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**From:** maxecat

**To:** Rawlings, Alexandra

**Cc:** City Clerk

**Sent:** Monday, June 06, 2011 11:11 AM

**Subject:** Parkside Development - Planning Committee Meeting - 7 June, 2011 @ 0930 hours

Good Morning Alexandra:

I understand the Committee is reviewing this matter further tomorrow and once again members of our household cannot attend due to work requirements.

Would you please copy/convey the following (from emails sent to Councillor Johnson) during the past two weeks or so) to the members of the Committee:

**From 31 May:**

Hello Brenda:

I guess the deletion of the access onto Valiant Circle is a "major victory".

Still think the access points they have on the south and west could readily be made two way accessible because you can be certain the residents of the site will make it so - legal or not, signs or no signs.

The large speed bump on Fall Fair Way is frankly a joke. It will generate more complaints than it is worth - damage to vehicle suspensions, etc., and result in a winter maintenance headache. Marking appropriate cross walks at all of the interesections would be a major step and improvement and if deemed appropriate, since there is a school opening in the near future, make the area a 40 kmph zone with appropriate signage. If they really want a speed bump (which the kids will also love with their skateboards and bikes - for stunt purposes) a better alternative would to install traffic calming "dips" or "swales" - don't know what the proper engineering term is but they are alot more effective, more durable, less of a maintenance problem, or, they could place a series of traffic calming knolls or berms along the roadway as utilized in other municipalities in proximity to parks, schools, etc.

The prospect of people in the complex being able to "buy additional parking spots is a genuine joke". If the area is common element condominium it will require a vote by some 90 to 100 per cent of the actual unit owners to facilitate the sale of one individual parking space. I believe this is the percentage requirement in the Condominium Act. There is no way that is going to happen since why would any

of the individual residents give up their "common interest" in site parking to benefit another individual - it won't happen.

The parking wars will abound on the site and Valiant Circle, Carver Drive and Fall Fair Way will still require restrictive parking signage as mentioned in one of my earlier emails/submissions.

I think that is about it for us for now, hopefully, a few more of the council members, planning committee members will take a step on the side of reality and practicality before the final i's are dotted and t's crossed on this; otherwise, there will be some contentious issues and headaches for them for some time to come. Not a threat, just reality!

On another brief note and as a matter of personal safety and possible traffic impropriety - there are school buses stopping to pick-up and discharge students in the round-about at Binbrook Rd. and Fall Fair Way. Not safe at all since the students congregate in and around the round-about area and traffic from various directions, at various times of day can come upon the stopped school bus very, very suddenly and this presents an unfair "stop onus" on the other motorists and a very real danger to the students on, boarding and disembarking the school buses. We can never confirm the bus route or company but one of the companies servicing the area is Caledonia. For what it is worth - the same situation was occurring this morning with the pre-construction work going on, in and around this intersection.

Thanks for some "good news" in one sense. Thanks for your time and support as well. Keep up the good work.

**From 30 May:**

Good Afternoon Brenda:

You don't need to respond other than to let me know you received this message. A considerable number of the neighbours are quite upset (annoyed) due to the fact Losani has had heavy equipment (a bulldozer) working on the site today. I just got home and there were several "street meetings" and discussions going on.

Firstly, there is the fact that there are at present several nesting birds occupying the site, a nesting pair of Mallards with young and several nesting Killdeer with eggs and/or young.

Secondly, there is the perception about the "integrity" of the entire process and comments about Losani having "greased some palms at city hall" since the zoning approval meetings have not yet been completed, yet work is apparently going ahead! I don't know about the inferred "bribery aspect" but I have to admit,

considering the advertising - it would help is Losani actually proof read their ads. about this "communty" (sic) development - but perhaps that is some indication about how much they "care" beyond the objective profit margin.

The "slum walk" would appear to be a certainty and it will be recurring based upon what I heard today. Losani has just "rubbed peoples' faces in it as it were and they are major, major P.O.'d.

Thanks, regards,

**From 27 May:**

The opposition movement, and it is growing as "word spreads", has been contemplating several protest actions should this Losani project move ahead as is now proposed.

Members initially thought of placing "For Sale" signs on their properties "en masse" throughout "The Fairgrounds Survey" and that is still a possibility; however, a more vocal and visible protest is now being contemplated thanks to the recent publicity about Hamilton's "Slut Walk".

The Parkview oppositionists want to stage a "Slum Walk" in the town of Binbrook, in proximity to "the site" and in the Fairgrounds Park area, with appropriate publicity, news coverage and dissemination of information and handouts. This public protest tactic would be implemented presuming the development goes ahead as is now planned. Accordingly, we are putting together some preliminary information and are requesting your assistance:

Would any form of permit be required? The march would be orderly and would not obstruct any roadway areas. The "protesters" would not be loitering and would only be "strategically positioned" at "communication points" throughout the town of Binbrook(at main intersections, etc.)

A post-walk rally, gathering and possibly a community BBQ would be held after the main walk interval and/or throughout the day and this would be held in the Fairgrounds Park area hosted by residents for residents.

