



City of Hamilton

PLANNING COMMITTEE ADDENDUM

Meeting #: 24-002
Date: February 6, 2024
Time: 9:30 a.m.
Location: Council Chambers (Planning)
Hamilton City Hall
71 Main Street West

Lisa Kelsey, Legislative Coordinator (905) 546-2424 ext. 4605

Pages

6. DELEGATION REQUESTS

- *6.2 McKenzie Meek, Ancaster Mill, respecting 535 Old Dundas Rd (Item 11.2) (For today's meeting) (in-person)

10. PUBLIC HEARINGS

- 10.1 Non-Statutory Public Meeting for Urban Hamilton Official Plan Amendment Application UHOPA-23-005 and Zoning By-law Amendment Application ZAC-23-006 Appealed to the Ontario Land Tribunal
 - b. Written Submissions:

	*a. Added Written Submissions:	5
	(vi) Marsha and Jim Pead	
	(vii) Domenica and Mel Waselovich	
	(viii) Mark Powell	
	(ix) Bob Popek	
	(x) Alan & Anita Marshall	
	(xi) Heather & Robert Lamb	
	(xii) John Parente	
	(xiii) Ed Vaes and John Jansen	
	(xiv) Chris Peckham	
	(xv) Diane Parente	
	(xvi) Barbara Delio	
	(xvii) Elisabeth La Rochelle	
	(xviii) Mark Springstead	
	(xix) Bob Bean	
	*c. Staff Presentation	44
	(**Main Report was REVISED and is attached in Item 10.1)	
10.2	Application for Zoning By-law Amendment ZAC-23-048 for Lands Located at 459 and 465 Rymal Road West, Hamilton (PED24020) (Ward 14)	
	*a. Staff Presentation	71
10.3	Application for Zoning By-law Amendment for Lands Located at 164, 168 and 176 Rymal Road East, Hamilton (PED24021) (Ward 8)	
	*a. Staff Presentation	85
	(**REVISED Appendix "B" attached to Item 10.3)	
10.4	Implementation of Canada Mortgage and Housing Corporation Housing Accelerator Fund Incentive Programs and Associated Updates to the Housing for Hamilton Community Improvement Plan (PED23143(c)) (City Wide)	
	*a. Added Written Submission:	100
	(i) Michelle Diplock, West End Home Builders' Association	
10.5	Farm Labour Residences Discussion Paper (PED22022(a)) (Wards 9, 10, 11 12, 13 and 15)	
	a. Written Submissions:	

- *a. Added Written Submissions:
 - (ii) Laura Casimirri

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- *b. Added Registered Delegations:
 - (i) Bianca Metz (in-person)
 - (ii) Robyn Starkey (in-person)
 - (iii) James Webb (in-person)

- *c. Staff Presentation
(*REVISÉD Appendix "B" attached to Item 10.5)

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15. PRIVATE AND CONFIDENTIAL

- *15.2 Appeal to the Ontario Land Tribunal for lands located at 3064, 3070, 3078 and 3084 Regional Road No. 56 and at 3160, 3168, 3180 and 3190 Regional Road No. 56, Binbrook for lack of decision on Urban Hamilton Official Plan Amendment Applications (UHOPA-22-023 and UHOPA-22-024) and Zoning By-law Amendment Applications (ZAC-22-050 & ZAC-22-051) (LS23009(a)/LS23010(a)) (Ward 11)

Pursuant to Section 9.3, Sub-sections (e), (f) and (k) of the City's Procedural By-law 21-021, as amended; and, Section 239(2), Subsections (e), (f) and (k) of the Ontario Municipal Act, 2001, as amended, as the subject matter pertains to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and, a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

- *15.3 Appeal to the Ontario Land Tribunal for lands located at 487 Shaver Road, Hamilton, for Lack of Decision on Official Plan Amendment Application (UHOPA-22-002) and Zoning By-law Amendment Application (ZAC-22-005) (LS23038(a)) (Ward 12)
Pursuant to Section 9.3, Sub-sections (e), (f) and (k) of the City's Procedural By-law 21-021, as amended; and, Section 239(2), Subsections (e), (f) and (k) of the Ontario Municipal Act, 2001, as amended, as the subject matter pertains to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and, a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

- *15.4 Appeal to the Ontario Land Tribunal for lands located at 65 Guise Street East (Pier 8, Block 16), Hamilton respecting applications for an Official Plan Amendment (UHOPA-22-001) (LS24005) (Ward 2)
Pursuant to Section 9.3, Sub-sections (e), (f) and (k) of the City's Procedural By-law 21-021, as amended; and, Section 239(2), Subsections (e), (f) and (k) of the Ontario Municipal Act, 2001, as amended, as the subject matter pertains to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and, a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

From: Marsha Pead
Sent: January 31, 2024 9:07 PM
To: clerk@hamilton.ca
Cc: Clark, Brad <Brad.Clark@hamilton.ca>
Subject: Rezoning of 1065 Paramount Drive

As home owners on [REDACTED], we would like to add our voice to the idea of rezoning the said property to high density housing including an eight story high rise. We are not adverse to it being developed but to add 300 plus units to an area just over 2 acres is in our opinion dangerous. Two elementary schools flank the area with children crossing Paramount at lunch to buy Pizza and school buses plus cars all dropping off and picking up kids each day. Add a possible 600 more cars entering and exiting the property in question as it takes two incomes to come close to affording a house in today's market and public transport does not provide access that's acceptable, it's an accident waiting to happen. These are children ...JK to grade eight...not responsible for their actionspushing and shoving each other... laughing and running as they make their way to and from school....

Furthermore Felkers Falls Conservation Area is directly down the street and the dense influx of possibly 1000 more people riding bikes and walking and jogging through sensitive natural areas puts the parklands at risk. The police and fire department are already dealing with people failing to stay on pathways near the 70 ft waterfall and we can only imagine the amount of time they will have to invest "saving" kids and adults alike who get themselves in dangerous predicaments.

PLEASE say no to this rezoning plan.....a child's life depends on it...as does the few natural resources we have in this area....

Most Sincerely...Marsha and Jim Pead

Sent from my iPad.

January 30, 2024

City of Hamilton
71 Main Street W.
Hamilton, On

clerk@hamilton.ca

re: Rezoning of 1065 Paramount Drive to High Density
Mikmada (Paramount)Inc.

OLT-24-000051/OLT-25000052

Reference Number(s) UHOPA-23-005 ZAC-23-06

This change if it occurs will greatly impact our neighbourhood. I hope the OLT investigates all factors before approving the appeal by the builder for non-decision. We hope that the OLT gives serious consideration to the concerns of the residents of the community. The focus on more units is not always best for an existing neighbourhood. The concerns stressed by residents are derived from everyday living which is fact. As the builder has shown us he is not willing to work with the residents. At the June 27, 2023 meeting John Ariens from Arcadis Inc was quick to say he listened to the concerns of the residents however the units were increased from 299 to 304. The increase in parking spaces to 415 spaces still falls short of the required parking for 304 units. Further explanation below.

Average Parking per household is 1.6 – 1.8 per household. Based on 1.7 the parking spaces required are 517 spaces vs 415 allowed by builder which amounts to 20% less parking. When Mr Ariens was asked about this his answer was “parking will take care of it self” and there will be less cars on the road. No clarification as to how this conclusion was derived other than squashing any further discussion. Statically it costs \$50,000.00 to add an extra parking space therefore the increase of 5 residential units from original proposal will probably offset the costs of extra parking spaces once again the builder painting the perception that he is addressing the concerns of the community.

As far as this neighbourhood being a walking neighbourhood, once again no clarification on this conclusion. Walking score for this area is 53.

Closest grocery store is Sobey's on Stone Church which is a 30 min. walk one way.

Stoney Creek Go is a 10 minute car ride in light traffic and a 40 min bus ride.

Hamilton Go Centre is 18 min. car ride in light traffic and a 50 min. bus ride.

West Harbour Go Station is 25 min. car ride and 55 min. bus ride.

McMaster – 25min car ride and 1 hr and 10 min. Bus ride.

Mohawk College – 15 min car ride and 55 min bus ride

Hence most students and parents will want a vehicle not to depend on a bus

Health facilities require a vehicle to get to as well

So forgive me for practically deducing most household will require 2 cars and that is best case scenario.

Another false perception regarding garages re: parking is that garages provide a parking space whereas in high density housing a garage can barely accommodate a vehicle and based on what is visual in our neighbourhood with garages and driveways is that most people use garages as storage therefore more street parking. Also will the lanes in this development be wide enough to park a vehicle plus two way traffic? This might appear an insignificant issue but very significant when the entire neighbourhood has to absorb the overflow.

Both Billy Green elementary and St. Paul's Catholic school have not increased parking spaces for teachers and volunteer parents so street parking accommodates them.

Paramount Drive is a 2 lane road and I fail to see how this road can accommodate another 500 cars exiting onto Paramount to reach their destination being work, school shopping etc. There is no right hand turn Lane onto Mud to merge onto the link/red hill unless you use the bicycle lane which itself poses safety issues for bicyclers

- Serious consideration should be given to the above issues before approving this development.

We as a community are not opposed to stack homes or town homes but it is the apartment building with its underground parking that is what we are opposing. (issues if blasting is required with the apartment building being between two elementary schools not to mention cranes needed. Do we want children playing under huge cranes during construction. Just glancing throughout the city where apartment buildings) are being construction the cranes seem to present a real safety issue between 2 schools and a park. (see visual) Think of our children's safety.

Yes we need more homes but lets not fool ourselves these units will not be reasonably affordable homes. Hamilton has 500 vacant rentals as of the end of 2023. This development is already being advertised in the GTA as a luxury condominium development that is a brief distance by CAR to Mohawk College and McMaster University situated mere minutes from Hamilton Go Station, facilitating swift and effortless travel for its residents throughout the GTA area. Are these units being built to help Toronto commuters that cannot afford to buy in the GTA or Hamilton residents.

So let me conclude that it is my hope as a resident of 45 years that the OLT review this application not only as it contributing to achieving the commitment the Ontario government has made to new housing numbers but to approving a revised development that will both enhance the community that we residents are proud off and at the same time provide the necessary housing needed and I believe a 8 story apartment condo between 2 schools and a park with limited parking will not achieve this. The City of Hamilton has come to that conclusion also. The community has stepped up to show their concerns. Close to 5000 signatures re: Stop the Re-Zoning of 1065 Paramount not to mention record turnouts for public meetings. Please don't be like Mikmada and pretend to hear us, really hear us.

Sincerely
Domenica & Mel Waselovich, 

From: clerk@hamilton.ca
To: [Kelsey, Lisa](#); [Carson, Katie](#)
Subject: FW: Residents against Rezoning of 1065 Paramount Drive to High Density
Date: Thursday, February 1, 2024 8:44:31 AM
Attachments: [Jan30,24.pdf](#)
[B260AAD2A23B428BAA77FCFBF4D3B4DB.jpg](#)
[C864E767A5414E2D8D4F1B2AAA645EC5.jpg](#)

Magda Green

Administrative Assistant II to the City Clerk

Office of the City Clerk, Corporate Services

City of Hamilton

magda.green@hamilton.ca

City Hall is located on the ancestral territory of the Haudenosaunee Confederacy, the Anishinaabe and many other Indigenous peoples. It is also covered by the Dish with One Spoon Wampum agreement, which asks that all sharing this territory do so respectfully and sustainably in community.

From: Domenica [REDACTED]
Sent: January 31, 2024 6:23 PM
To: clerk@hamilton.ca
Subject: Residents against Rezoning of 1065 Paramount Drive to High Density



Just a bit of visual as to the proximity of crane to school property(kindergarten play ground)Do we want our children playing under this or walking to the park with the crane hanging over the walkway. Please give this some serious thought before putting your stamp of approval on the project. Cranes would not be needed if 8 story building was eliminated from project.

Sent from [REDACTED] for Windows

From: Mark Powell
Sent: February 2, 2024 12:50 PM
To: clerk@hamilton.ca
Subject: 1065 Paramount: OLT-24-000051 and OLT-24-000052.

Hello:

I am writing to express my opposition to the proposed changes request by developer.

The proposed size of this development is completely out of character for the surrounding neighborhood and is HUGE compared to any structure around it.

Even the commercial buildings on Paramount by Winterberry are not 8 stories tall! I don't think anyone is looking forward to being covered in shade from this building.

How is this proposal going to enhance the character of our neighbourhood? Answer - IT WON'T!!

City staff needS to come down here during school hours (drop off or pick up) and see what a zoo it is with traffic.

How can adding over 300 dwellings help that out? IT WON'T

I don't believe that anyone in the area believes that the area can't be developed - but the size and scope of the proposed buildings should be a non-starter.

Regards

Mark Powell

From: bob p2

Sent: February 1, 2024 5:25 PM

To: clerk@hamilton.ca

Cc: Clark, Brad <Brad.Clark@hamilton.ca>; Van Rooi, James <James.VanRooi@hamilton.ca>

Subject: Comments for Feb 6, 2024 Non-Statutory Public Meeting

Dear Clerk and Planning Committee,

As I am unable to present in person at the Feb 6, 2024 Non-Statutory Public Meeting at city Hall, I would like the following comments to be read into the meeting minutes as a matter of record.

Please find below my comments as submitted in advance of the Feb 6, 2024 Non-statutory meeting at City Hall that is in regard to the rezoning application at 1065 Paramount Drive. The following comments support rejection of the rezoning application at the OLT level.

1. Traffic & Parking

While the rezoning application seeks a RM3-XX zoning for Multiple Residential the increase in cars in the area will not be conducive to our Heritage Green neighbourhood. The proposed Traffic Study implies it is sustainable in the long term however the practical concerns due to increased traffic on a dual lane road is not acceptable.

With reference to item 3.2 and page 20 of the Arcadis Planning Justification Addendum Report dated September 12, 2023 Prepared for Mikmada Homes it mentions "The rate in which parking is calculated is at 1.05 spaces per apartment unit". However the report does not account for cars that are in excess of this number. For example, dwellings with 2 or more cars that cannot park in the allotted parking spots. Paramount drive has no parking along the full length so extra cars will attempt to park on side streets within the local neighborhood.

- Parking outside of the proposed RM3-XX zone is a high-risk problem for child safety and city street cleaning/pickup operations throughout the year.
- Safety for students in the nearby schools from increased car parking is a practical concern.

With reference to the Transportation Impact Study dated September 2023 it proposes "Traffic Remedial Measures: No changes to the existing lane configuration or traffic control are required at the study area intersections to accommodate the forecast traffic volumes." In contrast to this report the practical side of driving into and out of the survey as a local resident makes this recommendation unacceptable.

- The added car congestion will pose a safety risk for entry and exit routes at the Mud St and Paramount intersections due to long lines of cars waiting to turn and back up into the through lanes of traffic. This is almost the case at present during rush hour traffic without the added congestion of the increased car volume.

