



City of Hamilton

CITY COUNCIL ADDENDUM

19-019

Wednesday, October 23, 2019, 5:00 P.M.

Council Chambers, Hamilton City Hall

71 Main Street West

5. COMMUNICATIONS

- *5.4 Correspondence from Let's Remember Adam - Stop for the School Bus respecting National School Bus Safety Week, from October 21 to 25, 2019.

Recommendation: Be received.

- *5.5 Correspondence respecting the McMaster Student Residence, 1190 Main Street West:

*5.5.a Krysia Steinberg

*5.5.b Renate Manthei

*5.5.c Gord Arbeau

Recommendation: Be received and referred to the consideration of Item 4 of Planning Committee Report 19-016.

- *5.6 Correspondence from Danny Trombetta, 610 South Service Road Inc (Gateway Ice Centre) respecting Development Charge liability for a proposed additional arena at 610 South Service Road, Gateway Sports Complex.

Recommendation: Be received and referred to General Manager of Finance and Corporate Services for appropriate action.

8. NOTICES OF MOTIONS

*8.1 One-Time Grant to Hamilton Food Share

11. BY-LAWS AND CONFIRMING BY-LAW

*11.7 261

To Authorize the Signing of a Transfer Payment Agreement for the Small Business Enterprise Centre (SBEC) Program, between her Majesty the Queen in Right of Ontario, as represented by the Minister of Economic Development, Job Creation and Trade, and the City of Hamilton

Let's Remember Adam

STOP FOR THE SCHOOL BUS



October 18, 2019

RE: National School Bus Safety Week and Stop Arm Cameras

Dear Honourable Mayor and Council,

Earlier this year, I wrote to you on behalf of the *Let's Remember Adam - STOP FOR THE SCHOOL BUS* campaign asking for your help to improve student safety by urging the provincial government to get stop arm cameras on all school buses in Ontario. Our efforts were acknowledged by the Province but there is still work to be done. We will not stop until we reach our goal of having stop-arm cameras on all school buses.

Next week is National School Bus Safety Week, from October 21 to 25, 2019. I respectfully request your support to not only recognize and highlight this important week, but that you take this opportunity to act now by implementing a solution that will help protect our children's safety as they travel to and from school each day.

As you may know, the Government of Ontario announced in April that they are taking steps to ensure stop-arm camera technology is implemented and used to prosecute stop-arm violations in Ontario. Included in these steps is the message that the Province is looking to municipalities to help inform the regulatory framework process, by specifying what equipment should be used and how tickets will be processed.

This is an extremely important issue that deserves your immediate attention.

On behalf of Let's Remember Adam, I respectfully ask that you take the necessary steps to get stop-arm cameras on school buses in your community as soon as possible. I don't want any family to endure the senseless suffering my family has had to. It's been nearly 20 years since Adam was killed while crossing the street to our home after getting off the school bus. The time for action is now. Championing National School Bus Safety Week in your municipality will be an important step forward to achieving our ultimate goal.

Please let me know if I can be of any assistance to you in this process. Thank you for your time and consideration. I look forward to seeing stop-arm cameras implemented.

Pierre Ranger
Chair, Let's Remember Adam - STOP FOR THE SCHOOL BUS

**This Has to Stop.
We Need to Stop.**



PO Box 342
Mattawa, Ontario
POH1V0



705-840-8871
info@letsrememberadam.org

May 15, 2018

LPAT – Azeem Patel, Case Coordinator, Planning Assistant (Azeem.Patel3@ontario.ca)

1190 Main Street West Et Al		McMaster University Redevelopment	Open	PL180302	OMB Appeal
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RE: Traymore Ave. / Main St. W. McMaster Student Residence Development Proposal - Objection

In early February, I attended an informational meeting at McMaster University regarding the proposed student residence at Traymore Ave. and Main St. W.

The meeting was well-attended by Westdale residents, University Representatives, community associations, city planners and developers. The structured format consisted of a presentation from the university / developers / and planners (which seemed quite long – possibly one hour) and then there would be a total of five (5) minutes for a question and answer period from the audience. Six stations were set up at which individual questions could be asked (I assume pertaining to those stations). The format was arranged in such a way that it would be more informational rather than consist of community engagement.

The audience requested to have the question / answer period extended so that all present could absorb the information and have an opportunity to express their views and have their questions answered without the orchestrated/structured confines as laid out by the development supporters. Ultimately, some questions were answered but many more remained unanswered by meetings end within the allotted timeframe.

