

HARBORD VILLAGE RESIDENTS' ASSOCIATION

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January 7, 2021

Deputation to: Toronto East York Community Council re TE22.15 referral by City Council Residential Sidewalk Snow Clearing

Residents in Harbord Village were delighted with the news that City Council approved IE17.7 (as amended) last week. Much effort has been spent deputing at this committee and others over the years, and now we're actually getting down to business! And thank you to every member here. It did not go unnoticed that you all supported the Matlow/Layton motion.

To help kick-start things, we thought that debunking some of the perceived difficulties in snow clearing residential sidewalks in a downtown neighbourhood would help.

Parked cars in the way; too many obstacles; too narrow sidewalks... not in our neighbourhood! Harbord Village (bordered by Bloor, Bathurst, College, Spadina) is a good example of where snow clearing can start now! We suspect that other neighbourhoods are not unlike our own.



1. Parking is Not a Problem

Cars are only permitted to park on one side of the street; snow clearing is not affected on the opposite side.

2. Sidewalks have Few Obstructions

Harbord Village has 6km of residential sidewalks inside the boundaries of our neighbourhood. Our sidewalks are astonishingly clear. Our observations are that:

- Only 2 of dozens of fire hydrants were found to obstruct a sidewalk; they are new installations. All others are in the City right of way (as pictured).
- Over 200 Hydro poles are in the City right of way (as pictured):
 - Only 1 encroaches for $\frac{3}{4}$ of its diameter.
 - Only 7 others slightly encroach the inside edge of the sidewalk by 5 to 15 cm (2 to 6") and are easily avoidable.
- Hundreds of traffic and parking signs are in the City right of way with no impact on the sidewalk:
 - Only 1 parking sign and 1 stop sign were found well within a sidewalk.
 - Only 15 parking/street/one-way signs slightly encroach the inside edge of the sidewalk by 5 to 15 cm (2 to 6") and are easily avoidable.
 - 8 pairs of accessible parking signs (typically newer installations with square metal posts) slightly encroach into the inside edge of the sidewalk by 5 to 15 cm (2 to 6"). Again, these are easily avoidable.

3. Sidewalks Widths are Sufficient for Snow Clearing



At the November City Council debate, Mr. Sferrazza (Transportation Services) reported that downtown residential sidewalks range from 1.5 to 2.0 m.

We can report that our sidewalks easily exceed that minimum. They are typically at least 1.63 m (64") wide, a few parts are wider (ranging from 1.66 to 1.70 m), and only one small section (ironically in the vicinity of Lord Lansdowne Public School), was observed to range from 1.30 to 1.60 m.



Mr. Sferrazza also reported that the equipment purchased for the pilot was 1.2 or 1.3 m wide. Last winter (pictured) we observed such a snow clearing machine on our west flank, headed north from College on the east side of Bathurst. It cleared a 1.2 m (47") path.

4. Parked Cars are Not an Obstruction

Please test our observation that parked cars are easily 40 to 50 cm (16 to 20") away from the curb because of snow build up in the winter... meaning both sides can be cleared.

5. Summary

Mechanical snow clearing machines at 1.2 m (47") fit quite nicely into 1.63 m (64") Harbord Village residential sidewalks, leaving at least 43 cm (17") to maneuver over our 6 km of residential sidewalks. With so few obstructions on our sidewalks, we anticipate a smooth role out of snow clearing in Harbord Village.

Where do we sign up for the expanded pilot for this winter?

Thank you for your attention. I'm happy to answer any questions.

Robert Stambula
HVRA

Notes & Other Observations:

- New installations (accessible parking signs, fire hydrants, other signs with square metal post (opposed to older metal posts that are round) are disproportionately placed in slight encroachments of the inside edge of the sidewalk. Older installations are almost always in the right of way.
- Two commercial flanks (College at Brunswick & Bloor at Robert) have bike ring and hydro pole obstructions
- Transportation Services was provided with this material on December 2, 2020.