City of Hamilton
PLANNING COMMITTEE
AGENDA

Meeting #:	25-008
Date:	June 10, 2025
Time:	9:30 a.m.
Location:	Council Chambers Hamilton City Hall 71 Main Street West

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

Pages

1. CALL TO ORDER

2. CEREMONIAL ACTIVITIES

3. APPROVAL OF AGENDA
   (Added Items, if applicable, will be noted with *)

4. DECLARATIONS OF INTEREST

5. APPROVAL OF MINUTES OF PREVIOUS MEETING

   5.1 May 23, 2025 — 4

6. DELEGATIONS

   6.1 Matt Johnston / Scott Beedie respecting Class 4 - 121 Vansitmart Avenue (Item 9.11)

7. ITEMS FOR INFORMATION

   7.1 ARAC 25-002 — 19
   Agriculture and Rural Affairs Sub-Committee Minutes (May 15, 2025)

8. PUBLIC HEARINGS

Members of the public can contact the Clerk’s Office to acquire the documents considered at this meeting, in an alternate format.

9. ITEMS FOR CONSIDERATION

Members of the public can contact the Clerk's Office to acquire the documents considered at this meeting, in an alternate format.

9.13 PED25145 321
Barton Street and Fifty Road Improvements Municipal Class Environmental Assessment Environmental Study Report (Ward 10)

9.14 PED25147 364
Application to Deem Lands Being Lot 5 of Registered Plan 62M-671, known as 30 Parkmanor Drive, Stoney Creek, not to be Part of a Registered Plan of Subdivision for the Purposes of Subsection 50(3) of the *Planning Act* (Ward 10)

9.15 PED25141 376
Residential Drainage Assistance Program – 941 Mohawk Road East (Ward 6)

9.16 PED25170 393
Approval of Funding for Request for Proposals: Review of Subdivision Process and Comprehensive Development Guidelines (City Wide)

9.17 HMHC 25-006 399
Hamilton Municipal Heritage Committee Minutes dated May 29, 2025

10. MOTIONS

11. NOTICES OF MOTION

12. PRIVATE AND CONFIDENTIAL

12.1 Closed Session Minutes - May 23, 2025
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.

13. ADJOURNMENT

PLANNING COMMITTEE
MINUTES PLC 25-007

9:30 a.m.
May 23, 2025
Council Chambers (Hybrid), City Hall, 2nd Floor
71 Main Street West, Hamilton, Ontario

Present: Councillors T. Hwang (Chair), M. Tadeson (Vice-Chair), J. Beattie, C. Kroetsch, E. Pauls, T. McMeekin, A. Wilson (virtual), M. Wilson, M. Francis (virtual)

Absent with Regrets: Councillor C. Cassar – City Business
Councillor N. Nann - Personal

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1. CALL TO ORDER

Committee Chair T. Hwang called the meeting to order at 9:30 a.m.

2. CEREMONIAL ACTIVITIES

There were no ceremonial activities.

3. APPROVAL OF AGENDA

(Tadeson/Beattie)
That the agenda for the May 23, 2025 Planning Committee meeting, be approved, as amended by deferring Item 8.3, PED25123 respecting Application for a Zoning By-law Amendment for Lands Located at 255 Lewis Road, Stoney Creek (Ward 10), to a future meeting.

Result: Motion CARRIED by a vote of 9 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
YES – Ward 2 Councillor C. Kroetsch
NOT PRESENT – Ward 3 Councillor N. Nann
YES – Ward 4 Councillor T. Hwang
YES – Ward 5 Councillor M. Francis
YES – Ward 7 Councillor E. Pauls
YES – Ward 10 Councillor J. Beattie

Please refer to the May 28, 2025 Council minutes for the disposition of these matters.

YES – Ward 11 Councillor M. Tadeson
NOT PRESENT – Ward 12 Councillor C. Cassar
YES – Ward 13 Councillor A. Wilson
YES – Ward 15 Councillor T. McMeekin

4. DECLARATIONS OF INTEREST

There were no declarations of interest.

5. APPROVAL OF MINUTES OF PREVIOUS MEETING

5.1 April 29, 2025

(Kroetsch/McMeekin)
That the minutes of the April 29, 2025 Planning Committee, be adopted.

CARRIED

6. DELEGATIONS

6.1 Denise Harvey respecting Dirt Dumping in Rural Areas (in-person)

Denise Harvey addressed the Committee respecting Dirt Dumping in Rural Areas.

(Tadeson/Beattie)
That the Delegation from Denise Harvey respecting Dirt Dumping in Rural Areas, be received.

CARRIED

6.2 Delegations respecting 1494 Upper Wellington Street (Item 12.1)

The following Delegation addressed the Committee respecting 1494 Upper Wellington Street (Item 12.1):

(i) Helen Sardo (in-person)

(Pauls/McMeekin)
That the following Delegations and Written Submissions respecting 1494 Upper Wellington Street (Item 12.1), be received:

(a) Delegations:

(i) Helen Sardo (in-person)

(b) Written Submissions:

(i) Janet Bard and Jim McCallum
(ii) Judith Lee

Please refer to the May 28, 2025 Council minutes for the disposition of these matters.

(iii) Helen Sardo

CARRIED

7. ITEMS FOR INFORMATION

7.1 PED25100
Current Practices with respect to the Protection of Agricultural Lands and Sustainable Development in Relation to Provincial Projects and Excess Soil Management Practices (City Wide)

(Beattie/Kroetsch)
That Report PED25100, dated May 23, 2025, respecting A Current Practices with respect to the Protection of Agricultural Lands and Sustainable Development in Relation to Provincial Projects and Excess Soil Management Practices (City Wide), be received.

CARRIED

8. PUBLIC HEARINGS

In accordance with the *Planning Act*, Chair T. Hwang advised those viewing the meeting that the public had been advised of how to pre-register to be a delegate at the Public Meetings on today's agenda.

If a person or public body would otherwise have an ability to appeal the decision of Council, City of Hamilton to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of Hamilton before the by-law is passed, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of Hamilton before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

8.1 PED25093
Applications for an Official Plan Amendment and Zoning By-law Amendment for Lands Located at 559 Garner Road East, Ancaster (Ward 12) (Deferred from the April 29, 2025 meeting)

(a) (Kroetsch/Francis)
That the staff presentation from Michael Fiorino, Planner II, respecting Applications for an Official Plan Amendment and Zoning By-law Amendment for Lands Located at 559 Garner Road East, Ancaster (Ward 12), be waived.

CARRIED

Please refer to the May 28, 2025 Council minutes for the disposition of these matters.

Scott Beedie with Urban Solutions, addressed the Committee and indicated support for the staff report.

(b) (Francis/Pauls)
That the presentation from Scott Beedie with Urban Solutions, be received.

CARRIED

Chair Hwang called three times for public delegations and no one came forward.

(Pauls/M. Wilson)
That the Committee recess from 10:24 a.m. to 10:30 a.m.

CARRIED

(c) Delegations

The following Delegation addressed the Committee:

(i) Karin Hewlett (virtual)

(d) (M. Wilson/Pauls)
(a) That the following public submissions were received and considered by the Committee; and,

(1) Written Submissions:

(i) David Lloyd – Concerns with the development
(ii) Elizabeth Knight - Concerns with the development
(iii) Karin Hewlett - Concerns with the development

(2) Registered Delegation:

(i) Karin Hewlett - Concerns with the development

(b) That the public meeting be closed.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
YES – Ward 2 Councillor C. Kroetsch
NOT PRESENT – Ward 3 Councillor N. Nann
YES – Ward 4 Councillor T. Hwang
YES – Ward 5 Councillor M. Francis
YES – Ward 7 Councillor E. Pauls
YES – Ward 10 Councillor J. Beattie
NOT PRESENT – Ward 11 Councillor M. Tadeson
NOT PRESENT – Ward 12 Councillor C. Cassar

Please refer to the May 28, 2025 Council minutes for the disposition of these matters.

YES – Ward 13 Councillor A. Wilson
YES – Ward 15 Councillor T. McMeekin

(e) (Pauls/M. Wilson)
That Report PED25093, dated May 23, 2025, respecting Applications for an Official Plan Amendment and Zoning By-law Amendment for Lands Located at 559 Garner Road East, Ancaster (Ward 12), be received, and the following recommendations be approved:

(a) That Amended Official Plan Amendment Application UHOPA-21-022, by UrbanSolutions Planning & Land Development Consultants Inc. (c/o Matt Johnston) on behalf of Garner South M.D Developments Inc. (c/o Hamid Hakimi), Owner, to amend the Meadowlands Neighbourhood III Secondary Plan by redesignating the subject lands from the "Low Density Residential (Infill/Existing)" designation to the "Low Density Residential 3b" designation with a site specific policy to permit the development of a seven storey multiple dwelling, containing 99 dwelling units, with a density range of a minimum of 270 units per net hectare and a maximum density of 300 units per net hectare, for lands located at 559 Garner Road East, as shown in Appendix A attached to Report PED25093, BE APPROVED on the following basis:

(i) That the draft Official Plan Amendment, attached as Appendix B to Report PED25093, be adopted by City Council; and,

(ii) That the proposed Official Plan Amendment is consistent with the Provincial Planning Statement (2024).

(b) That Amended Zoning By-law Amendment Application ZAC-21-047, by UrbanSolutions Planning & Land Development Consultants Inc. (c/o Matt Johnston) on behalf of Garner South M.D Developments Inc. (c/o Hamid Hakimi), Owner, for a change in zoning from the Agricultural "A" Zone to the Holding Residential Multiple "H-RM6-719" Zone, Modified, to permit the development of a seven storey multiple dwelling, containing 99 dwelling units with a total of 146 parking spaces, for lands located at 559 Garner Road East, as shown on Appendix A attached to Report PED25093, BE APPROVED on the following basis:

(i) That the draft By-law, attached as Appendix C to Report PED25093, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;

Please refer to the May 28, 2025 Council minutes for the disposition of these matters.

(ii) That the proposed change in zoning is consistent with the Provincial Planning Statement (2024);

(iii) That the proposed change in zoning will comply with the Urban Hamilton Official Plan and the Meadowlands Neighbourhood III Secondary Plan upon adoption of the Official Plan Amendment; and,

(iv) That the amending By-law apply the Holding Provisions of Section 36(1) of the *Planning Act, R.S.O. 1990* to the subject lands by introducing the Holding "H" symbol to the proposed Holding Residential Multiple "H-RM6-719" Zone, Modified.

The Holding Provision is to be removed conditional upon:

(1) That the Owner submit for review and approval, a revised Functional Servicing Report, and related drawings to demonstrate:

(i) That suitable storm and sanitary outlets are provided for the subject site, including extension of any municipal sewers, as required, in accordance with City standards to accommodate the proposed development, all to the satisfaction of the the Director of Growth Management and Chief Development Engineer; and,

(ii) To enter into and register on title of the lands, an External Works Agreement with the City for the design and construction of any required improvements to the municipal infrastructure at the owner's cost, in accordance with the Functional Servicing Report accepted by the Director, Growth Management and Chief Development Engineer.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
YES – Ward 2 Councillor C. Kroetsch
NOT PRESENT – Ward 3 Councillor N. Nann
YES – Ward 4 Councillor T. Hwang
YES – Ward 5 Councillor M. Francis
YES – Ward 7 Councillor E. Pauls
YES – Ward 10 Councillor J. Beattie
NOT PRESENT – Ward 11 Councillor M. Tadeson

Please refer to the May 28, 2025 Council minutes for the disposition of these matters.

NOT PRESENT – Ward 12 Councillor C. Cassar
YES – Ward 13 Councillor A. Wilson
YES – Ward 15 Councillor T. McMeekin

8.2 PED25118
Applications for a Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 515 Jones Road, Stoney Creek (Ward 10)

(a) (Beattie/M. Wilson)
That the staff presentation from Dhruv Mehta, Planner II, respecting Applications for a Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 515 Jones Road, Stoney Creek (Ward 10), be waived.

CARRIED

Victoria Colantonio with Urban in Mind, addressed the Committee and indicated support for the staff report.

(b) (Beattie/Kroetsch)
That the presentation from Victoria Colantonio with Urban in Mind, be received.

CARRIED

Chair Hwang called three times for public delegations and no one came forward.

(c) (Beattie/Kroetsch)
(a) That the following public submissions were received and considered by the Committee; and,

(1) Written Submissions:

(i) Emmett Vanson, Six Nations of the Grand River Elected Council Lands and Resources Department - Concerns with the development

(b) That the public meeting be closed.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
YES – Ward 2 Councillor C. Kroetsch
NOT PRESENT – Ward 3 Councillor N. Nann
YES – Ward 4 Councillor T. Hwang
YES – Ward 5 Councillor M. Francis
YES – Ward 7 Councillor E. Pauls
YES – Ward 10 Councillor J. Beattie

Please refer to the May 28, 2025 Council minutes for the disposition of these matters.