- The Paramount Drive two lane road with existing concrete medians is not an adequate Collector Road for this proposal.

2. People Density

Reference item 3.1 of the Arcadis Planning Justification Addendum Report dated September 12, 2023 and the total of 304 proposed units.

It is my understanding that the proposed area is considered a “delineated zone” for people density and planning purposes. The Province recommends a combination of 200 people and/or jobs per hectare in growth areas” and “50% more in a delineated area” or 300 people per hectare.

The proposed site at 1065 Paramount occupies 1.625 hectares. Assuming at least a minimum of (2) people will live in one of the proposed 304 dwellings (181 apartment units and 123 town houses) then that translates to (2x304) 608 people total. Therefore, the proposed rezoning of 1065 Paramount Drive translates to a conservative (608/1.625) 375 people per hectare.

The planned density of 375 people per hectare is grossly over (25%) the recommended provincial delineated standard of 300 people per acre and should not be allowed to proceed in the residential Heritage Green neighbourhood.

While the rezoning application seeks a RM3-XX is Multiple Residential zoning, the Mikmada proposal is not conducive to the Heritage Green neighbourhood. The proposed apartment unit must be removed from the proposed application and substituted with a more reasonable amount of multiple use dwellings (i.e. townhouses) to reduce the people density.

Going forward and in reference to the OLT review, if there ever was a time when an application for rezoning should be declined then this is it. The hidden agenda of the consultant and the developer does not align with any sustainable long-term solution for the local community.

Regards Bob Popek

From: Anita Marshall
Sent: February 1, 2024 12:51 PM
To: clerk@hamilton.ca; Clark, Brad <Brad.Clark@hamilton.ca>
Subject: Development @ Paramount Dr. Upper Stoney Creek Meeting

Overdevelopment! That's the only way I can describe this proposal.

My family has lived in Albion Estates for 40+ years & have watched the area grow over the years. Our plan is to "age in place" like so many of our neighbours who've been here just as long. I think this development proposal has tipped the scale on many issues (ie: unit density, insufficient parking spaces, limited consideration to traffic flow - especially in a 2 schools area, too much shadow cast, overburdened utilities to the area, etc)

I understand the need for more housing but not at the density you are proposing. Please consider to paring this development down by at least half!

Alan & Anita Marshall

Sent from my iPhone

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

From: Heather

Sent: February 1, 2024 5:06 PM

To: clerk@hamilton.ca

Subject: Objection to rezoning as proposed , file #OLT-24-000051 and file #OLT-24-000052

To: Legislative Coordinator, Planning Committee

Dear Coordinator,

I am writing to formally object to the proposed development project submitted for 1065 Paramount Drive by Arcadis/Mikamada.

In order of personal importance to me are:

1. The proposed density is unsuitable for this neighborhood. Supposing there are two residents in the apartments and up to 5 in the townhouses, this would add 800 people and at least 400 cars to the neighbourhood. This would be the highest density area in the entire subdivision, crammed into an area suitable for perhaps half of that. The traffic would overwhelm Paramount Drive, which is a one-lane collectors road in each direction. The artist's rendering, in fact , shows the buildings situated on a two-lane road in each direction, which is suitable for the likes of Rymal Road or other major artery roads. The two driveways spilling out of two closely-situated openings onto Paramount Drive would be bedlam for the streets at their heads, namely Audubon Street South and Ackland Street. One of these is my street.
2. The proposed 8-story apartment building is absolutely ludicrous for this subdivision. No other building in upper Stoney Creek to date is 8 stories, with the tallest buildings being in commercial settings along the above-mentioned artery roads. This type of building does not belong in a quiet subdivision, rather in an urban setting. Many areas of Hamilton would benefit from the development of such buildings, such as Barton Street, Main Street and King Street, where there are a myriad of derelict and empty buildings. These would also be more affordable alternatives than high-priced condos and townhouses in a less accessible location.
3. The height of the apartment and number of new inhabitants directly impacts the health, mental welfare and safety of the children and their teachers that attend both schools, to which they are closely situated. During construction, these children will be passing by the site and exposed to machinery, noise, dust and who knows what other toxins for about two years. Afterward, they will have no sunshine and no views from their classrooms. The pre-kindergarten and kindergarten classes and courtyards are directly beside this behemoth. There are portable classrooms at Billy Green and St. Paul's schools already. More residents would mean more portables, which are already a poor substitute for classrooms inside the schools. The children will play and walk home past numerous extra vehicles. There is a daycare located in the plaza directly across

the street, which will face the same issues. There is a daycare in the church at Paramount and Mud Street as well. This is unacceptable to the residents of this area.

4. With such a large influx of people, the suburban atmosphere of our area will be ruined. We bought both our homes in this area over 40 years ago, specifically because it is quiet, safe and reasonably populated. The amenities, such as Felkers Falls and a small corner plaza with a pizza shop, flower shop and other small businesses attracted us. Newer residents have paid over a million dollars to own a home here. All of our property values will plummet if this new development becomes a reality. Again, high density dwellings DO NOT BELONG HERE.

5. The architect, Mr. Ahrens, suggested that extra residents will not mean extra traffic, as Paramount Drive has bus service. Yes, there is bus service, which is much appreciated, but most residents who live here drive. The idea that these residents could shop at an over-priced, limited-stock corner store for their everyday groceries, etc. is ridiculous. The idea that suburban residents do not have cars to go to work is just as absurd. Added population puts a strain on our sewers, phone, cable, electrical systems, garbage collection and snow removal. Again, there is simply too much density and too much added traffic in the plan.

These are my personal objections to the proposed development. I understand the need for new homes and would not have a problem with two and three story homes with a reasonable density. The current plans include an 8-story "Kleenex box tipped on its side", a block of prison-like 4 story townhouses, and three and a half story towers crammed like sardines on a piece of land they were never designed for. This plan must be stopped in its tracks!

Sincerely and with respect,
Heather and Robert Lamb

Sent from my iPad

February 2, 2024

To: Brad Clark Brad.Clark@hamilton.ca
 James Van Rooi James.VanRooi@hamilton.ca
 City Clerk Clerk@Hamilton.ca
 Rob Ribaric Rob.Ribaric@hamilton.ca

Objection to File No. UHOPA-23-005 regarding the proposed By-Law to change the land use designation from “Institutional” to “Neighbourhoods” in Schedule “E-1” of the Urban Hamilton Official Plan and to change the land use designation from “Institutional” to “High Density Residential 1” in the West Mountain Area (Heritage Green) Secondary Plan.

Objection to File No. ZAC-23-006 regarding the rezoning of the subject lands from the Small Scale Institutional “IS” Zone to a modified Multiple Residential “RM3-XX” Zone

I strongly object to the above proposals for the following reasons:

1. **List of Concerns submitted February 28, 2023 – attached**
2. **List of Concerns after our second public Meeting held on June 27, 2023 – attached**
3. **Tax payer Concern of the OLT itself and the negative impact on our basic democratic rights**
4. **SITE CONTEXT**

1065 Paramount: 1.63Ha with 301 units = 185 units per Ha in the middle of our suburban, low density, bedroom community

15 Ridgeview (3.5 KM away): 5.00Ha with 105 units = 21 units per Ha (Single family plus 3 storey townhomes) on the periphery of our neighbourhood

Maplewood Park (3.5 KM away: Semis and singles only by Losani Homes in the middle of the neighbourhood

1065 Paramount is in the very middle of a low density suburb where 98% of residents commute to work. People can't live here and walk, cycle or bus to work. It is a bedroom community. Professional Planning standards explicitly state that high-density developments are to be on the periphery of such neighbourhoods and not in the center. High density rationale will not hold true for this site as it is not an 'Urban' community and will only serve to create both an eyesore and ghetto-style development in a very mature, low-density neighbourhood.

The 8 storey apartment is adjacent to two elementary schools. Creating a high-density pocket so close to these schools will obviously attract drug dealers who will be recruiting grade school kids for future high school trafficking, in turn increasing crime in the area primarily for children.

The Lincoln Alexander Parkway and Red Hill Valley Expressway are already stop and go during morning and evening rush hour. Adding another 800 cars to this mix will only create more air pollution; more traffic congestion; more safety concerns for elementary school children; parking headaches as there are not nearly enough parking spots allowed for in the proposal; and waste more fossil fuel as residents are stuck in traffic longer and longer. This proposal not environmentally friendly at all.

The number of residents that the Planner used in their Water Demand study, Traffic Study, Pollution Study, etc are woefully inadequate. They have estimated the bare minimum number of residents at 583 for 301 new residences. With more and more people sharing housing to make it more affordable the number of residents will be more like 900 to 1200. This can be seen as residents are renting out their houses like the one in our court where upwards of 11 students/young people were renting a single family home. Investors will be buying the new units and renting them out to as many people as they can to maximize their return.

5. EVIDENCE

Community surveys demonstrate that 98% of residents in this area commute to work; only 3% use the transit system as it takes over an hour just to get down to King and James in Hamilton

There are no buildings over 3 storeys within a 10km radius, demonstrating that this proposal does not fit the character of the neighbourhood at all. Two storey townhomes would suite the character of the neighbourhood as that is what is along Paramount Drive right now ---- definitely not 4 storey, double-stacked with rooftop patios.

The City Planners deliberated over the proposal for a year and determined that the proposal was not appropriate at all. I'm fairly certain they expected the developer to come back with a second proposal that was more in line with the communities needs. After the first community meeting the developer's planner said he wanted to work with the community and return with a plan that suits everyone's needs. He was told in no uncertain terms that the 8 storey apartment and the High-Density plan was not acceptable. He was in awe at the number of residents in attendance and stated that is the most people he has ever seen at a neighbourhood meeting. He was told in no uncertain terms that the apartment and density were not acceptable at all. If it wasn't for Brad Clark calming the irate crowd down the meeting would have ended abruptly as residents were extremely vocal and upset at the planner's comments. However when the planner returned with a second proposal he did not incorporate any of the communities concerns and actually increased the density of the plan. Obviously he wasn't negotiating in good faith and was pushing the City Planners to reject his proposal so that he could go to the OLT. He bragged in the first community meeting how he has over a 90% win rate with the OLT so we had better listen if we didn't want him to go directly there. He went there anyway after City Planners advised him that the proposal was completely unacceptable.

6. PROVINCIAL POLICY STATEMENT

Planned Community/Urban structure and Managing and Directing Land Use and Growth

The proposed Amendments are not consistent with the Provincial Policy Statement, 2020 (PPS)

1.1.1 b) c) f) g) i)

1.1.3.2 b) c) d) e) f)

1.1.3.3

1.1.3.6

1.2.2 Engage with Indigenous Communities

1.3.1 a) appropriate mix and range of institutional (retirement home; high school)

e) ensuring the necessary infrastructure is provided to support projected needs.

1.6.6.1 Planning for sewage and water services

1.6.6.7 Planning for stormwater management

1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purposes for which it was identified


1.6.8.4

1.8.1 b) c) e) Energy Conservation, Air Quality

Sincerely,

John & Diane Parente

February 28, 2023

To: Brad Clark Brad.Clark@hamilton.ca
 James Van Rooi James.VanRooi@hamilton.ca
 Tracy Tucker 

Objection to File No. UHOPA-23-005 regarding the proposed By-Law to change the land use designation from “Institutional” to “Neighbourhoods” in Schedule “E-1” of the Urban Hamilton Official Plan and to change the land use designation from “Institutional” to “High Density Residential 1” in the West Mountain Area (Heritage Green) Secondary Plan.

Objection to File No. ZAC-23-006 regarding the rezoning of the subject lands from the Small Scale Institutional “IS” Zone to a modified Multiple Residential “RM3-XX” Zone

I strongly object to the above proposals for the following reasons:

1. Unsatisfactory “Planning Justification Report” and “Urban Design Brief”

The ‘Planning Justification Report’ is based extensively on the Provincial governments desire to increase the number of housing units.

This is only one consideration, and given the recent extensive expansion to the Urban boundary it should be near the bottom of the list of priorities to consider, especially when the new development is in the center of a mature, established community. There are so many opposing arguments that render this High-Density “urban” proposal completely unsatisfactory as it is in the middle of a Low-Density “suburban” community (neighbourhood character; Congestion; Traffic; Safety; Pollution; Infrastructure; Mental Health; etc). The High-Density rationale does not apply to our suburb as we are a commuter-based neighbourhood that relies heavily on the Redhill Expressway and Lincoln Alexander Parkway to commute to work.

Please see the attached Addendum for a long list of points that do not adhere to the:

- Planning Act
- Provincial Policy Statement 2020
- Urban Hamilton Official Plan
- Neighbourhoods Designation General Policies
- West Mountain Area Secondary Plan
- Zoning By-laws
- Registered Professional Planners responsibility re “local needs of the community”

Furthermore, the 'Urban Design Brief' states that "the south boundary is defined by residential single dwellings screened by a densely planted landscape buffer" which is not true at all. The trees on the SW corner of the development are tall enough to provide privacy to a 3 level townhouse. However the other 3 houses in Canfield Court that back on to the South side of the lot offer no privacy to any structure over 2 stories. Nor is there any privacy for the homes on Paramount drive from the street facing Apartments and Stacked Townhouses. The townhouses will be looking directly into the bedrooms on Canfield Court and both the apartments and townhouses will be looking directly into the living rooms on Paramount Drive. In time, these trees will one day die and/or be removed and then there would be absolutely no privacy for any of the existing residents mentioned above.

2. High-Density zoning is completely unnecessary in this Community

With the recent Urban Boundary expansion announced by the Provincial government there is absolutely no need to create a High Density development in a Low Density, mature neighbourhood. The High Density zoning does not fit with the existing character of the community, which is all Low Density. It is also in complete contradiction of section 3.3.1 which states that High Density housing is to be on the outskirts of the community, not on the interior which is exactly where it is being proposed.

3. Recent Precedent for Ward 9 regarding zoning density

Just 4 km away a new development was approved at 15 Ridgeview, which is in Ward 9 as is the proposed development at 1065 Paramount Drive. The property at 15 Ridgeview is 5 hectares and a total of 105 residential units (25 single family homes and 80 three-level townhouses) was submitted and approved. That is only 21 residential units per hectare of land.

Comparatively, the proposal for 1065 Paramount Drive is on a lot that is only 1.63 hectares but they are proposing 299 residential units. **The proposed density is 187 residential units per hectare of land. The present by-law states a maximum 40 residents per hectare.**

In regard to the 15 Ridgeview development, The Hamilton Spectator reported that Jeff Beattie (Stoney Creek councilor) said that the proposed development will be similar to the existing housing blocks that have already been built. In other words, they were very cognizant of the existing community and made every effort to ensure the new development fit in.

The closest elementary school to the 15 Ridgeview development is Eastdale which is 6 km away from it whereas the High-Density proposal for 1065 Paramount Drive is within meters of both Billy Green and St. Paul elementary schools. The safety of children making their way to both schools cannot be measured, however it is painfully obvious that having a High Density development with upwards of 600 new cars in the area coming and going during morning and afternoon rush periods will only increase the risk of traffic accidents and injuries.

