

Summary of Public Comments Received

Comment Received	Staff Response
Concerns regarding the proposed 11 storey height being incompatible with the existing low rise residential character of the surrounding neighbourhood.	<p>The proposal has been revised from 11 to 12 storeys; however, the metric building height has only been increased by 0.85 metres and the number of dwelling units remains unchanged. The revised proposal incorporates an increased 7.5 metres setback along the westerly lot line, and an additional setback of 2.5 metres above the third storey, which better integrates the proposal into the neighbourhood, without increasing the overall aggregate height of the building. The revised proposal is for a 12 storey mixed use building at the intersection of a major arterial and collector road. Staff find the medium density residential use is compatible with the low rise residential uses, existing commercial uses, and planned higher densities along the Secondary Corridor. The revised proposal includes setbacks and setbacks from adjacent low rise single detached dwellings providing an increased buffer distance that helps mitigate overlook and privacy concerns. The increased setbacks/stepbacks provide an appropriate transition from the low rise built forms. A Sun Shadow Study, prepared by CS & P</p>

	<p>Architects dated March 31, 2026, was submitted in support of the applications. The proposal meets and exceeds the minimum required amount of sunlight on neighbouring private amenity areas and meets the City’s guidelines for sun/shadow.</p>
<p>Requests to reduce the height and density of the proposal, with several comments suggesting a maximum height generally between four and six storeys.</p>	<p>The proposal has been evaluated against the Secondary Corridor and Medium Density Residential policies of the Urban Hamilton Official Plan and Western Development Area Secondary Plan and complies with these policies. Any revised proposal would be required to be reevaluated against applicable policies.</p>
<p>Concerns that the proposal does not conform with the existing planning framework, including the Urban Hamilton Official Plan, Western Development Area Secondary Plan, Niagara Escarpment Plan policies, and existing zoning permissions.</p>	<p>The proposal has been evaluated against the planning framework from a provincial and municipal level. The proposal is consistent with the Provincial Planning Statement (2024), conforms to the Niagara Escarpment Plan (2017) upon satisfaction of the recommended Holding Provision, and complies with the policies of the Urban Hamilton Official Plan and the Western Development Area Secondary Plan, subject to the proposed amendment. While the proposal does propose an increase in permitted height through an Official Plan Amendment to the Secondary Plan, the Official Plan Amendment application was evaluated against the Urban Hamilton Official Plan policies and is consistent and conforms with the policies of the Urban Hamilton Official Plan.</p>

Summary of Public Comments Received Second Submission

Concerns regarding visual impacts, including Comment Received overshadowing, loss of privacy, obstruction of	A Visual Impact Assessment, prepared by Gladki Planning Staff Response Associates dated December 30, 2025, updated June 2026, finds
Geography related to the proposed submission resulting in concerns regarding traffic, parking, safety, height/scale, escarpment views and infrastructure.	The response to the concerns is provided in the visual impact assessment. The majority of assessed viewpoints. Niagara Escarpment Commission staff have reviewed an updated Visual Impact Assessment to address some of their technical concerns (i.e.
Concern that the development is installing high-maintenance systems, such as a staking parking system.	The response to the concerns is provided in the visual impact assessment. The majority of assessed viewpoints. Niagara Escarpment Commission staff have reviewed an updated Visual Impact Assessment to address some of their technical concerns (i.e.
Request for a Vertical Transportation Assessment.	The response to the concerns is provided in the visual impact assessment. The majority of assessed viewpoints. Niagara Escarpment Commission staff have reviewed an updated Visual Impact Assessment to address some of their technical concerns (i.e.
Comment that the community needs childcare and the site should be used as or remain as a daycare.	The response to the concerns is provided in the visual impact assessment. The majority of assessed viewpoints. Niagara Escarpment Commission staff have reviewed an updated Visual Impact Assessment to address some of their technical concerns (i.e.
A concern regarding those within the circulation distance and the circulation not being broad enough.	The response to the concerns is provided in the visual impact assessment. The majority of assessed viewpoints. Niagara Escarpment Commission staff have reviewed an updated Visual Impact Assessment to address some of their technical concerns (i.e.