NOT PRESENT – Ward 11 Councillor M. Tadeson
NOT PRESENT – Ward 12 Councillor C. Cassar
YES – Ward 13 Councillor A. Wilson
YES – Ward 15 Councillor T. McMeekin

(d) (Beattie/Kroetsch)
That Report PED25118, dated May 23, 2025, respecting Applications for a Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 515 Jones Road, Stoney Creek (Ward 10), be received, and the following recommendations be approved:

(a) That Zoning By-law Amendment Application ZAC-25-008, by Urban in Mind (c/o Victoria Colantonio), on behalf of 2787685 Ontario Ltd. (c/o Salman Rehan), Owner, for a change in zoning from the Low Density Residential – Large Lot (R2) Zone to the Low Density Residential (R1) Zone, for lands located at 515 Jones Road, Stoney Creek, as shown in Appendix A attached to Report PED25118, BE APPROVED on the following basis:

(i) That the draft By-law, attached as Appendix B to Report PED25118, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council; and,

(ii) That the proposed change in zoning is consistent with the Provincial Planning Statement (2024) and complies with the Urban Hamilton Official Plan.

(b) That Redlined Draft Plan of Subdivision Application 25T-202501, by Urban in Mind (c/o Victoria Colantonio), on behalf of 2787685 Ontario Ltd. (c/o Salman Rehan), Owner, on lands located at 515 Jones Road, Stoney Creek, as shown in Appendix A attached to Report PED25118, BE APPROVED, in accordance with By-law No. 07-323 being the delegation of the City of Hamilton's Assigned Authority Under the *Planning Act* for the Approval of Subdivisions and Condominium, on the following basis:

(i) That this approval apply to the redlined Draft Plan of Subdivision certified by Moe Tavallaee, O.L.S, dated April 17, 2025, consisting of five lots for single detached dwellings (Lots 1 to 5), one block for a road right-of-way widening and daylight triangle (Block 1), and one future development block (Block 2), as shown in Appendix C attached to Report PED25118;

(ii) That the Owner enter into a standard form Subdivision Agreement as approved by City Council and with the Special Conditions of Draft Plan of Subdivision Approval 25T-202501, as shown in Appendix D attached to Report PED25118, be received and endorsed by City Council;

(iii) That in accordance with the City's Comprehensive Development Guidelines and Financial Policies Manual, there will be no City of Hamilton cost sharing for this subdivision; and,

(iv) That payment of Cash-in-Lieu of Parkland will be required, pursuant to Section 51 of the *Planning Act*, prior to the issuance of each building permit. The calculation for the Cash-in-Lieu payment shall be based on the value of the lands on the day prior to the issuance of each building permit, all in accordance with the Financial Policies for Development and the City's Parkland Dedication By-law, as approved by Council.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
YES – Ward 2 Councillor C. Kroetsch
NOT PRESENT – Ward 3 Councillor N. Nann
YES – Ward 4 Councillor T. Hwang
YES – Ward 5 Councillor M. Francis
YES – Ward 7 Councillor E. Pauls
YES – Ward 10 Councillor J. Beattie
NOT PRESENT – Ward 11 Councillor M. Tadeson
NOT PRESENT – Ward 12 Councillor C. Cassar
YES – Ward 13 Councillor A. Wilson
YES – Ward 15 Councillor T. McMeekin

8.4 PED24163(b)
Implementation of the Pilot Downtown Hamilton Office Conversion Grant Program (Ward 2)

Chair Hwang called three times for public delegations and no one came forward.

(a) (Kroetsch/Beattie)

(a) That there were no public submissions received regarding this matter; and,

(b) That the public meeting be closed.

Please refer to the May 28, 2025 Council minutes for the disposition of these matters.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
YES – Ward 2 Councillor C. Kroetsch
NOT PRESENT – Ward 3 Councillor N. Nann
YES – Ward 4 Councillor T. Hwang
YES – Ward 5 Councillor M. Francis
YES – Ward 7 Councillor E. Pauls
YES – Ward 10 Councillor J. Beattie
NOT PRESENT – Ward 11 Councillor M. Tadeson
NOT PRESENT – Ward 12 Councillor C. Cassar
YES – Ward 13 Councillor A. Wilson
YES – Ward 15 Councillor T. McMeekin

(b) (Kroetsch/Beattie)
That Report PED24163(b), dated May 23, 2025, respecting Implementation of the Pilot Downtown Hamilton Office Conversion Grant Program (Ward 2) be received, and the following recommendations be approved:

(a) That draft amending by-law number one to By-law 21-163 (Revitalizing Hamilton's Commercial Districts Community Improvement Project Area), prepared in a form satisfactory to the City Solicitor and attached as Appendix A to Report PED24163(b), BE ENACTED;

(b) That draft amending by-law number one to By-law 21-164 (Revitalizing Hamilton's Commercial Districts Community Improvement Plan), prepared in a form satisfactory to the City Solicitor and attached as Appendix B to Report PED24163(b), BE ENACTED;

(c) That the implementing Downtown Office Conversion Grant Program description and terms, attached as Appendix C to Report PED24163(b), BE APPROVED and appended as Appendix L to the Revitalizing Hamilton's Commercial Districts Community Improvement Plan on such day that amending by-law number one to By-law 21-164, comes into effect; and

(d) That draft amending by-law number one to By-law 21-165 (delegated authority to the General Manager of Planning and Economic Development for financial incentive programs), prepared in a form satisfactory to the City Solicitor and attached as Appendix D to Report PED24163(b), BE ENACTED and come into effect on such day that amending by-law number one to By-law 21-164, comes into effect.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

Please refer to the May 28, 2025 Council minutes for the disposition of these matters.

YES – Ward 1 Councillor M. Wilson
YES – Ward 2 Councillor C. Kroetsch
NOT PRESENT – Ward 3 Councillor N. Nann
YES – Ward 4 Councillor T. Hwang
YES – Ward 5 Councillor M. Francis
YES – Ward 7 Councillor E. Pauls
YES – Ward 10 Councillor J. Beattie
NOT PRESENT – Ward 11 Councillor M. Tadeson
NOT PRESENT – Ward 12 Councillor C. Cassar
YES – Ward 13 Councillor A. Wilson
YES – Ward 15 Councillor T. McMeekin

9. ITEMS FOR CONSIDERATION

9.1 PED25121
Application for Cash-in-Lieu of Parking for Lands Located at 121 and 135 Mary Street, Hamilton (Ward 2)

(a) (Kroetsch/Pauls)
That Report PED25121, dated May 23, 2025, respecting Application for Cash-in-Lieu of Parking for Lands Located at 121 and 135 Mary Street, Hamilton (Ward 2), be received and the following recommendations be approved:

(a) That Cash-in-Lieu of Parking Application CILP-25-001 by Landwise c/o Katelyn Gillis, for Good Shepherd Non-Profit Homes c/o Dmytro Petrov, Owner, for an exemption from the parking provisions of Zoning By-law No. 05-200 for 11 parking spaces, for lands located at 121 and 135 Mary Street, Hamilton, as shown on Appendix A attached to Report PED25121, BE APPROVED on the following basis:

(i) That the owner pays the Cash-in-Lieu of Parking sum of $1.00 for each of the 11 parking spaces;

(ii) That the City Solicitor be authorized and directed to prepare the appropriate Cash-in-Lieu of Parking Agreement in accordance with Section 40 of the *Planning Act* and authorized to register the agreement on title of the subject lands; and,

(iii) That the City Clerk be authorized to provide a certificate in accordance with Section 40 (5) of the *Planning Act* when all money payable to the City under the Cash-in-Lieu of Parking Agreement has been paid or the agreement has been terminated.

Please refer to the May 28, 2025 Council minutes for the disposition of these matters.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
YES – Ward 2 Councillor C. Kroetsch
NOT PRESENT – Ward 3 Councillor N. Nann
YES – Ward 4 Councillor T. Hwang
YES – Ward 5 Councillor M. Francis
YES – Ward 7 Councillor E. Pauls
YES – Ward 10 Councillor J. Beattie
NOT PRESENT – Ward 11 Councillor M. Tadeson
NOT PRESENT – Ward 12 Councillor C. Cassar
YES – Ward 13 Councillor A. Wilson
YES – Ward 15 Councillor T. McMeekin

9.2 HMHC 25-005
Hamilton Municipal Heritage Committee Minutes dated April 25, 2025

(Kroetsch/A. Wilson)
That Hamilton Municipal Heritage Committee Minutes dated April 25, 2025, be received and the recommendations contained therein be approved.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
YES – Ward 2 Councillor C. Kroetsch
NOT PRESENT – Ward 3 Councillor N. Nann
YES – Ward 4 Councillor T. Hwang
YES – Ward 5 Councillor M. Francis
YES – Ward 7 Councillor E. Pauls
YES – Ward 10 Councillor J. Beattie
NOT PRESENT – Ward 11 Councillor M. Tadeson
NOT PRESENT – Ward 12 Councillor C. Cassar
YES – Ward 13 Councillor A. Wilson
YES – Ward 15 Councillor T. McMeekin

10. MOTIONS

There were no Motions.

11. NOTICES OF MOTION

There were no Notices of Motion.

12. PRIVATE & CONFIDENTIAL

(Pauls/Beattie)
That Committee move into Closed Session for Items 12.1 and 12.2 pursuant Pursuant to Section 9.3, Sub-sections (e), (f) and (k) of the City's Procedural By-law

Please refer to the May 28, 2025 Council minutes for the disposition of these matters.

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.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
YES – Ward 2 Councillor C. Kroetsch
NOT PRESENT – Ward 3 Councillor N. Nann
YES – Ward 4 Councillor T. Hwang
YES – Ward 5 Councillor M. Francis
YES – Ward 7 Councillor E. Pauls
YES – Ward 10 Councillor J. Beattie
NOT PRESENT – Ward 11 Councillor M. Tadeson
NOT PRESENT – Ward 12 Councillor C. Cassar
YES – Ward 13 Councillor A. Wilson
YES – Ward 15 Councillor T. McMeekin

12.1 LS25011
Appeal to the Ontario Land Tribunal for lands located at 1494 Upper Wellington Street for lack of decision on Zoning By-law Amendment (ZAC-24-020) Application (Ward 8)

(Pauls/Beattie)

(a) That Report LS25011, dated May 23, 2025, respecting Appeal to the Ontario Land Tribunal for lands located at 1494 Upper Wellington Street for lack of decision on Zoning By-law Amendment (ZAC-24-020) Application (Ward 8), be received, and the following recommendations be approved:

(i) That the directions provided to staff in closed session respecting Report LS25011, BE APPROVED;

(ii) That directions (a), (b) and (c) to staff in closed session respecting Report LS25011 BE RELEASED to the public, following approval by Council;

(iii) That the balance of the Report LS25011, including Appendix “A”, REMAIN CONFIDENTIAL.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
YES – Ward 2 Councillor C. Kroetsch

Please refer to the May 28, 2025 Council minutes for the disposition of these matters.

NOT PRESENT – Ward 3 Councillor N. Nann
YES – Ward 4 Councillor T. Hwang
NOT PRESENT – Ward 5 Councillor M. Francis
YES – Ward 7 Councillor E. Pauls
YES – Ward 10 Councillor J. Beattie
YES – Ward 11 Councillor M. Tadeson
NOT PRESENT – Ward 12 Councillor C. Cassar
YES – Ward 13 Councillor A. Wilson
YES – Ward 15 Councillor T. McMeekin

12.2 LS25014

Appeal to the Ontario Land Tribunal for Lands Located at 9451, 9517, 9569, 9579, 9593 & 9867 Dickenson Road and 1199 & 1205 Glancaster Road, Glanbrook, for Zoning By-law Amendment Applications (ZAH-22-021) and Draft Plan of Subdivision Application (25T-202203) (Ward 11)

(Tadeson/Beattie)

(a) That Report LS25014, dated May 23, 2025, respecting Appeal to the Ontario Land Tribunal for Lands Located at 9451, 9517, 9569, 9579, 9593 & 9867 Dickenson Road and 1199 & 1205 Glancaster Road, Glanbrook, for Zoning By-law Amendment Applications (ZAH-22-021) and Draft Plan of Subdivision Application (25T-202203) (Ward 11), be received, and the following recommendations be approved:

(i) That the directions provided to staff in closed session respecting Report LS25014, BE APPROVED;

(ii) That directions (a), (b), and (c) to staff in closed session respecting Confidential Report LS25014 remain confidential until made public as the City's position before the Ontario Land Tribunal; and,

(iii) That the balance of Confidential Report LS25014 REMAIN CONFIDENTIAL.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
YES – Ward 2 Councillor C. Kroetsch
NOT PRESENT – Ward 3 Councillor N. Nann
YES – Ward 4 Councillor T. Hwang
NOT PRESENT – Ward 5 Councillor M. Francis
YES – Ward 7 Councillor E. Pauls
YES – Ward 10 Councillor J. Beattie
YES – Ward 11 Councillor M. Tadeson
NOT PRESENT – Ward 12 Councillor C. Cassar
YES – Ward 13 Councillor A. Wilson
YES – Ward 15 Councillor T. McMeekin

Please refer to the May 28, 2025 Council minutes for the disposition of these matters.

