

Pilon, Janet

Subject: FW: LRT B-Line stop at Bay Street

From: W.T.(Bill) Elliot
Sent: February-22-17 4:13 PM
To: Office of the Mayor
Subject: RE: LRT B-Line stop at Bay Street

Fred,
Hope the vote goes well today.
Below is my response to Lloyd Fergusons reply.
Keep up the good work,
Bill

From: W.T.(Bill) Elliot
Sent: Tuesday, February 21, 2017 10:56 AM
To: 'Ferguson, Lloyd' <Lloyd.Ferguson@hamilton.ca>
Subject: RE: LRT B-Line stop at Bay Street

Lloyd,
Thank you for the prompt reply to my email.
Below is further information.

From discussions with the Chamber of Commerce and City information of the area around Bay & King St intersection:

- The SW corner is a parking lot the city leases which was declared a municipal capital facility and is mostly exempt generating commercial tax of \$71.
- The SE corner is likely to become part of the McMaster Complex and will generate no income from parking.
- The NW corner is occupied by existing shops, however has significant parking behind up to Market St. This parking generates taxes of approximately \$13,500.
- Further up on Bay is a lot owned by City Park which generates \$39,000.
- Other commercial and residential shops on King generate \$58,500.

Total revenue currently generated is approximately **\$111,000**.

Having worked for Canada's Technology Triangle, Waterloo Region (the Investment Attraction agency tasked with attracting Foreign Direct Investment), as VP Business Development for over 10 years, I have followed the development of LRT and the positive impacts it is currently making on the Region including outside investment. Of particular interest is the **opportunity for smart development that is created along transit stops**. Below are links to a few reports and articles:

<https://rapidtransit.regionofwaterloo.ca/en/multimedialibrary/resources/IONStory.pdf>

<http://www.cbc.ca/news/canada/kitchener-waterloo/waterloo-neighbourhoods-near-future-lrt-stops-asked-to-guide-their-own-development-1.3024461>

http://www.waterloo.ca/en/contentresources/resources/government/Rapid_transit_phase2_SAP_Backgrounder.pdf

Station Area Plans define a vision for community revitalization and improvements associated with the introduction of rapid transit. They guide development, public realm improvements and transportation investments, and can help promote job opportunities, an increased tax base, vibrant and attractive places to live, and connectivity and safety for pedestrians and cyclists. Station Area Plans provide a policy framework to guide decision-making, and they identify the regulatory tools needed to shape and manage change.

The Waterloo five Station Area Plans will aim to:

- Encourage intensification around the future LRT stations to increase transit ridership, encourage walking and cycling, and make more efficient use of the City's infrastructure and services
- Promote community building to support the unique character of each of the station areas and create attractive places for working, living, learning and recreation
- Stimulate new investment and promote economic development by encouraging job growth and commercial vitality

<http://www.waterloochronicle.ca/news-story/6528349-planning-for-the-ion/>

"The five station area plans and corridor work is a real opportunity to leverage LRT investment and improve a whole range of things — mobility, placemaking and vibrant mixed-use communities along the corridor," said Melanie Hare, a consultant with Urban Strategies, to councillors last week.

Due to the current use of lands at King and Bay, it is conceivable and I would say desirable to use an LRT Stop to promote redevelopment that will substantially create increased tax revenues for the city, provide density using mixed use applications and reduce urban sprawl and all the negative aspects of it which I am now experiencing in Waterdown. It is important that suburban councillors and residents understand that LRT is not just for the lower city, but benefits the entire city.

Chamber of Commerce numbers with info from the City indicate the below revenues assuming only residential and no mixed use development.

1,500 residential units could generate the below revenues:

Unit Price	City Revenue
\$250,000	4,421,000
\$300,000	5,305,000
\$350,000	6,189,000
\$400,000	7,073,000

While stops are planned for Queen St. and James St., they do not provide the same redevelopment opportunities available at Bay / King and therefore the increased revenue opportunities for the City.

Regardless of the above estimated #'s; redevelopment spurred by an LRT Stop would certainly increase revenues to offset costs which is one of the reasons why the proposed stop, has been supported by business in the area, investors and received unanimous approval from the City of Hamilton's LRT subcommittee.

Thank you for taking the time to respond to my original email and I look forward to your support for the Bay / King LRT stop.

Best regards,
Bill

From: Ferguson, Lloyd [<mailto:Lloyd.Ferguson@hamilton.ca>]

Sent: Tuesday, February 21, 2017 8:00 AM

To: 'W.T. (Bill) Elliot' <bill@integrativetrade.com>

Subject: RE: LRT B-Line stop at Bay Street

Where do you get these figures from?

Councillor Lloyd Ferguson
Ward 12 Ancaster
905-546-2704

<http://www.hamilton.ca>



The lobbying of members of the City of Hamilton's Mayor, Council and Senior Management Team are subject to the City's Lobbyist By-Law. It's the responsibility of lobbyists to register their lobbying activity. For more information about the Lobbyist Registry, please visit www.hamilton.ca/lobbyistregistry

From: Office of the Mayor [mailto:mayor@hamilton.ca]
Sent: Wednesday, February 22, 2017 2:51 PM
To: 'W.T. (Bill) Elliot' <bill@integrativetrade.com>
Subject: RE: LRT B-Line stop at Bay Street

Hi Bill, thank you for reaching out to me concerning an additional stop at Bay Street on the planned LRT line.

This was a proposal by the Hamilton and District Chamber of Commerce and was unanimously approved by the city's LRT subcommittee. However the proposal was turned down by the city's General Issues Committee (GIC) in a vote of 6 – 9, with one council member absent.

I was among those who voted in favour of the additional Bay Street stop. I was persuaded by the Chamber's argument that the additional stop would serve downtown businesses as well as people attending events at nearby cultural venues, such as Hamilton Place. The additional stop also has the potential to stimulate new development around King and Bay streets, including housing, which will result in additional economic uplift and expand the property tax base, which benefits everyone in Hamilton. I was also persuaded a report by city staff that said the additional stop would only add 50 seconds to the travel time along the route. The cost of approximately \$2.6 million could be accommodated by the total \$1-billion budget being covered by the province.

The GIC recommendation now proceeds to city council for consideration on Feb. 22. Regardless of the final outcome, it is important to remember that this is a provincially-funded Metrolinx project, and while Metrolinx will take the opinion of council into account, it is not bound by it.

Cheers,
Fred

Fred Eisenberger
Mayor
City of Hamilton
905-546-4200
@FredEisenberger

From: W.T. (Bill) Elliot
Sent: Monday, February 20, 2017 8:42 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, Arlene; Pasuta, Robert; Partridge, Judi
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Downtown development and taxes affect my Waterdown taxes. Increased development in the downtown core raises tax revenues for the city.

The current tax recovery at Bay & King is estimated at ~\$110,000. An LRT stop could raise this to \$6.1 million.

All councillors, suburban & urban, mountain & downtown should reconsider and vote to support the Bay / King station.

Bill Elliot
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