4. Job Markets not easily accessible via public transit from this area

The argument provided by the planner that there is public transit right on Paramount drive which will help newcomers commute to work and will reduce the number of residents owning vehicles is not valid for this community as it is basically a suburb to Hamilton. Anyone who lives and commutes in this area knows that a bus ride to most work areas is a very lengthy, time consuming journey. A bus to downtown Hamilton takes an hour easily. This community is not close to any major job markets, most people commute. In fact many new people entering the community are probably from out of town and will certainly be driving, creating more congestion and air pollution than is necessary. This High-Density plan is inappropriate for a suburb such as ours and lends itself more to downtown where residents do in fact walk, ride or take public transit to work.

5. Traffic considerations to include the impact on the Red Hill Valley Expressway and the Lincoln Alexander Expressway

The fact is there will be more traffic. Anyone who lives in this area knows that the Red Hill Valley Parkway and the Lincoln Alexander Parkway are already stop and go every morning and afternoon. We know that the planners comment "Traffic will take care of itself" is simply not true for this area as evidenced by years of backlog on the Redhill/Linc. Adding approximately 300 more cars to the morning and evening commute is definitely going to compound this problem and traffic will only get worse.

6. Insufficient Parking

The Planner's goal of not providing enough parking spots in the hopes of attracting residents without cars is not realistic for this community because as previously stated it is a suburb in which most people commute to and from work. Most residents in this area have at least 2 cars per household, townhouses included. This is because there are very few employers in the area and the vast majority of workers have to commute.

Using the HSR is a last resort because it takes forever to get anywhere and the routes are extremely limited to and from this community. The proposal allows for 369 parking spaces for 299 units instead of 558 that is presently required in our by-laws. The overflow of parking will obviously spill over to Billy Green's parking lot; the strip plaza parking lot; and neighbourhood side streets. Parking on the side streets is already a daily drama so adding all these extra cars will only increase local residents' anxiety and create so much congestion that snow plows and traffic will be an ongoing problem. Also, there are an unacceptable number of Physically Challenged Parking spots of only 6 instead of 37 as required (1%). Again, this High-Density plan is inappropriate for a suburb such as ours and lends itself more to downtown where residents are more apt to not own cars and walk/ride/transit.

7. No regard for the Character of our existing community or the mental health of existing residents

This high-density proposal in no way considers the character or desires of the local community. There is nothing like this in all of Stoney Creek. To take the last plot of land in the center of a very mature neighbourhood and change the whole complexion of it is extremely disrespectful to the existing community. Absolutely no regard has been shown for the lifelong investment residents have made to live and retire here. Not to mention the **mental health issues** this is creating in our community. I know for a fact that there are a LOT of residents who are quite outraged about this. The stress and anxiety this is creating is completely unnecessary. ***The fact that this is listed as a major consideration for both Registered Professional Planners and as a ByLaw consideration but is not being addressed is cause for great concern***

In conclusion, I respectfully ask the Planning Committee to reject this proposal in its entirety and start from scratch, with community involvement.

Thank you for your time and consideration.

Addendum to Objection Letter

6.1 Urban Design Brief

The height of these buildings provides a comfortable transition between higher building masses and the surrounding neighbourhood character

This is not true as the transition between a 3 storey **stacked** townhouse and a single family home is not a “comfortable” transition at all.

7.1 Planning Act

Planning Comment:

“The proposed layout will ensure compatibility with neighbouring land uses, by placing the lower-density three-storey stacked townhouses on the southern portion of the subject lands, adjacent to the existing single detached dwellings along Canfield Court”

This is not true as the proposal is completely incompatible with the existing community and especially the dwellings along Canfield Court and Paramount Drive.

7.2 Provincial Policy Statement

Policy 1.1.1 f)

This proposal does **NOT** improve accessibility for persons with disabilities and older persons because there are not nearly enough Physically Challenged Parking spots available (6 proposed 37 required)

Policy 1.1.2 is inadmissible as it is based on intensification targets “which shall be established through a **future** Amendment to the UHOP

Policy 1.1.3.4

Planning Comment:

The surrounding neighbourhood is comprised of primarily single detached residential dwellings and block townhouses. The abutting built form is predominantly single detached residential and open space/institutional, which makes the location of the proposed three-storey stacked townhouse units and eight-storey apartment building appropriate

This is not true either as it is extremely inappropriate to put these buildings in the center of a mature neighbourhood, which goes directly against section Policy number 3.3.1 which states that **high density development should be on the outskirts of a community**. Also, putting 3 storey “stacked” townhouses adjacent to single family homes is completely unacceptable.

Policy 1.4.3 b) 1.

This proposal does **NOT** meet the social, health, economic and well-being requirements of current and future residents! The property values will be greatly reduced for current residents; the Mental Health of current residents is already being adversely affected; an insufficient number of physically challenged parking spots will seriously impact future residents, especially as they are targeting seniors to retire there.

Policy 1.6.6

I have not seen any studies to support the claims that the existing sewage and water services can accommodate this proposal. From what I understand these studies have not yet been done.

Policy 1.6.7.4

Again, being a commuter-based community driving is essential. This proposal will **NOT** minimize the length and number of vehicle trips in this community.

Policy 1.8.1

The significant increase of vehicles in such a small area will increase air pollution. Also, this proposal is in a commuter’s neighbourhood and will not reduce motor vehicle trips and congestion but increase them both.

7.4 Urban Hamilton Official Plan (UHOP)

Policy 2.4.1.4

Planning Comment:

It represents a form of intensification, which is compatible in terms of scale and built form with the surrounding neighbourhood, by placing the lower-density three-storey stacked townhouses on the southern portion of the subject lands, adjacent to the existing single detached dwellings along Canfield Court.

This is **NOT** true as the proposal is not compatible with the surrounding neighbourhood in the least. There is nothing in this neighbourhood that resembles this proposal at all. The skyline and character of the neighbourhood will be ruined forever.

This proposal is not a compatible integration with the surrounding area!

Planning Comment:

It is not anticipated to adversely impact the existing transportation network

This is obviously not true. Any increase in traffic will adversely impact any area.

Planning Comment:

The proposed development will make more efficient use of the local road than existing conditions.

This too is not true as Paramount Drive is the only road in and out of the subdivision. Adding another 300 – 600 cars will definitely reduce its efficiency

Policy 2.4.2.2

Planning Comment:

The proposed development is a respectful form of residential intensification, as it will not result in shadowing, overlook, noise, lighting or traffic concerns. The layout will ensure compatibility with adjacent land uses,

Judging by the residents overwhelming outrage at the February 16 meeting this proposal is anything but 'respectful' with regard to both residents or compatibility. It is not compatible with adjacent land uses nor the height, massing or scale of nearby residential buildings (single family homes). The shadows created over Billy Green Elementary school will block out sunlight until mid-day. Furthermore, there are no 'amenity' provisions at all.

Policy 3.3.2.3: Urban design should foster a sense of community pride

Not one of the 7 principals listed below were satisfied:

- a) Respecting existing character – Not at all
- b) Consistent with locale and surrounding environment – Not at all
- c) Recognizing and protecting the cultural history - No
- d) Conserving and respecting the existing build heritage features - No
- e) Conserving, maintain, and enhancing the features of its communities - No
- f) Demonstrating sensitivity toward community identity – Not at all
- g) Contributing to the character and ambiance of the community - No

Planning Comments:

The proposed development respects the existing community character, by proposing a compatible building layout with appropriate provisions,

The proposed frontage along Paramount Drive contributes to the character of the streetscape, as the four stacked townhouse blocks will be aligned with the existing street to form a consistent street wall.

Neither of these statements are true. This proposal has totally disrespected our community and the stacked townhouses are not in alignment with the existing street. The style and height of single family homes and townhouses that are already on Paramount Drive would be aligned properly, not stacked townhouses and an 8 storey apartment building.

Policy 3.3.2.4: Quality Spaces**Planning Comment:**

The siting of the stacked townhouse blocks and apartment building is logical and fits within the existing neighbourhood context

This is False as it does NOT fit within the existing neighbourhood context

Policy 3.3.2.6: New development and redevelopment should enhance the character of the existing environment

Not one of the 4 sub-sections were satisfied

This is False as it does NOT enhance the character of the existing environment. In reality it will become an eyesore and will deter from the character of the existing environment destroying the skyline of the entire neighbourhood.

Policy 3.3.2.8 Urban design should promote the reduction of greenhouse emissions, ability to adapt to the impacts of a changing climate now and in the future, and protect and enhance the natural urban environment

This is false. Nothing in this proposal will reduce greenhouse emissions or protect/enhance the natural urban environment. Fewer residential units and more green space will protect and enhance the natural urban environment.

Policy 3.3.2.9 Urban design plays a significant role in the physical and mental health of our citizens.

Again, not one sub-section has been satisfied (high quality, safe streetscapes; no development of places for active and passive recreation; no variety of land uses; increased air, noise, and water pollution)

This may be the single biggest concern that is being overlooked. The mere proposal in itself has caused such intense stress and anxiety in the community. The **mental health** of our citizens is obviously not a concern of the developer but we as a society depend on our City officials/planners to act in our best interest. Presently the mental health of this community is on a steep decline and will get progressively worse with developments like this.

Policy 3.3.3.1

Planning Comment: As previously discussed, the proposed development has been designed to fit within the surrounding neighbourhoods, in terms of scale, and ensuring adequate privacy and sunlight to neighbouring properties. It will be compatible with the surrounding low-density context,

This is not true because in no way does this development fit within the surrounding neighbourhood.

Policy 4.5.8.4

The proposed development will make more efficient use of the Collector Road, by increasing residential density on the subject lands, without hindering the current traffic flow.

This is false. More cars will undoubtedly hinder the current traffic flow. In fact, traffic flow will be at a stand--still in the morning and afternoon when school starts and ends.

Policy 5.3 Lake –Based Municipal Water and Wastewater Systems

Again, I have not seen any studies to support the claim that existing systems can accommodate a development of this size. I find it hard to believe that 40+ years after planning a community that the existing infrastructure could accommodate another 299 units on such a small piece of land. Surely the planners never anticipated this happening that long ago.

Chapter E – Urban Systems and Designations**Subsection 2.6 Neighbourhoods****Scale Policy 2.6.7**

Neighbourhoods shall generally be regarded as physically stable areas with each neighbourhood having a unique scale and character. Changes compatible with the existing character or function of the neighbourhood shall be permitted.

Planning Comment: The proposed development is compatible with the existing character of the neighbourhood, as a functional layout of differing typologies has been created to ensure that there are significant adverse impacts on any adjoining lands.

This is not true. It does NOT fit with the existing character of the neighbourhood and it will have a significant impact on adjoining lands, specifically residents of Canfield Court, Paramount Drive and both elementary schools.

Scale and Design - Policy 3.2.4

The existing character of established neighbourhoods designated areas shall be maintained. Residential intensification within these areas shall enhance and be compatible with the scale and character of the existing residential neighbourhood.

This proposal does not satisfy this policy at all. In fact the complete opposite is true --- the existing character is NOT maintained and intensification is NOT compatible with the existing residential neighbourhood

Policy 3.3.1

Lower Density residential uses and building forms shall generally be located in the interiors of neighbourhood areas with higher density dwelling forms and supporting uses located on the periphery.

This proposal is for the exact opposite of 3.3.1. The proposed High-Density development is right in the middle of the Low-Density neighbourhood.

Policy 3.3.2

Development or redevelopment adjacent to areas of lower density shall ensure the height, massing, and arrangement of buildings and structures are compatible with existing and future uses in the surrounding area.

This proposed development is not at all compatible with the existing areas of lower density with regard to height, massing and arrangement of buildings.

Policy 3.6.1

High Density residential areas are characterized by multiple dwelling forms on the periphery of neighbourhoods.

Again, this high-density proposal is NOT on the periphery but right in the center of the mature, low density neighbourhood

Policy 3.6.8 d)

This item is also not adhered to as the proposal has inadequate parking, amenity features and is not compatible with existing residential heights. Furthermore it will cast shadows on Billy Green Elementary school for at least 50% of the school day.

Neighbourhoods Designation – High Density Residential

Design Policy 3.6.8

Planning Comment: The proposed development is a respectful form of residential intensification, as it will not result in shadowing, or overlook concerns

This is not true! Residents on Canfield Court and Paramount Drive will have residents in the Stacked Townhouses and apartment looking directly in their bedrooms and living rooms, respectively.

Appendix E Highlights the Significant short-comings of the proposal

Physically Challenged Parking Spots:	1% required = 37	Proposed 6
Minimum Number of Parking Spaces:	558 required	Proposed 369
Minimum Front Yard	7.5m required	Proposed 3.25m
Minimum Side Yard	6.0m required	Proposed 3.0m
Maximum Density	40 units/Ha	Proposed 187
Minimum Landscape Open Space	50%	Proposed 30%

RM3 Zone: Stacked townhouses Not permitted

Policy 6.2.6

Planning Comment: While the Institutional Designation allows for low-density residential uses, an amendment is required for the proposed development as it does not allow high-density residential uses.

One of the main reasons everyone in this neighbourhood chose to live here is because it was not zoned high-density. Obviously the City Planners had a very good reason not to zone it High Density, mainly because it is a suburb. To suddenly decide after 40+ years that the zoning should be changed to high-density simply to accommodate a developer is outrageous and nothing short of criminal to the existing community.

If we wanted to live downtown or in Toronto we would have moved there.

9 School and City Recreation Facility and Outdoor Recreation/ Parks Issues Assessment

As noted throughout this report, the subject lands directly abut Billy Green Elementary School to the north and St. Paul Catholic Elementary School to the south-west. The development of the subject lands will be compatible with the surrounding institutional uses, as it does not create significant shadow impacts upon the schools

This is completely false. The 8 story apartment will completely block out any sunshine that Billy Green's kindergarten classrooms/playground presently enjoy. Furthermore, the apartments will be looking directly into the classroom windows of Billy Green school all day long.

11 Planning Justification

Registered Professional Planners ("Planners") have a responsibility to acknowledge the interrelated nature of planning decisions and the consequences for natural and human environments, and the broader public interest. The public interest reflects a balance between the local needs of the community with the interests of stakeholders. In order to determine whether the proposed development is within the public interest

Both the Councillor and the Planner stated that they have never had as many people at a public meeting in their entire careers as were present at the February 16, 2023 meeting. This in itself tells the whole story.

The unanimous outrage and opposition displayed at the meeting cannot be simply disregarded. If the above Professional Planners code of ethics is to be respected at all then based on this meeting alone the existing High-Density plan needs to be thrown out and a new Low-Density plan submitted, hopefully one that has community involvement and fits the character of the neighbourhood.

11.1 Environment

The proposed development will provide residential density in close proximity to commercial and institutional uses and allow residents to live, work and play within the same neighbourhood, thus being active transportation supportive

This is not true as very few residents work in this neighbourhood. There are no employers of any size near this community.