13. ADJOURNMENT

There being no further business, the Planning Committee adjourned at 12:25 p.m.

Respectfully submitted,

Lisa Kelsey
Legislative Coordinator
Office of the City Clerk

Councillor T. Hwang,
Chair, Planning Committee

Please refer to the May 28, 2025 Council minutes for the disposition of these matters.

AGRICULTURE AND RURAL AFFAIRS SUB-COMMITTEE
MINUTES ARAC 25-002
7:00 p.m.
May 15, 2025
Room 264 (Hybrid), City Hall, 2nd Floor
71 Main Street West, Hamilton, Ontario

Present: Councillors J. Beattie (virtually), T. McMeekin, M. Tadeson, A. Wilson (virtually), A. Spoelstra (Chair) (virtually), G. Smuk (Vice Chair) (virtually), A. Cheema (virtually), J. Currie, C. McMaster (virtually), N. Mills (virtually), A. Payne, D. Smith (virtually), M. Switzer, D. Vander Hout (virtually)

Absent with Regrets: Councillor C. Cassar – City Business
Councillor B. Clark - Personal
A. Freeman, J. Mantel, C. Roberts

1. CALL TO ORDER

Committee Chair A. Spoelstra called the meeting to order at 7:00 p.m.

2. CEREMONIAL ACTIVITIES

There were no Ceremonial Activities.

3. APPROVAL OF THE AGENDA

(Switzer/Smith)
That the agenda for the May 15, 2025, Agriculture and Rural Affairs Sub-Committee be approved, as presented.

CARRIED

4. DECLARATIONS OF INTEREST

There were no Declarations of Interest.

5. APPROVAL OF MINUTES OF PREVIOUS MEETING

5.1 January 16, 2025

(Payne/Currie)

That the Minutes of the January 16, 2025 meeting of the Agriculture and Rural Affairs Sub-Committee be adopted, as presented.

CARRIED

6. DELEGATIONS

There were no Delegations.

7. ITEMS FOR INFORMATION

7.1 Private Tree By-law Review

Louise Thomassin, Senior Project Manager, Policy and Preservation, Forestry and Horticulture, addressed Committee respecting Private Tree By-law Review, with the aid of a PowerPoint presentation.

7.2 Farm 911 Program Update (no copy)

Tyson McMann, Business Development Consultant – Agri-Food and Food & Beverage, provided a verbal update to Committee respecting Farm 911 Program Update.

7.3 Review of Development Charges and Developer Incentives (no copy)

Kirk Weaver, Director - Financial Planning Administration and Policy, provided a verbal update to Committee respecting Review of Development Charges and Developer Incentives.

7.4 Urban Official Plan Amendment / Rural Official Plan Amendment (File No. UHOPA-25-007/ RHOPA-25-008) (no copy)

Dave Heyworth, Director & Senior Advisor, Strategic Growth Initiatives, addressed Committee respecting Urban Official Plan Amendment / Rural Official Plan Amendment (File No. UHOPA-25-007/ RHOPA-25-008), with the aid of a PowerPoint presentation.

7.5 FCS25034
Fence Viewers

(Switzer/Beattie)
That the following Items for Information, be received:

7.1 Private Tree By-law Review

7.2 Farm 911 Program Update

7.3 Review of Development Charges and Developer Incentives

7.4 Urban Official Plan Amendment / Rural Official Plan Amendment (File No. UHOPA-25-007/ RHOPA-25-008)

7.5 FCS25034
Fence Viewers

CARRIED

9. MOTIONS

There were no Motions.

10. NOTICE OF MOTIONS

There were no Notice of Motions.

11. GENERAL INFORMATION / OTHER BUSINESS

There was no General Information / Other Business.

12. ADJOURNMENT

There being no further business, the Agriculture and Rural Affairs Sub-Committee was adjourned at 8:53 p.m.

Respectfully submitted,

Carrie McIntosh
Legislative Coordinator
Office of the City Clerk

A. Spoelstra
Chair, Agriculture and Rural Affairs Sub-Committee

City of Hamilton
Report for Consideration

To:	Chair and Members Planning Committee
Date:	June 10, 2025
Report No:	PED25055
Subject/Title:	Updates to Public Notice Requirements for *Planning Act* Applications
Ward(s) Affected:	City Wide

Recommendations

1. That an increased public notice circulation radius from 120 metres to 240 metres for applications for Official Plan Amendments, Zoning By-law Amendments, Draft Plan of Subdivision, and Draft Plan of Condominium (Vacant Land), not including Official Plan Amendment applications for Urban Boundary Expansions, **BE APPROVED**.

2. That the By-law to amend By-law No. 12-282 (Respecting Tariff of Fees), as amended, to update application fees to cover the cost of an increased public notice circulation radius, **BE APPROVED** on the following basis:

    a. That public notice of the proposal to amend the Tariff of Fees By-law has been provided in accordance with By-law No. 07-351.

    b. That the draft By-law, attached as Appendix A to Report PED25055 has been prepared in a form satisfactory to the City Solicitor.

3. That staff **BE DIRECTED** to update the Development Application Guideline titled “Public Consultation Summary and Comment Response” to increase the public notice circulation radius from 120 metres to 240 metres for applications for Official Plan Amendment, Zoning By-law Amendments, Draft Plan of Subdivision, and Draft Plan of Condominium (Vacant Land), not including Official Plan Amendment applications for Urban Boundary Expansions.

4. That the revised Public Notice sign template and revised Notice of Complete Application and Notice of Public Meeting letter templates, attached as Appendix B to Report PED25055, **BE ENDORSED**.

5. That the "Statutory and supplementary public notice requirements for Committee of Adjustment and *Planning Act* applications during Canada Post mail delivery service disruptions" Planning Division policy, attached as Appendix D to Report PED25055 **BE APPROVED**, and that item 19.P be removed from the Outstanding Business List.

Key Facts

- The purpose of this report is to summarize the Planning Division's review of the public notice requirements for *Planning Act* applications and identify recommendations for improvements.
- The review is aimed to improve the public's access to, and involvement in, the City's *Planning Act* application processes, and ensure the City's public notification practices for development applications comply with the requirements of the *Planning Act* and the City's customer service standards.
- The recommendations are part of a larger initiative to improve access to *Planning Act* application information in digital format and encourage more residents to get involved in the planning application and decision-making process.
- The report recommends that the circulation radius for public notice mailouts for the Notice of Complete Application, Notice of Public Meeting and public consultation notices mailed out by an applicant be increased from 120 metres to 240 metres, that the application fees be revised to cover the increased cost, and that the Public Notice sign and letter templates be updated.
- The report recommends formalizing a Planning Division policy to address public notice requirements during Canada Post mail delivery service disruptions.

Financial Considerations

The recommendation to increase the circulation radius to 240 metres will result in an increase to the cost of mailing both the Notice of Complete Application and Notice of Public Meeting associated with *Planning Act* applications (not to include Official Plan Amendment applications for Urban Boundary Expansions). As detailed in the Analysis section below, the average cost increase per application type is calculated to be $395 for Official Plan Amendment applications, $550 for Zoning By-law Amendment applications, $380 for Draft Plan of Subdivision applications, and $485 for Draft Plan of Condominium – Public Process applications. These increased costs will be added to the 2025 Planning Division Fee Schedule though an amendment to the Tariff of Fees By-law (Refer to Recommendation 2 and Appendix A to Report PED25055).

Background

The Planning Division identified a need to review and improve the public notice requirements for *Planning Act* applications, including Official Plan Amendments, Zoning By-law Amendments, Draft Plan of Subdivision, and Draft Plan of Condominium - Vacant Land (hereafter referred to "*Planning Act* applications"), and is considered a first step in improving the information the City provides in a digital format (i.e. posting notices on the City's website).

This report also addresses a Notice of Motion (attached as Appendix E to Report PED25055) put forth at the June 4, 2019, Planning Committee meeting, and approved by Council on June 26, 2019, directing Planning staff to report back on a strategy for informing residents that goes beyond the traditional newspaper advertisement in the event of future Canada Post mail delivery service disruptions (including labour disruptions). Recommendation 5 addresses the outstanding business list item 19P.

Analysis

The *Planning Act* and the associated Regulations under the Act (O. Reg.) set out ways in which the municipality, at a minimum, must notify the public, specified persons and public bodies (including the Ministry of Municipal Affairs and Housing, School Boards, Conservation Authorities, utility companies, adjacent municipalities, and First Nations within one kilometre of the proposed development, etc.) of *Planning Act* applications. These prescribed requirements direct the way notice is given as well as the information and content included in the Notices. This Report focuses on two key points in the *Planning Act* application process where Notice is given – these include the Notice of Complete Application and Notice of Public Meeting. The methods of providing notice under the *Planning Act* and by the City of Hamilton have generally remained unchanged for a number of years, with minor updates due to changing technology (e.g. fax, email, loss of local print newspaper).

In accordance with the *Planning Act,* both the Notice of Complete Application and the Notice of Public Meeting (hereafter referred to as "Notice(s)") are to be given in one of the following three ways:

1. By personal service or ordinary mail, to every owner of land within 120 metres of the subject land, and by posting a notice (signage) on the lands subject to the planning application;
2. By publishing a notice in a newspaper that is of sufficiently general circulation in the area to which the planning application would apply; or
3. Where a local newspaper does not exist, notice can be given by posting a notice on the website of the municipality.

Providing notice on a municipality's website is a recent example of modernizing public notice requirements which responded specifically to the loss of published newspapers in print format. This regulatory change was implemented through Bill 185, *Cutting Red*

Tape to Building More Homes Act, 2024, but does not apply to the City of Hamilton as The Hamilton Spectator, is still published in print format.

For *Planning Act* applications that require public notification and consultation (Official Plan Amendments, Zoning By-law Amendments and Draft Plans of Subdivision / Vacant Land Condominium), the Planning Division's current method of providing Notice is as follows:

Notice of Complete Application

- Circulation by mail to assessed property owners within 120 metres of the subject lands within 15 days of deeming the application complete; and,
- Requiring a Public Notice sign to be posted on the subject lands within 15 days of deeming the application complete.

Notice of Public Meeting

- Circulation by mail to assessed property owners within 120 metres of the subject lands at least seven days prior to the Public Meeting, and,
- Requiring the Public Notice sign to be updated with the date, time, and location of the Public Meeting.

The City of Hamilton continues to give Notice of Public Meeting and hold a Public Meeting for Draft Plan of Subdivision / Condominium (Vacant Land) applications, even though there is no longer a statutory requirement to do so under the *Planning Act*.

Publishing a Public Notice in the local newspaper is more commonly used for projects with City wide implications, such as City Initiated Official Plan Amendments and City Initiated Zoning By-law Amendments, and during a disruption to mail delivery service (e.g. Canada Post strike). In the case of site-specific *Planning Act* applications, the City does not regularly publish in the local newspaper due to the cost to print the advertisement ($1,500 to $2,500 depending on the size of the advertisement). The mailout method ensures property owners within the vicinity of the proposed application, and who may be directly impacted by the application, receive individual mailed letters.

The Planning Division undertook a review of its current public notification practices for *Planning Act* applications, and conducted a best practices municipal review to gather examples of what is being done in other municipalities. Recent improvements to the Division's public notification process include expanding the circulation list for all development applications by adding Mississauga of the Credit First Nation and Six Nations of the Grand River as well as additional neighbourhood associations in consultation with Ward Councillors. Several recommendations to improve the public's access to planning information and increase the number of residents involved in the planning process are proposed and discussed in detail below.

The recommendations of this report do not apply to Official Plan Amendment applications for Urban Boundary Expansions as those applications will be subject to a separate Framework for Processing and Evaluating Urban Boundary Expansion Applications.

1. Policy Implications and Legislated Requirements

The Provincial Planning Policy Framework is established through the *Planning Act* (Section 3) and the Provincial Planning Statement (2024) which came into effect on October 20, 2024.

Planning Act

The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with and conform to provincial plans and policies.

Sections 22(6.4), 34(10.7), and 51(19.4) under the *Planning Act* set out "Notice of particulars and public access" for Official Plan Amendments, Zoning By-law Amendments and Draft Plan of Subdivision applications and require that the municipality give Notice of Complete Application to the prescribed persons and public bodies, in the prescribed manner, accompanied by the prescribed information within 15 days of receiving a complete application, and must make the application information and material available to the public.

Sections 17(17) and 34(13) under the *Planning Act* set out requirements for "Notice" of the public meeting for Official Plan Amendments and Zoning By-law Amendments applications which must be sent to the prescribed persons and public bodies, in the prescribed manner, accompanied by the prescribed information. Sections 17(19) and 34(14.1) of the *Planning Act* states that Notice of Public Meeting must be given at least 20 days in advance of the scheduled public meeting date, or by alternate measures set out in an Official Plan, as outlined in Sections 17(19.3) and 34(14.3).

