
NO SIDEWALKS ON LINWOOD, BROMLEY & MAUREEN

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COW, January 8, 2024

TS-01-24

Presentation from Lawrence Stasiuk





INTRODUCTION

Report TS-01-24 is flawed

Sidewalks are Not Required

Citizens are opposed to the sidewalks

Threat to the environment

A huge waste of taxpayers' money

Please vote NO to the recommendations

POINTS OF OPPOSITION

- Sidewalks are NOT supported by any evidence
- NOT required by any regulation
- NOT wanted by residents on these streets
- CHANGES the character of the neighbourhood
- Removes and/or injures mature trees
- ELIMINATES required on-street parking
- Does not properly consider other City policies
- the Public Engagement process has been insulting
- Unnecessary and wasteful expense

CHARACTER OF THE NEIGHBOURHOOD



No sidewalks since 1961 (62 years)

Mature diverse trees (up to 62 years old) ranging in size up to 30" dia.

Safe and walkable streets

Established landscapes

PUBLIC ENGAGEMENT

The Public Engagement Process was Insulting

- Report TS-01-24 fails to mention the 3 petitions in opposition
- Fails to state 94% of impacted residents do NOT want the sidewalks
- Does not state over 60 people attended the PIC who voiced their opposition
- Report does not include an appendix of all letters, emails and comments sent in by area residents
- Option 4A was NEVER presented to the residents
- There was NO PUBLIC CONSULTATION about removing on-street parking
- Does not include an “Option 5 – Do Nothing” as requested by the Ward 5 Councillor at the PIC

PETITION RESULTS

| Street Segments | Total Homes | Total Homes who Signed | No. of Signatures No Sidewalks | Percentage Opposed |
|---------------------------------------|-------------|------------------------|--------------------------------|--------------------|
| Linwood Crescent | 23 | 23 | 44 | 100% |
| Bromley Road (Linwood to Bayfield) | 18 | 17 | 33 | 94% |
| Maureen Court | 2 | 2 | 4 | 100% |
| Bromley Road (Bayfield to Cheltenham) | 25 | 22 | 27 | 88 |

Overall impact: 94% of those who signed are opposed to any new sidewalks

FUNDAMENTAL CHANGE

SIDEWALK INFILL OPTION No. 4A



LEGEND:

- PROJECT LIMITS
- PROPOSED SIDEWALK INFILL
- EXISTING SIDEWALK REPLACEMENT
- EXISTING SIDEWALK REMOVAL ONLY
- TREE REMOVALS REQUIRED (4)
- POTENTIAL TREE REMOVALS (1)

SIDEWALK WARRANTS

Report TS-01-24, page 6

The initial technical recommendation based upon the warrant criteria, is summarized in **Table 4.**

Table 4: Warrant Recommendation

| Road | Warrant Recommendation |
|------------------|------------------------|
| Bromley Road | Sidewalk On One Side |
| Linwood Crescent | Sidewalk Not Warranted |
| Maureen Court | Sidewalk Not Warranted |

The proposal to install sidewalks is not required by law or evidence

TREES UNDER THREAT

Mature trees have extensive roots systems.

