



Hamilton

Planning and Economic Development Department  
Economic Development Division  
Municipal Land Development Office

## Response to Public Comments

70 Hope Avenue

### **Summary Response to Public Comments**

The below chart provides a summary of comments received from the public individually through emails as well as at the Neighbourhood Meeting held on March 26, 2025. The comments have been consolidated into themes and anonymized. Responses have been prepared by the Municipal Land Development Office in conjunction with responses from other municipal staff including Parking Division staff and Economic Development Division staff.

Comment Received	Response
Loss of the municipal parking lot will have a negative impact on business viability. Concern about previous loss of parking on street through the curb cuts that were changed on Kenilworth North.	<p>Through discussions with Parking Division staff it was determined that there is adequate capacity in the surface parking lots and on-street. Parking Division staff will continue to monitor parking in the area and can explore options of permit parking on residential streets and other strategies to ensure that there is access to parking.</p> <p>Through the development of the property, additional foot traffic will be generated which can support the businesses.</p>
Has consideration been given to severing off the southern portion of the site and retaining for municipal parking.	See above – given that there is sufficient public parking supply according to Parking Division staff, the intent is to transfer the entire municipal parcel to a non-profit affordable housing provider for development. Currently, the southern portion of the site is shown to be used for additional parking supply for the proposed residential building beyond the minimum parking requirements outlined in Zoning By-law No. 05-200.
Concern that there won't be enough resident parking.	The proposed development concepts are providing more parking than the Zoning By-law No. 05-200 requires for Parking Rate Area 1 which requires no parking for residents and 0.05 spaces for visitor spaces. The Zoning therefore requires a

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	<p>minimum of 2 spaces for 54 units whereas the Concepts are providing 9 and 13 parking spaces respectively.</p> <p>Alternative modes of transportation are also available for residents and visitors to the building including HSR bus on Kenilworth Avenue North, cycling and walking. Short and long term bicycle parking are anticipated to be provided in compliance with the zoning bylaw requirements.</p> <p>Therefore, it has been determined that sufficient parking can be provided on site.</p>
<p>The proposed building does not fit into the neighbourhood and will obstruct views.</p>	<p>Careful consideration has been given to designing a building envelope that will integrate into the surrounding neighbourhood. The proposed development concepts provide setbacks ranging from 5.5m to over 7.5m from adjacent residential and commercial properties, promoting a respectful transition in scale. The height of the proposed development concepts is restricted to 3 storeys in height, further supporting compatibility with the existing neighbourhood.</p>
<p>The proposed building will negatively impact access to the rear doors of the commercial businesses fronting onto Kenilworth Ave N.</p>	<p>The laneway that runs behind the commercial buildings is 7.62 m wide. The laneway is not being developed as it has been opened by By-law No. 9764 as a public road. 7.62m is wider than the minimum 6m in width that is typical of drive aisles, so it is anticipated that there will be sufficient space for two-way vehicular movements through the laneway.</p> <p>Access to the parking for the proposed development will be from the laneway, so there will be the possibility of additional vehicular traffic through the laneway, however the Trip Generation</p>

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	<p>Letter prepared by Aecom and dated April 8, 2025 has not identified any concerns with the number of vehicle trips in and out of the site and requirements for infrastructure upgrades in the laneway or surrounding areas.</p>
<p>Concern that the housing will bring more crime and negatively impact safety.</p>	<p>The proposed development will incorporate features that promote safety, such as clear sightlines for vehicles and pedestrians, pedestrian-friendly pathways and appropriate lighting.</p> <p>The Municipal Land Development Office is not aware of any research that demonstrates that the provision of housing will increase crime. On the contrary, stable housing is widely recognized as a foundation element of community well-being, and it is anticipated that the provision of housing will improve safety more broadly in the City of Hamilton.</p>
<p>General support for affordable housing on land the City already owns and specifically for this site.</p>	<p>Noted.</p>
<p>Proposed multiple dwelling containing 1 bedroom units is out of character with the neighbourhood and is too dense.</p>	<p>The proposed building height of three storeys, along with the planned setbacks from adjacent residential and commercial properties, is designed to ensure compatibility with the existing neighbourhood context. Furthermore, the completed sun-shadow study confirms that the anticipated shadow impacts remain within acceptable thresholds, supporting the appropriateness of the proposed built form.</p>
<p>Preference would be for the proposed townhouse concept.</p>	<p>The townhouse concept is proposed to be the same height as the multiple dwelling concept, being 3 storeys.</p> <p>Family sized units can be accommodated in either built form style.</p>

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	<p>It is the preference of the Municipal Land Development Office to permit both multiple dwelling built forms (townhouses, stacked townhouses and/or apartment style) to ensure that the future non-profit developer can refine their design to reflect the population that has been identified to be housed here.</p>
<p>Choose another site for affordable housing.</p>	<p>The municipality currently owns this parcel, which has been identified as underutilized based on parking revenue data provided by the Parking Division. The site was selected for several strategic reasons, including its close proximity to essential amenities such as grocery stores, public transit, the municipal library, and nearby parks. Additionally, in alignment with the City's commitment to leveraging municipal land for residential development under the Housing Accelerator Fund, this location presents a strong opportunity to advance those objectives.</p>
<p>Increased City support is needed for revitalizing Kenilworth Ave N and to address safety concerns, including in Andrew Warburton Park.</p>	<p>Councillor Hwang put forward a motion to explore opportunities to further the revitalization of Kenilworth Avenue North through the Creation of Live/Work opportunities on April 30, 2025.</p> <p>Councillor Hwang will also be using ward funding to pilot tree plantings in planters to improve the streetscape.</p> <p>Economic Development Division staff will be reviewing the Community Improvement Plan programs in Q4 of 2025 which is an opportunity to direct support appropriately to the commercial districts.</p>