The proposed development will capitalize on the advantage and provide reduced parking ratios to encourage an increase in transit usage. Overall, by

promoting transit and active transportation, it decreases the need for automobile travel and greenhouse gas emissions, which contributes to a higher energy consumption and declining air quality.

In reality, this High-Density development will accomplish the complete opposite of what is stated in section 11.1

Once again, this proposal is more fitting to downtown and not a suburb like 1065 Paramount Drive. Residents living here generally need a car. This might be the case in places like downtown where it is easy to ride a bike or take a bus to work. This concept is not applicable to a suburban community that depends on driving and having an adequate traffic infrastructure, which this proposal will certainly affect in an adverse manner.

12 Conclusions and Recommendations

I would argue that it does NOT maintain the intent of the Urban Hamilton Official Plan and West Mountain Area Secondary Plan. Sure it may satisfy one such factor, to build more units, but I'm certain the original intent was much more inclusive than that: Fitting in with the Character of the existing neighbourhood; Acceptance by the existing neighbourhood; not creating traffic and parking chaos in an existing neighbourhood; not creating buildings high enough to invade upon the privacy of existing residents.

I also highly doubt that the Former City of Stoney Creek Zoning By-Law would have intended a development such as this. In fact I would argue that the Former City Planners would have shut this down immediately.

It definitely is NOT compatible with the surrounding build form.

It definitely does not represent good planning that is in the public interest. It is only in the developers best interest, not the communities.

My take on the Second Public Meeting held on June 27, 2023.

If I've missed some points or misinterpreted some points please feel free to add comments.

IBI group seemed to intentionally withhold Traffic, Noise and Shadow studies from the residents prior to the meeting as they didn't want us to be prepared for this meeting. They could have shared these with us prior to the meeting but decided not to. Therefore they seem to have intentionally withheld them.

The new proposal added a lot of new parking spots, most of which are in garages that are too small to park cars. This will displace the cars from the unused garages out onto the street for parking and will create even more congestion on our streets (problems for snow plows; safety). However this change alone indicates that the IBI Group admits that High-Density is not appropriate for this area and that more parking spaces were needed. If this area was truly suitable for High-Density as John Ariens suggests then he would have stuck by his previous claim that less parking is needed, which is congruent with High-Density. However he has abandoned that claim and increased the number of parking spots considerably. Still not nearly enough, but an admission of residents needing cars to commute. Our community polls indicate that 98% of the residents drive to work; 92% of residents in this community do NOT use Public Transportation; only 3% of residents work in our community; 25% of local residents are already parking on the street. This suburb is not suitable for High-Density!

John continues to argue that households do not have on average 2 cars. His 'perception' of our reality is much different from what is actually going on in the real world we live in. Our poll indicates that most people in this community have more than 2 cars per household. In fact our one neighbor has nine, yes 9 cars in their driveway. John wants to believe that this is downtown Toronto where residents do walk and take transit to work. It isn't. The large majority of residents in this neighbourhood use the Lincoln Alexander and Red Hill Parkway to commute to work.

With regard to our community's concern from the first meeting, it was pointed out that the IBI Group completely missed the mark. John is being forced by Mikmada to argue that the 8 storey apartment is in character with the rest of the community. As was pointed out there isn't a building over 3 storey's within a 10 -20 km radius. It is painfully obvious that this proposal is completely out of character with the rest of our neighbourhood.

Underground parking is not suitable for this area because as several people pointed out that in order to do this blasting will be required. Blasting for the 4 storey townhomes will affect adjacent homes on Canfield Court. The Apartment is a no go anyway but blasting for that would definitely affect Billy Green School and houses along Paramount.

Parking is such a problem right now that teacher's are getting tickets for parking on the street. The new boulevards along Paramount have made it much narrower and more difficult picking up and dropping off children at Billy Green. Paramount is no longer the main artery it was initially designed to be. The boulevards are beautiful but they definitely restrict the flow of traffic along Paramount.

The construction safety, noise, pollution is a great concern. With the proposal trying to jam so much into such a small area it is developing right up to the property lines. This leaves no room for controlling the amount of dust that will be created and puts the danger area for children right up against the path to St. Paul as well as Billy Green school. A smaller development could be contained within a smaller perimeter, thereby safeguarding the children walking to and from school over the next 2-4 years of development.

Concern was also expressed about the 8 storey apartment setting a precedent for possible future expansion across the street where the strip plaza is. What is preventing the strip plaza from rebuilding upwards in the future to match this proposal's height and density? This is an unacceptable precedent to set in our community. As was pointed out, some people have recently moved here, specifically because it wasn't high-density. We invested our life's savings 37 years ago in this community and some of our neighbours prior to that because of that same reason; it wasn't high-density. For Mikmada who has no vested interest in our community to come in and have priority over everyone else living here is totally unacceptable. If Mikmada made a bad investment and paid too much for the property the City shouldn't make that our problem. It's his. Our City Planners and Council need to shut this down and let developers know under no uncertain terms that the City of Hamilton is not going to be abused for profit.

A comparative development in the area is 3 times the area and has only 104 townhouses (15 Ridgeview I believe). That developer/planner had the common decency to consider the surrounding community and decided to "fit-in" rather than to be so extremely greedy. Mikmada is trying to force a High-Density development into a Low-Density, established neighbourhood primarily because it made a bad investment decision when it bought the over-priced land. High-Density is not suitable in this community which is supported by recent comparable developments. Why should Mikmada be given preferential treatment?

To build in such close proximity to Billy Green school is totally irresponsible and inconsiderate. Billy Green Kindergarten will be in the shade all school day long. For the Public School Board not to object to this is unconscionable. Any new structure should give much more clearance between itself and Billy Green. This property should be re-zoned to low density, which will provide more green space between all adjacent properties, thereby helping ensure the safety and well-being of all school children.

The fact that the planner is proposing a High-Density development in the middle of a mature neighbourhood goes directly against the Professional Planner's Guidelines, but John appears to be arguing high density in order to satisfy the developer.

John once again tried to explain his analogy of a Kleenex box to us. If, as John states, the box upright or laying flat has the same density (which it does) then we would like to see it laying flat. Oh, but this would take up the rest of the real estate and there would be no room for townhouses. For some reason John doesn't go on to explain that part of it.

The complete absence of green-space is very concerning. John said it hasn't been incorporated yet, however the fact of the matter is that there isn't room for the inclusion of any green space in the proposal they have presented. All of the land is consumed by parking and townhouses.

The addition of roof-top patios is completely unacceptable. Not only will the noise from the townhouse residents carry over most of the neighbourhood, from that vantage point they will be able to see every inch of my backyard, bedroom windows and family room. Complete invasion of privacy and disregard of nearby residences.

I thought it was unrealistic for John Ariens to come back with a higher-density proposal after stating during our first meeting that they want to work with the community and will listen to our concerns. After all, he is a Professional Planner and appears to have a solid planning history. Instead he did the complete opposite of what we asked --- total disregard for the existing residents --- which is directly against Professional Planner's Guidelines. Also, this is in complete opposition of the IBI Group's mission statement as stated on their website:

"committed to improving the quality of life for our clients, people and partners **and the communities** we all serve."

Unfortunately the IBI Group is an URBAN design group trying to force an URBAN design in a Suburban neighbourhood. The IBI Group would do well to disassociate itself with Mikmada as Mikmada's operating principals do not appear to be in line with the IBI Group's. Mikmada will definitely tarnish IBI Group's reputation if this is the case.

To add insult to injury a farmer sprayed Round Up and Eragon on the field on Father's day. Driving nearby residents indoors and subjecting them to direct spray. No signs were posted afterwards so the children walking to school the next morning were probably subjected to it as well. Pedestrians were directly subjected to the spray as well as no signs were posted warning of what was taking place. This demonstrates the apparent lack of integrity Mikmada operates under. The \$6 million class action lawsuit against Mikmada from a development in Guelph should be of concern to the City.

Guelph Today – April 11, 2022

"The defendant has sought to terminate the agreements solely in order to allow it to market and sell the same development project at a later date at prices which will significantly increase Mikmada's profits as compared to its anticipated profit on original sales with the Royal Valley project."

Salamone, Salvatore

From: clerk@hamilton.ca
Sent: Friday, February 2, 2024 2:59 PM
To: Kelsey, Lisa; Carson, Katie
Subject: FW: Planning Objections for UHOPA-23-005 & ZAC-23-006
Attachments: Letter of Objection dated 02February2024.docx; Zoning Objection.docx; Second Public Meeting 27Jun2023.docx

Magda Green

Administrative Assistant II to the City Clerk
Office of the City Clerk, Corporate Services
City of Hamilton
magda.green@hamilton.ca

City Hall is located on the ancestral territory of the Haudenosaunee Confederacy, the Anishinaabe and many other Indigenous peoples. It is also covered by the Dish with One Spoon Wampum agreement, which asks that all sharing this territory do so respectfully and sustainably in community.

From: John Parente [REDACTED]
Sent: February 2, 2024 2:51 PM
To: clerk@hamilton.ca; Clark, Brad <Brad.Clark@hamilton.ca>; Van Rooi, James <James.VanRooi@hamilton.ca>; Ribaric, Robert <Robert.Ribaric@hamilton.ca>
Subject: Planning Objections for UHOPA-23-005 & ZAC-23-006

Attached is my objection to both planning proposals for 1065 Paramount drive in Stoney Creek along with supporting documents.

Thank you very much.
John Parente

02/02/2024

To: Hamilton Planning Committee

Subject: Proposed Development at 1065 Paramount Dr.

As long-term residents of the community that will be directly impacted by the proposed development, we have a number of concerns regarding the proposed plan.

This matter has garnered the attention of most everyone in our community as demonstrated by the turnout at the public meetings on this matter. It was clear at a subsequent public meeting that the planner had not taken into consideration any of the concerns of the community.

The first and perhaps largest concern is the overall density of the proposal, which includes an eight (8) story apartment building. The relationship of the proposed buildings with the height, massing and scale and their impact on nearby residential buildings and the two elementary schools has not been adequately addressed.

The proximity to Billy Green school will undoubtedly cast a permanent shadow over parts of the school.

Proposed parking is also grossly inadequate, there is less than one parking spot per unit including visitor parking.

The proposed development has not demonstrated compatibility with the existing and future uses of the surrounding area or demonstrated how the proposal would enhance the character of the neighborhood. The neighborhood has historically been developed with a more suburban built form with greater setbacks for the multiple unit dwellings that exist i.e. the Mistywood and Paramount. The proposal is instead for a built form that is oriented much closer to the street and the edges of the property with reduced setbacks.

Arcadis Professional Services has not addressed whether there is sufficient capacity available within the existing municipal system to accept the increased flows from the subject lands. With an average of approximately 3 people per household, we could potentially see as many as 1000 people living on this site.

The proposed plan will undoubtedly result in the over development of the site and is not at all in keeping with the character of the neighborhood.

For all of the above reasons we ask that the request for a zoning change be rejected.

Sincerely, concerned residents

Vaas/Duchosne

Jansen

From: hifi noob 2018
Sent: February 4, 2024 11:49 AM
To: clerk@hamilton.ca
Subject: 1065 Paramount Drive

Canadian's know and understand we find ourselves in a totally preventable housing crisis caused by the incompetence of Federal, provincial and municipal governments. I am absolutely not opposed to any reasonable housing development on the land in question. An 80-100 unit 3 bedroom townhouse complex built on this land would be a completely acceptable development and I would not be writing this opposition letter today. However this community finds ourselves dealing with a greedy developer that cares about nothing more then maximum profit. Why do we have zoning laws if nothing more then to protect people from this type of gross development. There is absolutely no justification for this ultra density abomination. In closing this development is anti human and serves nobody but the greedy developer that will make their millions and leave our community in ruin! The end!

Sincerely
Chris Peckham

February 2, 2024

To: Brad Clark Brad.Clark@hamilton.ca
James Van Rooi James.VanRooi@hamilton.ca
City Clerk Clerk@Hamilton.ca
Rob Ribaric Rob.Ribaric@hamilton.ca

Objection to File No. UHOPA-23-005 regarding the proposed By-Law to change the land use designation from “Institutional” to “Neighbourhoods” in Schedule “E-1” of the Urban Hamilton Official Plan and to change the land use designation from “Institutional” to “High Density Residential 1” in the West Mountain Area (Heritage Green) Secondary Plan.

Objection to File No. ZAC-23-006 regarding the rezoning of the subject lands from the Small Scale Institutional “IS” Zone to a modified Multiple Residential “RM3-XX” Zone

I strongly object to the above proposals for the following reasons:

- This proposal is outrageous and does not fit the character of the neighbourhood in the least. Ours is not a high-density neighbourhood and never will be. People here need to commute to work in order to pay for these residences as there is no employment base nearby. Cramping this many residences into such a small area right between two elementary schools will definitely create more problems than its worth, mostly at the expense of the elementary school children.
- The multiple dwelling did not provide a mix of unit sizes to accommodate a range of household and income levels to be implemented through the Zoning By-law as there were no three bedroom units proposed within the multiple dwelling, nor was a provision included in the draft amending Zoning By-law for a mix of unit sizes.
- The development did not include sustainable building and design principles and the proposed landscaped areas, which in some cases are smaller residual areas across the site, may not be of sufficient size to allow for tree planting, pervious areas, and low impact development.
- The shadow impacts on the adjacent sensitive land use (elementary school) had not been mitigated.

The Shadow Impact Study dated August 23, 2023, prepared by KNYMH Inc., identified shadow impacts on a play area throughout the school year, from fall to spring during the majority of the school day. The City’s Sun-Shadow Study guidelines categorizes school yards 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 9:00 a.m. to 11:26 a.m. on March 21 and September 21, one of the play areas is more than 50 percent shadowed.

Therefore, the height, orientation, design, and massing of the multiple dwelling resulted in shadow impacts on adjacent sensitive lands uses (elementary school).

- The relationship of the proposed buildings with the height, massing, and scale of nearby residential buildings had not been adequately addressed.
- The proposed development had not demonstrated compatibility with existing and future uses in the surrounding area or demonstrated how the proposal enhanced the character of the existing neighbourhood. The Albion neighbourhood has historically developed with a more suburban built form with greater building setbacks for the multiple dwellings that exist, for example at the corner of Mistywood Drive and Paramount Drive. The proposal is instead for a built form that is oriented closer to the street and the edges of the property with reduced building setbacks, as outlined on page 6 of this report.
- The Functional Servicing Report, prepared by Arcadis Professional Services (Canada) Inc. and updated September 1, 2023, had not addressed if there is sufficient available capacity within the existing municipal system to accept the increased flows from the subject lands. As such, the proponent has not demonstrated that there is adequate servicing capacity to service the proposed development or if there is a servicing capacity constraint.
- That the proposed building height for the multiple dwelling coupled with the decreases in the side yard, front yard and rear yard setbacks, and decreased landscaped area, among other requested modifications for the entire proposal, could result in an overdevelopment of the site. In addition, the proposed concept plan, proposed built form of the stacked townhouse and stacked maisonette.