The associated Regulations for Official Plan Amendments (O. Reg. 543/06), Zoning By-law Amendments (O. Reg. 545/06) and Plans of Subdivision (O. Reg. 544/06) set out the specifics on who must be provided the Notice (list of specified persons, public bodies, and members of the public), the method for providing notice (mailed notices, public notice signage, newspaper) as well as what information must be included in the notice (explanation of purpose and effect of the application; the date, time and location of the public meeting; description of the subject land or key map; details about where and when information is available for public inspections; and specific statements for notice of decision and appeal clauses). These Regulations require that Notice is given to every owner of land within 120 metres of the land(s) subject to the application.

The proposed recommendations address the requirements in the *Planning Act*.

Provincial Planning Statement (2024)

Section 6.2 Coordination of the Provincial Planning Statement (2024) states that "3. Planning authorities are encouraged to engage the public and stakeholders early in local efforts to implement the Provincial Planning Statement, and to provide the necessary information to ensure the informed involvement of local citizens, including equity-deserving groups." This is a new policy direction from the Province which came into force in October 2024. This specific policy was not included in the former version of the Provincial Policy Statement (2020).

The proposed recommendations are consistent with the Provincial Planning Statement, (2024).

Urban Hamilton and Rural Hamilton Official Plans

The Urban and Rural Hamilton Official Plans contain policies in Chapter F – Implementation that deal with Public Participation and Notification Policies. Policy F.1.17.1 indicates "The City may use a variety of communication methods to seek input on planning matters or to provide information to the general public. Depending on the issues and in accordance with the *Planning Act*, R.S.O., 1990 c. P.13, the City shall choose the most appropriate method of communication. Communication may be in the form of:

a) direct mail outs;
b) public notice signs;
c) surveys, electronic or mail out;
d) public information open houses held virtually or in person;
e) public meetings held virtually or in person;
f) City web site; and/or,
g) workshops."

Policy F.1.17.2 indicates "Notification of public meeting(s) for the adoption of the Official Plan and amendments, changes to the Zoning By-law, plans of subdivision, draft plan of condominium as required by the *Planning Act*, and Community Improvement Plans shall be given to the public at least 7 days prior to the date of the meeting(s) and the notice shall be given in accordance with the applicable requirements of the *Planning Act*, R.S.O., 1990 c. P.13 regulations."

Policy F.1.17.4 further indicates that "Where a notice of public meeting or written notice of an application is required for *Planning Act*, R.S.O., 1990 c. P.13 application, other than those identified in Section F.1.17.2, notice shall be given in accordance with the applicable requirements of the *Planning Act*, R.S.O., 1990 c. P.13."

The proposed recommendations comply with the policies of the Urban Hamilton and Rural Hamilton Official Plans.

West Harbour (Setting Sail) Secondary Plan Area
(Hamilton-Wentworth Official Plan and former City of Hamilton Official Plan)

The West Harbour (Setting Sail) Secondary Plan was approved by Council in 2005. Due to appeals to the Ontario Municipal Board (now Ontario Land Tribunal), the Secondary Plan was not deemed to be in effect until the Ontario Land Tribunal issued its final decision in 2012. This decision added the Secondary Plan to the former City of Hamilton Official Plan and former Hamilton-Wentworth Official Plan as those were the Official Plans in effect for the West Harbour (Setting Sail) Secondary Plan area.

Part D – Implementation of the former Hamilton-Wentworth Official Plan contains policies under Section 2 dealing with Public Participation and Notification. Policy D.2.2 indicates "Notification of public meeting(s) for the adoption of the Official Plan and Amendments and Community Improvement Plans will be given to the public at least 17 days prior to the date of the meeting(s) and the notice will be given in accordance with the applicable requirements of the *Planning Act* regulations."

Policy D.2.4 indicates "Where a notice of public meeting or written notice of an application is required for *Planning Act* application, other than those identified in Policy D.2.2, notice will be given in accordance with the applicable requirements of the Planning Act."

Section D – Implementation of the former Hamilton Official Plan contains policies under Subsection D.9 dealing with Notification and Public Participation Procedure. Policy D.9.1 ii) indicates "Notification of public meeting(s) for the adoption of the Official Plan and Amendments, changes to the Zoning By-law, Plans of Subdivision and Community Improvement Plans will be given to the public at least 17 days prior to the date of the meeting (s) and the notice will be given in accordance with the applicable requirements of the *Planning Act* regulations." Policy D.9.1 iv) indicates "Where a notice of public meeting or written notice of an application is required for *Planning Act* application, other than those identified in Policy D.9.1.ii), notice will be given in accordance with the applicable requirements of the *Planning Act*."

The proposed recommendations comply with the policies of the former Hamilton-Wentworth Official Plan and the former Hamilton Official Plan.

2. Review of Current Templates and Practices

The focus of this review was on public notice requirements for *Planning Act* applications processed by the Development Planning Section, including Official Plan Amendments, Zoning By-law Amendments and Draft Plan of Subdivision, and Draft Plan of Condominium (Vacant Land) applications. This review did not include Committee of Adjustment applications, City-wide amendments to the Official Plan(s) or Zoning By-law(s) or Official Plan Amendment applications for Urban Boundary Expansions.

Staff undertook a review of the Division's current Public Notice sign and mailed Notices. Staff note the following for the Public Notice sign (Refer to Figure 1 in Appendix C):

- The sign template has remained unchanged for an extended period, lacks colour and visual interest.
- The sign contains a significant amount of text, font size is small, and language used is often technical in nature.
- The vertical sign orientation and mounting specifications result in a sign that is three metres (10 feet high), and not at eye level.
- The location map does not provide any "visual" description of the proposal.
- The installed sign was not always readable from the street, there was a lack of consistency with sign placement on the property, text updates were not always completed in a professional manner, and signage was not always removed after a Council decision is made.
- Information related to the sign posting requirements is contained in several documents (application form, submission requirements, letters to the Applicant) and not contained within one guiding document.

Similarly, the template for the mailed Notices have generally remained unchanged for an extended period, except for the Notice of Complete Application which was updated in 2023 as part of Bill 109 process changes. These Notices serve to inform two distinct groups (members of the public and specified persons / public bodies) and are often written using formal, technical language. Recipients of these Notices, including members of the public who may lack an in-depth knowledge of planning processes, may find it challenging to understand the notices and information provided. Generally, staff utilize the 120 metre circulation radius for mailing notices to the public, however, in some instances staff have been asked by the Ward Councillor to increase the circulation radius beyond the *Planning Act* requirement.

Staff undertook a review of all Zoning By-law Amendment, Official Plan Amendment, Draft Plan of Subdivision and Draft Plan of Condominium (Vacant Land) applications submitted in 2024 to obtain baseline data related to the number and cost of notices mailed to property owners for each application type, which is summarized in Table 1 below.

Table 1 – Analysis of 2024 *Planning Act* Applications: Average number of mailed Notices (120 metre radius) and associated costs per application type

	Average number of mailed letters (120 metre circulation radius)		
	Urban area	**Rural area**	**Overall**
Zoning By-law Amendment Application			
Notice of Complete Application	122*	28	**112**
Notice of Public Meeting	124	28	**114**
Cost per mailout**	$139.56	$31.58	**$128.76**
Total mailout cost per application (two circulations)	$279.12	$63.17	**$257.52**
Official Plan Amendment Application			
Notice of Complete Application	87*	24	**81**
Notice of Public Meeting	89	24	**84**
Cost* per mailout	$100.49	$27.07	**$94.38**
Total mailout cost per application (two circulations)	$200.99	$54.14	**$188.75**
Draft Plan of Subdivision			
Notice of Complete Application	123	24	**109**
Notice of Public Meeting	123	24	**109**
Cost* per mailout	$138.74	$27.07	**$122.79**
Total mailout cost per application (two circulations)	$277.49	$54.14	**$245.58**
Draft Plan of Condominium (Vacant Land)			
Notice of Complete Application	150	32	**91**
Notice of Public Meeting	150	32	**91**
Cost* per mailout	$169.20	$36.10	**$102.65**
Total mailout cost per application (two circulations)	$338.40	$72.19	**$205.30**

*some Notices were given by newspaper publication, instead of mailout.

**cost per individual mailout is $1.13 (2024 rate)

Includes stock (three sheets), printing, envelope, and postage. No additional cost for Print / Mail room tasks.

A summary of 2024 application types is as follows:

- Zoning By-law Amendment applications - average of 114 Notices were mailed to property owners within 120 metres at an average cost of $257.52 per application.
- Official Plan Amendment applications - average of 84 Notices were mailed to property owners within 120 metres at an average cost of $188.75 per application.
- Draft Plan of Subdivision applications - average of 109 Notices were mailed to property owners within 120 metres at an average cost of $245.58 per application.
- Draft Plan of Condominium (Vacant Land) applications - average of 91 Notices were mailed to property owners within 120 metres at an average cost of $205.30 per application.

3. Best Practices Research Across Other Municipalities

A best practices review was undertaken across several surrounding municipalities including Toronto, Mississauga, Burlington, Oakville, Markham, Vaughan, Brant, Kitchener, and London. The review included both a desktop review and correspondence with surrounding municipalities aimed at gathering information on what other municipalities are doing in terms of public notice requirements.

The results of the review found there was no standardized approach to public notice requirements for both signage and mailed Notices. Many Greater Toronto and Hamilton Area municipalities use Toronto's signage as a template. In terms of the circulation radius for applications, there is a varied approach used across municipalities, which is summarized in Table 2.

Table 2 - Comparison of circulation radius in surrounding municipalities

	Use 120 metre circulation radius	Use alternate circulation radius	Other information
City of Toronto	✓	✗	
City of Mississauga	✓	✗	
Town of Oakville	✗	✓	240 metres
City of Kitchener	✗	✓	240 metres
Town of Markham	✗	✓	200 metres
City of Vaughan	✗	✓	150 metres
County of Brant	✗	✓	125 metres

Table 2 – continued	Use 120 metre circulation radius	Use alternate circulation radius	Other information
City of Burlington	✓	✓	300 metres - Rural areas 300 metres - North Aldershot
City of London	✓	✓	Circulation radius may be increased based on set of criteria outlined in the Official Plan

Similar to the City of Hamilton, both the City of Toronto and City of Mississauga indicated that applications are circulated in accordance with the *Planning Act* regulation of 120 metres. The City of Vaughan and County of Brant use a radius just over the 120 metre requirement. The Town of Oakville and City of Kitchener have doubled the circulation radius and use 240 metres. The City of Burlington uses both the 120 metres as well as an area-specific approach that increases the radius to 300 metres for Rural areas and other defined areas such as North Aldershot. The City of London uses 120 metres and may increase the circulation radius based on a set of criteria outlined in their Official Plan at the discretion of their City Planner (e.g. a significant population is located just beyond the minimum circulation radius).

Staff noted that all municipalities had some form of digital presence on their websites for planning applications which includes utilizing the “News and Notices” webpage, mapping systems and project pages for individual applications, all of which provide access to a variety of information related to the application (application status, supporting documents, public meeting information, etc.).

4. Proposed Increase to Circulation Radius

As discussed in Item 1 above, a review of the circulation radius for Notice mailouts was undertaken. A range of circulation radius distances were considered and are summarized in Table 3 below:

Table 3 – Comparison of circulation radius distances

Circulation Radius	Consideration and Rationale
120 metres	- Follows the requirements of the *Planning Act* and is a longstanding standard for providing Notice. - Improvements can be made by posting all Notices to the City’s website.

Table 3 - continued **Circulation Radius**	**Consideration and Rationale**
240 metres	- Doubles the circulation distance which increases the number of recipients. - Data collected for 2024 applications showed this radius could result in 140% increase in recipients. - Goes above and beyond the minimum requirements of the *Planning Act* to improve public notification and consultation.
800 metres	- This radius results in a significant increase in the number of recipients. - Data collected showed this far exceeds the established neighbourhood patterns across the City. 400 metres is more characteristic of a neighbourhood unit. - This exceeds the proposed circulation distance of 400 metres for Urban Boundary expansion applications proposed in the draft framework.
Criteria based requirement	- This would be based on an established set of criteria, as outlined in the Official Plan. - Increasing the circulation distance could be based on any number of pre-determined factors, such as land use of the proposed application; land uses with perceived health/safety or nuisance impacts; proposal-specific criteria (e.g. increased radius for increased building height); area-specific criteria (e.g. rural areas where circulation numbers are low given large lot fabric). - The more criteria to consider could result in room for error in determining the circulation distance and number of properties included. - This would result in each application having a different circulation radius.

Based on a review of the above considerations and rationale, consideration for the draft "Framework for Processing and Evaluating Urban Boundary Expansion Applications" which proposes a 400 metre radius, and a review of best practice approach among surrounding municipalities, staff determined that an increase to 240 metres circulation radius was appropriate to provide an expanded notification area of site specific *Planning Act* applications (refer to Recommendation 1). The data collected through review of the 2024 applications was used to predict average increases to the number of circulations to be mailed out under the 240 metre radius, which is summarized in Table 4.

