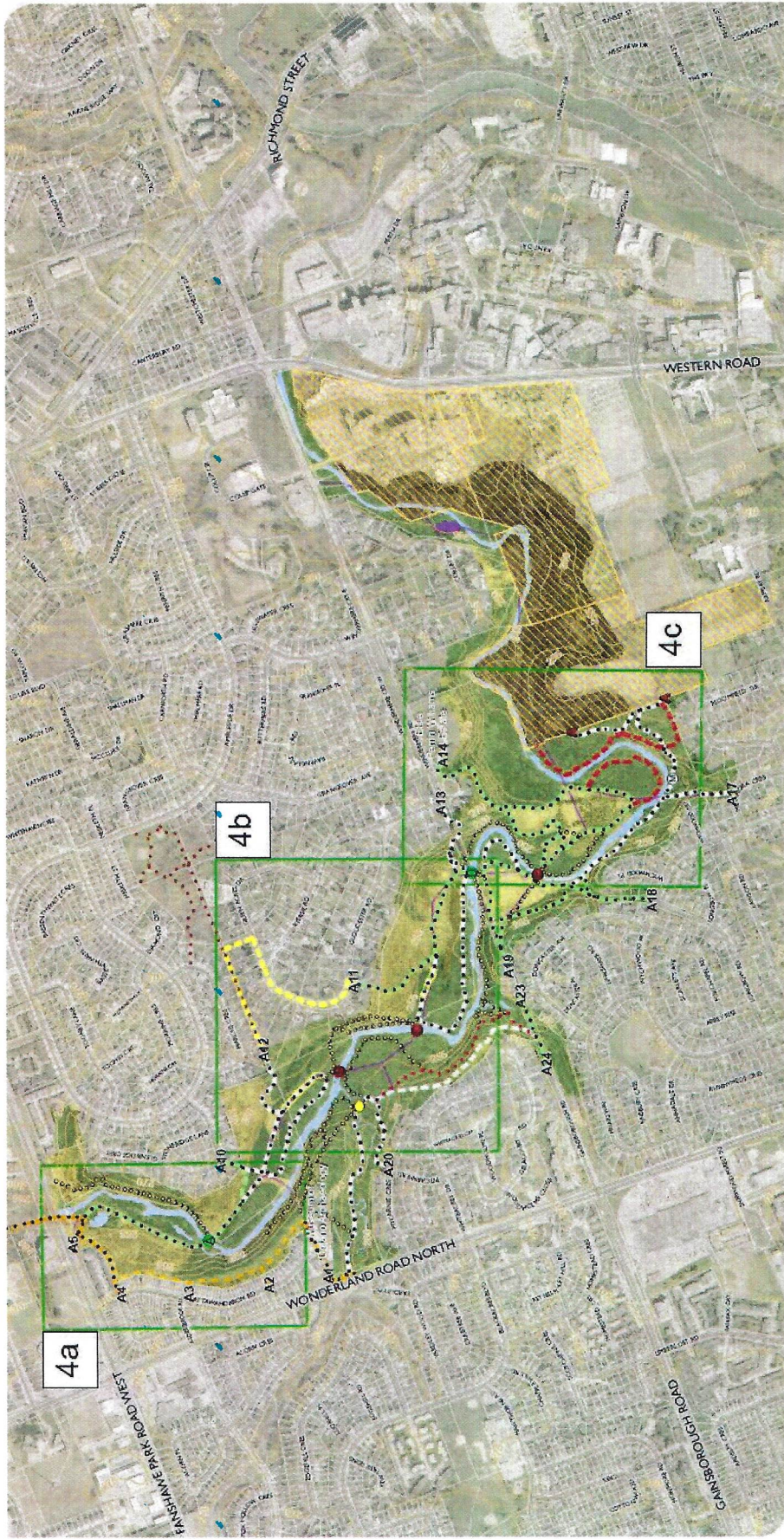


Schedule "A"



CITY OF LONDON
CONSERVATION MASTER PLAN
MEDWAY VALLEY HERITAGE FOREST ESA (SOUTH)

