Road is smooth, even, and is cleared and salted in the winter.
- No one person or organization can speak for all of those with disabilities.
 - Those in the neighbourhood with disabilities are against the installation of sidewalks.

ENVIRONMENT

We oppose the removal of or damage to mature trees to accommodate sidewalks.

Old Hazelden is in an Environmentally Sensitive Area.

- St. Anthony Road in Old Hazelden is adjacent to the Upper Thames River Conservation Area.
- Removal of canopy will affect the flora and fauna of this ESA.
- Sidewalk installation increases stormwater run-off, requires sands and salts to make them accessible for all mobility requirements, creating contamination which will reach the Thames River.

London has declared a Climate Change Emergency.

- Keeping the trees supports the implementation of the London Plan, which recommends an increase in the city tree canopy.
- Urban forests
 - reduce carbon dioxide, air pollution and provide oxygen,
 - improve water filtration, store water,
 - reduce private residence energy consumption by moderating heating and cooling needs,
 - reduce severe weather damage and stormwater runoff,
 - purify the air we breathe, helping everyone, including those with respiratory issues, to breathe better.
- Destroying a century-old tree to replace it with a sapling doesn't work environmentally.
 - It takes 2000 saplings to replace one century-old tree and to replicate the benefits of *one* mature tree.



St. Anthony Road
(Lisa New)

SAFETY

The installation of sidewalks will not improve safety.

The proposed sidewalks will *reduce* safety.

- Including sidewalks on a short, isolated section of St. Anthony at this time would create a distorted perception of safety, as vehicle speeds may increase in those areas, only to encounter pedestrians on the remaining part of the street where the sidewalk terminates.

Traffic incidents are non-existent.

- City of London Traffic staff have advised that there is "no record of incidents or issues on St. Anthony and based on the nature of the street would be surprised if there were too many issues."

"There is no record of incidents or issues on St Anthony and based on the nature of the street would be surprised if there were any issues."

City of London Traffic Staff

Traffic already accommodates pedestrians.

- Motorists and pedestrians share the road respectfully with each other because the street is wider than the current design requirement of 7.5m.

Vision Zero criteria already met.

Complete Streets Manual

- St. Anthony Road meets the 'Vision Zero' criteria of no loss of life on the street and provides "a pedestrian friendly environment."
- "The City will use an evidence-based decision-making framework to assess, guide and improve traffic safety." The evidence is clear that our neighbourhood streets are already safe.

LOCAL PLANNING

There is no local plan that justifies the installation of sidewalks.

Sidewalks are not warranted.

- Small neighbourhood bounded by the Thames River and Riverside Drive, with no internal destination points of interest like schools, area parks, churches, or other public amenities.
- There is no cut-through traffic.
- No proper engineering warrant or principles or fiscal justification.



Old Hazelden Neighbourhood Map

There is no comprehensive neighbourhood plan.

- Without sidewalks on Hyde Park, and on the westerly portion of St. Anthony, these sidewalks do not connect to a larger network and serve little purpose.
- St. Anthony Road is not on the New (formerly Warranted) Sidewalk list.
- Any further work in the area is over 10 years out.
 - It will be a sidewalk from nowhere to nowhere.
- Hyde Park Road is the only controlled pedestrian access for the neighbourhood where it intersects with Riverside Drive.
 - However, there has been no consideration given to the existing conditions of the roadway or roadside deficiencies of Hyde Park Road itself, south of Riverside.
 - No work is planned for this section of Hyde Park

A sidewalk from nowhere to nowhere.

Paul Hubert

LEGISLATION AND POLICY

Provincial legislation, City by-laws and policies do not support the installation of sidewalks.

Provincial legislation does not support the installation of sidewalks.

AODA:

- Does not mandate sidewalks, only the identification, removal, and prevention of barriers.

Application of policy necessarily means that there must always be consideration of exceptions.

- The broad, universal application of policies cannot be made without regard to the individual situation to which that policy may apply.

The proposed sidewalks are in conflict with or do not consider both City By-Laws and Policies.

- A review of the policies used as a rationale for building sidewalks shows that they:
 - don't actually require sidewalk installation,
 - don't limit options to exclusively sidewalks, and
 - in some cases policy doesn't even support the installation of sidewalks.

City By-Laws and Policies that do not support the installation of sidewalks.