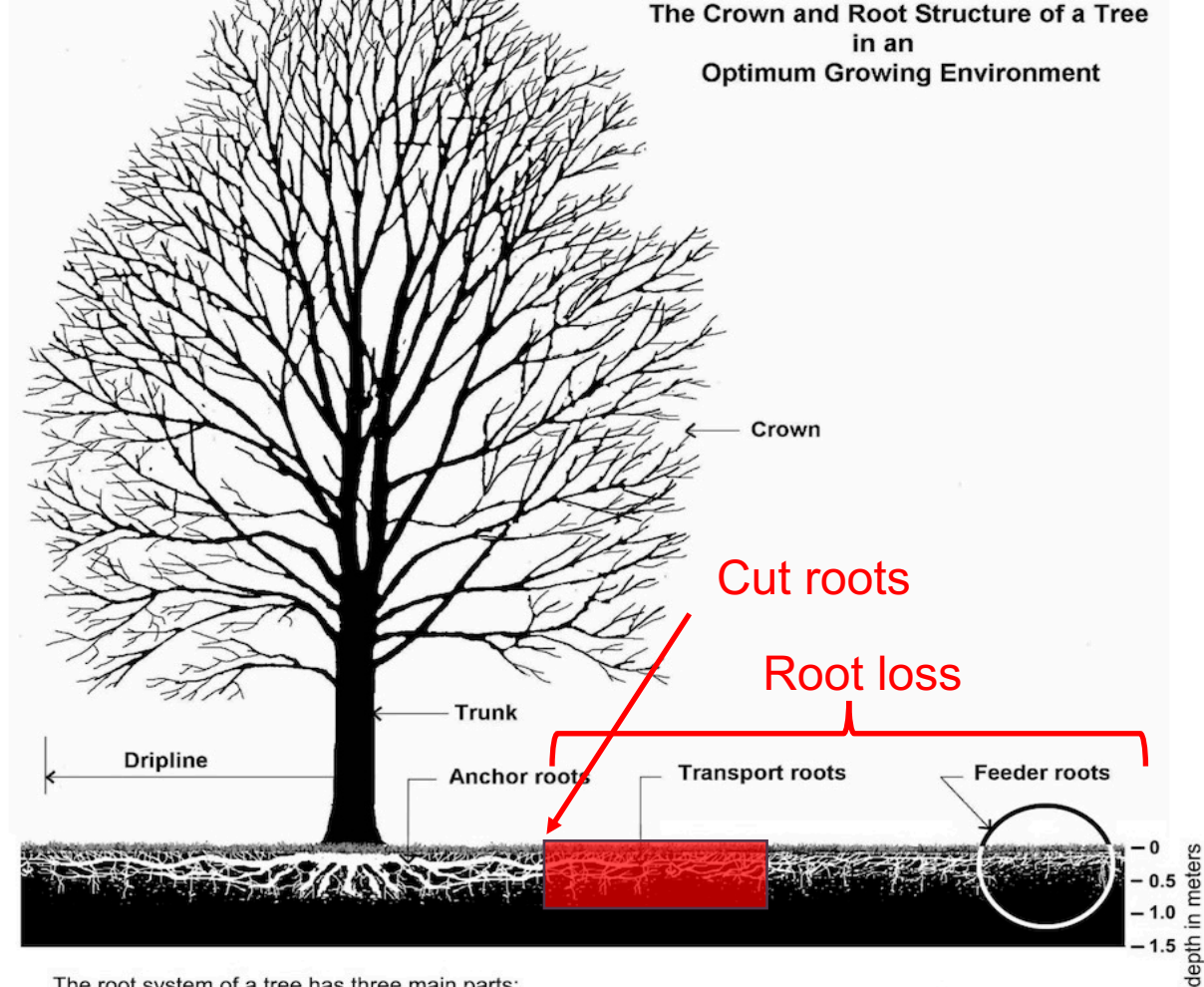
Constructing sidewalks would sever the transport and feeders roots along a tree.

Concrete sidewalks create impervious layers that deny plants water.

Contravention of the Tree Protection and Enhancement Policy.



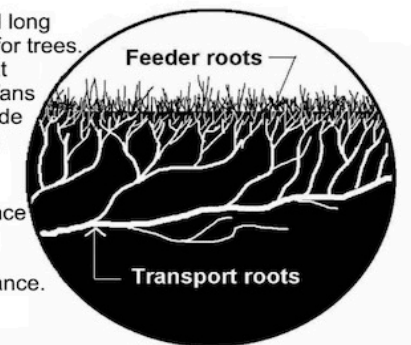
No Sidewalks on Linwood, Bromley & Maureen



The root system of a tree has three main parts: Forming the base of the tree are large **anchor roots** from which extend long **transport roots** which together provide the main structural framework for trees. From the transport roots extend a complex network of **feeder roots** that grow outward and upward. These non-woody roots branch out to form fans of thousands of slender roots with fine root hairs. These tiny roots provide the surface where the absorption of air, water and nutrients takes place that sustains the life of the tree.

The root system of a tree grows mainly within the top 60 cm of the surface of good quality, well drained and uncompacted soil.

The root system can extend to more than 2 to 3 times the **dripline** distance.

