

**Pilon, Janet**

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**Subject:** Bay St LRT Station

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**From:** Daniel Lynes

**Sent:** February-20-17 11:42 PM

**To:** Jackson, Tom; Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; Paparella, Stephanie

**Cc:** Eisenberger, Fred; Johnson, Paul

**Subject:** Re: Bay St LRT Station

Hello Tom,

You bring up a number of good points.

My wife and I had a condo in Coquitlam a block away from the new Evergreen Line there. The skytrain station that was supposed to be a block from our building ended up getting built in the parking lot of the shopping center instead. (No sour grapes here.) The reason it got built in the parking lot of the shopping center was because the owner of Coquitlam Center paid the entire bill of building the station there. While the economics in Hamilton may not be the same as the economics in Coquitlam, you would think some of the landholders in that area would at least offer to pay part of the money needed for a station there.

I didn't want to poo-poo any of the other locations for LRT stations, because I have no idea where they were planned. However, as part of the original discussions, there was supposed to be one at the MacNab Street bus terminal from what I remember, and that's why the buses were moved from Gage Park to MacNab Street. Please correct me if I'm wrong. James makes zero sense, because MacNab Street is so close, and it would cost too much money/culture to build a station on James St because it would involve tearing down historically and/or architecturally significant buildings.

I'm not really sure why Queen was chosen. It's a main artery for cars, but the only attractions near Queen are Ben Thanh grocery store, Scottish Rite Cathedral, and the bars along George St and Hess St.

Mary or Ferguson would make sense because either one is close to International Village, a number of apartment buildings, the police station, ... But then again, so is Wellington. Wellington is more strategic just from a geographic/distance standpoint.

And again, Gage is a no-brainer for a location as well. Gage Park is reason enough to have a stop there. It's a huge cultural draw for the entire city. There are numerous events there throughout the summer, there's a childrens' wading pool, public fountain, the Children's Museum, and the park is popular for group picnics and baseball games.

I don't know where all the proposed stops are, but my personal suggestions would be:

Emerson, Longwood, Dundurn, Bay (probably just west of Bay and King), MacNab, Mary (or Wellington), Wentworth (purely distance/geographical), Sherman (purely distance/geographical and St Peter's Hospital), Gage (Gage Park and St Peter's Hospital), Ottawa, Kenilworth, Queenston Traffic Circle (12 stops)

But, if you want to get the investment in downtown, the city building department and/or planning department needs to not take so long to issue building permits and/or occupancy permits. It was appalling how long it took

for Tanh Thanh to obtain approval to open their new expansion (over a year....I'm sure some of that was Tanh Thanh not having certain work completed and/or health department issues, but over a year?). I saw the same thing happen when the coffee shop wanted to open in the McMaster Innovation Park. It took about 8 months for them to get the occupancy permit, and McMaster Innovation Park should have had plenty of experience getting a new tenant quarters built. It seems permits for businesses in this city take considerably longer than permits for residences.

That's just my take.

Sincerely,

Daniel Lynes

On 2017-02-20 10:44 PM 2017-02-20 10:44 PM, Jackson, Tom wrote:

Dear Daniel....I appreciate your strong advocacy for Bay/King. I must say, given all the reasons you stated for Bay/King, I'm baffled how ALL the "experts" (The Chamber/Metrolinx/City Project Team/Downtown Stakeholders) missed it with the original proposal?? However, now that Bay/King (like Gage) has been an "add-on" to a LRT I thought was supposed to be "rapid" transit (with fewer Stops), and not being on the LRT Sub-Committee (whose work I'm grateful for and have leaned on to assist me with my eventual decisions...whether in agreement or not), I'm now delving into why Queen; Mary; James; Wellington were chosen before Bay AND I'm now curious why MacNab/King wasn't considered too??!! After all, THAT location would be perfect with the HSR Bus Terminal adjacent to it, in my opinion. Lastly, with the approx. \$2.5m. cost for the Bay Stop, why can't investors (with very deep pockets who will accrue much profit with their land holdings around Bay/King) pay for a future stop there?? Just sharing some counter thoughts back. Thanks for listening, Councillor Jackson....

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**From:** Daniel Lynes

**Sent:** Monday, February 20, 2017 9:57 PM

**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlen; Pasuta, Robert; Partridge, Judi; Paparella, Stephanie

**Subject:** Bay St LRT Station

Hello all,

While I'm sure some of you might have valid reasons such as the distance between Queen St and Bay St or the distance between Bay St and James St, I believe the economic case for Bay St has been made. Queen, Bay, James, and Wellington Streets are the four main streets in the downtown core and I would have to say James and Bay are the top two.

It is my opinion that Bay Street should get an LRT station based on that alone. However, I'm sure city council doesn't make decisions on this kind of thing just

based on which streets are the busiest. After all, it's an LRT station, not a traffic light.

The following major points of interest are all ideal for a Bay St LRT station:

At Caroline and Main:

- a major condo development going in
- a smaller condo development that has already been built

At George and Caroline:

- at George and Caroline you have the Staybridge Suites

At King St and Summers Lane:

- the newly renovated Sheraton Hotel
- Hamilton Place
  - Art Gallery of Hamilton
- Hamilton Beer Festival (roof of Jackson Square)
  - Hamilton Convention Centre
- The Ellen Fairclough Building (Ontario Government offices)

At Main and Bay St:

- City Hall
- David Braley Health Sciences Centre for McMaster University
  - One of the most popular intersections to watch the Santa Claus parade

Near Main and Bay St:

- CHCH at Caroline and Hunter
- countless apartment buildings
  - an elementary school at Hunter and Bay
- countless condo buildings

At York and Bay:

- First Ontario Center

At King and Bay:

- Nations Supermarket
- Yuk Yuk's Comedy Club
  - Hamilton Chamber of Commerce
- Passport Office
  - WSIB Office
- Standard Life
  - Collège Boréal

At Bay and Market:

- Federal Building

Between Bay and Caroline along Market:

- several apartment buildings and a care home

At Bay and George:

- Homewood Suites by Hilton

At Bay and Strachan:

- Hutch's
- Bayfront Park
- Pier 4 Park

And I'm sure there are plenty of other destinations that will be built near Bay St, because there's already so much inbuilt infrastructure in the Bay St corridor already. There are probably a number of other destinations near Bay St that I haven't even mentioned as well.

I am happy that you decided to build the A-Line BRT instead of the shunt to the Go train station on James St. The shunt seemed like such a colossal waste of money; it would have been better to build the LRT line out to Eastgate instead of the shunt, as well.

Just a side note, I don't live downtown but I do shop and eat at restaurants a lot downtown. When the LRT gets built and a station goes in at Bay St, my wife, myself and plenty of other people will definitely be using it.

Sincerely,

Daniel Lynes