Please do all you can to prevent this development from moving forward and hopefully we can get more suitable housing and/or retirement home instead.

Diane Parente

From: Barbara Delio
Sent: February 4, 2024 3:43 PM
To: clerk@hamilton.ca
Subject: Proposed development at 1065 Paramount Drive

Hi unfortunately I can't attend the meeting on February 6th but here are my thoughts.

I strongly oppose this proposed development due to the following reasons

Building an 8 story apartment building does not fit in with the current neighborhood. It is also too close to Billy Green school and if it was built the construction would hinder the children's education. Despite what the developers say regarding parking there still wouldn't be enough parking spots and the extra cars would like end up on the side streets.

We live in a peaceful neighborhood and the extra traffic would make the area worse.

If something has to be built there I feel townhouses would be a better option since they would fit in better with the current surroundings.

Regards

Barbara Delio

From: Liz
Sent: February 4, 2024 1:17 PM
To: clerk@hamilton.ca
Subject: Re-zone of 1065 Paramount Dr.
Importance: High

I am totally opposed to the RE-ZONING of 1065 Paramount Drive.

There is a reason why people choose to live in the suburbs vs. an urban community. Our homes are a place of refuge, where we can get away from the stresses of everyday life. I like the peace & quiet that our neighbourhood brings. If I wanted to live in chaos, I would have chosen to live in the downtown area, with its traffic and noise pollution.

This is why I am protesting this re-zone.

If you want to build a multi-dwelling apartment building, stick it in a brand new sub-division, where it will fit in among the other new builds, not in a single dwelling established neighbourhood.

Do not destroy our beautiful neighbourhood!!!

Elisabeth La Rochelle

From: Mark Springstead
Sent: February 4, 2024 8:04 AM
To: clerk@hamilton.ca
Subject: Urban Hamilton Official Plan Amendment (File No UHOPA-23-005)

Hello,

As a resident of this area for the past 28 years, I am strongly opposed to the proposed rezoning and the planned intensive development which will result in the addition of 300 dwellings (+1,000 people) into a very small parcel of land. This land is situated in a very high pedestrian traffic area, surrounded closely by two elementary schools and two busy plazas. Recent changes to slow traffic in this area has increased safety for the children specifically but this new development has the potential to **significantly increase safety risk for the school children** and their families on this curved stretch of road, with only one lane of road traffic each way.

At a recent public meeting, there were comments made that having an 8 story apartment building overlooking shared green space for the school children would improve safety by having more eyes on activities in this play area. **WRONG!!!! There is significant community concern that we are putting children more at risk of observation and thus, potential harm, as they travel to/from school, with the addition of the 8 story apartment building.**

It was also mentioned at this meeting that our area is **on a bus route** and thus an optimal choice for dense residential development from a planning perspective. **WRONG!!! This planned development screams of trying to put as much money into the pocket of developers as possible.** I would estimate that 99% of adult residents in our area use cars for transportation. The buses that travel through our area are mostly empty and bus shelters are either empty or have one person waiting at a time.

When people move(d) into this area, they did so by paying a premium for the benefits of having a quiet, residential community. This new development will increase traffic, crime and our quality of life and as a result, **My family, neighbours and I STRONGLY OPPOSE THIS DEVELOPMENT, ESPECIALLY THE 8 STOREY APARTMENT BUILDING.**

Mark

From: Robert Bean
Sent: February 5, 2024 9:44 AM
To: clerk@hamilton.ca
Subject: Fwd: reasons to oppose 1065 Paramount

Another concern is the City water supply system capacity. On Amesbury Crescent the water pressure in late afternoon when watering my lawn is noticeably diminished. The number of potential additional users in the proposed housing development will only compound the situation.

Bob Bean

Sent from my iPhone

Begin forwarded message:

From: Robert Bean
Date: February 1, 2024 at 6:50:30 PM EST
To: "Clark, Brad" <Brad.Clark@hamilton.ca>
Cc: "Ribaric, Robert" <Robert.Ribaric@hamilton.ca>
Subject: **Re: reasons to oppose 1065 Paramount**

Brad,

I agree with ALL the issues you listed. Existing storm sewer and sanitary sewer capacities are a concern.

Ariens stated "We want to have a made-in-Hamilton solution.....made-in-Hamilton development. Local residents have spoken as to what would be acceptable. Their submission to the OLT indicates their absolute deceit in this regard. They did it because of stiff neighbour opposition. The public should not be sidelined. We are paying for OLT's wages.

Far too many times the OLT sides with the developers. We need to put pressure on the Ford Government, as have other groups, to get what the "locals" want.

This 8 story condo unit would be a monstrosity in our low-density community. Not to mention devaluing local properties affected by the "shadow" affect, or the loss of privacy from a unit of that height, and with an 8th floor terrace.

Ariens stated OLT hearings "present a level playing field." This is garbage! The OLT sides with developers far too often. The OLT should have no jurisdiction over a small community in Hamilton. This is Hamilton land, Hamilton community. Their proposal is ludicrous.

This Mikmada proposal is only beneficial to them, not to the neighbourhood, nor to low-cost housing efforts. There are lots of open areas around the area where an 8 story condo would be more appropriate.

Hopefully Hamilton could legally deny any subsequent Building Permit for this Mikmada so-called modified proposal. Maybe we need to have some high-profile blockades

Thanks for the update,
Bob Bean



WELCOME TO THE CITY OF HAMILTON

PLANNING COMMITTEE

February 6, 2024

PED24028 – (ZAC-23-006 & UHOPA-23-005)

Appeal of Urban Hamilton Official Plan Amendment Application UHOPA-23-005 and Zoning By-law Amendment Application ZAC-23-006 to the Ontario Land Tribunal for Lack of Decision for Lands Located at 1065 Paramount Drive, Stoney Creek.

Presented by: James Van Rooi

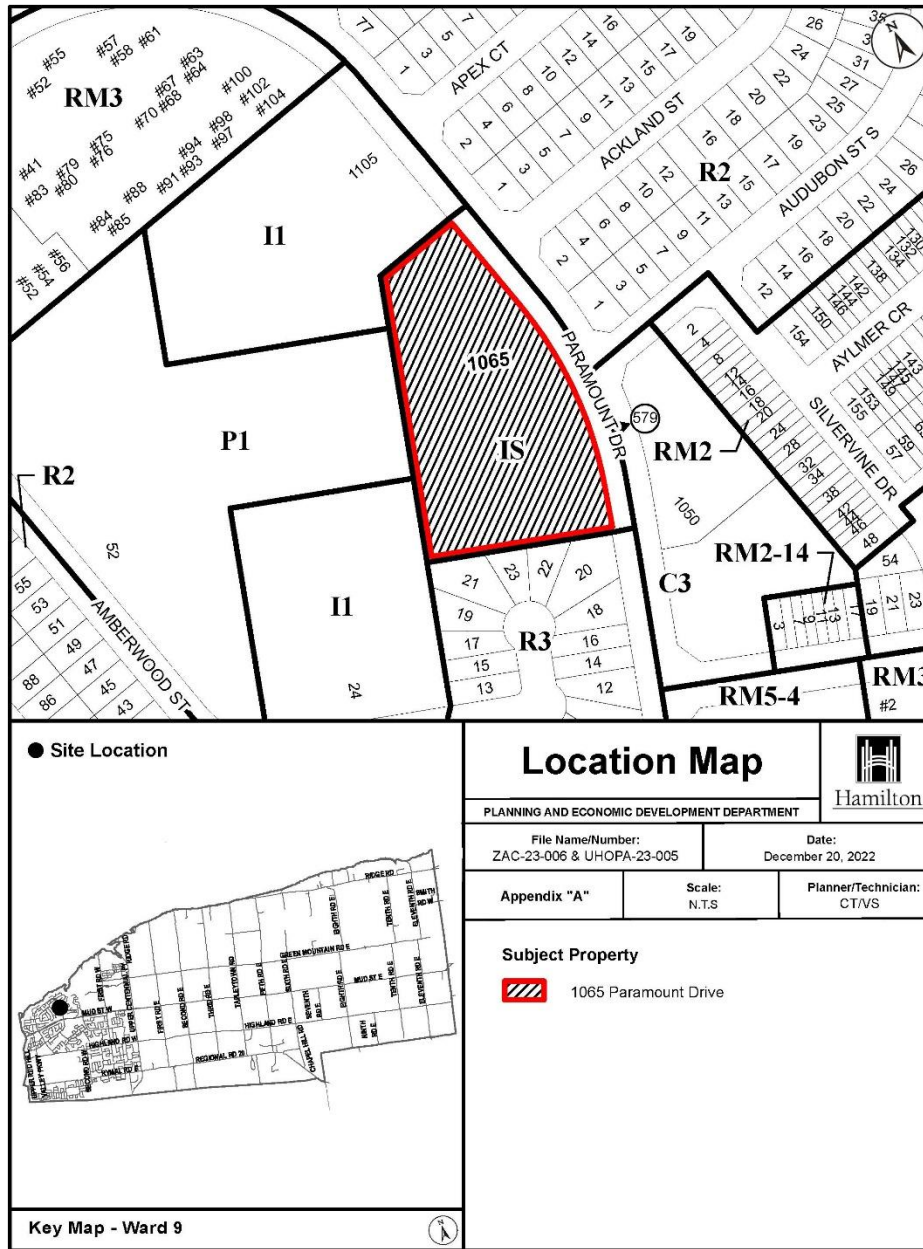


SUBJECT PROPERTY

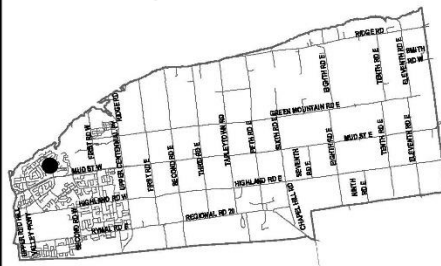


1065 Paramount Drive, Stoney Creek





● Site Location



Key Map - Ward 9

Location Map



PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:
 ZAC-23-006 & UHOPA-23-005

Date:
 December 20, 2022

Appendix "A"

Scale:
 N.T.S

Planner/Technician:
 CT/VS

Subject Property

 1065 Paramount Drive

Appendix "B" to Report PED24028
 Page 2 of 5



Appendix "B" to Report PED24028
Page 3 of 5



FRONT ELEVATION

Appendix “B” to Report PED24028
Page 4 of 5



Appendix “B” to Report PED24028
Page 5 of 5





Subject Lands



Looking north on Paramount Drive



Looking east from site



Looking south on Paramount Drive



Looking east from site towards Audobon Street South



Heritage Green Commercial Plaza



Pedestrian Pathway to St. Pauls Elementary School



Canfield Court (subject lands behind)



Albion Estates Park



10. St Paul Elementary School (viewed from Albion Estates Park)



Bill Green Elementary School (viewed from Albion Estates Park)2



Billy Green Elementary School (play area)



Picture of Townhouses along Paramount Drive



Looking east towards Ackland Street



15. Billy Green Elementary School (viewed from Paramount Drive)



View of Ackland Street looking east



View opposite of Ackland Street (towards subject lands)



THANK YOU FOR ATTENDING

THE CITY OF HAMILTON PLANNING COMMITTEE



WELCOME TO THE CITY OF HAMILTON

PLANNING COMMITTEE

February 6, 2024

PED24020 – (ZAC-23-048)

Application for Zoning By-law Amendment for Lands Located at 459 and 465 Rymal Road West, Hamilton.