Table 4 – Analysis of 2024 *Planning Act* Applications: Average number of mailed Notices (240 metre radius) and associated costs per application type

	Average number of mailed letters (240 metre circulation radius)		
	Urban area	**Rural area**	**Overall**
Zoning By-law Amendment Application			
Notice of Complete Application	315	51	**289**
Notice of Public Meeting	315	51	**289**
Cost* per mailout	$439.66	$70.50	**$402.75**
Total mailout cost per application (two circulations)	$879.32	$141.00	**$805.49**
Official Plan Amendment Application			
Notice of Complete Application	224	45	**209**
Notice of Public Meeting	224	45	**209**
Cost* per mailout	$312.32	$62.82	**$291.53**
Total mailout cost per application (two circulations)	$624.65	$125.64	**$583.06**
Draft Plan of Subdivision			
Notice of Complete Application	256	30	**224**
Notice of Public Meeting	256	30	**224**
Cost* per mailout	$357.61	$41.88	**$312.50**
Total mailout cost per application (two circulations)	$715.22	$83.76	**$625.01**
Draft Plan of Condominium (Vacant Land)			
Notice of Complete Application	438	56	**247**
Notice of Public Meeting	438	56	**247**
Cost* per mailout	$611.45	$78.18	**$344.81**
Total mailout cost per application (two circulations)	$1,222.90	$156.35	**$689.62**
*cost per individual mailout is $1.40 per letter (2025 rate). Reflects increase postage costs.			

Based on the review of 2024 applications increasing the circulation radius from 120 metres to 240 metres are forecasted to result in the following:

- Zoning By-law Amendment applications - average number of Notices being mailed to property owners will increase to 289 per application, which represents a 153% increase. The average cost to mail the Notices will increase to $805.49, a difference of $547.97 per application.
- Official Plan Amendment applications - average number of Notices being mailed to property owners will increase to 209 per application, which represents a 150% increase. The average cost to mail the Notices will increase to $583.06, a difference of $394.31 per application.
- Draft Plan of Subdivision applications - average number of Notices being mailed to property owners will increase to 224 per application, which represents a 106% increase. The average cost to mail the Notices will increase to $625.01, a difference of $379.43 per application.
- Draft Plan of Condominium applications requiring public process - average number of Notices being mailed to property will increase to 247, which represents a 134% increase. The average cost to mail the Notices will increase to $689.62, a difference of $484.32 per application.

Staff are recommending that the 2025 Planning Division Fee Schedule be updated to include the increased cost (rounded to the nearest $5.00) in accordance with Table 5 below:

- $550.00 for Zoning By-law Amendment applications;
- $395.00 for Official Plan Amendment applications;
- $380.00 for Draft Plan of Subdivision; and,
- $485.00 for Draft Plan of Condominium (Vacant Land) Applications

New / expansion of a Pit or Quarry applications will be increased by the fee for Official Plan Amendment applications. The draft by-law to update By-law No. 12-282, as amended, is attached as Appendix A to Report PED25055.

Table 5 - Proposed updates to Planning Division Fee Schedule.

Fee Type	**New Fee**
Official Plan Amendment and/or Zoning By-law Amendment to establish a New Pit or Quarry	$168,805
Pit or Quarry Expansion	$67,765
Official Plan Amendment (Rural or Urban)	$46,115
Public Notice recirculation due to cancellation of a Public Meeting by the applicant or agent	$1,780
Rezoning Application - Secondary Suites	$7,130
Rezoning Application - Complex (includes the first 10 units)	$32,045
Public Notice recirculation due to cancellation of a Public Meeting by the applicant or agent	$1,935

Subdivision Application	$60,180
Amended Application with public consultation	$9,835
Plan of Condominium – New Construction – with Public Process	$22,400

In addition, Staff are recommending that the Terms of Reference (TOR) titled “Public Consultation Summary and Comment Response” be updated to reflect the increased circulation radius of 240 metres (refer to Recommendation 3). This change would be applicable to applicant led consultation. The current Terms of Reference is part of the Phase 1 which are in “Council approved – draft format”. The proposed change should be reflected in the final version of the Phase 1 Terms of References which are being brought forward for Council’s final approval through an upcoming staff report later in 2025.

The increase to the circulation radius for Public Notices and application fees will be implemented starting July 1, 2025, and will be applicable to new applications or amended applications requiring a new public circulation. Ongoing or legacy files will continue to be circulated using the 120 metre radius as the application fee has already been paid. Staff will work with the Office of the City Clerk to determine any changes to their processes for sending out Notice of Passage / Adoption / or Decision for these application types.

5. Proposed Updates to the Public Notice Sign and Mailed Notices

Following the review of the Planning Division’s current templates and procedures and the best practice review of surrounding municipalities, several improvements are proposed for the Public Notice sign and mailed Notices.

Public Notice Sign

With the assistance of the City’s Communications & Strategic Initiatives team, the Public Notice sign template has been redesigned to create a sign that is more modern, informative, eye-catching, uses plain language and meets AODA requirements (refer to Appendix B of Report PED25055, Figure 1). The sign will incorporate a three dimensional image which provides the viewer a visual representation of the proposed development in the context of the neighbourhood. Staff will be preparing a user guide for applicants that contains all sign requirements and detailed specifications (including the requirement for posting two signs on corner properties) for the installation, maintenance, and removal of Public Notice signs.

Notice of Complete Application and Notice of Public Meeting

Staff are proposing updates to the mailed Notices that go beyond the legislative text and information requirements to be more relatable and understandable for the public. The updated Notices will include plain language descriptions, incorporate a rendering to provide a visual description of the proposed development, and will be designed to have

a unified appearance using similar phrases, headers, and icons to create alignment with the redesigned Public Notice sign (refer to Appendix B of Report PED25055, Figures 2 and 3). The letter template has been restructured to group the information into four sections in a way that is logical and easy to read. The four sections include:

1. Application details and proposal description with a location map and rendering.
2. A series of prompts under the header “Learn more. Share your thoughts. Stay involved” with corresponding information geared to the public.
3. A simplified linear timeline of the application process.
4. Legislative requirements and additional information – including *Planning Act* required text, appeal information, collection of personal information and accessibility accommodations.

To improve digital access to *Planning Act* applications both the Notice of Complete Application and Notice of Public Meeting will be posted to the City’s News and Notices webpage which will allow all residents access to the Notices, regardless of whether they are within the circulation radius. The City’s website also includes a feature which allows users to subscribe to the “Public Notices e-updates newsletter” which is in line with the theme of Community Engagement and Participation in the City’s strategic plan.

The updates to the Public Notice Sign and mailed Notice templates will be implemented starting July 1, 2025, to align with the circulation radius and application fee increases. The updated templates will be applicable to new applications or amended applications requiring a new public circulation. Ongoing or legacy files will continue to use the current templates as the increased radius and other aspects of the Notices (e.g. 3D image) would not be applicable.

For ongoing/legacy files, the Notice of Complete Application and the Notice of Complete Application will be recirculated to the public when a target Planning Committee date has been determined to give the public as much notice as possible of the public meeting.

6. Canada Post Strike Protocol

Due to the reliance on providing *Planning Act* Notices through the mail, staff are impacted in the event of a Canada Post strike and have been impacted by strike action on several occasions, which resulted in Item 19.P being added to the Outstanding Business List, in Appendix E attached to Report PED25055.

During these times when there is no delivery of mail, staff relies on the alternate form of providing statutory Notice for Planning applications, as set out in the *Planning Act* which is posting a Notice in the local newspaper – The Hamilton Spectator.

Staff have drafted a corporate policy, in Appendix D attached to Report PED25055, applicable to both Committee of Adjustment and *Planning Act* applications to address public notice requirements during Canada Post labour and mail delivery service disruptions. Aside from providing Notice as required by the *Planning Act,* the policy

includes supplementary options for notifying the public of *Planning Act* applications through the City's social media accounts.

7. Next Steps

Staff has identified a number of medium and long term continuous improvement initiatives including:

- Expanding circulation lists to include additional recipients who may have an interest in planning applications, such as Business Improvement Areas;
- Rebuilding the City's development application mapping and public facing mapping tools;
- Development of a specific webpage for *Planning Act* applications – following the lead of Urban Boundary Expansion applications; and,
- Further consideration to how social media can be used, and how to tailor notification and engagement to equity deserving groups in accordance with the Provincial Planning Statement (2024).

Staff have on-going projects with CityLAB and City of Hamilton's Future Ready program with a focus on new and innovative ways to improve the City's public consultation and notification processes and will consider implementing project recommendations though subsequent reviews. In addition, the Bloomberg Harvard Innovation Track Initiative seeks to optimize processes and documentation of the development application processes, and there may be other prioritized action items which relate to the initiatives listed above.

Alternatives

Council may direct staff not to proceed with increasing the radius for circulations of Notices under the *Planning Act*. This will result in the circulation radius for Notice remaining at 120 metres as prescribed by the applicable O. Regs in the *Planning Act*. Alternatively, Council may direct staff to proceed with a different radius for circulations of Notices under the *Planning Act,* which is not recommended as this would have a greater cost implication which has not been considered.

With respect to the matter related to Canada Post mail service disruptions, Council may direct staff not to formalize the protocol. This is not a recommended approach as it may lead to inconsistencies and delays in the processing of applications if public notices are not given in accordance with *Planning Act* timelines.

Relationship to Council Strategic Priorities

3. Responsiveness & Transparency
   3.1. Prioritize customer service and proactive communication
   3.2. Get more people involved in decision making and problem solving
   3.3. Build a high performing public service
   3.4. Modernize City systems

Previous Reports Submitted

Not applicable.

Consultation

- Staff consulted with several sections across the Planning Division, including Development Planning, Sustainable Communities, Urban Design, and the Information Systems and Cartographic Planning Team to obtain feedback on current public notice templates, and suggested improvements.
- Staff consulted and worked with the City's Communications and Strategic Initiatives Division with respect to the redesign of the Public Notice sign and adding Notices to the City's website.
- Staff consulted with Legal Services and Office of the City Clerks respecting the new templates for Notice of Complete Application and Notice of Public Meeting, and incorporated feedback into the templates.
- Consultation with the Development Industry Liaison Group (DILG) was held on January 20, 2025. Feedback from DILG members included recommending staff investigate the City of Edmonton's review of public notification practices, consideration to not including a detailed rendering of the development proposal on the sign and notices as the proposal could change and create confusion with the public, and asked how staff are measuring the value of increasing the circulation radius of the public notices to 240 metres. Staff note that other municipalities are adding renderings to the signs and are not reporting any negative feedback. However, in response to DILG feedback, staff have decided to include a 3D massing image of the building instead of a building rendering. The value of increasing the circulation radius to 240 metres may be monitored through tracking public inquiries, delegations to Planning Committee and increased visits to the City's website and an online visitor's poll.
- Notice of proposed changes to the Tariff of Fees By-law was advertised in The Hamilton Spectator on May 27, 2025, in accordance with By-law No. 07-351.

Appendices and Schedules Attached

Appendix A: Draft Tariff of Fees By-law

Appendix B: Proposed templates for Public Notice sign and Public Notice letters

Appendix C: Current Public Notice sign

Appendix D: Planning Policy "Statutory and supplementary public notice requirements for planning applications during mail delivery service disruptions"

Appendix E: Notice of Motion – June 4, 2019, Planning Committee

Prepared by:	Jennifer Haan, Business Facilitator, Planning & Economic Development, Planning Division
Submitted and recommended by:	Anita Fabac, Acting Director of Planning and Chief Planner Planning & Economic Development, Planning Division

Authority: Item,
Report
CM:
Ward: City Wide

Bill No.

CITY OF HAMILTON

BY-LAW NO.

To Amend By-law No. 12-282, as amended by By-law Nos. 19-108, 19-197, 21-079, 22-222, 23-031, 24-110 and 24-155 Respecting Tariff of Fees

WHEREAS Section 69 of the *Planning Act*, R.S.O. 1990, Chapter 13, as amended, authorizes municipalities to enact a by-law to prescribe a Tariff or Fees for the processing of applications made in respect of planning matters;

AND WHEREAS Section 391 of the *Municipal Act*, 2001, S.O. 2001, c. 25, as amended, authorizes municipalities to enact by-laws to impose fees on any class of person for services or activities provided or done by or on behalf of the municipality;

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

1. The amendments in this By-law include any necessary grammatical, numbering, formatting, and lettering changes.

2. That the following fees in Schedule “A” to By-law No. 12-282, as amended, be deleted, and replaced with the following new fees, reflective of a $445 cost increase for the increased circulation radius for public notice mailouts:

1.	Official Plan Amendment and/or Zoning By-law Amendment to establish a New Pit or Quarry	$168,805
2.	Pit or Quarry Expansion	$67,765
4.	Official Plan Amendment (Rural or Urban)	$46,115
4b.	Public Notice recirculation due to cancellation of a Public Meeting by the applicant or agent	$1,780
5a.	Rezoning Application - Secondary Suites	$7,130
5b.	Rezoning Application - Complex (includes the first 10 units)	$32,045
5c.	Public Notice recirculation due to cancellation of a Public Meeting by the applicant or agent	$1,935

7a.	Subdivision Application	$60,180
7g.	Amended Application with public consultation	$9,835
8a.	Plan of Condominium – New Construction – with Public Process	$22,400

3. The new fees are hereby approved and adopted.

4. The fees shall be paid at the time of the submission of an application.

5. No application for an Official Plan Amendment, Rezoning, Plan of Subdivision or Plan of Condominium shall be deemed to have been made, provided, or completed, and no application shall be received, unless the appropriate fees are paid in accordance with this By-law.

