

Pilon, Janet

Subject: Please keep going with LRT

From: Farr, Jason

Sent: March-25-17 10:18 PM

To: Ann McKay; Office of the Mayor; Johnson, Aidan; 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; clerk@hamilton.ca

Subject: Re: Please keep going with LRT

Thank you for taking the time to engage and enlighten us, Ann. It is much appreciated.

As you can imagine, we have been receiving a tremendous amount of reaffirmed LRT support emails these last few days (and some from LRT opponents), but yours really stands out and I hope everyone has a chance to read it in full.

Spoken like a true Hamiltonian.

Jay (Councillor Farr)

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Ann McKay

Sent: Saturday, March 25, 2017 4:52 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; clerk@hamilton.ca

Subject: Please keep going with LRT

Dear Councillors,

Since the government announced a \$1 billion provincial investment in Hamilton's LRT I have been trying to educate myself as to what this will mean for Hamilton's financial future.

Through reading various books with a transportation theme (e.g., Streetfight - J. Sadik-Khan, Street Smart - S. Schwartz - assisting with TO's King Street renewal, Happy City - C. Montgomery, Bikenomics - E. Blue), attending presentations (e.g., Tactical Taxation - Joe Minicozzi - architect & urban planner, Burlington New Directions in Transportation - Brent Toderian - urban planner, LRT info sessions etc.) and following urban leaders on social media (e.g., Strong Towns, Planetizen, @citymakingmath, the list goes on and on). I can only see tremendous financial possibilities for Hamilton with the addition of the LRT line.

I have lived in Hamilton for the majority of my 60 years (excluding time spent away at university and 2 years living in Burlington). I remember as a young girl taking the bus from the central mountain to downtown pretty much every Saturday with my mother to shop and dine. It was a treat. I cannot say that I did this with my 2 children as they were growing up. We occasionally went to Jackson Square. Well, guess what? In the last couple of years I find myself heading downtown to shop and dine weekly (and quite often with my adult children). Just recently my adult son and his fiancée purchased a house downtown. A lot of this development is due to the anticipation of a future LRT line. It is so exciting to see what is happening in Hamilton's downtown. The living room of our city.

There seem to be so many business \$\$\$ cases to be made as to why we should proceed with LRT but I will only focus on one. The downtown of a city is its **economic engine**. With the development of an LRT line across the city, the potential to increase tax dollars per acre (which the rest of the city benefits from) through intensification spurred by the anticipation of an LRT line seems to be at the top of the list.

Hamilton is very fortunate to have walkable neighbourhoods along the LRT line e.g., Westdale Village, Locke St., James St, Ottawa St, **Kenilworth St.** etc. As Hamilton's population increases over the next decade, the future holds great things for all of these neighbourhoods making them even more desirable as the streets become more pedestrian friendly ('complete') and connected through LRT (and GO Stations).

In the interest of Hamilton's future financial success, please keep moving ahead with the LRT project.

Ann McKay

P.S. Wondering if the City of Hamilton has a 3-D value map of the city - showing Property Tax Values Per Acre?

The Value of Investing in Canadian Downtowns (Hamilton is cited)

<https://www.ida-downtown.org/eweb/docs/ValueInvCanDwtn13.pdf>

"The economic rationale for investing in downtowns is clear. The findings of this research demonstrate that although the downtowns studied generally occupy less than 1% of citywide land area, they are making a major contribution to the city's bottom line. The economic importance of downtown is also reflected in the high levels of investment they have received over the past decade. As a portion of citywide investment, downtowns have attracted on average one fifth of city-wide construction value between 2003 and 2011." "Downtowns also tend to be the focus, or at least a key node, in the delivery of new transit projects. Downtown residents have far higher rates of walking, cycling and utilizing transit, which is important for moving people more seamlessly around the city. More specifically, downtown residents are more likely to use alternative modes of transportation as part of their daily commute."