Presented by: Alaina Baldassarra

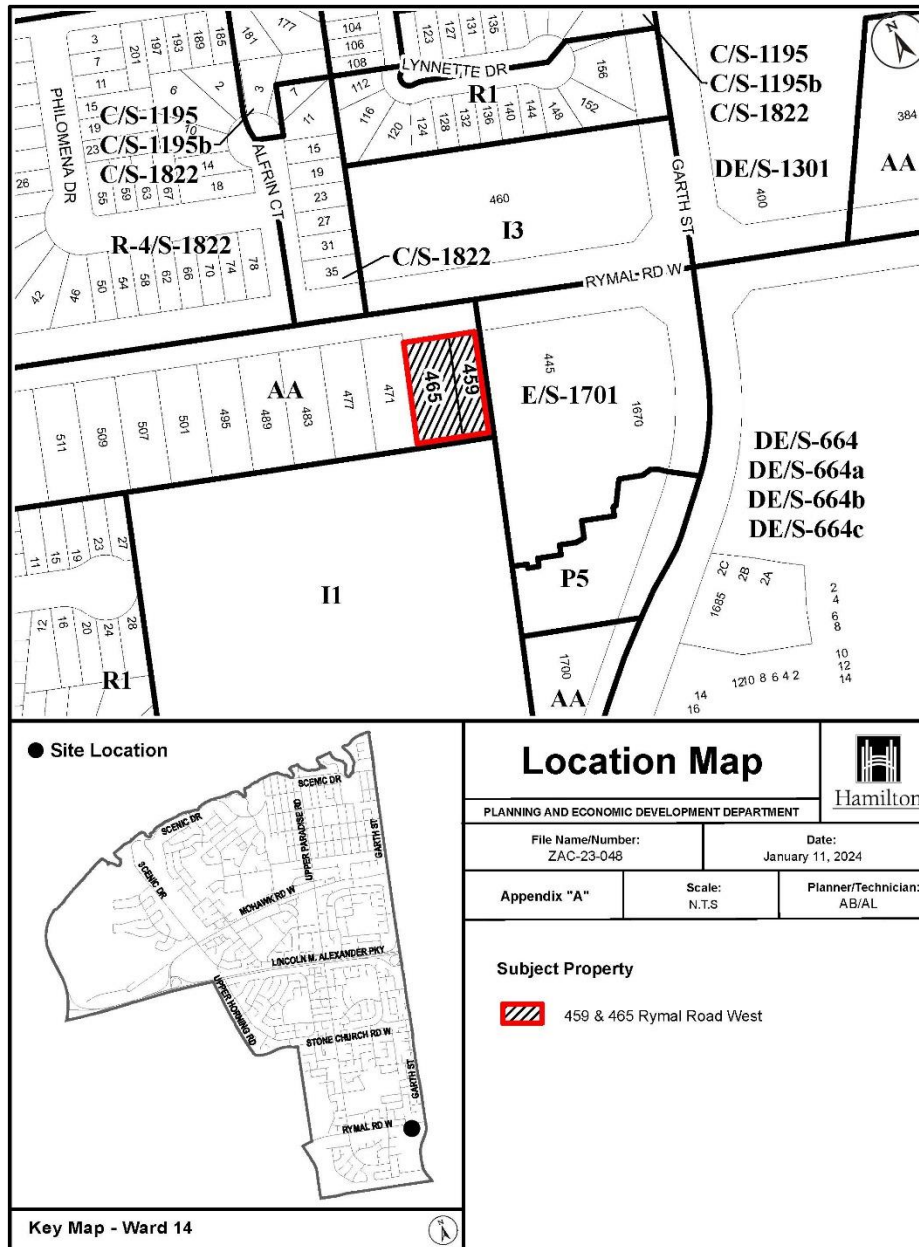


SUBJECT PROPERTY



459 & 465 Rymal Road West





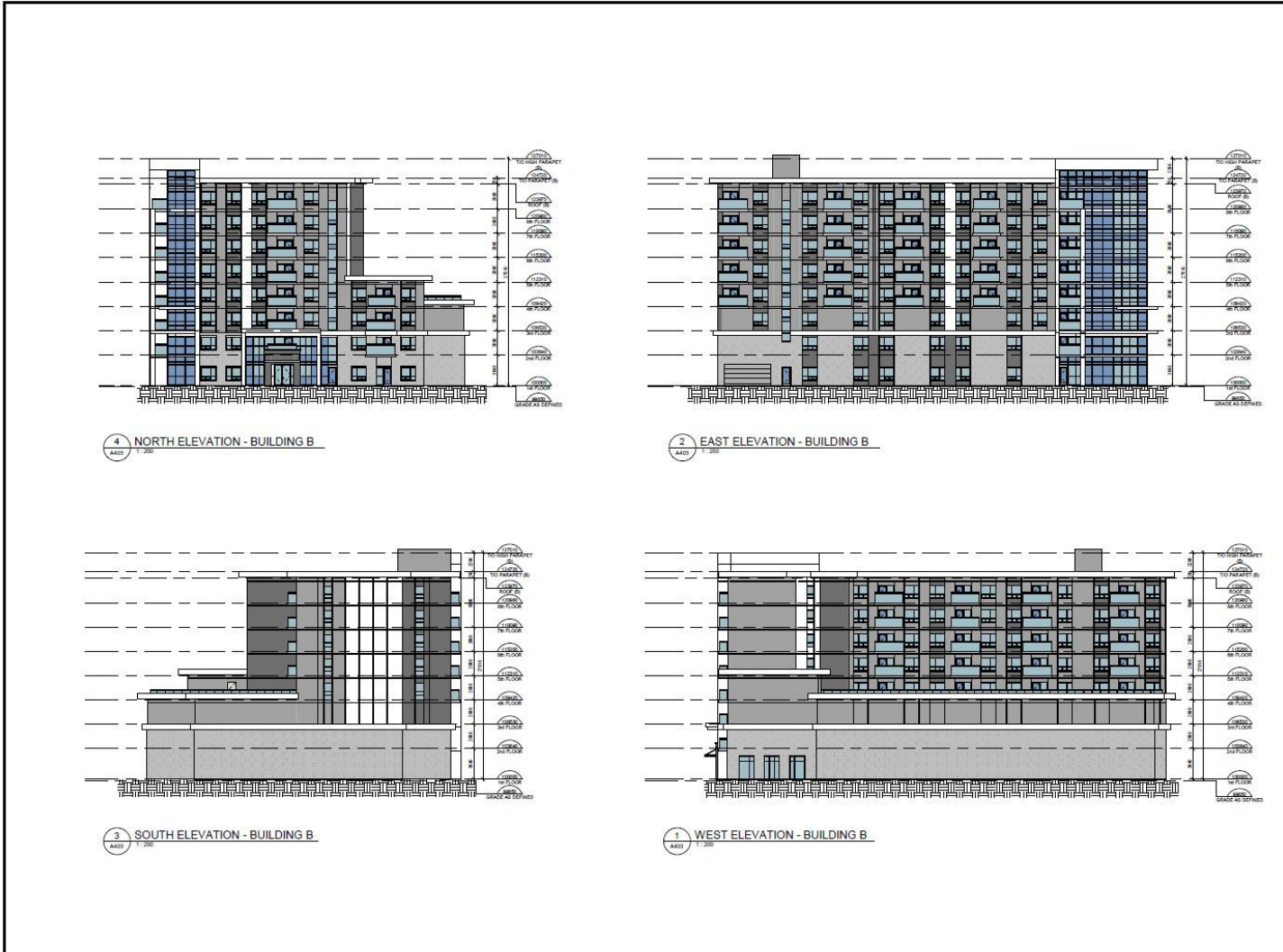
Key Map - Ward 14

Location Map



PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT	
File Name/Number: ZAC-23-048	Date: January 11, 2024
Appendix "A"	Planner/Technician: AB/AL
Scale: N.T.S.	

Subject Property
 459 & 465 Rymal Road West



CONSTRUCTION SHALL BE ACCORDING TO THE CANADIAN NATIONAL BUILDING CODE AND ALL APPLICABLE REGULATIONS AND BY-LAWS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.

REV TO DATE LOCATION

NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR PERMIT	2024-02-01	JP
2	ISSUED FOR PERMIT	2024-02-01	JP
3	ISSUED FOR PERMIT	2024-02-01	JP
4	ISSUED FOR PERMIT	2024-02-01	JP
5	ISSUED FOR PERMIT	2024-02-01	JP
6	ISSUED FOR PERMIT	2024-02-01	JP
7	ISSUED FOR PERMIT	2024-02-01	JP
8	ISSUED FOR PERMIT	2024-02-01	JP
9	ISSUED FOR PERMIT	2024-02-01	JP
10	ISSUED FOR PERMIT	2024-02-01	JP

ALL PREVIOUS EDITIONS OF THIS DRAWING ARE SUPERSEDED.

REVISION TO	DATE	BY
1	2024-02-01	JP
2	2024-02-01	JP
3	2024-02-01	JP
4	2024-02-01	JP
5	2024-02-01	JP
6	2024-02-01	JP
7	2024-02-01	JP
8	2024-02-01	JP
9	2024-02-01	JP
10	2024-02-01	JP

NOT FOR CONSTRUCTION WITHOUT PERMIT

KNYMH
 ARCHITECTURE + SOLUTIONS

1100 SKYVIEW DRIVE + SUITE 101
 SUDBURY, ONTARIO + L7M 0Y1
 T 505 633 8585
 F 505 633 0361
 www.knymh.com info@knymh.com

VALERY
 M.O.S.E.S.

PINNACLE
 415 RIVALL RD W & 1670 GARTH ST
 HAMILTON, ONTARIO
 SPA DA-17-004

PROJECT NAME
ELEVATIONS - BUILDING B

SCALE	1:200	PROJECT NUMBER	15101
DRAWN BY	Julian	DATE	2024-02-01
CHECKED BY	David	PROJECT NUMBER	A403
DATE	2024-02-01	SCALE	1:200



Subject Lands



Subject Lands



North side of Rymal Road West



Lands to the east



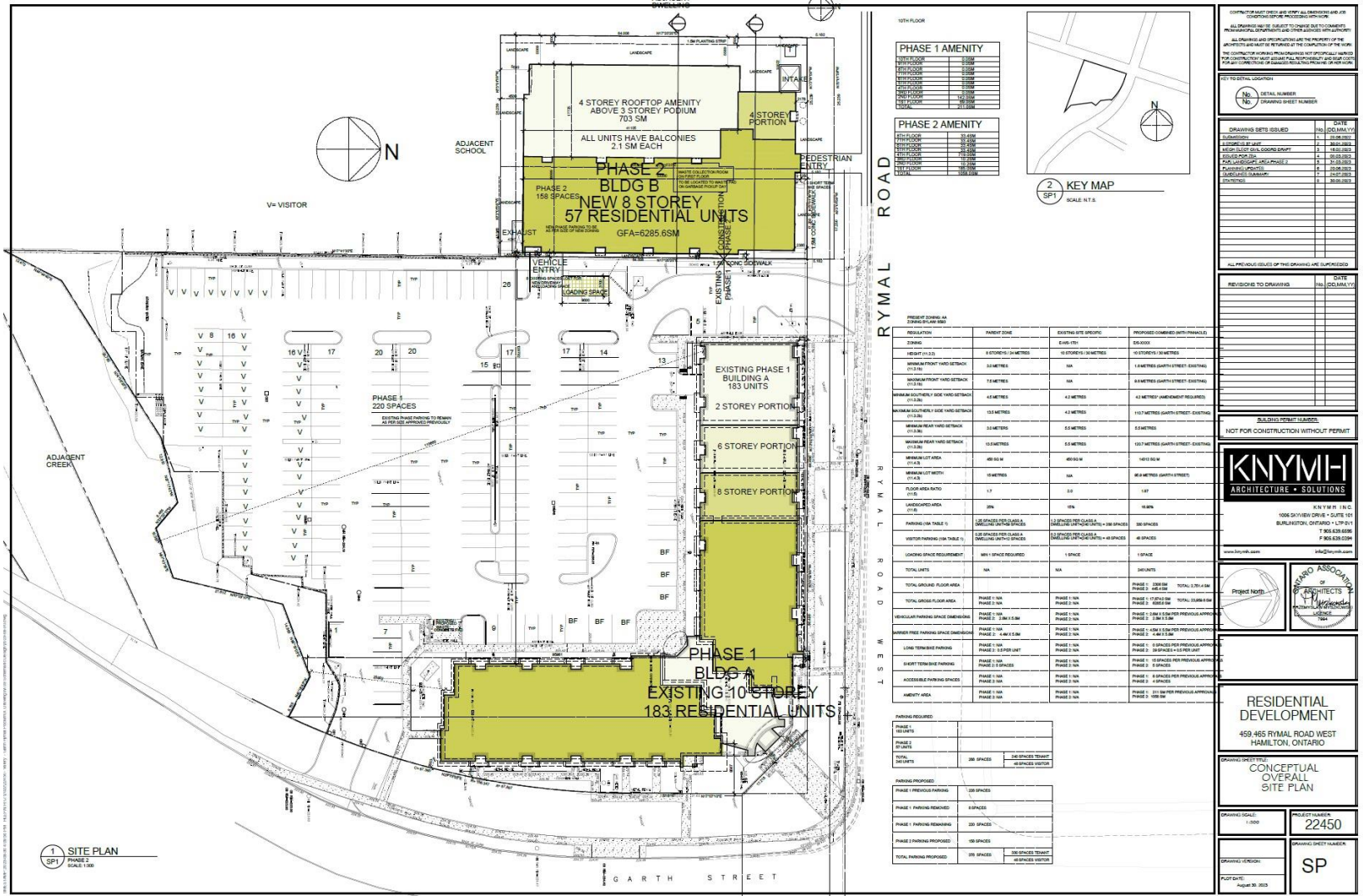
Lands to the west



Lands to the south



Lands to the south





THANK YOU FOR ATTENDING

THE CITY OF HAMILTON PLANNING COMMITTEE



WELCOME TO THE CITY OF HAMILTON

PLANNING COMMITTEE

February 6, 2024

PED24021 – (ZAC-23-050)

Application for Zoning By-law Amendment for Lands Located at
164, 168 and 176 Rymal Road East, Hamilton.

