

Deputation to TBM Council

Proposed Reconstruction of Bay St. E.

July 2, 2024 Council of the Whole

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Deputation to Council of Whole

Proposed Bay St. E. Reconstruction

Summary of Concerns:

- Council Approval Process - Lack of Clarity of Public Record
- Public Engagement Strategy – Lack of Transparency and Integrity
- Concerns over Staff Report Content
 - Commentary did not adequately address resident concerns and alternative proposals;
 - Presentation of street impact from proposed street cross section does not adequately reflect negative impacts to residents;
 - Unwillingness to recognize and value Bay St. E. unique cottage road streetscape;
 - Lack of transparency of total costs and what metrics were used to evaluate all alternatives.
- Summary of Alternatives

Deputation to Council of Whole

Proposed Bay St. E. Reconstruction

Council Approval Process - Lack of Clarity of Public Record

- Staff Report references Council approval for Bay St. E. forcemain and reconstruction project in August 2023 Council meeting minutes
 - The August 2023 Council Meeting does not reference any Bay St. E. Reconstruction of Forcemain Project approval. The minutes reflect Council approval for commencing negotiation of engineering services for Bay St. E. reconstruction.
 - Was Council aware that they were providing project approval at that time, despite the ambiguity of the Staff request/motion;
 - Was Council aware that all subsequent public engagement (Dec public meeting and April PIC) performed by Staff was never meant to solicit resident concerns/feedback, nor was there any intent to have public comment influence Staff recommendation.

Deputation to Council of Whole

Proposed Bay St. E. Reconstruction

Public Engagement Strategy – Lack of Transparency and Integrity

- Staff and Engineers did not inform Bay St. E. residents that Council had already approved the forcemain route, nor did they indicate at any time that resident input was irrelevant to the process.
 - Staff references to transparent discussions during the Dec. resident meeting and March PIC were disingenuous;
 - Staff did not indicate at any time that forcemain route and Bay St. reconstruction project had been approved by Council;
 - There was many opportunities to clearly state the intention of the public engagement and this did not occur.
- Bay St. E. residents feel betrayed by Staff and Council, and take considerable offence to what was disclosed in the Staff Report

Deputation to Council of Whole

Proposed Bay St. E. Reconstruction

Concerns over Staff Report Content

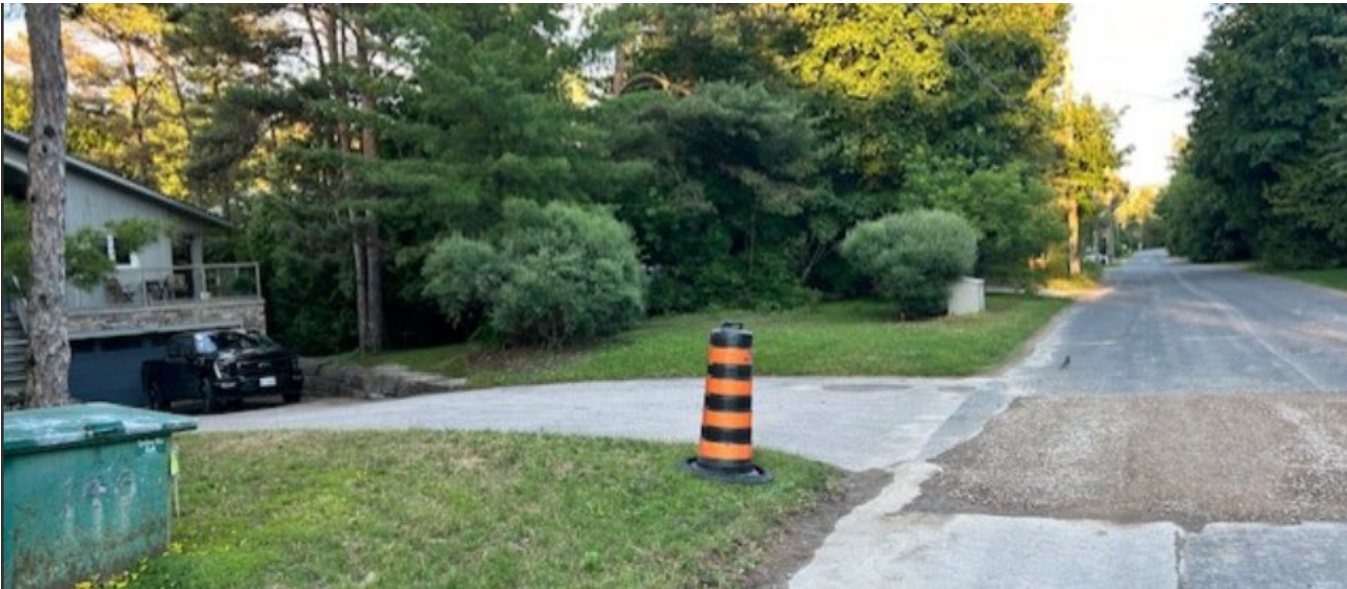
- Commentary did not adequately address resident concerns and alternative proposals;
 - With Staff operating on the assumption Bay St. E forcemain and reconstruction had received Council approval, they had little consideration for resident feedback, discussion about alternative forcemain routes and use of non-standard street designs to achieve a win-win outcome;
 - The Staff Report made clear that resident suggestions/comments/alternatives were quickly dismissed with no meaningful review or analysis. There was no appetite for public feedback.

