

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

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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