

## Sarah Leach

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**From:** [REDACTED]  
**Sent:** Tuesday, June 4, 2024 9:13 AM  
**To:** Sarah Leach  
**Subject:** File # B11-2024P - 1395 Station Street

Good morning, Sarah,

We have received a notice regarding application to allow "future development" on the above-noted lands. Our understanding was that the original house was demolished in order to permit the sale and development of the property. Of course, no one has been able to tell what development exactly is planned for that section.

We've responded to a couple of these notices concerning this lot and the vacant lands behind it. The key points concerning we identify for this one are:

1. [REDACTED]. We're directly affected by the type and nature of development that occurs on that parcel. We do not want to be facing commercial development, nor have addition of high-density residences liable to draw an unsavoury population by its nature (not a suggestion that all residents of high-density dwellings are unsavoury), nor noise-generating development.
2. We don't want to spend any more construction seasons being disturbed in the early morning by construction equipment. Until one lives with the morning assault of back-up signals at 5 am, one cannot appreciate how harmful it is. We have suffered this nonsense for part or all of nearly every season in the past 25 years. The Town must accept and take the initiative to require - not suggest - that all contractors follow the laws protecting the residents from the abuse of noise during normal sleep hours. We have an 11 pm to 7 am noise restriction for a reason. We shouldn't have to make complaints about businesses that uniformly violate the protection; it should be stated in writing to every developer, and required to be hand-delivered to the management and foremen/supervisors of every sub-contractor, that they shall follow the by-law, and every infraction including the first will incur substantial penalties. That is the only way that any of them will decide it's worth more to them to respect the neighbours (at least in deed) than to wave their hand and claim that "forgiveness is easier than asking permission."
3. The Town has yet to properly upgrade the infrastructure on Station Street to accommodate either existing use and traffic or what has already been developed. We have narrow lanes, no shoulders, deep ditches full of stinky muck and garbage on both sides of the street, no storm sewers, no bike lanes, no suitable road-side parking, and the Steve Bauer Trail, supposed to be a hiking/biking trail, is a narrow, muddy pathway bordered by those same deep ditches, making it an unsuitable solution to the need for safe biking or west-side walking. Until these improvements are made - we were told in 1996 that the Town was "going to" upgrade Station Street, in response to discussions about the ditches in particular - increasing density simply worsens 100% of the existing problems for existing residents. The solution to this problem includes:

1. culverting all the ditches - open-bottom culverts that allow the passage of water into the soil is the ideal solution, with filling and packing to allow a hard-surface finish (asphalt or tar-and-chip) with a well-marked, designated bike lane of at least 4' width for safe cycling - gives us better, wider, more accessible roadways better able to accommodate the traffic and allow the safe use of bikes in our busy uptown area.
  2. Storm drains at the low places to direct water into those culverts rather than allowing pooling/standing water.
  3. Replace the narrow, uneven sidewalk on the east side of Station street with a 40 - 48" wide walk, properly levelled through its length to eliminate tripping hazards and difficulties for those using canes, walkers, pushing strollers, or requiring scooters for mobility.
  4. Widen and improve the Bauer Trail; if it's going to remain a "natural" surface, add pea gravel to eliminate the patches that become mud (slippery) and/or mud puddles with every wet event.
4. Ensure the communication of rules of the road to cyclists and pedestrians. As the local population has increased exponentially, we have had an huge increase in bikes riding down the middle of lanes and refusing to stay to the right or ride single-file, failing to stop at stop-signs, not yielding right-of-way to pedestrians at crossings, failing to signal turns. This is dangerous for them, discourteous to vehicular traffic, and illegal. We have also seen a ridiculous increase in runners and joggers using the driving lanes instead of the sidewalks, all over town. They run down the middle of the lane, many don't move over for approaching traffic. This applies when sidewalks are available. We hear a lot of noise about cars not "respecting" bikes; my experience, which is considerable due to travelling our area roads regularly, is that the bike riders do not respect the laws applicable to their use of the road, nor the cars for which the road was built. The exceptions have become rare, and most offenders are adults, not children, eliminating any excuse or justification for their behaviour. For clarification, the problem occurs on roads with wide shoulders as much as Station Street where they lack. The 406 overpass on Port Robinson Road has a 6' shoulder; the bikers still ride down the middle of the driving lane, and often curse if they are honked at to move over. In other words, enforcement is the issue, because they believe they are free to do what they please. As population increased, so has car traffic, and this behaviour from runners & cyclists has become a serious problem requiring attention from the three levels of government responsible for the roads.

Thank you for receiving this letter and submitting it for the discussion concerning development of the Station Street property and issues related to it.

Yours truly,

Mrs. Mary E Tucker  
