

From: Keith Zerebecki
Sent: Thursday, March 28, 2013 8:54 AM
To: Lysynski, Heather
Cc: Brown, Matt
Subject: North Medway Valley ESA

Good morning Heather

Would you kindly add our comments to the Planning and Environment Committee agenda.

To: Chair and Members, Planning and Environment Committee,
Date: March 28, 2013

As residents of Sunningdale we highly value and utilize the pathway system in the North Medway Valley. Our preferred path option is for the original 5 bridge system. However, we understand that the 5 bridges are no longer required for sewer maintenance (and likely the most expensive option), so the addition of one more pedestrian bridge to the current pathway system would complete the pathway within the block and set up the connections to the north of Sunningdale and south of Fanshawe. We are supportive of this modification.

The decision to pave or not pave the remaining path is the last critical design decision.

We strongly recommend paving the path. Paving the path significantly improves access and utilization throughout the year and for a more inclusive group of London's citizens. This reality can be validated by observing the usage of the current paved and unpaved sections of the current path. City staff placed a pedestrian counter on the paved path to record usage. I don't believe a counter was placed on the unpaved pathway section. Our observation is that throughout the year the paved path would have approximately 10 times the usage. This is because many people cannot use the gravelled path (those in wheelchairs, those with strollers and some of the elderly with or without walkers or canes), or simply prefer the paved path, and the unpaved path is difficult to use when it is wet, muddy and covered in snow. (The paved path is often melted clear in the winter when the unpaved path is snow covered.)

During the process we were not apprised of the cost of these options. We do not know what the incremental cost to pave the path would be. Hopefully, this information will be given to you. We were told that there are insufficient funds available for any of the options. This is surprising given that the original plan was for 5 vehicle bridges and wide paved paths, and the development fees collected from us was to support that plan.

Thank you for your consideration,

Lori and Keith Zerebecki
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