Presented by: Daniel Barnett

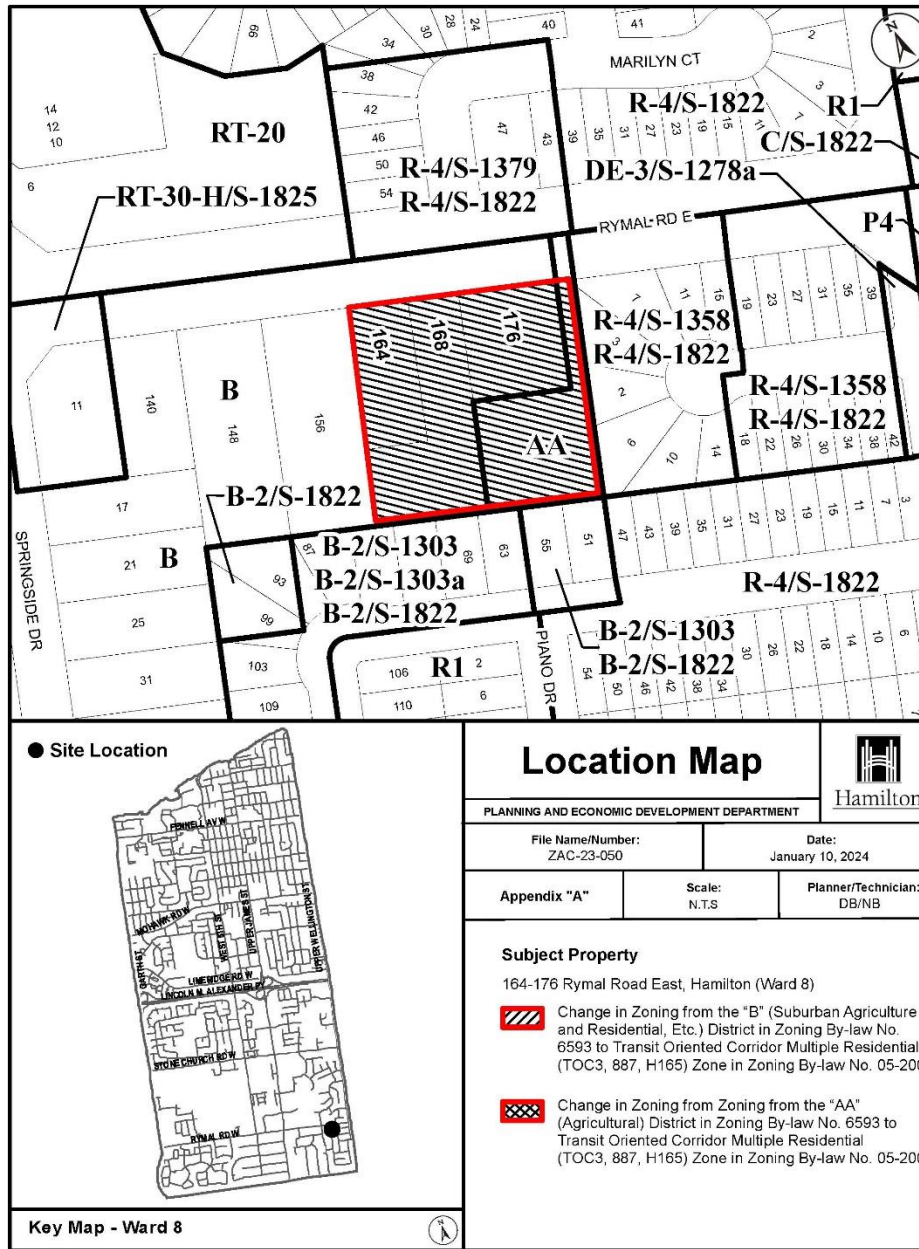


SUBJECT PROPERTY



164, 168 & 176 Rymal Road East, Hamilton





● Site Location



Key Map - Ward 8

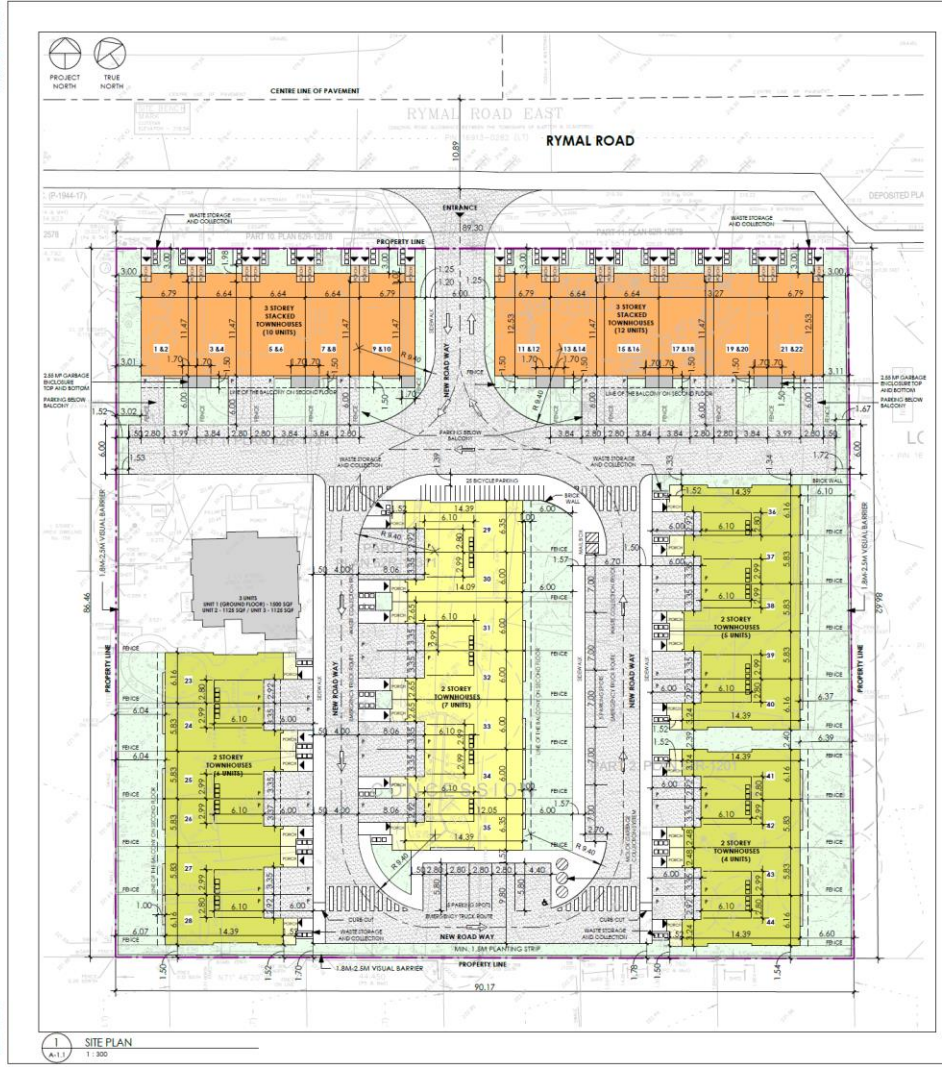
Location Map



PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT	
File Name/Number: ZAC-23-050	Date: January 10, 2024
Appendix "A"	Planner/Technician: DB/NB

- Subject Property**
 164-176 Rymal Road East, Hamilton (Ward 8)
- Change in Zoning from the "B" (Suburban Agriculture and Residential, Etc.) District in Zoning By-law No. 6593 to Transit Oriented Corridor Multiple Residential (TOC3, 887, H165) Zone in Zoning By-law No. 05-200
 - Change in Zoning from Zoning from the "AA" (Agricultural) District in Zoning By-law No. 6593 to Transit Oriented Corridor Multiple Residential (TOC3, 887, H165) Zone in Zoning By-law No. 05-200

ARCH C-18' X 24'



STATISTICS

LOT AREA	FEET	7,764.86MP
TOTAL UNITS		
Townhouse:	32 units	44
Stacked townhouse:	22 units	
TOTAL GROSS FLOOR AREA	FEET	6,649.30MP
FRONT SETBACK	FEET	3.00M
REAR SETBACK	FEET	1.80M
SIDE SETBACK	FEET	3.00M
TOWNHOUSES HEIGHT	FEET	6.43M
STACKED TOWNHOUSES HEIGHT	FEET	9.55M
AMENITY AREA		
Balcony total:	213.72MP	
Backyard total:	1.056.20MP	
LANDSCAPED AREA	FEET	1,465.80MP
BUILDING GROUND COVERAGE	FEET	2,612.70MP

PARKING STATISTICS

VEHICULAR PARKING DIMENSIONS	2.80M X 5.50M
PARALLEL PARKING DIMENSIONS	2.70M X 7.00M
ACCESSIBLE PARKING DIMENSIONS	4.40M X 5.50M
TOTAL PARKING SPACES	
On street: 19 spaces	
Driveway: 22 spaces	
Garage: 22 spaces	
TOTAL ACCESSIBLE PARK. SPACES	1
BICYCLE PARKING SPACES	25

SITE PLAN LEGEND

2 STOREY TOWNHOUSES (TYPE A)	[Color swatch]
2 STOREY TOWNHOUSES (TYPE B)	[Color swatch]
3 STOREY STACKED TOWNHOUSES	[Color swatch]
TOWNHOUSE PORCH	[Color swatch]
STACKED TOWNHOUSES PORCH	[Color swatch]
LANDSCAPE	[Color swatch]
SIDEWALK	[Color swatch]
ROADWAY	[Color swatch]
SNOW STORAGE	[Color swatch]
PROPERTY LINE	[Line style]
VISUAL BARRIER	[Line style]
FREE BOYD NO PARKING SIGN LOCATION	[Symbol]
GARBAGE ENCLOSURE	[Symbol]
WASTE STORAGE	[Symbol]
PARKING SPACE	[Symbol]

ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH THE LATEST ONTARIO BUILDING CODE.
 USE ONLY LATEST REVISED DRAWINGS MARKED AS "ISSUED FOR CONSTRUCTION".
 CONTRACTOR IS TO CHECK AND VERIFY ALL DIMENSIONS AND LOCATIONS ON THE PROJECT AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK. DRAWINGS ARE NOT TO BE SCALED.
 CONTRACT DOCUMENTS ARE THE COPYRIGHT OF THE ARCHITECT AND SHALL NOT BE USED OR REPRODUCED WITHOUT AUTHORIZATION. DOCUMENTS ARE TO BE RETURNED UPON COMPLETION OF THE PROJECT.

REVISIONS

#	DATE	REMARKS
06	2023 10 20	ISSUED FOR REVIEW
07	2023 10 18	ISSUED FOR REVIEW
08	2023 09 27	ISSUED FOR REVIEW
09	2023 09 08	RE ISSUED FOR COORDINATION
04	2023 05 31	ISSUED FOR COORDINATION
03	2023 05 30	STATISTICS REVIEW
02	2023 03 07	STATISTICS REVIEW
01	2022 11 02	ISSUED FOR COORDINATION

ARCHITECT
LIMA
 ARCHITECTS INC.
 857 5100 South Service Rd. Burlington
 www.limainc.com
 E: info@limainc.com
 T: 905-337-8887

SEALS
 PRELIMINARY

PROJECT TITLE
 TOWNHOUSE DEVELOPMENT
 164-168-176 Rymal Road East
 Hamilton, Ontario

DRAWING TITLE
 SITE PLAN

DRAWN BY
 MB-TM-DS-CB

SCALE
 1 : 300

DATE
 MAY 09 2023

CHECKED BY
 FL

PROJECT NUMBER
 22-554

DRAWING NUMBER
 A-1.1

ARCH-C-18' X 24'



1 TOWNHOUSES - VIEW 01



2 TOWNHOUSES - VIEW 02

IN REVISION

ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH THE LATEST ONTARIO BUILDING CODE.

USE ONLY LATEST REVISION DRAWINGS MARKED AS ISSUED FOR CONSTRUCTION.

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REVISIONS		
#	DATE	REMARKS
06	2023-10-30	ISSUED FOR REVIEW
07	2023-11-16	ISSUED FOR REVIEW
08	2023-10-27	ISSUED FOR REVIEW
09	2023-06-09	BE ISSUED FOR COORDINATION
10	2023-06-21	ISSUED FOR COORDINATION
11	2023-06-26	STATUTORY REVIEW
12	2023-08-07	STATUTORY REVIEW
13	2023-11-02	ISSUED FOR COORDINATION

ARCHITECT

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ARCHITECTS INC.

895 5100 South Service Rd, Burlington
 www.limaarchitects.com
 E: info@limaarchitects.com
 T: 289-337-8867

DEAL:

PROJECT TITLE

TOWNHOUSE DEVELOPMENT

164-168-176 Rymal Road East
 Hamilton, Ontario

DRAWING TITLE

TOWNHOUSE - 3D VIEWS

DRAWN BY

TM

SCALE

DATE

MAY 09 2023

CHECKED BY

FL

PROJECT NUMBER

22-554

DRAWING NUMBER

A-0.1

ARCH - 18" X 24"



1
 A-0.2 STACKED TOWNHOUSE - VIEW 01



2
 A-0.2 STACKED TOWNHOUSE - VIEW 02

SCALE 1/8" = 1'-0"

ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH THE LATEST ONTARIO BUILDING CODE

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REVISIONS		
#	DATE	REMARKS
06	2023-10-30	ISSUED FOR REVIEW
07	2023-10-18	ISSUED FOR REVIEW
08	2023-09-27	ISSUED FOR REVIEW
09	2023-09-06	RE ISSUED FOR COORDINATION
04	2023-05-31	ISSUED FOR COORDINATION
03	2023-05-30	STATISTICS REVIEW
02	2023-03-07	STATISTICS REVIEW
01	2022-11-02	ISSUED FOR COORDINATION

ARCHITECT

LIMA
 ARCHITECTS INC.

857 5100 South Service Rd. Burlington
 www.limarchitects.com
 E: info@limarchitects.com
 T: 284-337-8827

DEAL

PROJECT TITLE

TOWNHOUSE DEVELOPMENT

164-168-176 Rymal Road East
 Hamilton, Ontario

DRAWING TITLE

STACKED TOWNHOUSE - 3D VIEWS

DRAWN BY

TM

SCALE

DATE

MAY 09 2023

CHECKED BY

FL

PROJECT NUMBER

22-554

DRAWING NUMBER

A-0.2



Subject property 164-176 Rymal Road East, containing existing single detached dwellings, as seen from Rymal Road East looking south



Rymal Road East and the lands to the west of the subject property, as seen from Rymal Road East looking south west



Properties at 148 and 156 Rymal Road East located to the west of the subject property, as seen from Rymal Road East looking south west



Existing dwellings to the east of the subject property, as seen from Rymal Road East looking south east



Dwellings along Marilyn Court located to the north of the subject property, as seen from Rymal Road East looking north



Dwellings on the north side of Rymal Road East, as seen from Rymal Road East looking east



Dwellings on the north side of Rymal Road East, as seen from Rymal Road East looking west



THANK YOU FOR ATTENDING

THE CITY OF HAMILTON PLANNING COMMITTEE

West End Home Builders' Association

1112 Rymal Road East, Hamilton

Serving members in Hamilton, Burlington, and Grimsby

February 5, 2024

To:

Members of Planning Committee

City of Hamilton

71 Main Street West

WE HBA Letter: City of Hamilton Housing Accelerator Fund CIP Programs

The West End Home Builders' Association (WE HBA) is the voice of the land development, new housing and professional renovation industries in Hamilton, Burlington, and Grimsby. The WE HBA represents approximately 300 member companies made up of all disciplines involved in land development and residential construction, including: builders, developers, professional renovators, trade contractors, consultants, and suppliers. The WE HBA and our members are substantially and directly involved in building the future of Hamilton and the construction of new housing for Hamilton's growing population.

WE HBA applauds the City of Hamilton moving forward with the implementation of the Housing Accelerator Fund incentive programs. While we all recognize a need to do more, WE HBA believes that the proposed initiatives, the Additional Dwelling Unit and Multi-Plex Housing Incentive Program, the Rapid Transit Multi-Residential Rental Housing Incentive Program, and the Housing Acceleration Incentive Program, will have a positive impact on the City and our members' ability to increase the number of building permits issued – and thus new homes built. In the current economic climate, it is more important than ever to maintain, enhance, and create new incentives for residential development to ensure that new homes can be built. These initiatives will build on important work the City has undertaken to move away from exclusionary zoning and provide the opportunity for a more equitable distribution of growth throughout the City. WE HBA emphasizes the importance of new housing supply in addressing both housing affordability across the housing continuum and reducing pressures on the residential property tax. WE HBA is encouraged by the incentive programs being implemented under the HAF and would like to encourage the City to maintain and enhance incentives wherever possible.

WE HBA looks forward to continued dialogue and partnership with the City of Hamilton as we work together to address the housing crisis and achieve the City's objectives, including the City's Housing Pledge of 47,000 housing units by 2031.

Sincerely,



Michelle Diplock, RPP, MCIP, MPI

Manager of Planning and Government Relations
West End Home Builders' Association



Anthony Salemi, BURPI

Planner, Policy and Government Relations
West end Home Builders' Association

From: Laura C

Sent: February 4, 2024 12:38 PM

To: clerk@hamilton.ca

Cc: Beattie, Jeff <Jeff.Beattie@hamilton.ca>; Francis, Matt <Matt.Francis@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Tadeson, Mark <Mark.Tadeson@hamilton.ca>; McMeekin, Ted <Ted.McMeekin@hamilton.ca>; Ward 12 Office <ward12@hamilton.ca>

Subject: Proposed Amendments to the Rural Hamilton Official Plan and City of Hamilton Zoning By-law No. 05-200

I hereby request that the City remove my personal information from the public record.

Please accept these comments on the Proposed Amendments to the Rural Hamilton Official Plan and City of Hamilton Zoning By-law No. 05-200 with respect to Farm Labour Residences and Additional Dwelling Units – Detached in the Rural Area for consideration at the Public Meeting of the Planning Committee on February 6, 2024.

I am a life-long resident of Stoney Creek whose family has been farming in the community for almost fifty years. I do not object to the proposed amendments to the extent that these changes will support farming operations as well as provide improved housing opportunities within the rural area.

Having said that, I strongly object to the lands in Lower Stoney Creek being withheld from the area in which Additional Dwelling Units – Detached would be permitted. This area, as depicted on Schedule F-Special Figures of Zoning By-law 05-200, encompasses several farming operations, such as the one carried on by my family. Restricting housing opportunities in this area would in essence place numerous family farm operations at a significant disadvantage and would hinder, and as such discourage, multigenerational farming that would support our community's economic growth and prosperity for generations to come.