6. The amount of the fees shall be adjusted annually by the percentage change during the preceding year of the Consumer Price Index (CPI) for Toronto, and the resulting figures shall be rounded off to the nearest five ($5.00) dollar interval.

7. This By-law shall be deemed to have come into force on July 1, 2025.

PASSED this _____ day of _____, 2025.

A. Horwath
Mayor

M. Trennum
City Clerk

Figure 1: Example of new Public Notice sign template

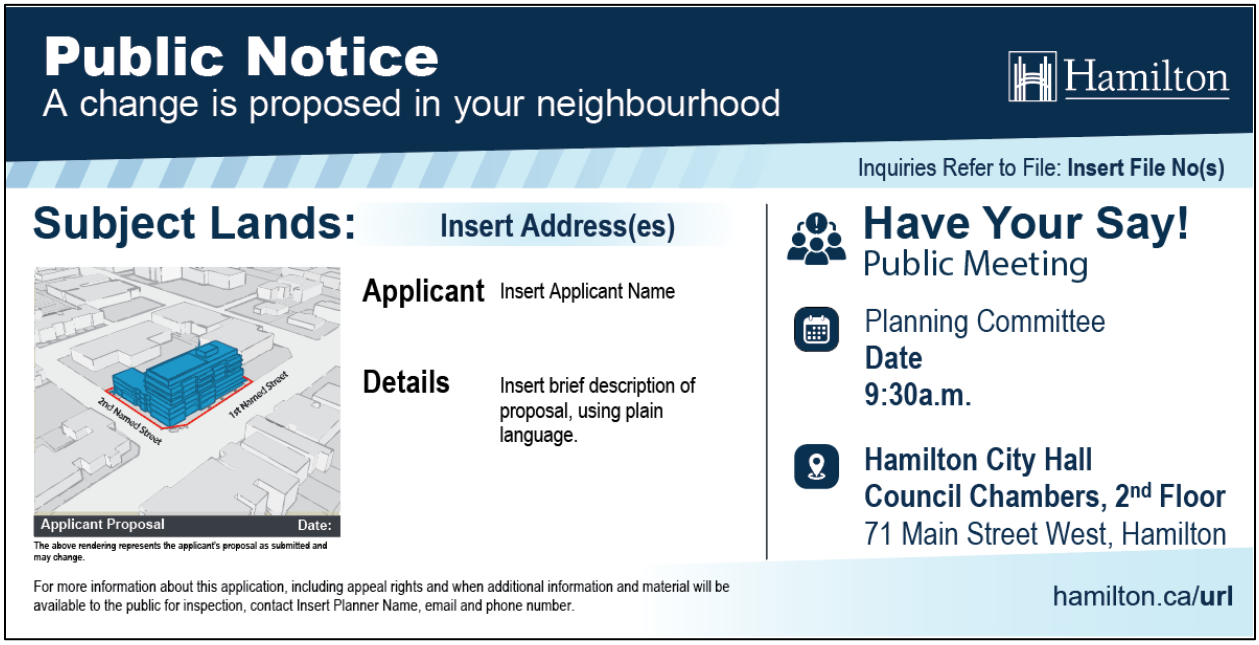


Figure 2: Example of new Notice of Complete Application letter template

Hamilton

Public Notice

A change is proposed in your neighbourhood.

Notice of Complete Application for a [Application Type].

Proposal:	The Applicant, [Applicant-Name], is proposing to [description of purpose and effect using plain language].
Regarding:	[Address] File No: [File No.]
Why am I receiving this?	A change is proposed in your neighbourhood. The City of Hamilton mails out notices to all property owners within 240m of the subject land. This notice is the first step in the application process and is an opportunity for you to provide any comments you may have early in the process.
Notice to Property Owner with rental units.	If you received this Notice and are the owner of a property containing rental units, please post this notice where all occupants can see it.

Location of the proposal:

Applicant's rendering (proposed)

Learn more. Share your thoughts. Stay Involved.

Want to learn more about the proposal?	The proposed application, including supporting information, are available by contacting the Planning Division (contact listed below). You can also visit the Planning Division office at City Hall between the hours of 8:30 a.m. and 4:30 p.m., Monday to Friday.
Want to share your thoughts?	You are invited to share your thoughts about the proposed development. Your comments will be considered by the Planning Division and will be included in the staff report. Submit your comments by **[Date]** to the Planning Division (contact listed below) referencing the Address and File Number.

	Be sure to review the "Appeal Rights" and "Collection of Personal Information" section of this letter.
Want to stay involved in next steps?	Mark your calendars - A Public Meeting is scheduled for **[date].** A separate Notice will be mailed out to confirm this meeting date, and provide more information on how to stay involved and have your say.
Planning Division Contact.	Planner Name, Title. Planning and Economic Development Department Development Planning 71 Main Street West, 5th Floor, Hamilton, ON, L8P 4Y5 E-Mail: Email.

Application process.

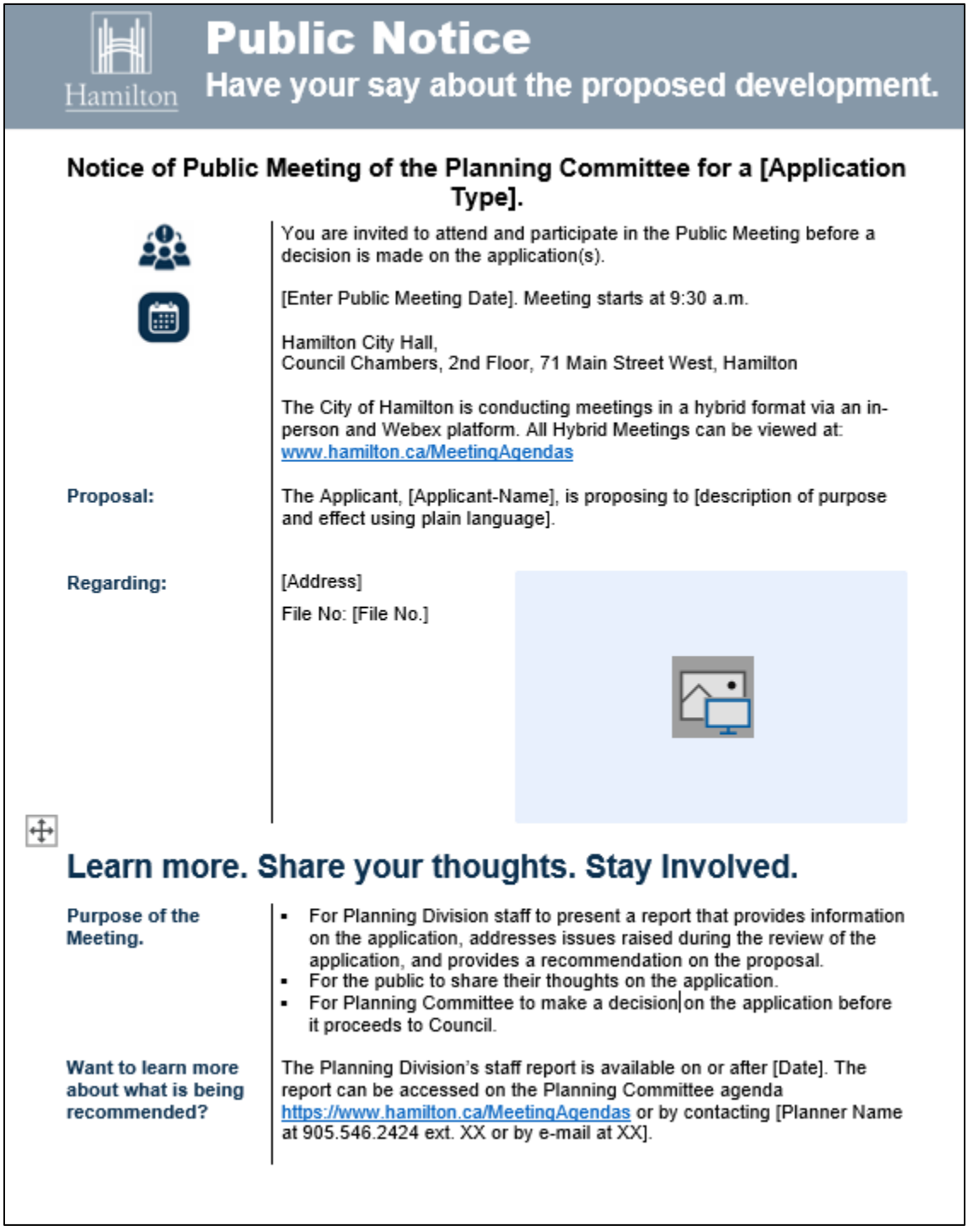
Additional information. *Planning Act* requirements.

Related Applications.	The property that is the subject to this application is also subject to an application for [Enter Application Type: minor variance or a consent, an amendment to an official plan or a Minister's zoning order, site plan, or approval of a plan of subdivision] under the *Planning Act*. File [Enter File No.] OR The property is not subject to any other applications under the *Planning Act*.
Notice of Decision.	If you wish to be notified of the decision of the City of Hamilton on the application(s) you must make a written request to: Legislative Coordinator, Planning Committee City of Hamilton 71 Main Street West, 1st Floor, Hamilton, ON, L8P 4Y5 Or by E-mail: clerk@hamilton.ca
Appeal Rights.	**Official Plan Amendments / Zoning By-law Amendments** In accordance with the provisions of the *Planning Act*, appeals may be made only by specified persons, public bodies, or registered owners of land to which the amendment applies, as defined by the Planning Act. i. If a person or public body would otherwise have an ability to appeal the decision of Council, City of Hamilton to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of Hamilton before the

	proposed official plan amendment is adopted or before the by-law is passed, the person or public body is not entitled to appeal the decision. ii. If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of Hamilton before the proposed official plan amendment is adopted or before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party. The general public and other interested parties not defined are no longer eligible to file *Planning Act* Section 17(24), 17(36) and 34(19) appeals. See Bill 185, Cutting Red Tape to Build More Homes Act, 2024 for more information.
Collection of Personal Information.	Information respecting this application is being collected under the authority of the *Planning Act*, R.S.O. 1990, c.P.13. All comments and opinions submitted to the City of Hamilton on this matter, including the name, address and contact information of persons submitting comments and/or opinions, will become part of the public record and will be made available to the Applicant and the general public **and will appear on the City's website unless you request that the City remove your personal information.**
Accessibility Accommodations.	If you need any accommodations to view or obtain materials in alternate format, please contact the Planning Division at pdgening@hamilton.ca.

This Notice was issued by the City of Hamilton's Legislative Coordinator, Planning Committee on [Date].

Figure 3: Example of new Notice of Public Meeting letter template



Hamilton

Public Notice

Have your say about the proposed development.

Notice of Public Meeting of the Planning Committee for a [Application Type].

You are invited to attend and participate in the Public Meeting before a decision is made on the application(s).

[Enter Public Meeting Date]. Meeting starts at 9:30 a.m.

Hamilton City Hall,
Council Chambers, 2nd Floor, 71 Main Street West, Hamilton

The City of Hamilton is conducting meetings in a hybrid format via an in-person and Webex platform. All Hybrid Meetings can be viewed at: www.hamilton.ca/MeetingAgendas

Proposal:

The Applicant, [Applicant-Name], is proposing to [description of purpose and effect using plain language].

Regarding:

[Address]

File No: [File No.]

Learn more. Share your thoughts. Stay Involved.

Purpose of the Meeting.

- For Planning Division staff to present a report that provides information on the application, addresses issues raised during the review of the application, and provides a recommendation on the proposal.
- For the public to share their thoughts on the application.
- For Planning Committee to make a decision on the application before it proceeds to Council.

Want to learn more about what is being recommended?

The Planning Division's staff report is available on or after [Date]. The report can be accessed on the Planning Committee agenda https://www.hamilton.ca/MeetingAgendas or by contacting [Planner Name at 905.546.2424 ext. XX or by e-mail at XX].

How can I participate before a decision is made?

There are a number of ways you can participate:

- Attend the meeting in-person or virtually.
- Register to speak at the meeting.
- Submit a pre-recorded video with your comments.
- Submit written comments by [Date] to the Legislative Coordinator, Planning Committee by email at clerk@hamilton.ca.

