

The suggestion made by us was to have a smaller footprint on the roads so that speeding would not be encouraged, narrowing the lanes and not straighten the road which encourages speeding.

As per the memorandum which encourages supporting cyclist, pedestrians and transit users we hope that the proposed speed limit will reflect this by lowering the speeds near intersections from the assumed proposed 60 kilometers to 40 kilometers per hour.

Items No. 3

Memorandum claims that the study recommendation will NOT negatively impact development yield, but it does.

A scaled down version was provided on June 20, 2023 showing the approved plan for the city of Hamilton at 26 meters wide inclusive of 4 traffic lanes.

Everyone must agree that a difference of 8 meters (34 m proposed vs 26 m wide) along Bradford Street would of course equate to a substantial amount of additional housing units!

For a specific impact on developable lands zoned high density I would like to refer to the pictures attached showing how much developable land is taken away under the existing official plan for 244,246 and 248 Bradford Street this would also affect the neighboring properties 250 and 252 Bradford Street.

With the proposed road widening taken away of roughly 759.77 square meters this would equate to 48 units lost.

Over and above the Existing Official Plan even more High Density Zoned land is taken away through Additional Protection Identified through the study (see pic attached blacked out area) which is completely avoidable.

If you refer to the pictures of the Existing Current Road and the proposed road, why do we require to shift the access into the waste treatment plan when I have seen hundreds of trucks accessing the plant with no problems at all?

From the attached pics we can all see the impact on high density zoned lands and the Additional Protection Identified through the study is unnecessary and can completely be avoided by not straightening the existing road and not shifting the access into the waste treatment plan.

Items No. 4

Loss of tax revenue:

We are all for improving the street but it can be done in a scaled down version by i.e. reducing the Centre landscape strips and road width and increasing tax revenue.

Loss Of Tax Revenue:

Specific to just 244,246 and 248 Bradford Street using 17 Jacob's Terrace Development density as a precedent under the proposal 48 units at \$2.766 annual (2023) property taxes (source 550 sq feet unit at 2 Toronto Street) = \$132.678.00 per year in perpetuity.....

A scaled down version would open up more High-Density Zoned land for housing and therefore not only increase property tax revenues through additional housing but also more people spending money into the local economy.

Items No. 5

Finances

We do not oppose improving the street scape, we pointed out that a scaled down version of the proposal would cost less to maintain and still achieve the same objective and open up more land for High Density Development and increase tax revenues.

The costs, time, efforts and monies to be spend to negotiate expropriation on the affected smaller properties along Bradford Street where developable land is taken away. Does this make sense? A scaled down version would alleviate this. 'Just buy more land' is not a way to encourage development. The total developable land plots are objectively decreasing.

Items No. 6

Safety at Bradford and Tiffin intersection

Straightening out a road will increase speed.

What is the design speed for the proposed road and what is it now?

Since when does a wider and straighter road with further pedestrian crossing distances lead to improved safety for vulnerable pedestrians and cyclists!

Is there a sign off from the safety consultant that wider and straighter roads are safer?

If there is a sight line issue you can reduce the speed limit to 40 km per hour in that section.

There is no need to take away High Density Zoned lands by straightening and widening the road.

Items No. 7

Land conveyances

It will be difficult for a developer to combine properties between John Street and Tiffin due to individual owners with frontages of about 50 feet, individual owners' conveyance will certainly not encourage development and create a wait and see attitude.

Conclusion

We understand a decision needs to be made to forward but want it to be be one that is right for the general public interest and feel a scaled down version of this proposal or Alternative 5 in the staff report seems like it better meets council's strategic priorities given it's improvements to *housing affordability* , *community safety* , *infrastructure investments* by supporting active transportation climate benefits, and *responsible governance* by increasing the tax base as opposed to increasing infrastructure and maintenance costs.

With respect to our properties, we ask that if the recommendation is to be approved it will be approved within the existing 34-meter ROW and remove the Additional Protection Identified through the study (see pic attached blacked out area).

