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Barbra Dimen



March 10th, 2017

Planning and Economic Development Department
Development Planning, Heritage and Design
71 Main Street West, 5th Floor
Hamilton, ON
L8P 4Y5

Att'n: Yvette Rybensky, Senior Project Manager

Fax #: (905) 546-4202

RE: REZONING OF 128 AND 134 WILSON STREET WEST, ANCASTER (WARD 12)

Dear Yvette,

Further to our conversation from a few weeks ago regarding the “Residential” to “Commercial” rezoning application of the above adjacent properties, we have the following concerns.

To summarize, we are very concerned with the proposed number of tenants within each building, due primarily to the parking capacity required to accommodate their use of each property; and what we foresee as adverse spillover implications (traffic flow, storm water management, snow removal, tree removal and aesthetics) to our adjacent property.

Traffic Flow:

At 128 Wilson St. W. (the property immediately adjacent to ours), the applicants are proposing to have 11 tenants; specifically 7 Financial Advisors and 4 assistants, who will be using 11 parking spots in the back of the building and 3 visitor parking spots in the front of the building. Based upon over twenty-five years of experience in the financial services industry, we can confidently assert that the above referenced visitor parking capacity is unrealistic and significantly understated at 3 spots. To offer perspective for this assertion, our office consists of 1 Financial Advisor with two assistants. On our own, each day, we use two parking spaces. During most business days, clients visit (this may occupy between 2 and 3 parking spaces – depending on whether there is overlap between one meeting running late and the next client arriving early for a scheduled meeting, while a third client may arrive for an unscheduled visit); plus a large courier or delivery truck may occupy space; plus a yard maintenance or other service provider may arrive. Fortunately, we can accommodate up to 7 vehicles between our front and rear parking areas. We absolutely need all of our parking areas available for our exclusive business use (as described above) at all times; and without the risk of unwanted spillover from the adjacent properties that have insufficient parking capacity.

To provide additional context, if we rely upon our traffic flow experience to apply the most conservative parking space requirements for 128 Wilson St. W., then if all 7 advisors are each meeting with 1 client who in turn use 1 parking space each, then that alone would result in a deficiency of 4 parking spaces. This does not take into account any additional parking demand for other visiting clients, courier deliveries, visiting vendors or other professionals, or maintenance workers. In these circumstances, the traffic overflow will invariably gravitate to our parking area. We know this because we have been dealing with this issue for the past decade, at the current residential only traffic volume for 128 Wilson St. W.

Storm Water Management and Snow Removal:

If the City determines a realistic number of parking spots for each property, based upon the proposed number of occupants together with the proposed business use, then we are concerned that the surface area of the property will need to be substantially changed to accommodate the traffic flow and total parking capacity. We are concerned about the risk of flooding onto our adjacent property as the result of surface runoff during high volume rain storms.

In addition, during high volume snow precipitation and extended accumulation, we are concerned about snow removal and snow banks potentially causing damage to hedges and green space that currently separate our respective property lines. Moreover, if the properties are altered in order to accommodate sufficient parking spaces for their occupancy and business uses, then we are concerned about the sufficient space remaining to pile snow. During the Ancaster Town Council meeting held on December 5th, 2016, the planner representing the applicants stated that "the snow could be trucked out". Realistically, this is not a reliable option and presumably difficult to enforce.

Tree Removal and Aesthetics:

Each lot is requesting to modify the Existing Residential "ER" Zone to a Commercial Zone. The size of the businesses that wish to occupy each building is very concerning given the small "boutique" businesses that presently occupy adjacent properties holding the "ER" zoning with the allowance of business and professional office use. In addition, if a realistically sufficient number of parking spaces is mandated within each applicant's respective site plans, then we are concerned with the total number of trees that may need to be removed from each property and the corresponding visual impact.

In conclusion, our concerns relate to the actual traffic volume, including the total number of parking spaces that may need to be used at any one time but without leading to overflow onto our property; and to the corresponding implications resulting from surface area changes to the property. In that regard, we appeal to you to undertake the appropriate studies in order to determine the typical or average traffic volume (by way of client meeting frequency within the financial services industry) and then the environmental impact associated with creating parking areas on those properties that would be sufficient to accommodate realistic traffic volumes.

Thank you again for your time and consideration with regards to our above concerns.

Yours very truly,



Barbra Dimen
Associate Financial Advisor