For instructions on the various ways to participate, visit the City's website https://www.hamilton.ca/city-council/council-committee/council-committee-meetings/request-speak-committee-council#for-standing-committees to review the Public Participation Guide for Hybrid Meetings.

Be sure to review the "Appeal Rights" and "Collection of Personal Information" sections of this letter.

Application process.

Additional information. *Planning Act* requirements.

Related Applications.

The property that is the subject to this application is also subject to an application for [Enter Application Type: minor variance or a consent, an amendment to an official plan or a Minister's zoning order, site plan, or approval of a plan of subdivision] under the *Planning Act*. File [Enter File No.]

OR

The property is not subject to any other applications under the *Planning Act*.

Notice to Property Owner with rental units.

If you received this Notice and are the owner of a property containing rental units, please post this notice where all occupants can see it.

Notice of Decision.

If you wish to be notified of the decision of the City of Hamilton on the application(s) you must make a written request to:

Legislative Coordinator, Planning Committee
City of Hamilton, 71 Main Street West, 1st Floor.
Hamilton, ON, L8P 4Y5
Or by E-mail: clerk@hamilton.ca

Appeal Rights.

Official Plan Amendments / Zoning By-law Amendments
In accordance with the provisions of the *Planning Act*, appeals may be made only by specified persons, public bodies, or registered owners of land to which the amendment applies, as defined by the Planning Act.

i. If a person or public body would otherwise have an ability to appeal the decision of Council, City of Hamilton to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of Hamilton before the proposed official plan amendment is adopted or before the by-law is passed, the person or public body is not entitled to appeal the decision.

ii. If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of Hamilton before the proposed official plan amendment is adopted or before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

The general public and other interested parties not defined are no longer eligible to file *Planning Act* Section 17(24), 17(36) and 34(19) appeals. See Bill 185, Cutting Red Tape to Build More Homes Act, 2024 for more information.

Collection of Personal Information.

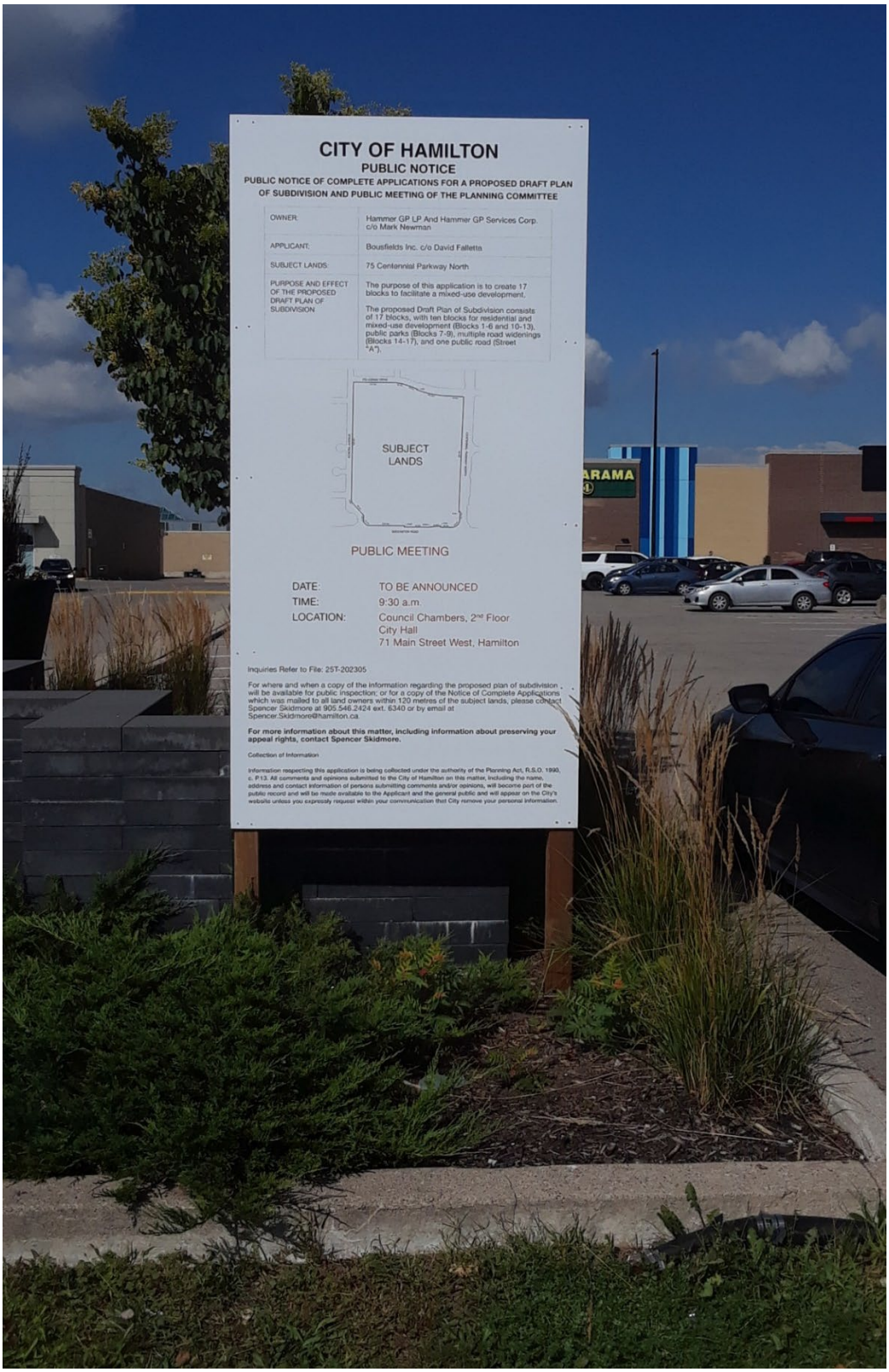
Information respecting this application is being collected under the authority of the *Planning Act*, R.S.O. 1990, c.P.13. All comments and opinions submitted to the City of Hamilton on this matter, including the name, address and contact information of persons submitting comments and/or opinions, will become part of the public record and will be made available to the Applicant and the general public **and will appear on the City's website unless you request that the City remove your personal information.**

Accessibility Accommodations.

If you need any accommodations to attend and participate at the meeting, please contact the Office of the City Clerk at clerk@hamilton.ca one week prior to the meeting. Advance requests are highly encouraged to enable us to meet your needs adequately.

This Notice was issued by the Legislative Coordinator, Planning Committee on [Date].

Figure 1: Example of current Public Notice Sign



Planning Division Policy		Content Updated:
		Supersedes:
Policy No: PED-XX-XX		Approval: Date
Page 1 of 4		

Statutory and supplementary public notice requirements for Committee of Adjustment and *Planning Act* applications during Canada Post mail delivery service disruptions

POLICY STATEMENT	This Policy is the Planning Division's process for meeting Statutory and supplementary public notice requirements during a Canada Post mail delivery service disruption to maintain public notification and participation in planning processes.
PURPOSE	The purpose of this Policy is to establish a protocol for ensuring the public is informed of Committee of Adjustment and Delegated Consent Authority applications and *Planning Act* Applications in the event of Canada Post disruptions in mail delivery service.
SCOPE	This Policy applies to applications processed by the Committee of Adjustment and Delegated Consent Authority, and *Planning Act* applications for an Official Plan Amendment (including Urban Boundary Expansions), Zoning By-law Amendment, Draft Plan of Subdivision and Draft Plan of Condominium (Vacant Land).
TERMS AND CONDITIONS **Committee of Adjustment & Delegated Consent Authority**	In accordance with the *Planning Act*, Notice may be given in one of the following methods: either by mail to property owners within 60 metres of the subject lands and a notice (sign) posted on the subject lands, or by publication in a newspaper with sufficiently general circulation. Notices for Consent for Severance and Minor Variances in the City of Hamilton are currently circulated by mail to assessed property owners within 60 metres of the lands subject to an application and a sign is posted on the lands by the applicant/owner. Notices are also posted on the Committee of Adjustment's webpage www.hamilton.ca/committeeofadjustment and listed under either "Items being decided upon by the Committee of Adjustment" or the "Delegated Consent Authority".

	To ensure that Notice is provided in accordance with the *Planning Act* and ensure that agenda dates do not need to be cancelled due to insufficient Notice, in the event of a mail delivery service disruption, Notice will be provided in the following ways: • Circulation by mail to assessed property owners within 60 metres of the subject lands provided the labour disruption has not impacted mail delivery; • A sign posted on the subject lands; • A newspaper Notice in The Hamilton Spectator at least 14 days prior to a Committee of Adjustment Hearing date or date of Decision for the Delegated Consent Authority; and, • A notice will be posted on the City's social media.
***Planning Act* Applications**	**Applications for Official Plan Amendment / Zoning By-law Amendments, Draft Plan of Subdivision / Vacant Land Condominium** The requirement for providing notice of planning applications is established by the *Planning Act* and its associated Regulations (O.Regs.). In accordance with the *Planning Act*, Notice is to be given in one of the following three ways: 1. By personal service or ordinary mail, to every owner of land within 120 metres of the subject land, and by posting a notice (signage) on the lands subject to the planning application; 2. By publishing a notice in a newspaper that is of sufficiently general circulation in the area to which the planning application would apply; or 3. Where a local newspaper does not exist, notice can be given by posting a notice on the website of the municipality. To ensure that Notice of Complete Application and Notice of Public Meeting is provided in accordance with the *Planning Act* and Council approved direction, during a Canada Post mail delivery service disruption Notice will be provided in the following ways:

Notice of a Complete Application

- Circulation by mail to assessed property owners within 240 metres of the subject lands within 15 days of deeming the application complete, provided the labour disruption has not impacted mail delivery;
- A sign posted on the subject lands within 15 days of deeming the application complete; and,
- A newspaper Notice in The Hamilton Spectator of the Notice of Complete Application within 15 days of deeming the application complete. Staff will ensure the notice is published in both print and digital format to ensure it reaches the widest audience.

Notice of Public Meeting

- Circulation by mail to assessed property owners within 240 metres of the subject lands at least seven days prior to the Statutory Public Meeting, provided the labour disruption has not impacted mail delivery;
- A sign posted on the subject lands at least seven days prior to the Statutory Public Meeting; and,
- A newspaper Notice in The Hamilton Spectator at least seven days prior to the Statutory Public Meeting. Staff will ensure the notice is published in both print and digital format to ensure it reaches the widest audience.

To supplement the statutory requirements above, the Planning Division will utilize a combination of the following options:

- A digital notice will be posted on the City's website (News and Notices page); and/or,
- A Notice will be posted on the City's social media;

It is important to note, that these supplementary measures do not replace or satisfy the statutory *Planning Act* requirements, but are meant to ensure clear, transparent, and accessible engagement of citizens.

Planning Division Policy	Hamilton	Content Updated:
		Supersedes:
Policy No: PED-XX-XX		Approval: Date
Page 4 of 4		

***Planning Act* Applications**	**Applications for Official Plan Amendment – Urban Boundary Expansions** The requirement for providing public notification for Urban Boundary Expansion applications in given in accordance with the Council approved Framework for Processing and Evaluating Urban Boundary Expansion Applications. During a Canada Post mail delivery service disruption where the enhanced public notification requirements outlined in the Framework cannot be met, Notice will be provided in the following ways: • A newspaper Notice in The Hamilton Spectator at least seven days prior to the Statutory Public Meeting. Staff will ensure the notice is published in both print and digital format to ensure it reaches the widest audience.
ACCOUNTABILITIES **Leaders**	Further updates to this Divisional policy are at the discretion of the Director of Planning and Chief Planner and will be communicated to Council through a Communication Update.
Employees	Planning Division staff shall ensure this policy is followed to ensure the Statutory requirements of the *Planning Act* are met.
HISTORY	The Policy was prepared as a result of the Notice of Motion put forth at the June 4, 2019, Planning Committee, and approved by Council on June 26, 2019, directing Planning staff to report back on a strategy for informing residents that goes beyond the traditional newspaper advertisement in the event of future disruptions in mail delivery service.

12.1

CITY OF HAMILTON

NOTICE OF MOTION

Planning Committee Date: June 4, 2019

MOVED BY COUNCILLOR COLLINS.....

Corporate Policy for Official Planning Notification During Mail Strikes

WHEREAS, the Planning Act prescribes the options the City of Hamilton can use for giving notice of an application to the Committee of Adjustment for a minor variance or severance;

WHEREAS, the two statutory options available to the City of Hamilton are to give notice by placing an advertisement in the newspaper or by first class mail to property owners combined with posting a sign on the property;

WHEREAS, as a result of the most recent mail disruption at Canada Post which required the City of Hamilton to give notice by placing an advertisement in the newspaper; and,

WHEREAS, not all affected residents read the newspaper or what appear to be technical notices placed in the newspaper and residents miss the opportunity to participate in the Committee of Adjustment decision making process;

THEREFORE BE IT RESOLVED:

That Planning staff report back to Planning Committee on a strategy for informing residents that goes beyond the traditional newspaper advertisement in the event of future disruptions in mail delivery service.