Respectfully,


Simon Kapteijn

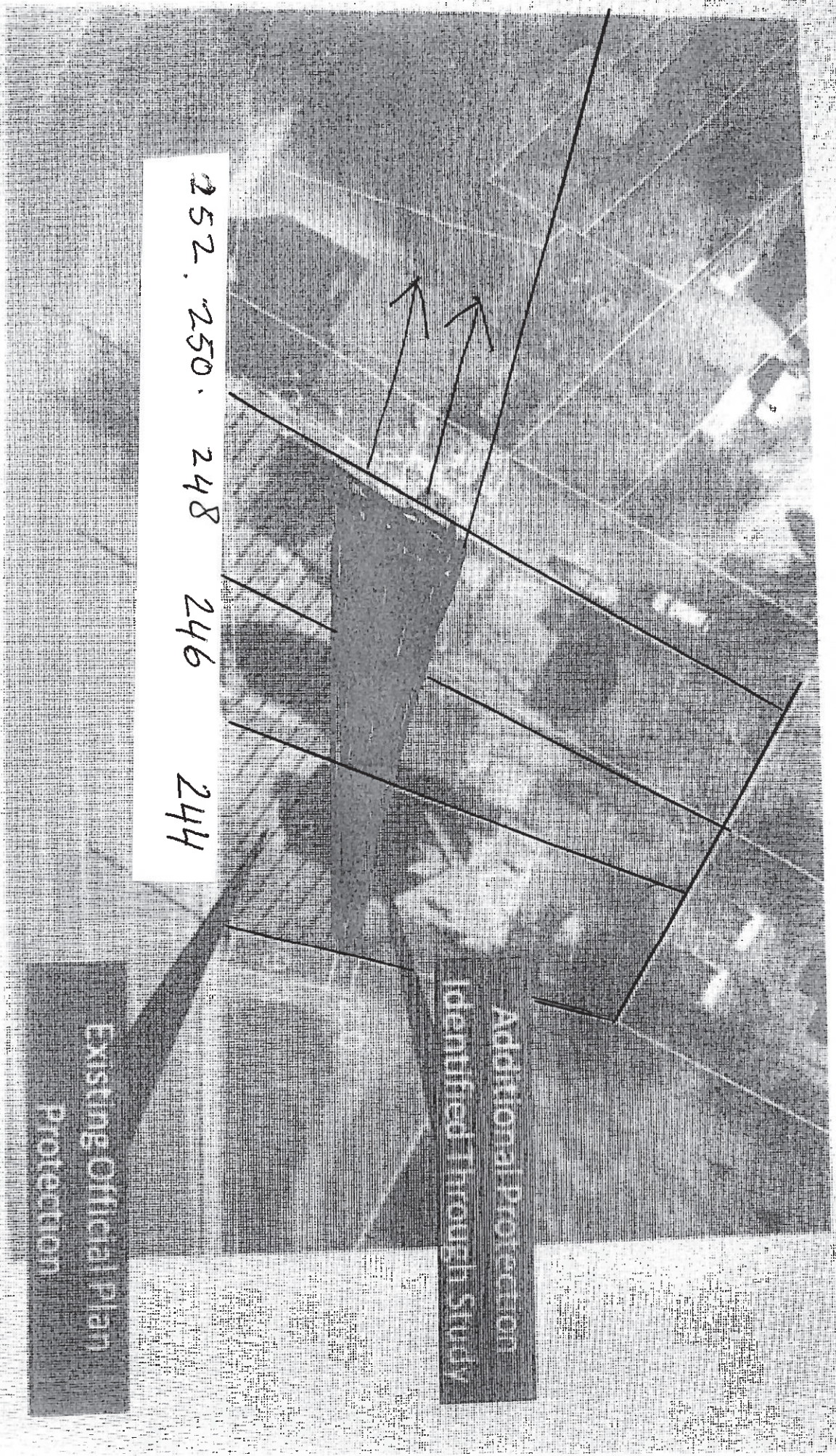
3 Enclosures:

- Existing Official Plan Protection and Additional Protection Identified through the study**
- Existing, current street lay out and access to Waste treatment water plant**
- Proposed shift to access Waste water plant from study recommendation**

June 13, 2023

Dimension are approximate

Bradford Street EA - Property Protection Recommendations @ 244, 246, 248 Bradford St



252, 250, 248, 246, 244

Additional Protection Identified Through Study

Existing Official Plan Protection



EXISTING CURRENT

HOTCHKISS CREEK

REFER TO EXHIBIT P-2

PROPOSED

PROPOSED CURB AND GUTTER

EXISTING SIGNALIZED INTERSECTION

CYCLE TRACK TO CONNECT TO FUTURE PLANNED BIKE LANE

PROPOSED PROPERTY LINE

SHIFT WHY?

ACCESS TO WASTEWATER TREATMENT FACILITY MAINTAINED

GATEWAY FEATURES OPPORTUNITIES

BRADFORD ST.

REFER TO

3+300