



Hybrid hearing please reference : APPLICATION NO: A-24:195

From smfolco@hotmail.com <smfolco@hotmail.com>

Date Thu 9/19/2024 10:15 PM

To Committee of adjustment <CofA@hamilton.ca>

External Email: Use caution with links and attachments

Hi there ,

I would like to apply to attend the hybrid hearing on September 24/2024 in regards to the apartment building 160 Hughson street south, Hamilton Ontario.

Thank you

please reference : APPLICATION NO.: A-24:195

Along with this , I would like to voice some concerns and discrepancies with regards to this application as follows :

I believe it is in the best interest of the property owners to hold onto this precious parking space, as there are very limited areas to park in this city especially so close to St Joseph's hospital . We must protect the spots of tenants who already occupy parking spaces . These spaces are paid for by the tenants to occupy a spot . Part of the reason why some people rented here in the first place was because they had a parking spot guaranteed for a vehicle . Currently 52 parking spots for 60 units. Most spots appear to be in use, and the building is not at 100% occupancy (as of Sept 19/24 there are units being advertised at this address) Removing 27 spots, but adding 9 more dwelling units would result in many existing and potential new tenants forced to park offsite in Corktown, whereas;

parking is already in high demand in the neighbourhood (new condo developments, restaurants/bars, hospital)

parking is at a premium cost (\$19-37 for 24hrs)

I do believe that the property managers at 160 Hughson street , will try to offer tenants a parking spot in the underground parking unit of 150 Hughson street as they own that building as well . This poses several issues as well . Insurances go, key issues, homeless living in the underground areas, and lack of security to mention a few . We also cannot rely on the co-operation from other same-owned (Drake Property Management/2414677 Ontario Inc. – Lankin Investments) properties in the area to provide parking as ownership or management could change over time .

The added cost (offsite parking, insurance premiums for not garaging at your residence), safety, security & accessibility concerns, is not protecting the interests of the tenants of our building

Application cites "The purpose of the application is to facilitate interior alterations on the ground floor to add 9 additional multiple dwelling units to the existing multiple dwelling."

For the purpose of this application, are carports considered "interior?"

Application indicates the creation of 2 accessible parking spots, however the building does not currently meet Ontario Building Code /2012 Building Code "Barrier Free Path of Travel" requirements . As stated in the overview "Existing buildings are not affected unless an extensive renovation is planned."

Currently , there is no ramp at the front of the building to aid wheel chairs or walkers alike to the door safely . There are no push buttons to allow doors to open of accessibility either .

<https://www.ontario.ca/page/accessibility-ontarios-building-code>

<https://www.ontario.ca/laws/regulation/r13368> O. Reg. 368/13: BUILDING CODE

<https://www.ontario.ca/laws/statute/92b23?search=building+code+act>

Would the addition of these units be considered extensive renovations, thus invoking the above code with regards to accessibility? What are the building code standards for drilling through first floor cement walls to create new proposed said units ? These walls seem like weight bearing walls ? Will there be permits for all

Of this work proposed bc to this day I haven't seen one permit for any of the original units that have been converted for higher profit .

Now, there are discrepancies within the application. Is it nine (9) or ten (10) units proposed?

Other concerns include -Drainage /flooding concerns in proposed dwelling at 0.0m above grade based on watermain break/subsequent flooding and freezing of west parking lot in Jan 2022 . This most likely caused some structural damage ?? Not sure here but it was a big flood . Those new proposed units, if that ever happens again would be completed flooded out and unsafe to inhabit .

Grading of parking lot. Currently spots P9-P26 outlined on page 5 (from the property line at 150 Hughson running north/south to Forest Ave) are on a slope angled towards the building. Cannot comment on improvements to grade of these spots until repaving is completed on or around Oct 2, 2024. If minimal/no change, and the slope remains, there is risk of a vehicle rolling towards habitable units at 0.0m.

Are the proposed units being considered for affordable housing?

I guarantee this can't possibly be one managements arguments for creating more units . The units that have been renovated are already not "affordable" housing .

Thank you for your time and understanding and I hope this letter makes sense .

Susanne Folco



APPLICATION NO.: A-24:195 SUBJECT PROPERTY: 160 Hughson Street South, Hamilton

From Jennifer Roberts <jenamaphone@hotmail.com>

Date Fri 9/20/2024 12:22 AM

To Committee of adjustment <CofA@hamilton.ca>

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To the Committee of Adjustments regarding Application A-24:195,

I would like to express my concerns as a current tenant of the building at 160 Hughson St South in light of the variance application to remove parking spots and replace them with additional units. Please note that the required signage regarding this application was posted and then removed on September 19, prior to a decision being made.

1. Importance of Onsite Parking:

- The building currently has 52 parking spots for 60 units, and most of these spots are in use. We do not have designated visitor parking, and the building is not at full occupancy—several units are currently being advertised for rent.
- The proposed removal of 27 parking spots while adding 9 additional units would likely force many existing and prospective tenants to seek offsite parking in Corktown. Parking is already in high demand in the area due to new condo developments, restaurants, and the nearby hospital, with costs ranging from \$19 to \$37 for 24 hours.
- Reliance on parking from other same-owned (2414677 Ontario Inc. – Lankin Investments / Drake Property Management) properties in the area is not a viable solution, as management or ownership may change over time.
- The increased costs associated with offsite parking, potential insurance premiums for not parking at one's residence, and safety, security, and accessibility concerns stemming from the removal of 47% of our onsite parking do not align with the interests of the tenants and create parking needs that must be addressed by either private entities or the city.

