

Request to Speak to a Committee of Council

If your request is for a specific committee meeting, this form must be received by NOON the day before the scheduled committee meeting. Requests for Monday meetings must be received the Friday before the meeting. Requests for meetings scheduled for the day after a statutory holiday must be received the last business day before the meeting.

Standing Committee Requested

Kindly indicate which Standing Committee *

Requestor Information

Name of Individual * Mark Cosens
 Name of Organization Preserve Ancaster Village Coalition
 Do you or your organization represent a lobbyist (voluntary) Yes No
 Contact Number * 289 239 9108
 Email Address * mcosens@cogeco.ca
 Mailing Address * 33 Cameron Drive Ancaster, ON L9G 2L4
 Reason(s) for delegation request * To make comment on the Ancaster Transportation Master Plan
 Will you be submitting a formal presentation? * Yes No
 Overhead projector required for the presentation
 Power Point required for the presentation

Requests to speak to Council are forwarded to the Standing Committee for consideration. Once considered by Committee, and approved, you will be notified of the date for your presentation. Personal information collected on this form is authorized under Section 5.10(2) of the City's Procedural By-law No. 10-053 for the purpose of contacting individuals and/or organizations requesting an opportunity to appear as a delegation before a Standing Committee and will be published with the Committee Agenda. The Voluntary Lobbyist Registry is a public document and will be available for viewing in the City Clerk's office. The Procedural By-law is a requirement of Section 238(2) of the Municipal Act. Questions about its collection can be directed to the Manager, Legislative Services / Deputy Clerk, City Hall, 71 Main St. W., Hamilton, ON L8P 4Y5 (905 546-2424 ext. 4304).

* Refer to attached letter submitted by Mr. Cosens to accompany his delegation request

Ancaster

WALKABLE. LIVEABLE.

March 21, 2011

Mr. A. Grozelle
Legislative Assistant
Office of the City Clerk
City of Hamilton

Dear Mr. Grozelle:

The Coalition to Preserve Ancaster Village wishes to present this 'Letter of Objection' concerning its opposition to the proposed Ancaster Transportation Master Plan

The Coalition is a group of Ancaster residents, living in various parts of the community and with different professional backgrounds, who have a common goal of protecting the historical, heritage features of the Ancaster village and enhancing its character as a liveable, walkable community.

The Coalition was formed late last year following the December 8th public meeting at which the draft ATMP was presented although one or two of its current members had been involved earlier in a petition to City Council objecting to the plan as it had been discussed at a 'stakeholders' meeting in 2009.

The Coalition through its web-site, its e-mail list, and two well-attended public meetings has received strong expressions of support from several hundred Ancaster residents.

The proposed ATMP deals with several issues within the urban area of Ancaster. On many of these that have no obvious impact upon the heritage Village, the Coalition has taken no position. It is in respect to those proposals that will have an immediate and negative impact upon the character of the Village that the Coalition is strongly opposed.

What are those proposals? They are;

1. the road widening to three lanes of Wilson from Halson to Fiddler's Green
2. the road widening to three lanes of Rousseau from Wilson to McNiven
3. the road widening to three lanes of Mohawk from McNiven to Hwy 403
4. the road widening to three lanes of McNiven from Rousseau to Golf Links
5. the additional turning lanes at Wilson and Rousseau (short term) and roundabout (long term)
6. the roundabout at Wilson and Jerseyville

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Why do we object to these proposals? We do so for several reasons.

First, because all of these measures are designed principally to ease the flow of existing and projected volumes of vehicular traffic with scant attention being paid to the questions of how these volumes might be reduced and diverted away from the Village, of how alternative modes of transportation might be encouraged, and of how pedestrians' and cyclists' safety might be enhanced. This is the wrong emphasis; we want the latter items given far greater attention. We note that the Plan itself, in regard to its "Recommended Alternative" concedes that as far as the "traffic infiltration/cut through traffic" criterion is concerned, the effect would be 'relatively neutral'.

Second, and related to the first reason, we believe it is imprudent in the extreme, both from a planning and financial perspective, to commit to these proposals before the issue of a new westbound access to the 403 is resolved. This is an issue that everyone agrees is critically important to Ancaster's transportation problems and there have been ongoing discussions around it for several months. Three different solutions have been on the table, an entrance at Main Street, at Mohawk Rd, and at Golf Links Rd. We favour the first of these but the second seems now to have more attention.

What is of over-riding importance is that whatever option is chosen, studies must be done of the traffic flows associated with it. A spokesperson for the M.T.O. said recently that "the province is not conducting traffic studies to determine a site for the new westbound access. That role will be up to the city" (*Ancaster News*, March 17th, p.4). In the same news release, Mr. Kirkpatrick admitted that "the city didn't examine the possibility of a westbound access at Mohawk because the province previously said the plan wasn't feasible." Hence the failure of the ATMP to even refer to the possibility and its misplaced emphasis on proposals that may prove unnecessary or inappropriate once this 403 access issue is resolved.

In closing, we cannot help but note some inconsistency and contradiction in the City's position on this question. Earlier it commissioned and approved the study, "Commercial Market Analysis for Ancaster Heritage Village BIA" (2010) that stated quite clearly, "there needs to be a better understanding of traffic flow, in terms of vehicular origins and the final destinations that these vehicles are travelling to; with this information, it will be possible to determine how traffic that is only passing through the village core can be diverted" (p.2). Now it brings forward the ATMP that is strangely silent on the questions of traffic origins and destinations and diversion.

We hope that the Public Works Committee will agree with us that the ATMP is ill-conceived in its design and conclusions and premature in its delivery. We urge the Committee to either table or refer back the report until the additional studies of traffic flows have been completed.

A package of Coalition materials was sent earlier to Mr. Grozelle and can be obtained from him. Thank you.

Coalition to Preserve Ancaster Village

For more information, please visit www.preserveancastervillage.com or
email info@preserveancastervillage.com