The proposed development is to stretch from Forsyth Ave. S. to Dalewood Ave. along Main St. W. and the entire south side of Traymore Ave. – consisting of an entire neighbourhood block. The literature provided stated that it is to be a 12 story first-year student residence. However, at the meeting, someone pointed out that the first floor height was equivalent to two stories and that the “Penthouse” was not listed – so, in fact, this was a proposed 14 story development which is not in keeping with the surrounding neighbourhood structures. This would also be at least three times the height of most neighbourhood trees. Not only will this development be seen from Main St. W. and Traymore Ave. but also for blocks around obstructing the skyline and the escarpment views from within most of the Westdale community.

This development is a joint project between McMaster University and Knightstone Capital Management. Knightstone will build the first-year student residence and the University will manage it. Ultimately it is set to house 1,400+ first year McMaster University students. Also proposed and attached to this structure are an additional 20 townhouse units (2 stories each) along Traymore Ave. for graduate students. The entire building will only be accessible along Traymore Ave. since the proposed LRT will be positioned along Main St. W.

The university currently owns the vacant land along Main St. W. and they have purchased the homes which run along the entire south side of Traymore Ave. which backs onto the vacant land. The university proposes to demolish these unique Westdale homes in order to acquire enough space for this block-long high-rise. The homes that are on the north side of Traymore Ave. (facing the south side and the escarpment) will remain and are privately owned. This means that those homes that previously enjoyed relative privacy with peace and quiet will essentially be subjected to facing a towering 14 story brick wall instead of the nice two story homes that have been there since the beginning of this 1930's planned Westdale community. Many of these homes can only be found on this street as they do not exist elsewhere in Westdale. As well, the remaining homes were purchased in good faith at a premium cost due to their relative placement to the University and their uniqueness. These people will have their properties devalued. You can only image that those homes will be difficult to sell once this development takes place. There will be 1,400+ students using the sidewalk directly in front of their homes and also peering down at their homes from this jumbo high-rise thus invading their privacy. This lack of privacy will not only affect the people on this Westdale street but also residents that live blocks away.

Additionally, the remaining home owners on Traymore Ave. (and the Westdale community) will be subjected to construction noise and dust for many months and ultimately the tearing up of their entire street for sewer lines etc. This will cause more disruption to their lives and will limit or severely disturb access to their homes and driveways. Once the building is complete, there will be ongoing traffic noise for deliveries and/or repairs to the building since this street has been dedicated as the access point to this building.

Not only that, there will be whole months in the winter when they won't be able to see the sun or very little of it. The developers have calculations and formulas that they spent a lot of time explaining regarding this shadowing effect but it comes down to a lot more sun blockage than the homes currently experience. This does not only affect the homes directly across from this development but because of the height and length, it will also affect other homes and areas within the Westdale neighbourhood.

This 1,400+ student resident has set aside 6 parking spots dedicated for staff-only parking since apparently first-year students and graduate students living in the townhouse sections "do not drive" as stated at the meeting. I'm uncertain how move-in activities are to occur or where visitors or parents to this proposed development are to park? The street is very narrow and already has limited parking - the rest of the neighbourhood also cannot support that additional amount of parking.

I assume that this will be a non-smoking building since McMaster campus has implemented such a policy and this building is to be an extension of the university. Would the smoking students then congregate on the Traymore Ave. sidewalk further obstructing the privacy of the neighbours across the street and disturbing their peace? Or, would the students disobey this policy and smoke indoors possibly causing a fire hazard?

Since this high-rise will be comprised solely of first year students, it can be assumed that some might be immature. Should there be a fire, how are the fire trucks to access the building with an elevated platform on Main St. and no building access and townhouses positioned in front of the high-rise building on Traymore Ave? Because this building is more than six or seven floors in height, ladder trucks cannot be used for rescue, so, I assume this means that the students should use the protect-in-place method. We have seen some horrific high-rise fires where this method was not successful. Is Hamilton prepared to deal with these-types of fires especially with a building that houses inexperienced students? If evacuations should occur, where would these students muster - on Traymore Ave. – already narrow?

Even when buildings are managed sufficiently, campus police are not allowed to patrol off-campus areas, therefore, they are only allowed to patrol the building itself. I assume that the city and Westdale residents will need to bear the extra cost and deal with the additional student noise within the neighbourhood and on the sidewalks? Once these additional first year students graduate, will they then seek residence within the already student saturated neighbourhood? With these additional 1,400+ students and an extra 950 students (proposed Columbia College Development) (total ~2,500 students), I fear that this may be the tipping point for neighbourhood dynamics. It will affect families, create entire neighbourhood student ghettos, and housing deserts in summers when the annual mass student exodus occurs. Is this the Westdale vision?

With the proposed LRT to run along Main St., some of the side streets that feed into Main St. will no longer be accessible. This suggests that accessing the student resident for move-in day, parents and friends visiting from out-of-town, service and delivery trucks, etc – the traffic flow will increase considerably. The additional traffic will be filtered throughout the entire Westdale neighbourhood creating traffic issues and affecting safety. Not to mention, that it will also affect the safety of the students attending Dalewood Middle School as it is situated directly across the street from this development on Dalewood Ave.