2. Accessibility Concerns:

- The application indicates the creation of two accessible parking spots; however, the building does not currently meet the Ontario Building Code's "Barrier Free Path of Travel" requirements. According to the code overview, existing buildings are not affected unless extensive renovations are planned.
 - [Ontario Building Code Accessibility Overview](#)
 - [Building Code Regulation](#)
 - [Building Code Act](#)
- Would the addition of units be considered extensive renovations, thus triggering the above code with respect to accessibility?

3. Discrepancies in the Application:

- Is the proposal for nine (9) or ten (10) units?

4. Drainage and Flooding Concerns:

- There is a concern regarding the drainage and potential flooding of ground-level units (0.0m), especially in light of the water pipe bursting and subsequent flooding that occurred in January 2022.

5. Security Concerns:

- In January 2021, there was a break-in at the ground level through a small window, resulting in damage and flooding of the lobby. What level of security will be provided for the ground-floor units?

6. Safety Concerns

- The grading of parking spots P9-P26 (from the property line at 150 Hughson running north/south to Forest Ave) currently slopes towards the building. I cannot comment on any improvements to this grading until repaving is completed around October 2, 2024. If there is minimal or no change, what measures are in place to prevent vehicles from rolling toward habitable units at 0.0m without barriers?

7. Affordable Housing Initiatives:

- Are the proposed dwelling units part of any affordable housing initiatives?

Thank you for your consideration of the above.

Jen Roberts



Regarding Application No. A-24:195 - 160 Hughson Street South

From Josephine Taylor <josephinetaylor@gmail.com>

Date Fri 9/20/2024 2:43 AM

To Committee of adjustment <CofA@hamilton.ca>

External Email: Use caution with links and attachments

To whom it may concern,

I'm writing in response to Application Number A-24:195, regarding 160 Hughson Street South in Hamilton, Ontario.

I would like to voice strong opposition to this application, as a tenant of 160 Hughson St. S. for the past nine years. A drastic reduction in the number of on-site tenant parking spaces would pose undue hardships on the current and future tenants of this building for a variety of reasons, as follows:

Availability of street parking is already limited in this area.

Given our proximity to St. Joseph's Hospital, as well as the Augusta Street and James Street South restaurant/bar districts, it is often quite challenging to find street parking near our building. We and our guests have had many frustrations over the years when it comes to finding available street parking, and this issue would only become more problematic if fewer parking spots were available on-site.

Availability of public lots is in decline.

With the ongoing construction and development in Hamilton, our neighbourhood has seen multiple new apartment buildings erected in the place of public parking lots. With the decline in available public parking, it becomes more important to protect the parking spots we have available for tenants.

Inability to park at home creates financial strain on tenants and may imperil employment status and quality of life.

For individuals who rely on their vehicles for transportation to work and other essential activities, parking is absolutely crucial. If there is no longer sufficient on-site parking for the tenants, hardships would be endured from either or both a transportation perspective (if no parking is available on-site), and a financial perspective (if there is an increased cost associated with off-site parking). For tenants who currently rely on parking at home, to remove this amenity would be extremely unfair.

Relocating parking spots off-site does not protect the tenants' ongoing needs for parking.

If the intention of 2414677 Ontario Inc. is to relocate a portion of the tenants' parking spots to neighbouring buildings or public lots, this would be a short-sighted solution. While there may currently be options for nearby parking at buildings that are either owned or managed by the same parties as 160 Hughson Street South, there is no assurance that this will be the case in the future, and off-site parking may no longer be feasible if there is a change in ownership or management of any

involved properties. Therefore it's crucial that the parking needs of the current tenants be satisfied on-site, to eliminate the risk of future disruptions to availability of off-site options.

Relocating parking spots off-site compromises the safety of the tenants.

While it may not have been a major consideration in years past, there are now many safety concerns with walking alone in urban areas. There is now a dramatically increased presence of threatening individuals in our immediate neighbourhood, such as belligerent and/or violent people under the influence of drugs, people actively smoking crack and other substances, people actively injecting drugs, people in severe states of withdrawal, people urinating and defecating in public spaces, etc. Many of the residents here don't feel safe walking alone in this neighbourhood for any distance, and having to walk alone to or from off-site parking spaces would pose added risks and psychological hardship.

The carport at neighbouring 150 Hughson Street South is a hotbed of safety concerns, where there are constant gatherings of people using drugs, acting erratically, intimidating passers-by, and using these areas for urination and defecation. As a result, the alleyway behind our building and 150 Hughson St. S. is currently too dangerous to walk down. I have personally had more than one "close call" with threatening individuals in this alleyway, as well as on the streets in close proximity to home. A close friend was mugged and physically assaulted last month within a few blocks of 160 Hughson St. S.

There is currently no end in sight to the safety compromises that result from this increased presence of threatening individuals, as well as the biohazardous risks of the associated needles, drugs, urine, and feces. This is absolutely not the time to force tenants into situations requiring them to navigate these risks.

Parking needs for in-place tenants should be prioritized.

While there may be an increasing push toward public transit and reduced availability of at-home parking for new builds, it's unfair to impose reduced availability in an existing building. There are currently more tenants who require on-site parking than there would be available spaces, with the proposed variance.

Application for By-law variance was not done in good faith.

The Notice of Public Hearing was not consistently posted in a location visible to all residents. It was posted for a period of time approximately ten feet to the left of the front entrance, beyond the railing that borders the walkway, such that it was neither noticeable nor legible for tenants entering the building (photo available upon request). This notice was also removed entirely in the lead-up to the hearing, and *at the time of writing is nowhere to be seen*.

In light of all these concerns, I ask that you please prioritize the interests of the tenants at 160 Hughson Street South in your decision.

Thank you for your time and consideration,

Dr. Josephine Taylor

Chiropractor, Clinic Director, and Health Enthusiast

Taylor Chiropractic & Wellness