

Summary of Public Comments Received

Comment Received	Staff Response
<p>Concerns that the proposal is not in keeping with the existing neighbourhood and is not consistent with the surrounding environment.</p>	<p>Staff reviewed the applications for compatibility, which is defined in the Urban Hamilton Official Plan as land uses and building forms that are mutually tolerant and capable of existing together in harmony within an area. ‘Compatibility’ or ‘compatible’ should not be narrowly interpreted to mean “the same as” or even as “being similar to”.</p> <p>Staff are not satisfied that the proposal is compatible with the surrounding residential area in terms of character, scale, massing, height, transition and shadow impact.</p>
<p>Concerns with construction and the number of trucks for removal of fill, concerns with the emissions, the amount of excavation, traffic congestion, and safety.</p>	<p>If approved, a Construction Management Plan will be required as a part of the site plan approval process to address appropriate traffic and construction safety measures that will mitigate construction conflicts with the existing neighbourhood vehicle and pedestrian traffic. A Construction Management Plan also ensures that the proponents have coordinated regular cleaning of debris and put in place mitigation measures for dust/dirt or noise nuisance.</p>
<p>Concerns that the eight storey building is in the middle of the neighbourhood and not on the periphery.</p>	<p>The lands are located centrally within the Corman neighbourhood. Policy E.3.5.1 of the Medium Density Residential category does not permit this scale of development to be located at the interior of the neighbourhood without direct access onto a collector road or on a local road that a number of low density dwellings are located on. The proposal is not located on a collector road and there are 42 single detached dwellings fronting on the local roads providing access from a collector road.</p>
<p>Concerns that there was not enough parking for the number of units being provided.</p>	<p>The Traffic Impact Study submitted included a parking analysis. The minimum required on-site parking spaces per the City of Hamilton’s Zoning By-Law No. 05-200 is 264 spaces, or 1 space per unit. The applications propose 1.2 spaces per unit. The proposal exceeds the minimum parking requirement.</p>

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<p>Concerns that the development would negatively impact traffic flow in the surrounding area. Multiple concerns were provided noting the existing traffic concerns caused by school pick up and drop off.</p>	<p>Traffic is expected to increase by approximately 118 new AM peak hour and 127 new PM peak hour trips.</p> <p>The owner will be responsible for any road improvements in association with their development all at their cost, which may include installation of traffic calming devices on the surrounding roads among other improvements. Should Council choose to approve the application, staff have recommended that the proponent be required to explore traffic calming measures that can be implemented in the neighbourhood.</p>
<p>Concerns with parkland being removed.</p>	<p>A portion of the lands are used for City parkland purposes but are owned by the applicants. If approved, the city would remove any assets (ball diamond and hard surface court).</p>
<p>Concerns with the water system not being able to handle the additional units.</p>	<p>The maximum day domestic water usage for the development, based on the population-based approach, has been calculated as 8.75 L/s. These calculations are acceptable. However, the proposed development is anticipated to lead to the downstream municipal sanitary sewers surpassing their designated capacity.</p>
<p>Concerns regarding the process for the closing of Glen Echo Elementary School.</p>	<p>The closure of a school is a process that is dealt with by the Hamilton-Wentworth District School Board. HWDSB provides a public information session for interested parties within the local community as part of the two-phased property disposition process. It is noted that this service is not a requirement.</p>
<p>Concerns with safety (i.e., from construction, increased population, and traffic).</p>	<p>A Construction Management Plan will be required as a part of the site plan control process which is intended to address appropriate traffic and construction safety measures and mitigate construction conflicts with the existing neighbourhood vehicle and pedestrian traffic.</p>
<p>Concerns that the surrounding schools are at capacity.</p>	<p>Staff have not received concerns from either the Hamilton-Wentworth District School Board or the Hamilton-Wentworth Catholic District School Board regarding student capacity.</p>
<p>Concern regarding power distribution and power disruption.</p>	<p>The applications were circulated to Alectra for review and no comments or objections were received from the utility provider.</p>
<p>Concerns that the development will not be visually appealing.</p>	<p>Through the site plan process there will be an opportunity for Urban Design staff to recommend design measures.</p>

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Concerns that development will increase air pollution.	The Urban Hamilton Official Plan requires development to incorporate sustainable building and design principles including but not limited to the use of locally sourced and/or recycled materials, water conservation, energy efficiency techniques, and low impact development approaches. Staff are not satisfied that this has been sufficiently addressed by the proponent.
Concerns regarding snow removal.	Through the site plan process, areas for snow removal will be required to be identified and private snow removal will be the responsibility of the private landowner.
Concerns regarding shadow impact.	The Shadow Impact Study dated December 1, 2023, prepared by MHBC Planning Ltd. identifies shadow impacts on Glendale Park to the west. The City’s Sun-Shadow Study guidelines categorizes parks as common amenity area and indicates that a minimum of 50 percent sun coverage at all times of the day measured on March 21 is required. The Shadow Impact Study demonstrates that between the hours of 8:26 a.m. to 9:26 a.m. on March 21, one of the parks is more than 50 percent shadowed (55 percent).