



City of Hamilton

PLANNING COMMITTEE ADDENDUM

Meeting #: 21-018
Date: November 16, 2021
Time: 9:30 a.m.
Location: Due to the COVID-19 and the Closure of City Hall (CC)

All electronic meetings can be viewed at:

City's Website:
<https://www.hamilton.ca/council-committee/council-committee-meetings/meetings-and-agendas>

City's YouTube Channel:
<https://www.youtube.com/user/InsideCityofHamilton> or Cable 14

Lisa Kelsey, Legislative Coordinator (905) 546-2424 ext. 4605

Pages

9. PUBLIC HEARINGS / DELEGATIONS

9.2. City Initiative CI-21-B to Amend the Urban Hamilton Official Plan and Zoning By-law for a Portion of the Lands Located at 1086 West Fifth Street Hamilton and Revisions to the Draft Plan of Subdivision 25T-200721 for Lands Located at 193 Alessio Drive,

- *9.2.a. Written Submissions:
- (i) Les Petch
 - (ii) Lynda Petch

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13. GENERAL INFORMATION / OTHER BUSINESS

*13.2. Appointment of Chair and Vice-Chairs for 2022

From: Les Petch

Sent: Wednesday, November 10, 2021 12:09 PM

To: clerk@hamilton.ca

Subject: Ref : Public Meeting of the Planning Committee, Re File CI-21-B, scheduled for November 16th, 2021

Submission to the Committee

I am preparing this submission as a local resident impacted by this and other proposals for the development of the area north of Rymal Road between West 5th and Garth.

Item 1

The Notice of Public Meeting dated October 21st, 2021 provided insufficient detail to prepare comprehensive comments, since the notice contained three staff reports which as of this date are not available. I am advised that they should be available by end of day Wednesday November 10th, which allows just 2.5 business days to review and prepare any concerns ahead of the deadline of noon November 15th, for submission to the Planning Meeting. **I therefore request a deferral on this File to a subsequent meeting on the basis of the inadequate notice.**

Item 2

In reviewing the draft Neighbourhood Plan for Sheldon prepared by the city in 1992, it is clear that without some significant adjustment we are going to see around 4-500 new houses in an area which currently I would describe as wetlands. Our area already suffers from extreme traffic problems on both Rymal Road and West 5th with excessive noise, speeding, and safety issues on a daily basis. There will be fatalities on Rymal if something is not done.

Since 1992 when this plan was developed many families have expanded to two, three or even more cars per household so traffic is going to be even worse. Developers seem to get around this by submitting small amendments which easily pass the Traffic Planning Committee while nobody seems to be looking at the bigger picture. Rymal Road between West 5th and Garth is being treated as a racetrack. **I am requesting that a set of traffic lights be added onto Rymal at the intersection of the new access road designated Road D on the draft Plan of Subdivision for Sheldons Gate (dated 2015-04-01)**

Item 3

As a resident of Konstantine Court, I have major concerns with the huge increase in traffic that will accrue both from construction and then later from increased population when the Sheldon Gate development is completed. **I am asking that the access from Konstantine COURT onto Rymal be closed off to prevent through traffic.**

Thank you for your earnest consideration of these comments

Les Petch

From: Lynda Petch

Sent: Thursday, November 11, 2021 4:01 PM

To: clerk@hamilton.ca

Subject: Fwd: Ref :Public Meeting of the Planning Committee, Re File CI-21-B scheduled for November 16th, 2021

Subject: Ref :Public Meeting of the Planning Committee, Re File CI-21-B scheduled for November 16th, 2021

Submission to the Planning Committee

I wish to register my objections to the proposed change File C1-21-B scheduled November 16th 2021 from parkland to permit four single dwellings and a road opening onto Rymal Road
Based on the following factors

communication

The letter and documentation did not give a fair representation of the nature or scope of this project. It was written in a way which was difficult for the ordinary person to understand. It included a location map which was difficult to read. It gave no summary of the impact of turning left on Rymal Road and finally no summary of noise and disruption to the residents in this area.