Some of the residents that attended the meeting suggested to the University that they situate this student development on the University Campus on their parking lot at the corner of Main St. and Cootes Dr. since that would be less disruptive and would minimize the impact to the entire neighbourhood. It is only one block away from this proposed development, is easier for the campus police to patrol, and can accommodate parking. Not to mention, there are not many neighbours since the conservation area is across the street. The university

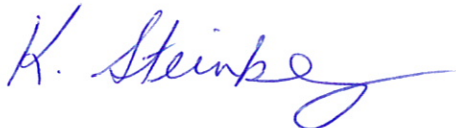
responded that they had plans to build a parking ramp at that location. However, it is my understanding that those plans have been in development for many years and have not come to fruition. It is also my understanding that the university has height restrictions on campus but yet they don't appear to be concerned about height restrictions for the rest of the community?

The city of Hamilton has put a neighbourhood moratorium on monster homes. Is this not the ultimate monster home? I think that it is short-sighted to build this huge single-purpose student development in the heart of Westdale essentially dividing the community in half and restricting the neighbourhood to mostly students. Is this the future that you see for Westdale?

A single-use building is short-sighted particularly with the age of computers and learning remotely. If the future of education, especially for first year students, should change and physical attendance is no longer required, then what will become of the building with no parking? Should parking not be factored in so that it can be easily converted to apartments or other future use? I thought parking was a major consideration for any development, why is this case different?

The University is a good neighbour and a great employer but for all the reasons mentioned above, I oppose this development. It is in the wrong location, too big and too high, a single use purpose, difficult to police, provides zero parking, and is divisive and disruptive to the Westdale community. I'm sure there would be less neighbourhood objection if this student residence were to be relocated on campus just a block away.

Sincerely

A handwritten signature in blue ink that reads "K. Steinberg". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Krycia Steinberg
120 Barclay Street
Hamilton, ON L8S 1P5

905-529-3255

Pilon, Janet

Subject: McMaster Student Residence, 1190 Main St. west: for Planning Cttee meeting Oct. 23.

-----Original Message-----

From: Renate Manthei

Sent: October 18, 2019 9:02 AM

To: clerk@hamilton.ca

Cc: Wilson, Maureen <Maureen.Wilson@hamilton.ca>; Office of the Mayor <mayor@hamilton.ca>; Robichaud, Steve <Steve.Robichaud@hamilton.ca>; Gord Arbeau <arbeaug@mcmaster.ca>

Subject: Re: McMaster Student Residence, 1190 Main St. west: for Planning Cttee meeting Oct. 23.

Dear Planning committee,

I would like to reiterate my concern regarding the major build planned by McMaster at this site to house over 1000 students. Many concerns have been identified by neighbours that highlight issues including parking, safety, size, impact on neighbourhood, and others. My concern is with regards to the environment and climate change.

Should this project not be assessed in terms of its carbon footprint to identify the carbon emissions used, both in the building process and in the embedded carbon emissions of the materials used? I feel it would be extremely irresponsible for the City/the Planning Committee to approve this project without that work being undertaken, given that the City has declared a climate emergency and that climate change is currently top of the political agenda Canada-wide.

I would urge you to stop the current application process until a determination of carbon emissions can be made and that this build can be considered in terms of it's relevance to these factors. Hopefully a more reasonably-sized and designed building plan may then emerge.

Renate Manthei,
Westdale, Hamilton

Pilon, Janet

Subject: McMaster Student Residence, 1190 Main St. west: for Planning Cttee meeting Oct. 23.

-----Original Message-----

From: Arbeau, Gord <arbeaug@mcmaster.ca>
Sent: October 19, 2019 2:50 PM
To: Renate Manthei <r_manthei@sympatico.ca>
Cc: clerk@hamilton.ca; Wilson, Maureen <Maureen.Wilson@hamilton.ca>; Office of the Mayor <mayor@hamilton.ca>; Robichaud, Steve <Steve.Robichaud@hamilton.ca>
Subject: Re: McMaster Student Residence, 1190 Main St. west: for Planning Cttee meeting Oct. 23.

Thank you for your note Renate. I wanted to clarify and correct some erroneous information that was shared by some neighbours at the Planning Committee meeting. McMaster's building policy specifies all new buildings are built to a minimum LEED Silver standard, and that will be the case for the new residence. In fact, our two most recent buildings - LR Wilson Hall and the David Braley Health Science Centre are now LEED Gold certified.

Thank you for your interest.

