

Pilon, Janet

Subject: Barton St EA - 2 rural lanes widening to 5 urbanized vehicle lanes

From: Viv Saunders

Sent: June 21, 2021 10:05 AM

To: DL - Council Only <dlcouncilonly@hamilton.ca>; clerk@hamilton.ca; Smith, Janette <Janette.Smith@hamilton.ca>

Subject: Barton St EA - 2 rural lanes widening to 5 urbanized vehicle lanes

Words Matter.

Timing Matters

Delivery Method Matters.

Dear Clr Pearson, City Council & City Manager Janette Smith,

With the greatest respect to City Staff, what is occurring should not be allowed. The process is flawed and either our City Manager or Council should provide direction which puts people first.

Timing: A 5 km stretch of road widening that is comparable to the likes of the LRT corridor re: expropriations of peoples home or 2/3rds of their driveways should not have been presented to the public at large, ***without prior notification to the actual homeowners impacted***, ... during a pandemic & during a Housing Crisis.

Delivery Method: Besides the fact that a ***virtual*** Public Information Consultation meeting is not an appropriate Delivery Method for what appears to be a Phase 1 \$100 M project (inclusive of ~ \$32M in 'residential buy-outs'), I've been advised that ~ 100 people who were sent registered letters to attend last week's meeting are still unaware. Letters are still sitting at the Winona Post Office awaiting pick-up. Using a virtual meeting format, with direction to go look at the detailed plans online after the meeting, downplays the significant impact this project will have on people's lives and borders on underhandedness. People deserve better.

Words Matters: To add insult to injury, rather than having presentation slides/plans that reference Phase 1 and Phase 2, of the proposed plans for Barton St, the wording is "Alternative" and "Ultimate". As an example, this impacted home which obviously has a great deal of pride of ownership, is presently on the city's website as the "Ultimate" plan. I'm quite sure the people living there, if they even realize what the plan is, feel expropriation to ***demolish*** their home's structure is anything but 'optimal'. Note, there appears to be a vast space of industrial land directly across the street however the 'ultimate' plan, during a housing crisis, is demolish a home to make room for 5 vehicle lanes?!?!



As per the timeline, this project will come before Council in the Fall and is scheduled to be in the 2025 capital budget for funding. Phase 1 of the plan is to do some expropriations in order to construct 5 vehicle lanes, one sidewalk on the north side, and one multi-use pathway on the southside. Phase 2, is to do a second round of expropriations from some of the same homes, in order to rip out the multi-use pathway & replace with cycle tracks & 4m wide promenade on the southside.

Surely under these circumstances & with the complexities of the plan, common courtesy should prevail & direction be given to 'hit pause' until:

- (a) private connections can be made to each and every property owner impacted in Phase 1 and in Phase 2; and
- (b) a more effective, forthright & fulsome consultation can occur with the public at large and some of the City's Advisory Committees; such as Cycling; after (a) has occurred.

As an aside, the plan itself is premature. Decisions need to be made in regards to which route is the ultimate route for the Irt extension/ rapid transit corridor (presently proposed as being Highway 8 to Fifty Road; not Barton St) as well as extending conventional public transit (presently not proposed in the 10 year Transit Strategy). Why do we need 5 vehicle lanes; 40 ms ROW in an area with very little commercial/retail zoning & a 3 1/2 storey residential height limit?

Respectfully,

Viv Saunders
Concerned Ward 10 Resident

c.c. Andrea Holland, City Clerk - Please add this correspondence to the next Council Agenda and/or appropriate Standing Committee Agenda.