The "Slum Walk" could possibly be a recurring event, during construction, during the tenure of unit sales, etc. The size and duration of any subsequent events would be staged according to "the opportunities presented".

These are some preliminary possibilities and we just wanted to clarify/confirm what would be required to "keep things legal and above board" as it were.

On another related note, members also noticed some further news publications regarding the Chedoke escarpment development - comparable mention of this

development, and its downsizing, was referenced in some of the opposition documentation submitted to the Planning Committee. We now notice that those opposing "Chedoke" feel that the revised proposal of 700 units on that 24 acre site is too "intense" and that 250 units would be more appropriate.

We may not just have the Chedoke site's acreage and unit numbers precisely correct; however, one thing is certain and that is the Chedoke site is **substantially** larger than the Parkview site and yet the Parkview development proposes almost 40% of what is argued to be "an acceptable unit density of the Chedoke site".

Thank you for your assistance re: our questions. We are also just trying to "keep you in the loop as it were" since the animosity in our community is really growing pending any final decision on Parkview. People here are so annoyed with Losani and "his" misrepresentations that this issue will fester for a very long time and it will not be beneficial to any further development/sales in this area or to the city's image.

Again, these expressions are in no way meant to be threatening nor should they be perceived as such. A lot of people here don't think they would be confronted with these development "issues" if they lived in "nosebleed" Ancaster (so dubbed because of the perceived/presented loftiness and "special class distinction of its residents) or in the "hallowed" Town of Dundas where considerable effort is made to preserve the quaintness and history of that community.

Thank you again Brenda. Have a good weekend!

**From 13 May:**

Hello Brenda:

Thank you. Unfortunately I cannot make it today at the Town Hall; however, my mother may be able to. Although I cannot speak for her, I know she would like to attend and meet with you if possible since she is also keenly interested in this matter.

Just a few other notes regarding this development and we would ask you to please incorporate them into our previous submissions: City traffic or some other Dept. apparently objects to placing a site access on the Binbrook Road frontage as they feel it would be too close to the round-a-bout. **Our response is this:** In Europe and the U.K., where round-a-bouts existed long before they started to show up in Canada, there are very few of them which have median strips or roadway dividers leading up to them and the roadway speeds are much greater than those posted or permitted here and they do not have any problems so why not eliminate the medians altogether or at least make them much shorter in

length as they exist at many other traffic circle configurations in Hamilton?; There are already two accesses cut through the median on the east side of the round-about to allow access for one existing residential driveway and for some other point of access? (maybe to the proposed site?); Further, the medians on the various sides of the round-a-bout are not equal in dimensions now - they vary in width and length so what would be the problem in providing access points through the east and north portions of the existing medians to provide better and more efficient access to the site and to better serve the existing neighbourhood residents.

If they do not permit this recommended access onto Binbrook Road they will be creating more of a problem as per our original points of argument re: **traffic**; and, residents of the development site will (**and we mean will**) circumvent the boundary of the north median by making U-turns around the north end of it or by by-passing it on the opposite side of the roadway to obtain the desired directional access to an from their site! Putting up a prohibited turns or a No U-Turns sign at the north end of the median strip will do nothing unless they plan to post a Constable there 24-7. **Poor planning is not corrected by a sign** - all they need to do is look at the prohibited turns signs at Binbrook Road and the north side access to the Shoppers Drug Mart "plaza" - there are prohibited left turns made all the time by westbound traffic entering the plaza! So much for signs. So much for poor design.

On another loosely related point: They need to paint road markings for the proper cross walk areas in proximity to the existing round-a-bout **now** as there are many people, most particularly school students in the early a.m. and post-school p.m., who have taken to crossing through the centre or island portion of the round-a-bout. This presents a serious life-safety issue and a design liability issue since by crossing in this manner these pedestrians are essentially blind to traffic approaching in the round-a-bout and they are also obscured from these drivers who are approaching at speed on turning radii. This visual obstruction is further compounded by the gradient/elevation and landscaping of the island portion of the round-a-bout. Directing pedestrians to the appropriate crossing points, in proximity to the round-a-bout (in fact all round-a-bouts in the area), by utilizing proper road surface markings would contribute greatly to reducing this hazardous situation. At the same time they also need to place similar cross walk markings at Valiant Circle and Fall Fair Way and they need to provide a "special needs pedestrian access ramp" on the west curb in proximity to this intersection in order to provide direct crossing/access to the park entrance opposite Valiant Circle.

This is a very common crossing point and marking the crossing points and providing ramp access would do much to enhance the safety of this intersection. At the very least the road markings would define the intersection and deter drivers from parking their vehicles "within the boundaries of the currently unmarked intersection."

Thank you again Brenda. We appreciate your time, assistance and responsiveness very much. What a refreshing change from the past!

**We still maintain all of our previous concerns** (with the exception of the access to Valiant Circle since it was recently deleted by the applicant) **pursuant to our emails which you copied to the Committee in conjunction with its May meeting date.**

Thank you for your assistance in this matter Ms. Rawlings.

Regards,

Chris Paisey & family  
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Binbrook, ON L0R 1C0