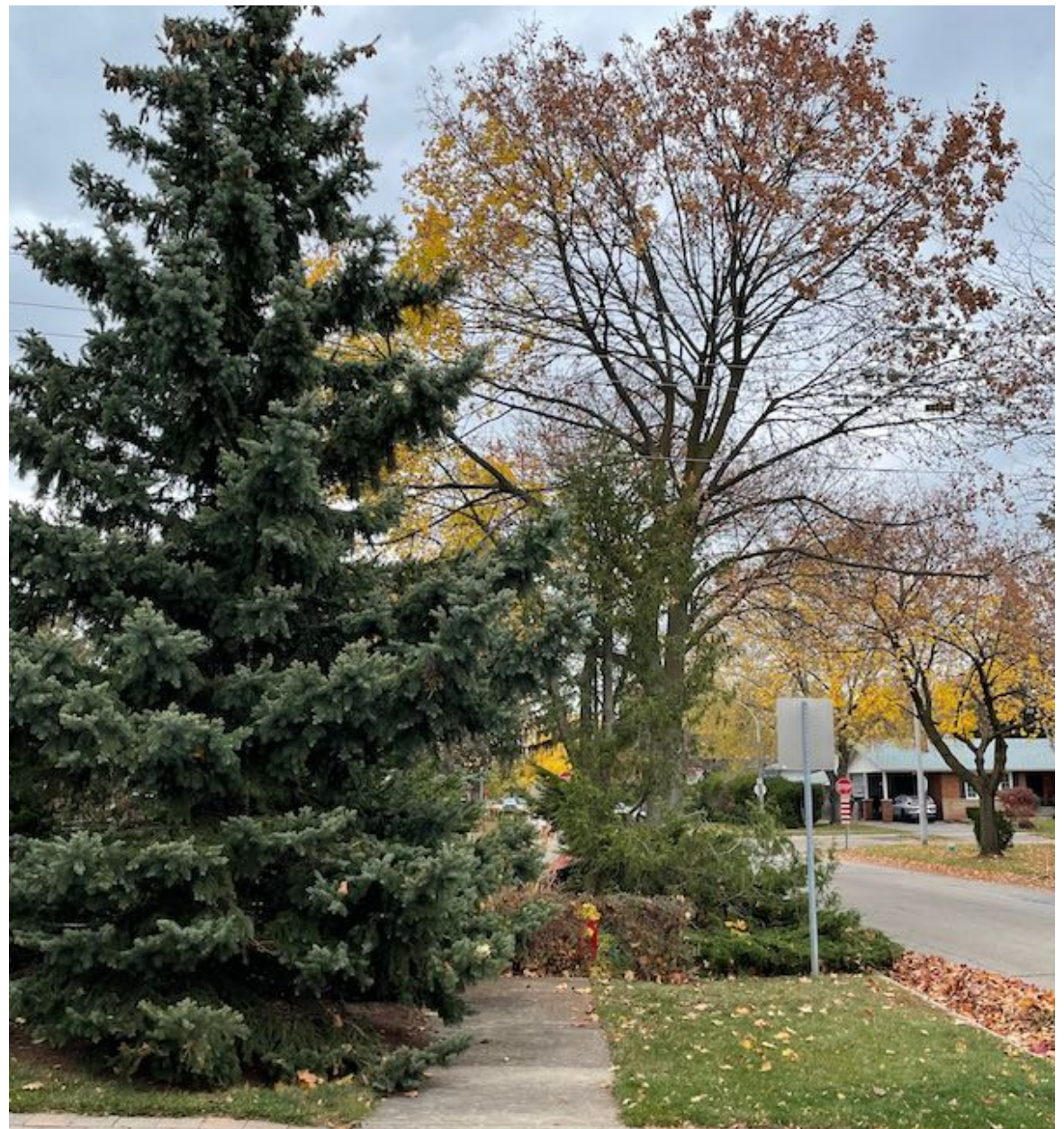


ENVIRONMENTAL IMPACTS

Losing mature trees and replacing with 2" trees would change the character of the neighbourhood for 2 generations.

Loss of shade, bird and squirrel habitat and air purifying properties are some of the impacts.