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	proposal meets and exceeds the minimum required amount of sunlight on neighbouring private amenity areas.
Concerns that the development would create an over-intensification of a relatively small site and establish an undesirable precedent for future developments in the area.	Staff note that development applications are evaluated on their own individual merits.
Concerns regarding increased traffic congestion at the Highway No. 8 and Dewitt Road intersection, particularly during school and peak commuting hours.	Transportation Planning staff reviewed the Transportation Impact Study, prepared by LEA Consulting Limited dated December 10, 2025. Transportation Planning staff agree with the findings that the existing road network can support the multi-modal transportation demand generated by the proposed development with no additional infrastructure improvements required.
Concerns regarding pedestrian and public safety, especially for children, cyclists, pedestrians, and nearby school traffic.	The subject lands are connected by sidewalks, crosswalks, and bike lanes to nearby amenities such as parks, schools and nearby commercial uses. The proposal is in an appropriate area where people can safely move from place to place without the use of a vehicle and is adjacent to public transit facilities. No transportation safety concerns have been identified by Transportation Planning or Public Health and Safety communities.

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Concerns regarding insufficient parking supply for residents and visitors, with fears of overflow parking onto adjacent residential streets. Requests for higher parking ratios and/or underground parking solutions to address anticipated parking demand.	The proposal meets the required parking supply standards provided by Zoning By-law No 05-200 which is 0.65 spaces per unit.
Concerns regarding existing infrastructure capacity, including sewer systems, stormwater systems, water pressure, wastewater servicing, and flooding risks.	A Holding Provision is recommended to prevent development prior to upgrading of the sanitary sewer system that serves the site. From a water servicing perspective, the City has sufficient supply for the proposal. The proposed development will have onsite stormwater control to ensure no negative impacts on the receiving municipal storm sewer system, and the site has been designed to contain stormwater runoff on-site in order to mitigate risk on adjacent properties.
Concerns that municipal infrastructure upgrades may be required prior to supporting development of this scale.	An upgrade is required for the sanitary sewer system. A Holding Provision is recommended to ensure no development occurs until the upgrade is installed and operational.
Concerns regarding impacts on community services and facilities, including schools, healthcare facilities, parks, recreational facilities, and public amenities.	The proposal was circulated to all school boards in Hamilton and no concerns were identified by the school boards. The property is within convenient walking distance to parks and public facilities.

<p>Concerns regarding the cumulative impact of multiple recent and proposed developments within the broader area.</p>	<p>The studies submitted in support of the development anticipate growth scenarios and include information from nearby proposed developments. Future nearby development projects would have to do the same and anticipate growth demands with the inclusion of this application if approved. Staff note that development applications are evaluated on their own individual merits.</p>
<p>Concerns regarding compatibility of the proposed built form with the Niagara Escarpment landscape and protection of scenic resources.</p>	<p>Niagara Escarpment Commission staff have requested an updated Visual Impact Assessment to address some of their technical concerns (i.e. parameters used to determine viewshed, potential impacts to view of the Escarpment, scale of maps and images, and providing mitigation measures). A Holding Provision is recommended to address the Niagara Escarpment Commission's outstanding concerns. Niagara Escarpment Commission are in support of the application proceeding with the Holding Provision included.</p>
<p>Concerns regarding potential impacts on neighbourhood quality of life, including increased noise, congestion, crowding, and reduced enjoyment of outdoor spaces.</p>	<p>A Noise Study, prepared by WSP, dated December 11, 2025, was submitted and reviewed by staff, which concluded offsite impacts are not anticipated. A Transportation Impact Study, prepared by LEA Consulting Limited dated December 10, 2025, was submitted. Transportation Planning staff agree that the existing road network can support the proposal. The proposal is close to parks and</p>