Gord Arbeau
Director, Communications
McMaster University
1280 Main Street West, Hamilton ON
CNH 111
905-525-9140 (27305)
Cell - 905-512-2075
Sent from my iPad

> On Oct 18, 2019, at 9:01 AM, Renate Manthei wrote:

>
> Dear Planning committee,
> I would like to reiterate my concern regarding the major build planned by McMaster at this site to house over 1000 students. Many concerns have been identified by neighbours that highlight issues including parking, safety, size, impact on neighbourhood, and others. My concern is with regards to the environment and climate change.
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> I would urge you to stop the current application process until a determination of carbon emissions can be made and that this build can be considered in terms of it's relevance to these factors. Hopefully a more reasonably-sized and designed building plan may then emerge.
>
> Renate Manthei,
> Westdale, Hamilton
>
>

610 South Service Road Inc (Gateway Ice Centre)

610 South Service Rd
Stoney Creek, On, L8E 2W1
(905)-643-8668
fax: (905)-643-8008

This letter is submitted with respect to the Development Charge liability for a proposed additional arena at 610 South Service Road, Gateway Sports Complex.

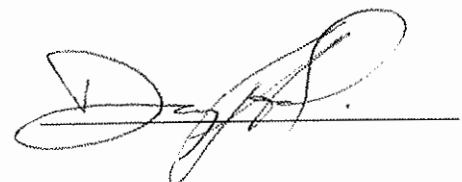
On June 6th, 2019 final site plan clearance was obtained (Melanie Schneider – Planning dept) and our building application was formally accepted (building permit application was received and accepted by the City's Chief Building Official). Our building permit was issued on June 26th, 2019.

Per section 41 of the City's new DC By-law 19-142, the DC rates payable are the rates in effect on the date of June 6th, 2019 if the building application is formally accepted (building permit application was received and accepted by the City's Chief Building Official on that date). Therefore, we believe that the former City DC By-law 14-153, section 21 re; covered sports field exemption policy should have been applied to our development. This would have resulted in a reduced DC liability amount of approximately \$559,278.08.

Instead the City imposed the exemption policies of the City's new DC By-law 19-142 (our understanding is that the DC rates changed July 6, 2019 and City staff interpreted that the exemption policies came into effect June 13, 2019 per City report FCS19050). We believe that this interpretation is incorrect and that the DC Policies contained in the new DC By-law should have come into effect on July 6th (a later date). The new DC By-law 19-142 from which the sports field DC exemption was eliminated was incorrectly applied to our development.

In summary, we are asking that Council direct City staff to review the above stated facts regarding our development and apply the relevant transition policies contained in section 41 of City DC By-law 19-142.

President: Danny Trombetta



CITY OF HAMILTON

NOTICE OF MOTION

Council: October 23, 2019

MOVED BY COUNCILLOR C. COLLINS.....

One-Time Grant to Hamilton Food Share

WHEREAS on October 1st, 2019 St. Matthew’s House announced that they would no longer be hosting a food bank at their Barton Street East location as of November 1st, 2019;

WHEREAS it is estimated that up to 1,200 families currently access the St. Matthew’s House food bank monthly;

WHEREAS other organizations such as Mission Services, Salvation Army, Good Shepherd and Welcome Inn are expected to see increased use of their food banks;

WHEREAS Hamilton Food Share has estimated that the short-term costs (3 months) associated with this increased use at other food banks is \$38,000; and,

WHEREAS the Hamilton Community Foundation has recently approved a one-time grant of \$19,000 to assist with these costs;

THEREFORE BE IT RESOLVED:

- (a) That the General Manager of the Healthy and Safe Communities Department be authorized to provide a one-time grant of \$19,000 to Hamilton Food Share so that they can provide emergency support to agencies affected by the closure of the St. Matthew’s House Food Bank;
- (b) That the source of the funding for the one-time grant be the Housing Stability Benefit; and,
- (c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

Authority: Item 6, General Issues
Committee Report 19-020
(PED19162)
CM: October 23, 2019

Bill No. 261

**CITY OF HAMILTON
BY-LAW NO. 19-**

To Authorize the Signing of a Transfer Payment Agreement for the Small Business Enterprise Centre (SBEC) Program, between her Majesty the Queen in Right of Ontario, as represented by the Minister of Economic Development, Job Creation and Trade, and the City of Hamilton

WHEREAS the Council of the City of Hamilton wishes to enter into a Transfer Payment Agreement in order to participate in the Small Business Enterprise Centre (SBEC) Program;

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. The Mayor and City Clerk are hereby authorized to execute a Transfer Payment Agreement, including any amendments or renewals, for the transfer of SBEC Program Funds between Her Majesty the Queen in right of Ontario, as represented by the Minister of Economic Development, Job Creation and Trade and the City of Hamilton, in a form satisfactory to the City Solicitor and with content acceptable to the General Manager of Finance and Corporate Services.
2. This by-law shall come into force on the date it is passed.

PASSED this 23rd day of October, 2019.

F. Eisenberger
Mayor

A. Holland
City Clerk