Increases storm runoff to sewers



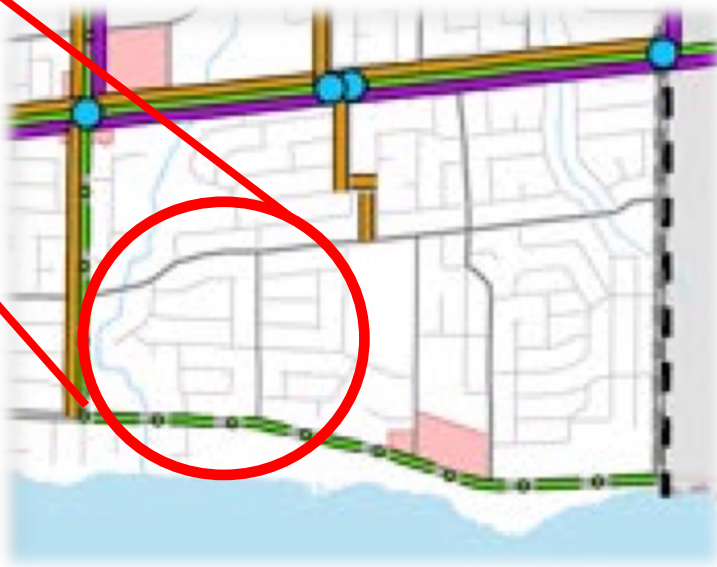
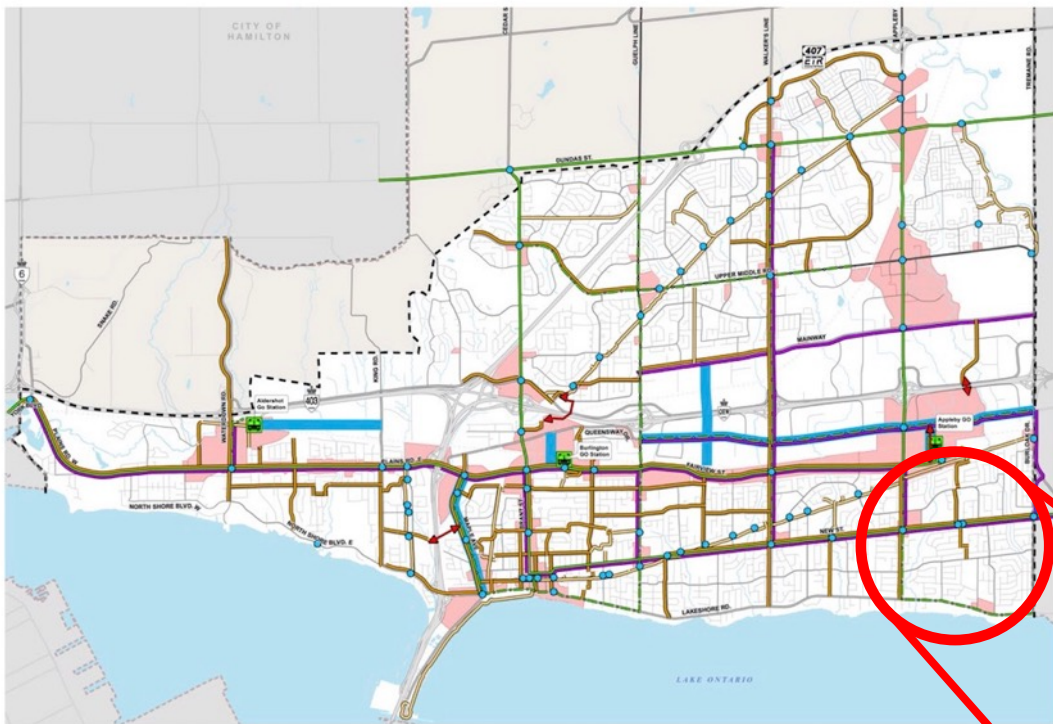
INTEGRATED MOBILITY PLAN - MISAPPLIED

- The Integrated Mobility Plan (IMP) is cited as the reason for creating these sidewalks
- The IMP principles have been misapplied to our local streets
- The Preferred Integrated Network shows the focus areas are on arterial roads and areas of high urban growth with significant vehicular activity. None of which occur on our local streets
- The Plan is “silent” with respect to any need for changes to our local streets
- The list of top 100 priority capital projects under the IMP does NOT include any improvements to our local streets.