Deputation to Council of Whole

Proposed Bay St. E. Reconstruction

Concerns over Staff Report Content

- Presentation of street impact from proposed street cross section does not adequately reflect negative impacts to residents;
 - Examples of street scape impact were provided at the widest part of Bay St. E. (168 and 166) and does not adequately reflect the negative impacts to residents near the intersection of Elgin and Bay St. E. (Refer to slides 7 through 11);
 - The destruction/removal of hundreds of mature trees and shrubs that will take many generations to replace;
 - The material reduction in northside residents parking areas;
 - The unintended consequences of widening the road and adding high curbs, including:
 - Increased traffic flows;
 - Increased car speeds;
 - Increased illegal street parking, resulting from the elimination of boulevard parking areas and dramatic reduction in driveway areas;
 - Increased risk to residents, pedestrians and cyclists
 - Potential material depreciation of home values.



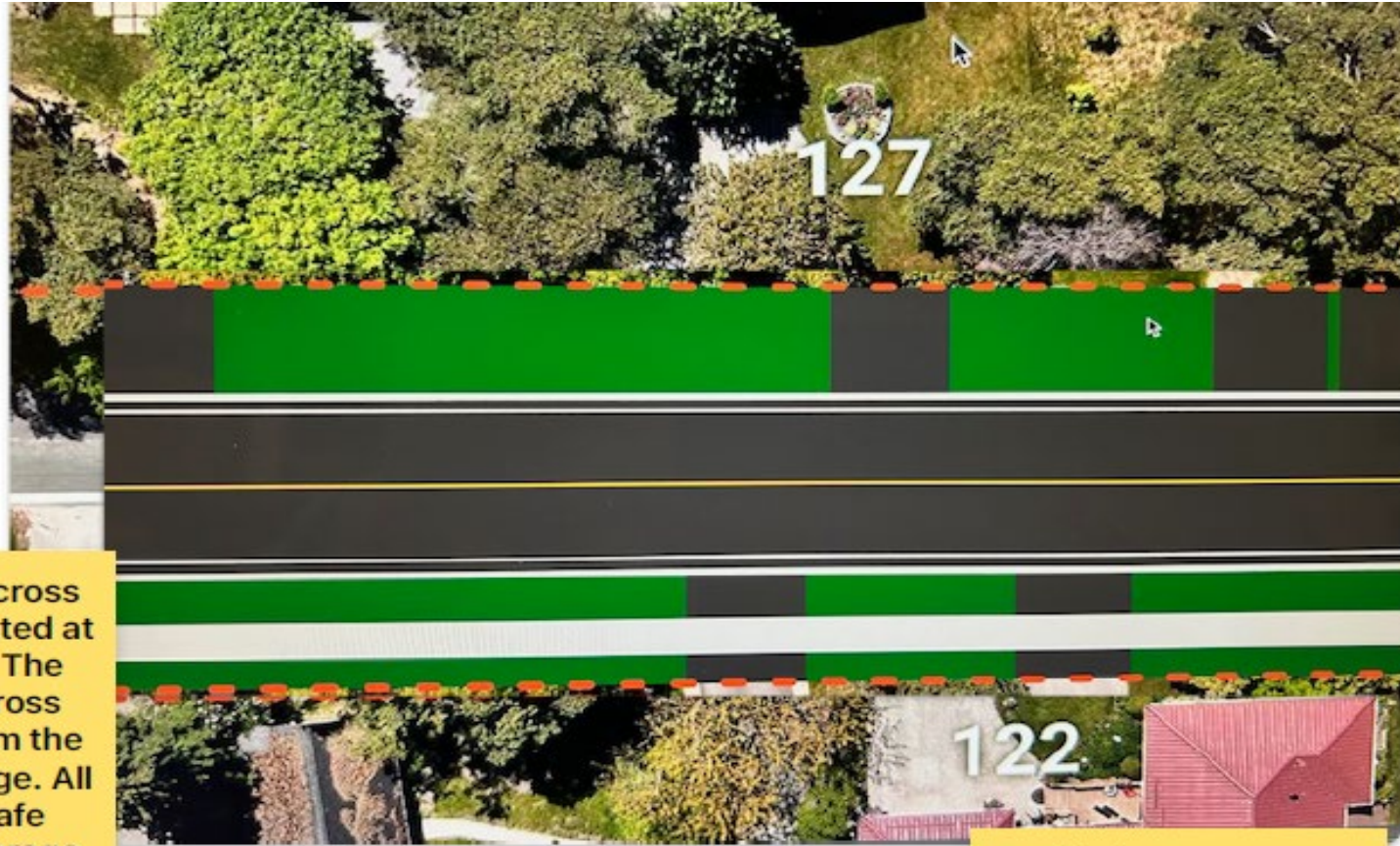
When the street cross section is superimposed on 150 Bay St. E frontage it results in the elimination of >50% of current driveway and off street parking.



