



368-20

**NEIGHBOURHOOD INFORMATION MEETING COMMENT RESPONSE LETTER**

Applicant: UrbanSolutions Planning & Land Development Consultants Inc.  
Date: September 27, 2021  
Location: 1842 King Street East, Hamilton, Ontario  
Owner: New Horizon Development Group

RE: (UHOPA-21-009, ZAC-21-21)

In support of the subject planning applications, a virtual Neighbourhood Information Meeting was held via Microsoft Teams and hosted by Urban Solutions on September 23, 2021 between 7:00pm to 8:30pm. The purpose of the meeting was to provide an opportunity for the surrounding neighbours to learn about the proposal details, learn details of the *Planning Act* application process and receive answers to any questions.

There were 125 invitations circulated to all property owners within 120 metres of the subject lands. There was a total of 53 participants in the virtual meeting of which 41 were area residents while the balance included representatives from New Horizon Development Group and the City of Hamilton, including Councillor Sam Merulla and Daniel Barnett, the planner having carriage of the file.

UrbanSolutions has prepared comment responses to the common themes raised during the Neighbourhood Information Meeting below:

**Traffic Concerns & Safety**

- Increased congestion and traffic along King Street East and Lawrence Road.
- Quantity of visitor parking and potential overflow onto surrounding streets.
- Concern regarding using local streets and through streets.

Comment Response: A Transportation Impact Study has been prepared to evaluate the traffic impacts of the proposed development on the surrounding street network. The Transportation Impact Study concluded that the proposal does not present any adverse traffic impacts to the local roads and has made site access recommendations to appropriately accommodate the increase in traffic flows. The concept was intentionally designed with right-out only egress from the site at the King Street East access in order to keep queue times at the surrounding intersections at acceptable levels of service. Further, no signalization was recommended at the King Street East access to the site as requested by City staff due to its close proximity to the Rosedale Avenue and King Street East intersection. A total of 1407 resident parking spaces, 281 visitor parking spaces and 750 bicycle parking spaces are being provided through surface parking spaces and underground parking internal to the site, mitigating the potential for overflow of parking onto adjacent streets.

**Height of Proposed Development**

- Shadow Impact on the surrounding and abutting properties.
- Concern with proposed 12-storey development compared to existing multiple dwellings in surrounding area.
- Interest in ground level commercial space.

Comment Response: The Sun/Shadow Study completed for the proposed development evaluated and compared the as-of-right shadow limits with the proposed shadows from the tower design and concluded that the shadows cast by the proposed towers do not result in adverse impacts as adjacent land uses are not subject to prolonged shadows. The study was completed in accordance with the standards set out in the City-Wide Planning Principles and Design Guidelines. The proposed development has been designed to have appropriate consideration for transitions to the abutting land uses through the use of step backs, setbacks as well as landscape buffering and screening along the lot lines of the subject property. The mid-rise tower height proposed is in keeping with the existing multiple dwelling heights found abutting the lands to the south across Lawrence Road and +/- 350.0 metres east of the lands on King Street East. Commercial spaces are not intended to be included on the ground level of the proposed development as the owner of the subject lands has no intent on creating competition for the existing local businesses in the surrounding area. Instead, the development will support the local businesses through the added density to the neighbourhood.

**Density & Compatibility**

- Concerns regarding amount of new residents in the area and ability of existing commercial services to serve larger population
- Density greater compared to surrounding lands.
- Implications of density.
- Interest in achieving more affordable housing.
- Concern regarding impact on school system.

Comment Response: The concept design has carefully considered and evaluated by numerous supporting studies to ensure the proposed development does not present adverse impacts with regards to the transportation network, municipal infrastructure, neighbourhood compatibility, projected shadows, wind levels, and noise levels from a massing and density perspective. Any necessary infrastructure improvements identified by the consultant team to support the proposed density will be completed prior to the construction of the development and will be completely at the cost of the developer. Further, financial contributions to the catholic and public school boards are provided through Development Charges on a per unit basis to aid the local area in accommodating the increase in student population. It is also worth noting that the unit breakdown of the proposed development identifies 90% of the proposed dwellings as one-bedroom units, which will generally accommodate tenants that do not increase the quantity of school-age children in the neighbourhood. Given the subject property is an underutilized 6.6 acre site which abuts two minor arterial roads, it is a prime candidate to accommodate higher residential densities in order to aid the municipality in meeting their growth and intensification targets set out by the province. The proposed density additionally helps to prevent the need for future urban boundary expansions to accommodate projected growth in the City of Hamilton. The development includes a range

of dwelling forms which increase the housing stock in the area, therefore improving the overall housing affordability in the community.

**Construction disruptions to the larger neighbourhood**

- Concern as the underground parking is three levels and impact on abutting properties.
- Potential blasting of rock.
- General construction disturbances.

Comment Response: The Construction Management Plan to be completed at the Site Plan Control stage will ensure that all blasting of rock and other construction activities will avoid adverse impacts to the surrounding community with regards to noise, dust, and other disturbances.

**Privacy**

- Concerns with the interface between the proposed yards to existing rear yards along Rosedale Avenue.
- Setback of townhouse dwellings and multiple dwellings.

Comment Response: The proposed rear yard setback of the proposed townhouse dwellings to the existing rear yards of the existing dwellings on Rosedale Avenue is 7.5 metres, while the proposed setback to the 6-storey portion of the multiple dwellings are 9.5 metres to the rear yards of the existing dwellings on Rosedale Avenue. These setbacks, along with the proposed landscape screening, fencing and buffering along the lots lines of the subject property, ensure concerns of privacy and sightlines are adequately mitigated for the abutting neighbours.

If there are any questions or comments, do not hesitate to contact the undersigned.

Regards,

**UrbanSolutions Planning & Land Development Consultants Inc.**



Matt Johnston, MCIP, RPP  
Principal



Scott Beedie, BURPI  
Planner