

**To:** Legislative Coordinator, Planning Committee  
City of Hamilton

**From:** Joel Newman,  
President, Wentworth Condominium Corporation 311 (WCC311)  
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Ancaster, ON L9K 1M7

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**Files:** UHOPA-17-032 / ZAC-17-072

**Subject Property:** **35 Londonderry Drive, Ancaster**

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The purpose of this memo is to present concerns regarding this application. I reside in and am president of Wentworth Condominium Corporation 311 (WCC311). Most of its unit's rear privacy areas border the west edge of the subject property. I am expressing both my personal and WCC311 board's concerns.

## Parking

The visitor parking spots, in its proposed location and layout, will not likely be used for that purpose and will be inadequate for the following reasons:

All the following observations are generated from previous events and situations at WCC311.

1. Many residents will have two vehicles. They will abuse the use of visitor parking or park on the street. They do this to avoid having to constantly shuffle their cars on and off their driveways. In the past, WCC311 has had to hire private security to enforce its parking bylaw that prevents residents using visitor parking. After enforcement parking on-street was their usual choice in preference to using their driveways.
2. The proposed parallel parking scheme is difficult for many drivers and their car must be driven in reverse to exit the property. There is no space for turning around. This deficiency was identified by the city's own Transportation Planning Section (See page 21 of PED20158) and has not been corrected, an action identified in this report.
3. During the winter since there is no nearby provision for snow storage along the visitor parking row, spots will be lost to built-up snowbanks. This situation will be more problematic if there are already parked vehicles.
4. For those living or visiting the southwest building, it will be far more convenient to park on the street because the distance between the street and the unit is much shorter than the distance between the unit and visitor parking. If on-street parking is not available, which is highly likely (explained later), they will probably use visitor parking at WCC311 for the same reason. This situation at WCC311 has occurred in the past with non-residents that work or live locally.

There have already been issues with on-street parking, identified and documented under Public Consultation, Traffic and Planning in PED20158. There were two previous applications, approved by city council, to restrict parking on Londonderry Drive because non-local residents, shoppers or employees, were dominating the parking spaces.

There is room for only seven or eight vehicles on Londonderry Drive. This parking area is currently fully utilized during business hours. Not only is this area filled every working day but also many times during weekends. Even overnight there are usually four cars and one commercial vehicle parked. The commercial vehicle must park on the street because, as per WCC311 bylaw, commercial vehicles are not allowed to park overnight on condominium property. In the winter, this situation causes snowbanks, at times large, to accumulate mid-street. With the lack of satisfactory onsite parking, as mentioned previously, on-street parking will certainly be exacerbated. As stated previously, mostly these cars are second vehicles owned by residents who want to avoid shuffling their vehicles frequently. Some remain on the street all day.

A staff response under PED20158 (Public Consultation, Traffic and Parking, page 22) states that “pre-existing parking issues are beyond the scope of this development application”. This statement is completely unacceptable and a bit reprehensible. It implies that the city does not care about existing residents and that they must just “live with it”, even if the problem becomes worse. This development is going to impact the on-street parking in this area. There is no doubt about that. At the very least, the city should determine the full impact before this application is approved. The amount of visitor parking must, at the very least, meet the city bylaw minimum requirement.

If the proposed development becomes a condominium corporation, the two bylaws previously referenced are standard with most townhouse condominiums and will produce the same impact, as what occurred at WCC311, making the on-street parking situation worse.

## West Planting Strip

The property line between the development and WCC311 is marked with a wooden fence. On WCC311's side are all residents' private rear yards.

The landscaped strip adjacent to our fence is the only significant area for snow storage in the development. During and after a snowfall a large amount of snow, with salt or chemicals, will be deposited. Given how far plows can throw snow and how much snow can accumulate, this planting strip is too narrow. To avoid damage to our residents' rear yards and the existing fence this planting strip must meet the required 3.0-metre width minimum and graded downward away from the property line to ensure that the rear yards and fence are protected.

## Action Summary

I request the application be **rejected** and further study be undertaken. More than adequate space and better layout for parking onsite needs be provided and the planting strip along the west property line must be expanded with its grading specified to be downward away from the property line.