It remains unclear as to why the Lower Stoney Creek lands would be excluded from the area in which Additional Dwelling Units – Detached would be permitted or how these seemingly arbitrary boundaries were drawn. This area appears to be distinct from the other excluded areas enumerated in the Discussion Paper (PED22002(a)) as it is not considered a Rural Settlement Area pursuant to Schedule D of the Rural Hamilton Official Plan. In fact, nearly all of the properties in the excluded Lower Stoney Creek lands are zoned A1. With respect to infrastructure, the Discussion Paper states that the City itself, in consultation with Hamilton Water staff, determined that as long as Additional Dwelling Units – Detached are constructed on properties exceeding 1.5 hectares in size, the development would align with servicing needs for a primary farm dwelling, an Additional Dwelling Unit – Detached and Farm Labour Residence.

Several properties in the Lower Stoney Creek lands would meet this sizing requirement. Furthermore, there would be adequate safeguards in place to ensure that all requisite criteria are met, such as the requirement for a site-specific assessment and issuance of a Building Permit.

Given the foregoing, the decision to exclude the Lower Stoney Creek lands appears to be inconsistent with the overall intent of the amendments, which is to support farming operations, provide for greater flexibility, and promote sustainable growth that is compatible with the rural landscape while addressing evolving housing requirements in rural areas.

For these reasons, I would like to see the City remove the provision that excludes the Lower Stoney Creek lands from the area in which Additional Dwelling Units – Detached are permitted.

Thank you for considering these comments. **Please notify me of any updates or decisions in relation to this matter.**

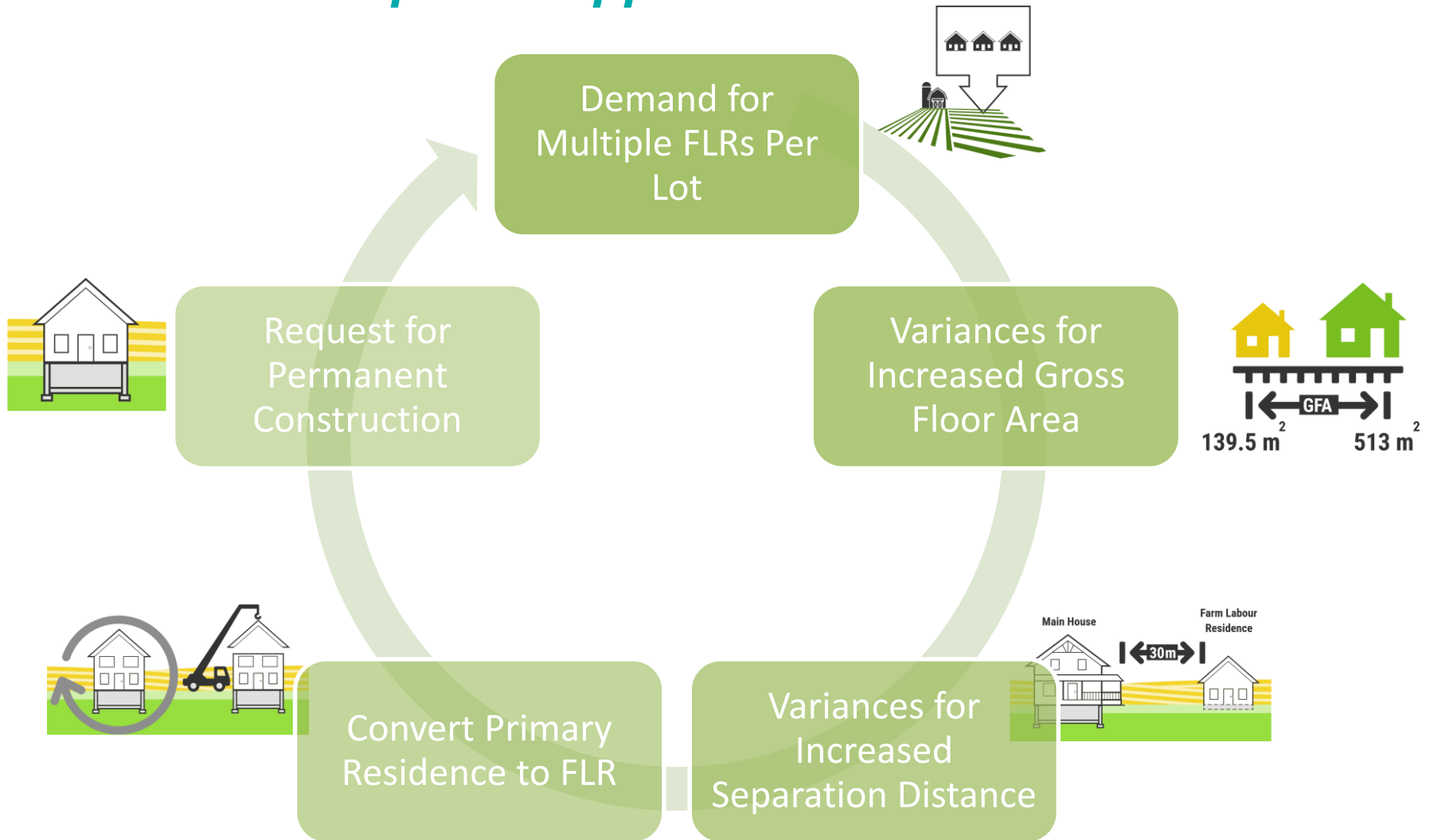
Sincerely,

Laura Casimirri



**Farm Labour Residence & Additional Dwelling Unit
– Detach - Rural Area Zoning Changes
February 06, 2023**

Trends: Development Applications



Rural Hamilton Official Plan (RHOP), Farm Labour Residences

Policy D.2.1.1.6 & D.2.1.1.7 (existing)

A farm labour residence may be permitted on the same lot as the primary farm use subject to the following requirements:

- Farm operation must require additional on-site employment;
- A maximum of one Farm Labour Residence (FLR) permitted per lot;
- Must be serviced by same private sewer and water system as principal dwelling;
- Must be removed once no longer required for farm help; and,
- No severance is permitted for the Farm Labour Residence.

Zoning By-law No. 05-200

FLR are currently permitted in: Agriculture (A1) Zone, Rural (A2) Zone and Extractive Industrial (M12) Zone

Permitted forms:

- (a) Accessory detached dwelling of temporary construction, such as a mobile home; or,
- (b) Accessory detached bunk house of temporary construction.

Zoning By-law No. 05-200	
Maximum of one Farm Labour Residence per lot	
Temporary Detached Structure:	Maximum 116.2 m ²
Temporary Bunk house:	Minimum 65.06 m ² or 8.36 m ² , whichever is greater
Shall be located within 30 metres of the farm Dwelling	
Shall utilize the existing driveway to the farm Dwelling	

Rural Hamilton Official Plan (RHOP), Additional Dwelling Units - Detached

Policy C.3.1.2 (existing)

- Secondary Dwelling Units - Detached are prohibited in Rural Hamilton until the city conducts a study on sustainable servicing policies and establishes appropriate regulations.

Policy F.1.14.2.1 (existing)

- Severances shall not be granted for dwellings created as Secondary Dwelling Units – Detached in the Rural Area.

Critical Dates

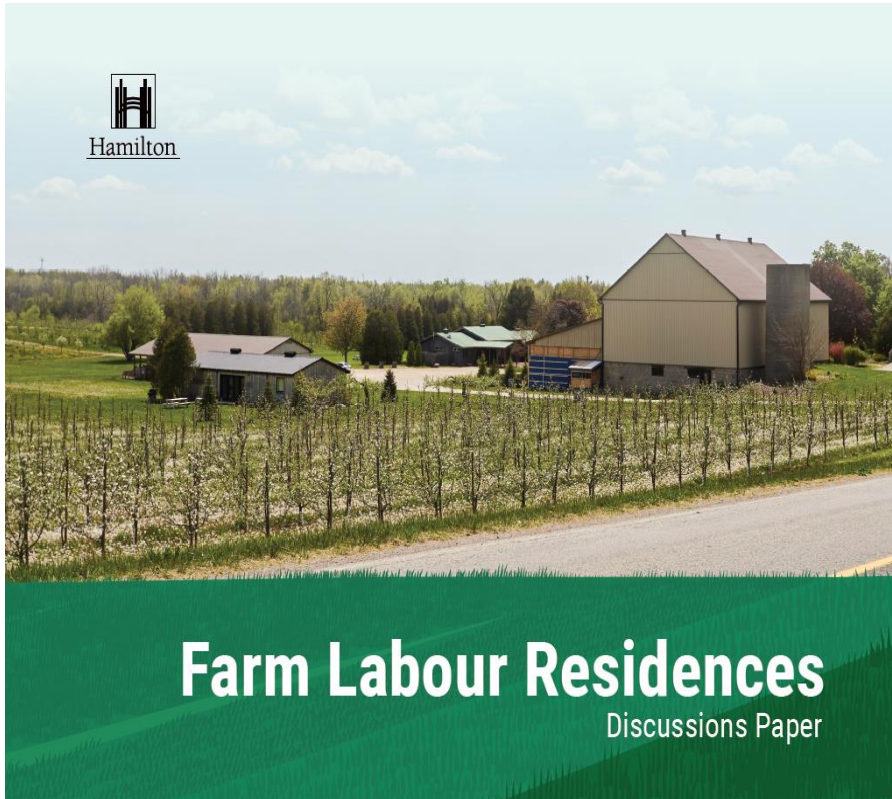
- **May 4, 2021:** Planning Committee direction to undertake a Farm Labour Residence Policy Review and report back.
- **March 22, 2022:** Planning Committee Direction to undertake Public and Stakeholder Engagement (Discussion Paper for information)
- **March 30, 2022:** Update to Agriculture and Rural Affairs Advisory Committee
- **Public and Stakeholder Engagement (April – Aug 2022):**
 - Hamilton-Wentworth Federation of Agriculture (HWFA)
 - Niagara Escarpment Commission
 - OMAFRA
 - Engage Hamilton platform
 - NVK Nurseries, etc.
- **September 6, 2022:** Update to Agriculture and Rural Affairs Advisory Committee

Recent Critical Dates

- **November 02, 2023:**
 - Uses Permitted in Prime Agricultural Areas Training Session (OFA & OMAFRA)
 - Agricultural Education Tour & Visits
 - Brenn-B Farms
 - Beverly Greenhouses
- **November 27, 2023:**
 - Hamilton-Wentworth Federation of Agricultural Meeting
- **November 30, 2023:**
 - Update to Agriculture & Rural Affairs Advisory Committee



Farm Labour Residences Draft Discussion Paper



Focus Areas: Preliminary Recommendations:

Issue 1: Number of FLRs per lot

Issue 2: FLR size

Issue 3: Built Form

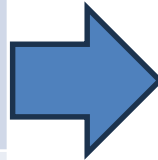
Issue 4: Private Servicing

Issue 5: Compatibility with Additional Dwelling Units – Detached (Rural)

Discussion paper was received and approved by the Planning Committee in March 2022.

- FLR's will remain permitted in: Agriculture (A1) Zone, Rural (A2) Zone and Extractive Industrial (M12) Zone

Preferred Options from the Discussion Paper	Proposed Modifications
Accessory to Agriculture and on the same lot as an existing permanent principal Farm Dwelling	Accessory to Agriculture and on the same lot as an existing permanent principal Farm Dwelling.
An accessory detached dwelling of temporary construction, such as a mobile home	All FLR's shall have a maximum building height of 10.5 metres.
An accessory detached bunk house of temporary construction, where cooking and sanitary facilities are shared.	All FLR's shall have an aggregate maximum lot coverage of 420 square metres.
Shall have a maximum building height of 10.5 metres.	Maximum gross floor area of 200 square metres per FLR.
A maximum total aggregate gross floor area of 420 square metres.	All FLR's shall be separated from the principal Farm Dwelling by a minimum of 30 metres.
Maximum gross floor area of 200 square metres per FLR.	All FLR's shall be separated by a minimum of 10 metres.



Proposed Updates to FLR's in the Rural Hamilton Official Plan (RHOP)

Policy D.2.1.1.6

A farm labour residence may be permitted on the same lot as the primary farm use subject to the following requirements:

- Farm operation must require additional on-site employment;
- Removal of “A maximum of one Farm Labour Residence (FLR) permitted per lot” language;
- Removal of servicing by same private sewer and water system as principal dwelling; and,
- Removal of the structure’s temporary nature.

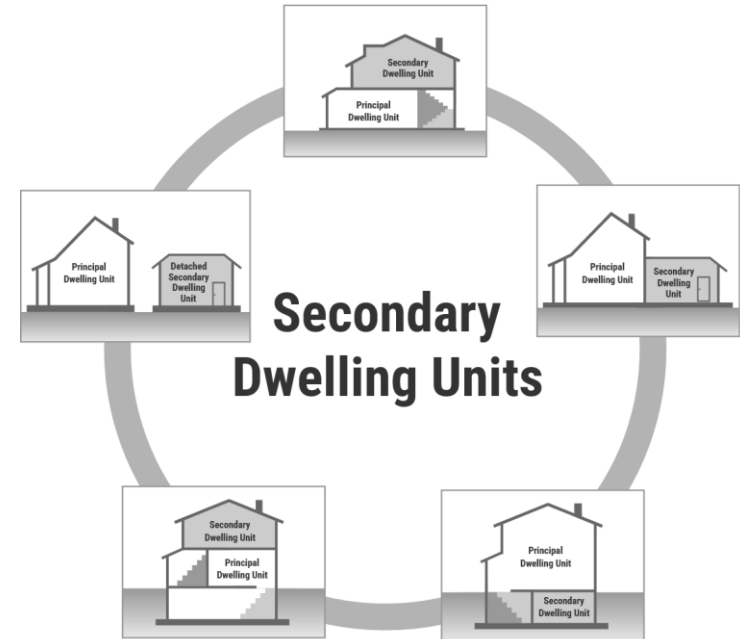
Proposed Updates to Additional Dwelling Units - Detached in the Rural Hamilton Official Plan (RHOP)

Policy C.3.1.2 e)

An Additional Dwelling Unit – Detached shall be permitted in Rural Hamilton subject to the following:

- One additional dwelling unit – detached may be permitted on a lot with a minimum lot area of 1.5 hectares.
- The primary farm dwelling and the additional dwelling unit – detached can achieve the minimum servicing requirements of Policy C.5.1 of this Plan.
- The minimum lot area established above may be reduced where it can be demonstrated that the minimum servicing requirements of Policy C.5.1 of this Plan can be achieved.

- Additional Dwelling Units - Detached will be permitted in the following zones:
 - Agriculture (A1) Zone;
 - Rural (A2) Zone; and
 - Settlement Residential (S1) Zone
- Proposed Permissions & Regulations Include:
 - Established Accessory Building Conversions
 - Setback Requirements
 - Building Separation Requirements
 - Height Provisions
 - Gross Floor Area
 - Lot Coverage
 - Servicing Requirements





THANK YOU

THE CITY OF HAMILTON PLANNING COMMITTEE