The London Plan:

- Build infrastructure to support future development and protect the environment.
- Medians and boulevards will be designed to protect trees and support their establishment and long term health, growth and development (Urban Forest Policy section).
- Forest City Policies 386-388.

**Urban Forest Strategy,
Declaration of Climate Change Emergency**

- Contradicts the removal of the tree canopy.

Creating Safe Places for Women and Girls.

- Enhancing pedestrian safety is not one of the strategy options enumerated.

Funds could be better utilized elsewhere.

- The funds slated for this short section of unwarranted sidewalk on St. Anthony Rd would be of greater benefit to the larger community with accessibility needs if they were diverted to the city's Paratransit system to enhance those services.

COMMUNITY

Listen to those who will be affected most by the proposal: the residents of the neighbourhood.

Hazelden consists of five streets, 169 homes and approximately 400 residents.

There is compelling opposition to the installation of sidewalks.

- The neighbourhood petition against the installation of sidewalks contains over 160 signatures representing 108, almost two-thirds, of those homes and forty percent of the residents.
- Forty-two Hazelden residents took the time to send correspondence to the City.
 - Of those, not one voiced their support for the installation of sidewalks on St. Anthony Road.

Those with accessibility issues oppose the installation of sidewalks.

- A sizeable portion of households in Old Hazelden has a resident who meets the criteria of a Londoner with a Disability, at least 10 of whom use assistive mobility devices.
- They have voiced their opinions and are unanimously opposed to the installation of sidewalks on St. Anthony
 - We recognize the disability community is large and varied and they speak *only* for this neighbourhood.

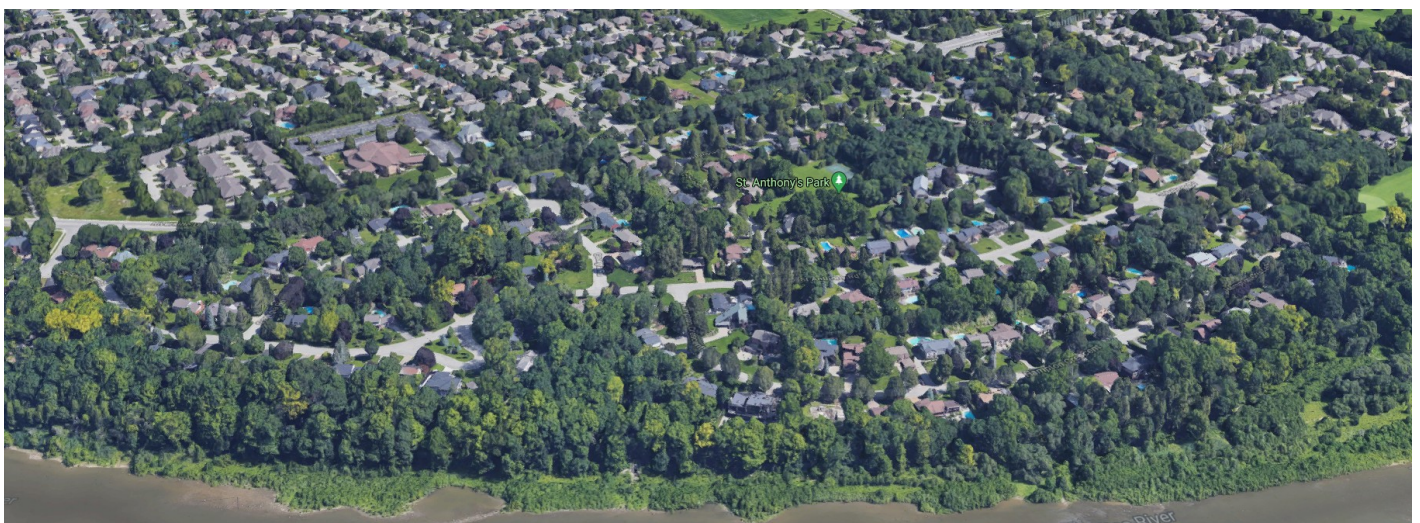
On behalf of the residents of Hazelden who oppose the installation of sidewalks on St. Anthony Road

Anne-Marie Grantham
Jodie Lucente

Paul Hubert
David McCagherty
Susan Skelton

Frank Lucente
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Delegates to the Civic Works Committee



Aerial View of Old Hazelden Neighbourhood (Google Earth)