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	<p>provides more than the required amount of indoor and outdoor amenity area. The proposal has been revised to include increased setbacks and setbacks from the western lot line and rear lot line to mitigate overlook and privacy concerns. Further design mitigation measures such as screening of rooftop amenity areas and balconies, and placement of habitable room windows can be used to further mitigate privacy and overlook impacts, which will be reviewed at the Site Plan Control stage.</p>
<p>Concerns regarding loss of existing neighbourhood character and transition from a quieter low density area to a more urbanized environment.</p>	<p>The subject property is in proximity to commercial, institutional and open space uses. There are existing and planned mid rise built forms within the area. As indicated in Appendix “F” to Report PED26140, the lands are identified as a “Secondary Corridor” on Schedule E – Urban Structure of the Urban Hamilton Official Plan. The intent of Secondary Corridors is to evolve into increasing proportions of multiple storey, mixed use buildings in small cluster locations. Staff find that the proposal would contribute to growth and focused intensification along a Secondary Corridor.</p>
<p>Requests for additional transparency and access to submitted application materials, supporting studies and technical review, including traffic, infrastructure capacity, shadow, servicing, and environmental studies.</p>	<p>Residents requesting supporting studies were provided with a weblink containing all submission materials.</p>

<p>Requests for meaningful and continued public consultation opportunities throughout the planning process.</p>	<p>The applicants hosted an open house on March 12, 2026, prior to the applications being deemed complete. Upon receipt of complete applications, notices were circulated to properties within 240 metres of the subject lands, which is double the minimum requirement of the <i>Planning Act</i>. Notice of complete applications were also posted in the newspaper on April 24, 2026 and posted on the City website on April 23, 2026. The <i>Planning Act</i> and City’s public consultation requirements have been met and exceeded.</p>
<p>Concerns regarding the proposed unit mix, including comments that the development may not adequately support family-oriented housing needs.</p>	<p>The proposal provides 118 one bedroom, 32 two bedroom, and 11 three bedroom units. Staff do not have concerns with the unit mix. Approximately 26% of proposed dwelling units are two-bedrooms or larger, which are typically considered “family-friendly”.</p>
<p>Comments supporting the general need for housing and rental housing in Hamilton/Stoney Creek, while expressing concern with the scale, design, and location of the current proposal.</p>	<p>The proposal has been evaluated with the Residential Intensification and Medium Density Residential design policies of the Urban Hamilton Official Plan. The design is sympathetic to low density residential uses to the south by providing an angular plane and screening rooftop amenity areas. The revised proposal also included a further setback from the western lot line and a stepback above the third floor for an improved transition. The intensification</p>

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	<p>policies regarding scale and design are discussed in Appendix “F” to Report PED26140.</p>
<p>Suggestions that alternative sites or more context sensitive forms of development may be more appropriate for accommodating intensification.</p>	<p>The site selection is based on the private land owners/developers due diligence and decision making, and development applications are evaluated on their own individual merits. The lands being along a Secondary Corridor in an area with a mix of commercial and institutional uses are in an appropriate location for a mid rise building and supported by official plan policies.</p>
<p>Concerns regarding architectural design, including comments that the proposed built form may appear visually dominant or inconsistent with the surrounding area.</p>	<p>The detailed architectural design will be further reviewed at the future Site Plan Control stage. A Visual Impact Assessment, prepared by Gladki Planning Associates dated December 30, 2025, finds that the proposal would have limited to negligible visual impact from the majority of assessed viewpoints. Niagara Escarpment Commission staff have not approved the Visual Impact Assessment, as such a Holding Provision has been included requiring their review and approval of a revised Visual Impact Assessment.</p>
<p>Concerns regarding impacts to property values and perceived neighbourhood stability.</p>	<p>Staff are not aware of any empirical evidence to suggest property values will be affected.</p>
<p>Concerns regarding emergency access, municipal servicing reliability, and the ability of</p>	<p>Staff have not received any concerns regarding emergency access. A Functional Servicing and Stormwater Management</p>

existing infrastructure to accommodate additional residents.	Report, prepared by WalterFedy dated April 9, 2026, was submitted. The proposal achieves the water and stormwater servicing requirements, and an upgrade would be required for the sanitary sewer. A Holding Provision is included requiring the upgrade work be done for the sanitary network prior to development.
Requests that the City ensure future development aligns with the established character and intended scale of the area.	The site is located along a Secondary Corridor, and the development meets the Residential Intensification and Medium Density Residential scale, location and design policies. Staff find the proposal aligns with the intended scale as envisioned by the Urban Hamilton Official Plan.