FIGURE 4
ENVIRONMENTAL MANAGEMENT STRATEGY:
PROPOSED SUSTAINABLE TRAIL
CONCEPT PLAN

Proposed Trail Linkage (not recommended for implementation):
 Proposed Trail Linkage (Medway Creek)
 Proposed Trail Linkage (Shute Creek)
 Existing Trail Linkage (McNamara Bridge)
 Potential Future Access (PFA)
 Access Point

Managed Trails
 Future Connection Outside the ESA
 Level One Trail
 Level Two Trail
 Level Three Trail
 Improved Trail Surface

Existing Trails
 City Trail Outside of ESA
 Closed Trail
 Informal Trail
 Managed Trail
 Temporarily Closed Trail

Contour (5 metre Elevation)
 Property Boundaries
 Utility Overlay (4 m)
 Wetland/Urban Properties
 Watercourse (also Nature Reserve)

Management Zone
 Nature Reserve
 Natural Environment

Scale: 1:10,000
 0 125 250 500 m

THE PROPOSED CONCEPT PLAN COMPLIES WITH THE COUNCIL APPROVED GUIDELINES FOR MANAGEMENT ZONES AND TRAILS IN ESAS (2016) AND AODA LEGISLATION

MAP PROVIDED FOR INFORMATION ONLY
 MAP CREATED BY: MTR
 DATE: 2017-11-14
 MAP PRODUCED BY: MTR CONSULTING, 1000 SHEPPARD AVENUE EAST, SUITE 1000, SCARBOROUGH, ONTARIO M1S 1T5

PROJECT # 4028 - ENVIRONMENTAL STRATEGY DATE: 2017-11-14

Schedule “B” Reasons for the Petition

The residents of the Medway Heights neighbourhood (there are only 88 homes in the neighbourhood) who have signed the petition above are concerned about the City of London’s decision to proceed with creating a connection between Access #11 and Access #12 on Gloucester Road and Green Acres Drive respectively. Reasons for the concern and the request to remove the connection and the access are set out below.

1. **Safety** – encouraging parking on Gloucester Road by the public in order to connect the two access points along Gloucester Road and Green Acres Drive will create safety issues of passage of other vehicular, bike and pedestrian traffic given the narrowness of the road which becomes considerably worse in winter months when snow piles up. Our neighbourhood is poorly maintained by municipal plows with them often coming several hours or days after snow falls. This creates significant ruts and very icy conditions on the street. There is no public transport that comes anywhere near our neighbourhood so the only way to get in is to drive and park. Parked vehicles on this narrow street (23’ in width) will cause further safety issues for snow removal and garbage collection. Given the size of the lots, most people in the neighbourhood have lawn maintenance services in the spring, fall and winter months. These vehicles and trailers already park on the street so additional parking by people being encouraged to enter the trail system on Gloucester Road and Green Acres Drive would simply cause more congestion and issues passing by these vehicles. Additionally, there is no City maintenance or lighting of the access points so there is a danger for liability to the City and to neighbouring property owners.
2. **Inconvenient/Annoyance/Nuisance** – while safety is an issue as identified above, given there are no curbs or sidewalks in the neighbourhood, parked cars on the street will also be a nuisance to residents of the neighbourhood as they try to pass around the parked cars and we would no doubt end up with cars parking on part of the front lawns of our property and that of our neighbours. While we appreciate everyone’s lawns represent a component of unopened/unused road allowance which is owned by the municipality, each resident meticulously maintains their lawns and cars parking on them would be very problematic in this regard.
3. **More than Adequate Nearby Existing Access Elsewhere** – there is plenty of access to the trail system through Elsie Perrin Estate. There is also plentiful and safe parking there. Additionally, that parking is cleared of snow and ice in the wintertime. Access #11 and #12 are not cleared of snow and ice by the City.
4. **Liability** – The risk of potential personal injury and other liabilities is much greater than the reward of public access especially since there is almost no evidence that the public is using these access points.
5. **No Public Demand** – it is extremely rare to see anyone from the neighbourhood and especially anyone from outside the neighbourhood use these access points. Unless a title search was conducted to determine where Access #11 and #12 were located, from the physical attributes of the area, members of the public would assume the property in question is owned by the neighbours and not the City.