



3.9 Public Consultation

A meeting was held on June 10, 2024, with Lolcoma Court residents and representatives from Flourish, Invizij, Landwise, and VPCH. The format was a presentation and question and answer period. Approximately 14 tenants attended the meeting, including several whose townhouses are proposed to be demolished to facilitate the proposed development.

A second public consultation was held on August 20, 2024. Invitations were sent to 229 addresses within 120 metres of the subject lands, including Lolcoma Court residents. The format was an open house with information boards and representatives from the project team available to answer questions. 11 people attended the open house.

Table 1 summarizes the public comments received to date regarding the proposed development and provides responses to each.

Table 1: Public comments and responses summary.

TRAFFIC SAFETY	
<p>Specific Concerns:</p> <ul style="list-style-type: none"> • Some residents supervise their children playing at the on-site park from their homes and expressed concern that the proposed parking will block their sightline to the park. • Safety internally on the site due to the addition of resident vehicles and increased number of delivery trucks. • Safety on public sidewalk due to proposed parking garage. • Safety of children near the construction zone. • Existing school bus stop on Redmond Drive. 	<p>Response:</p> <ul style="list-style-type: none"> • Parking currently exists surrounding the on-site park. The row of parking on the west side of the park will be relocated further east to accommodate a new row of parking across the internal roadway to the west. This new row of parking will be parallel to the relocated parking and is not anticipated to create new visual barriers to the park. • A net increase of 25 parking spaces is proposed. However, 22 of these spaces will be within the proposed parking structure accessed directly from Redmond Drive. Thus, only three (3) vehicles will be added to the internal traffic. The TIS confirms there are no on-site capacity concerns. • Traffic calming measures may be implemented at the Site Plan Approval stage to address additional traffic safety concerns. • A Construction Management Plan is required and will be developed to ensure safety for all residents during construction. • There is no anticipated adverse impact to the ability of a school bus to continue its safe operation to load and offload children.



PARKING	
<p>Specific Concerns:</p> <ul style="list-style-type: none"> • Insufficient number of parking spaces proposed. • Reduction in number of parking spaces available for existing tenants. • Parking availability during construction. 	<ul style="list-style-type: none"> • The proposed parking rates are aligned with the Council approved and in-effect parking rates of Zoning By-law No. 05-200 for this area of the City of Hamilton. • Existing tenants will continue to have access to a minimum of one (1) parking space. • Dedicated on-site visitor parking will be available to all tenants. • Parking availability during construction will be addressed in the Construction Management Plan.
RELOCATION & AFFORDABILITY	
<ul style="list-style-type: none"> • Several tenants who are currently living in the townhouses proposed for demolition expressed concerns about the uncertainty of relocating and what their new rental costs will be. 	<ul style="list-style-type: none"> • Relocation will be in accordance with VPCH's Relocation of Tenants Policy, 4-B2.22. • A Holding Provision will be applied until detailed tenant relocation plans can be provided. • See Section 3.2 for further details.
SITE ACCESS & LAYOUT	
<ul style="list-style-type: none"> • The northwest corner of the property contains a vacant triangular piece of land. Tenants asked whether consideration was given to redeveloping this portion of land instead in conjunction with a driveway access via Stone Church Road East. 	<ul style="list-style-type: none"> • Redevelopment of the northwest corner was considered however constraints of access, compatibility and additional demolition of existing townhouses were identified. • Arterial roads such as Stone Church Road typically have higher speed limits and carry higher volumes of traffic. As such, driveway accesses from arterial roads are discouraged and the proposed driveway access will remain on Redmond Drive.
HEIGHT	
<ul style="list-style-type: none"> • Shadows due to the height of the building. 	<ul style="list-style-type: none"> • The location of the proposed building was selected as it is aligned with the City's land use and urban design principles to address intersections with an animated built-form. • The Sun Shadow Study (Invizij, 2024) confirms that the proposed height will allow for a minimum three (3) hours of sun coverage between 10:00 a.m. to 4:00 p.m., measured on March 21st, for the public realm and private amenity areas.

In addition to the concerns discussed above, many residents expressed understanding of the need for more affordable and were supportive of the project overall. Refer to Appendix B for the Public Consultation Strategy materials.