

Chair and Members of the Planning Committee

Re: Lands located at 1842 King Street East, Hamilton (PED22139)

We are residents of the Bartonville community that will be directly impacted by the development of 1842 King Street East. While intensification and development of this lot is inevitable, there are numerous infrastructure and community-level concerns not addressed appropriately within the staff report presented.

### **Concerns**

There is limited access to the proposed site from arterial roads, which will see 1,300+ new residents in this community utilizing secondary and residential roadways. For example, Kenilworth northbound is not accessible from the proposed site without going through Bartonville and utilizing residential streets. As such, accessing Main Street from the proposed site would require going to Ottawa Street or Parkdale Avenue; drivers are more likely to utilize side streets to do this. King Street is also inaccessible from Kenilworth Avenue by car while travelling southbound. Kenilworth Avenue is undergoing traffic calming measures (street parking and extended pedestrian curbs/access).

While the LRT will eventually service this area, it will still require transit users to traverse residential neighbourhoods for access from the proposed development site.

Staff reports may indicate that, statistically, the area can absorb this increased pedestrian and vehicular traffic. Realistically, without significant increases to infrastructure into the community, side streets will take the overflow. The reports indicate that the North side of King Street (across from the proposed site) is Places of Worship and Mixed Commercial. While this is true, immediately beside those places of worship and mixed commercial lots are residential streets. Prior to accepting amendments, infrastructure should be implemented to properly sustain growth and to reduce the possibility of negative outcomes for pedestrians and existing residents.

Reduction of ease of traffic can reduce the volume of traffic with time; however, until that occurs (and it has not succeeded in areas like Ward 3), residential side streets will bear the brunt of the impact.

Bicycle parking is required on site, but the bike share program relied upon by many in Hamilton does not extend east past Ottawa Street. The City's support to extend this program eastward to include areas of intensification is a reasonable expectation in response.

It can be expected that parking on site will not be adequate (as per most condo and rental buildings in Hamilton) and will overflow into the surrounding neighbourhoods. No mitigation of this is included in the amendment application. While it is appreciated that the developer will work with the City for improvements to municipal infrastructure, these upgrades should be considered and planned at this stage of the project, which can assist in offsetting the construction impacts to the local community as well.

Additionally, removal of significant green space – even if underutilized by the site owner – will have an impact on the movement of wildlife throughout the area through displacement of resources. It is reasonable to expect increased negative encounters with wildlife from area residents due to this development and steps to mitigate or educate should be implemented long before shovels go in the

ground. Required canopy coverage on the lot should be considered as well, as a mitigation effort against rising urban temperatures (heat domes), climate change, and providing for displaced wildlife.

We trust that the members of the planning committee will balance the need for growth with the protection of existing communities, to ultimately lead to sustainable, green communities that are welcoming for all residents.

Michael Howie and Kate Young

Bartonville residents