When we superimpose the street cross section drawing on 122 Bay St. E. We see that the side walk will be located within a couple of metres from the front picture window. All shrubbery and privacy will be eliminated.

Town Staff provided this aerial view of 122, 124 and 127 Bay St. E, with ROW boundaries superimposed.





With the street cross section represented at 124 Bay St. E - The sidewalk will cross ~1-2 metres from the front of the garage. All parking and safe access to the garage will be eliminated

With the street cross section represented at 122 Bay St. E - The sidewalk will be ~2 metres from the front picture window. All shrubbery and gardens will be eliminated and all privacy from the street and proposed pedestrian walkways will be eliminated.



Proposed street cross section will eliminate all frontage at 134 and 136 Bay St. E.



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Concerns over Staff Report Content

- Unwillingness to recognize and value Bay St. E. unique cottage road streetscape
 - It is irrelevant to the Bay St. E. residents how the TBM Staff have categorized this stretch of road. We live it daily and we know how this streetscape is used by the residents of TBM.
 - This is not a thoroughfare in the normal sense...it is a slow driving, slow walking, slow bike riding space...there is no confusion by the residents and frequent users.
 - Constructing a wider, car friendly road will invite more traffic and cars travelling at higher speeds. Your proposed street cross section will dramatically change the streetscape and the TBM resident experience.
 - A MUT is not supported by residents given the proximity of the Georgian Trail. The GT satisfies the transportation links you seek to achieve. Spending public funds on this asset is not a wise investment.

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Concerns over Staff Report Content

- Lack of transparency of total costs and what metrics were used to evaluate all alternatives
 - Residents requested comparative cost data from town Staff and Engineers during the PIC on all forcemain routes and nothing was provided. In fact, Staff noted that financial analysis was not going to be prepared for the alternatives.
 - There was no effort to value the intrinsic costs associated with the Bay St. E. forcemain and reconstruction proposal, including destruction of tree canopy, destruction of streetscape, destruction of property values;
 - Bay St. E. residents are deeply concerned that Staff and Council are deciding on this transformative construction project without understanding the **total cost** (hard, soft and intrinsic cost) of this proposal.

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Summary of Alternatives

- Reconsider forcemain route to that proposed by Bay St. E. residents, including Cedar Grove Park, Huron St., Georgian Trail and Grey St. – least resident impact, safest construction areas and provides greater flexibility for reconstruction of Bay St. E.
- Abandon placement of road to centre of ROW – the road has been on southside of ROW for 100+ yrs without concern – this would reduce impacts to northside residents;
- Eliminate the sidewalk and MUT – expensive addition that adds little value;
- Eliminate high curbs – concerns over drainage and pedestrian safety are exaggerated and prevent the use of boulevard for temp. parking;
- Reduce Bay St. E. speed limit to 25km, consistent with park area;
- Promote multi use roadway as currently used – shared by pedestrians, cyclists and drivers;
- Promote community driving zones and signage that alerts drivers to pedestrians and cyclists;
- Provide a full cost analysis to residents, including value consideration for the destruction of Bay St. E. streetscape (tree canopy, home value destruction, etc.).