biodiversity

The notice that was sent out had several references to prior decisions, researching these has proved very time consuming. Although the land was designated farmland in fact there are pockets of wetland which I believe should be preserved. This was shown on your environmental study 2014. Since then the land (of which the strip forms a part) has been left and wildlife has moved back. Because of this not only do I say no to the changes but I would like a moratorium on all building between Hazelton and West 5th to allow for a new up to date study of the biodiversity in this neighborhood. This summer I was emptying a black container in my garden after 60 mm of rainfall. A small black frog or toad jumped out of this container it had a red line its back. Similar in size to the green frogs/toads with the yellow stripe/ I am still trying to find out if it is a separate species which may need to be protected or whether the green and yellow frogs can change colour.

climate change

We are all now aware of the negative effects of Climate change and our need to reverse our thinking and to do our part. The land in this area of which the strip forms a part, is a sanctuary and a treasure which should be preserved for future generations. It is great for pollinators, and there is an incredible variety of birds. I have seen hummingbirds and a flock of wild turkeys, aquatic life and a coyote which is a good thing as it keeps the Canadian Geese under control. It soaks up rainfall and provides a quiet and beautiful place for all the residents of Hamilton.

noise pollution

This brings me to the conversion of Rymal Road to an arterial road. I have written to the city because of noise, and safety issues. I have requested a noise measurement study which to date has been met with silence. I am presently reading the reports that were assembled to justify the building of an arterial road through a residential neighbourhood.

The following section is part of the Garner Road/Rymal Road and Garth Street Environmental Study, dated February 2014. Quote...

Section 3.4.2 Noise SNC-Lavalin Inc. conducted a noise survey for the Garner Road – Rymal Road Municipal Class Environmental Assessment for the City of Hamilton. To conduct the noise survey, the following activities were performed:

Ambient sound level measurements were taken at critical Outdoor Living Areas (OLAs) at residences along the Garner Road, Rymal Road, and Garth Street areas (study area).

Daytime and night time ambient sound levels were collected over several consecutive days. The values were found to be in the range of**60 to 68 dBA during the day** and **50 to 62 dBA** during the night. The following sections and figures detail the Noise Survey findings.

Noise Sensitivities

The roadway corridor is flanked by residential and institutional uses, translating into potential for noise sensitivities to adjacent land users. Increased roadway capacity may result in positive or negative changes in sound depending on traffic levels and the proximity of adjacent uses (e.g., an asymmetrical road expansion may result in different effects than a symmetrical road expansion).

End Quote

This causes me concern as it indicated that the city knew that the noise levels would be in excess of provincial guidelines. The noise levels have since increased so who decided, and why did the development of the road go ahead and why were provincial findings and indeed world noise level findings ignored to the detriment of the taxpayers living on this corridor?

Why is the city proposing more noise and pollution caused by building activity in the same area.?

May I refer you to Ontario.ca *Noise in our Environment*. Acceptable Noise Levels which **cites 40- 60 decibels** as acceptable. Any noise above that is considered noise pollution and potentially injurious to human health.

I would also refer you to *Guidelines for Community Noise* edited by Birgitta Berglund, Thomas Lindvael, Dietrich H. Schwela. This was presented to the **World Health Organization in 1999**. Page ix states “*in workers exposed to noise and people near to airports, AND NOISY STREETS, noise may have a large temporary as well as PERMANENT impact on physiological functions. After prolonged exposure susceptible individuals may develop hypertension, ischaemic heart disease....associated with exposure to high sound levels.*”

Based on these references it appears that residents and taxpayers are already subjected to noise levels that are potentially injurious to their health.

There are times that I cannot stay in my garden because of traffic noise. **The Canadian Bill of Rights 1960** which supersedes provincial guidelines, guarantees the right of the individual to life, liberty, security of person and the **ENJOYMENT OF PROPERTY**.

conclusion

I am requesting that the planning committee reject the amendment on CI-21-B.

I am also requesting there be a public meeting for all people in this area.

Lynda Petch