PREFERRED INTEGRATED NETWORK

- Major Transit Station
- Intersection Improvements
- Barrier Crossings
- Enhanced Pedestrian Realm
- Bus Rapid Transit
- Transit Priority Corridor
- On-Road Spine Network
- Off-Road Spine Network
- Truck Network
- Multi-Modal Corridor Studies



Integrated Mobility Plan
Burlington.ca/IMP

CITY OF
Burlington

DILLON
CONSULTING

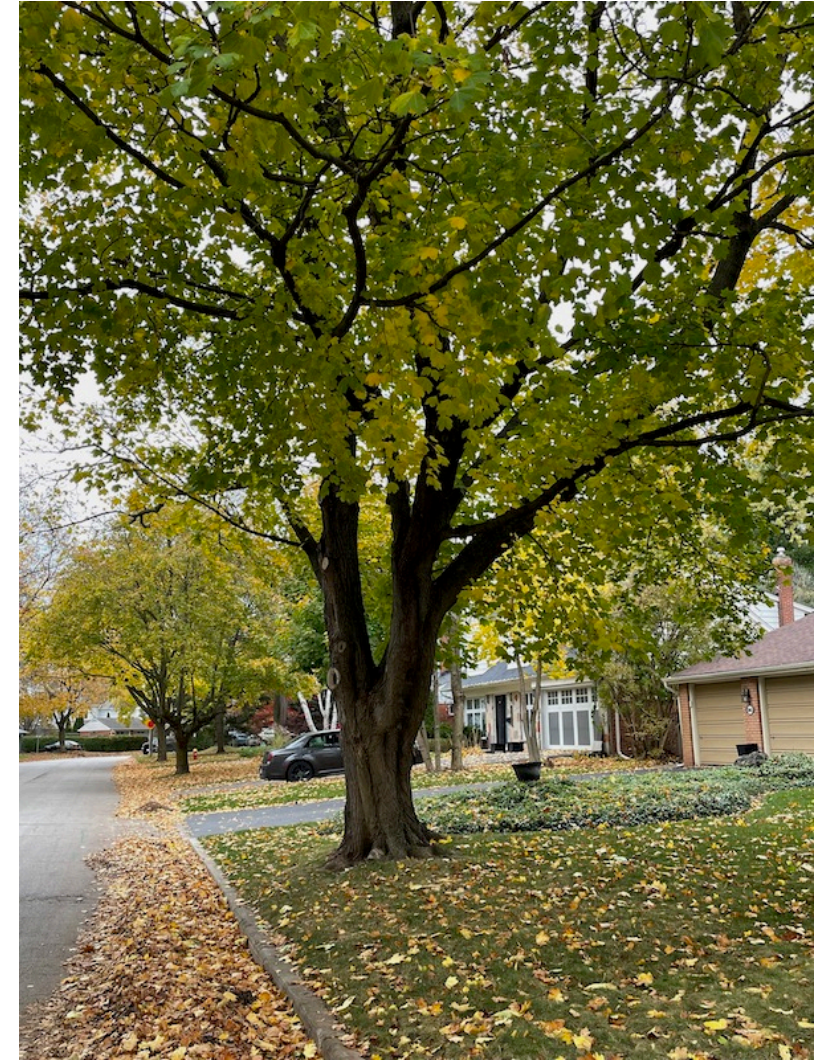
- The local streets of Elizabeth Gardens were not identified for improvements in the IMP
- No capital projects are identified in the list of top 100 priority projects

FINANCIAL IMPACTS

- initial capital costs
- on-going snow removal and sod repair costs
- life-cycle replacement costs
- reduction in property values

Waste of taxpayer money

Better applied to priority projects



SUMMARY

Sidewalks are NOT wanted by the residents

Sidewalks are NOT necessary

This is a WASTE of money

Vote NO to sidewalks on
Linwood, Bromley & Maureen





VOTE AGAINST ALL SIDEWALK INSTALLATIONS

THANK YOU

Lawrence Stasiuk, OALA, FCSLA