City of Hamilton
Report for Consideration

To:	Chair and Members Planning Committee
Date:	June 10, 2025
Report No:	PED25058
Subject/Title:	**Demolition Permit – 2 McDonalds Lane, Stoney Creek**
Ward(s) Affected:	Ward 10

Recommendations

1) That the request to issue a demolition permit prior to the owner obtaining final Site Plan Approval for redevelopment of 2 McDonalds Lane, Stoney Creek, **BE DENIED** since the building is in fair condition, boarded up and secure, and staff consider the application to be premature;

2) That the Chief Building Official **BE AUTHORIZED** to issue a demolition permit for 2 McDonalds Lane, Stoney Creek, in accordance with By-law 22-101, pursuant to Section 33 of the *Planning Act* once final Site Plan Control approval has been granted for redevelopment of the property in accordance with section 6(b) of the Demolition Control Area By-law 22-101.

Key Facts

- A demolition permit application has been submitted to the Building Division.
- The building contains a residential occupancy and is subject to the Demolition Control By-law.
- The Chief Building Official does not have delegated authority to issue the demolition permit as the application does not meet the conditions for delegated authority.
- The building is in fair condition, with no formal Site Plan Application to the Planning Division for future development.

- The owner wishes to demolish the building prior to receiving Site Plan Approval or meeting any other conditions necessary for the Chief Building Official to issue the demolition permit.

Financial Considerations

N/A

Background

Under the Demolition Control Area By-law, Council delegates the Chief Building Official it's authority to issue Demolition Control Approval to demolish Residential Property under certain scenarios. The most common scenario, which is applicable in this situation, is where the erection of a new building is proposed on the site of the Residential Property to be demolished and where the standard conditions, which are required to be registered on title, apply. Another scenario is where final Site Plan approval has been granted.

The owner has submitted the required demolition building permit application; however, they have not yet made application for Site Plan approval, and they do not wish to wait for final Site Plan approval.

PRESENT ZONING:	RR, Rural Residential, Zoning By-law, 3692-92.
PRESENT USE:	Vacant 2-storey semi-detached residential building.
PROPOSED USE:	Unknown.
BRIEF DESCRIPTION:	2 McDonalds Lane is a 2-storey semi-detached residential building. The building is vacant with all openings boarded up. The building on the exterior appears to be in fair condition. This property is not on the City's Heritage inventory list. Some utilities to the building have been disconnected. See Appendix "A" to report PED25058 for photos.

This land is located in Ward 10. Please see Appendix "B" to report PED25058 for a location map.

Analysis

The owner of 2 McDonalds Lane has submitted the required demolition permit application and is proposing to demolish the existing vacant, 2-storey, residential building prior to receiving final Site Plan Approval for the redevelopment of the property.

Demolition of a building containing residential units is subject to the Demolition Control Area By-law 22-101. Under By-law 22-101, in certain scenarios, Council delegates demolition approval of a Residential Property to the Chief Building Official.

The most common and applicable scenario for delegated approval is where the erection of a new building is proposed on the site of a Residential Property to be demolished and the required standard conditions are registered on title. The standard conditions require, prior to issuance of the demolition permit, that a building permit for the new building be issued in conjunction with the demolition permit and that the new building be erected within two (2) years of the date of the demolition; otherwise, $20,000 shall be added to the tax roll. The Chief Building Official also has delegated authority to issue the demolition permit where a final Site Plan approval has been granted which would eliminate the requirement that a new dwelling be authorized through the issuance of a building permit.

Where the owner of the property does not agree with the required standard conditions, or where the Chief Building Official refuses to issue demolition control approval, the Demolition Control Area By-law requires the Chief Building Official to advise Council. Council then retains all power to issue or refuse to issue Demolition Control Approval.

The owner indicated that they are seeking relief from Section 6 of the Demolition Control By-law for the following reasons:

- The residence was purchased in an uninhabitable condition and without hydro/water,
- The property has become a safety and operational liability, and
- There have been reports of vandalism and trespassing which pose a concern for neighbourhood safety.

Cultural Heritage Planning has been consulted and there are no concerns in terms of heritage buildings and landscapes, however the subject lands meet the criteria used by the City of Hamilton and Ministry of Citizenship and Multiculturalism for determining archaeological potential. There is no applicable law under the *Ontario Heritage Act* preventing issuance of a Building Permit related to potential disturbance of an area of archaeological potential. Heritage staff note that, as part of Formal Consultation Application FC-24-082, which included 2 McDonalds Lane, staff required that an archaeological assessment be conducted and submitted as part of a complete Official Plan Amendment and/or Zoning By-Law Amendment application. An archaeological assessment has not been submitted to the City of Hamilton for review and approval. Therefore, Heritage staff recommend that the owner be advised of the following:

“The subject property has been determined to be an area of archaeological potential. It is reasonable to expect that archaeological resources may be encountered during any demolition, grading, construction activities, landscaping, staging, stockpiling or other soil disturbance, in addition to any areas impacted by the installation of services, such as water, electricity and ground-source heat pumps, and the proponent is advised to conduct an archaeological assessment prior to such impacts in order to address these concerns and mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found. Mitigation, by an Ontario-licensed archaeologist, may include the monitoring of any mechanical

excavation arising from this project. If archaeological resources are identified on-site, further Stage 3 Site-specific Assessment and Stage 4 Mitigation of Development Impacts may be required as determined by the Ontario Ministry of Citizenship and Multiculturalism (MCM). All archaeological reports shall be submitted to the City of Hamilton concurrent with their submission to the MCM.

Should deeply buried archaeological materials be found on the property during any of the above development activities the MCM should be notified immediately (416-212-8886). In the event that human remains are encountered during construction, the proponent should immediately contact both MCM and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services (416-212-7499).”

Since the building is in fair condition, boarded up and secure, staff are of the opinion that the request to demolish the dwelling is premature and therefore staff are recommending that Council deny the demolition permits and that the owner comply with the Demolition Control Area by-law and wait for final Site Plan approval in accordance with section 6(b) of Demolition Control Area By-law 22-101.

Alternatives

Should the Committee wish to approve the demolition of the building at 2 McDonalds Lane the following recommendation would be appropriate:

That the Chief Building Official **BE AUTHORIZED** to issue a demolition permit for 2 McDonalds Lane in accordance with By-law 22-101, pursuant to Section 33 of the *Planning Act* as amended, without having final Site Plan approval for the redevelopment of the property, and without having to comply with section 6(b) of the Demolition Control Area By-law 22-101.

Relationship to Council Strategic Priorities

1. Sustainable Economic & Ecological Development
   1.1. Reduce the burden on residential taxpayers.
2. Safe & Thriving Neighbourhoods
   2.1. Increase the supply of affordable and supportive housing and reduce chronic homelessness.
3. Responsiveness & Transparency
   3.2. Get more people involved in decision making and problem solving.

Previous Reports Submitted

N/A

Consultation

Alissa Golden, Program Lead, Cultural Heritage, Planning and Economic Development
Michael Fiorino, Planner II, Planning and Economic Development
Bill Aitken, Building Inspector, Planning and Economic Development

Appendices and Schedules Attached

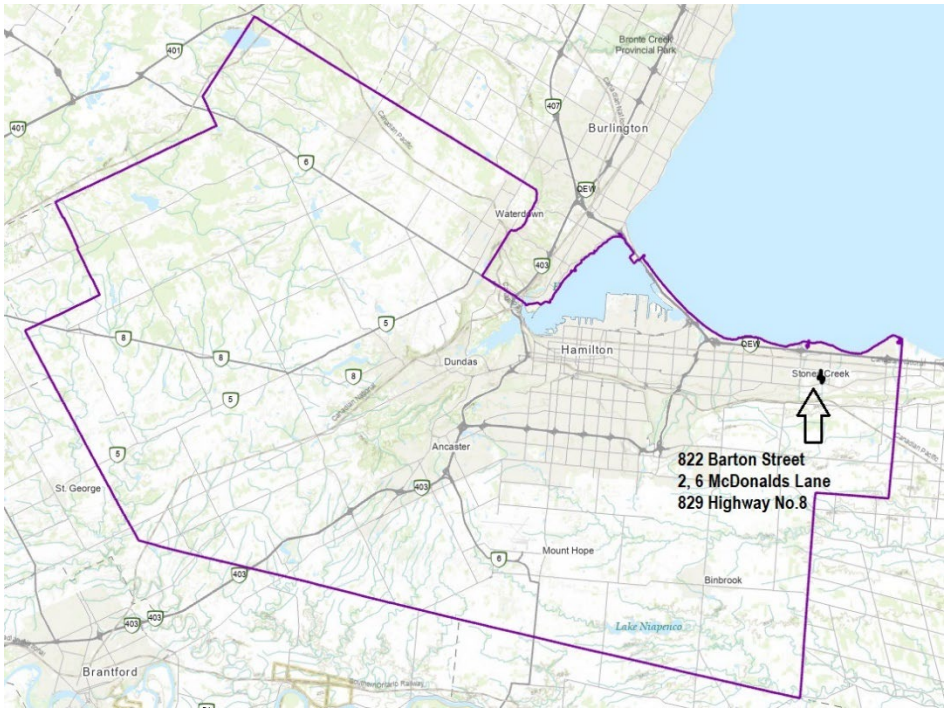
Appendix A: Photos of Building
Appendix B: Location Map

Prepared by:	Lori McGilvery, Supervisor, Plans Examination Planning and Economic Development, Building Division
	Joyanne Beckett, P.Eng., Manager, Building Engineering, Planning and Economic Development, Building Division
Submitted and recommended by:	Robert Lalli, P.Eng., Director, and Chief Building Official Planning and Economic Development, Building Division

Photos of 2-4 McDonalds Lane taken January 10, 2025

LOCATION MAP

2 McDonalds Lane



City of Hamilton
Report for Consideration

To:	Chair and Members Planning Committee
Date:	June 10, 2025
Report No:	PED25059
Subject/Title:	**Demolition Permit – 6 McDonalds Lane, Stoney Creek**
Ward(s) Affected:	Ward 10

Recommendations

1) That the request to issue a demolition permit prior to the owner obtaining final Site Plan Approval for redevelopment of 6 McDonalds Lane, Stoney Creek, **BE DENIED** since the building is in fair condition, boarded up and secure, and staff consider the application to be premature;

2) That the Chief Building Official **BE AUTHORIZED** to issue a demolition permit for 6 McDonalds Lane, Stoney Creek, in accordance with By-law 22-101, pursuant to Section 33 of the *Planning Act* once final Site Plan Control approval has been granted for redevelopment of the property in accordance with section 6(b) of the Demolition Control Area By-law 22-101.

Key Facts

- A demolition permit application has been submitted to the Building Division.
- The building contains a residential occupancy and is subject to the Demolition Control By-law.
- The Chief Building Official does not have delegated authority to issue the demolition permit as the application does not meet the conditions for delegated authority.
- The building is in fair condition, with no formal Site Plan Application to the Planning Division for future development.

- The owner wishes to demolish the building prior to receiving Site Plan Approval or meeting any other conditions necessary for the Chief Building Official to issue the demolition permit.

Financial Considerations

N/A

Background

Under the Demolition Control Area By-law, Council delegates the Chief Building Official it's authority to issue Demolition Control Approval to demolish Residential Property under certain scenarios. The most common scenario, which is applicable in this situation, is where the erection of a new building is proposed on the site of the Residential Property to be demolished and where the standard conditions, which are required to be registered on title, apply. Another scenario is where final Site Plan approval has been granted.

The owner has submitted the required demolition building permit application; however, they have not yet made application for Site Plan approval, and they do not wish to wait for final Site Plan approval.

PRESENT ZONING:	RR, Rural Residential, Zoning By-law, 3692-92.
PRESENT USE:	Vacant 2-storey semi-detached residential building.
PROPOSED USE:	Unknown.
BRIEF DESCRIPTION:	6 McDonalds Lane is a 2-storey semi-detached residential building. The building is vacant with all openings boarded up. The building on the exterior appears to be in fair condition. This property is not on the City's Heritage inventory list. Some utilities to the building have been disconnected. See Appendix "A" to report PED25059 for photos.

This land is located in Ward 10. Please see Appendix "B" to report PED25059 for a location map.

Analysis

The owner of 6 McDonalds Lane has submitted the required demolition permit application and is proposing to demolish the existing vacant, 2-storey, residential building prior to receiving final Site Plan Approval for the redevelopment of the property.

Demolition of a building containing residential units is subject to the Demolition Control Area By-law 22-101. Under By-law 22-101, in certain scenarios, Council delegates demolition approval of a Residential Property to the Chief Building Official.

The most common and applicable scenario for delegated approval is where the erection of a new building is proposed on the site of a Residential Property to be demolished and the required standard conditions are registered on title. The standard conditions require, prior to issuance of the demolition permit, that a building permit for the new building be issued in conjunction with the demolition permit and that the new building be erected within two (2) years of the date of the demolition; otherwise, $20,000 shall be added to the tax roll. The Chief Building Official also has delegated authority to issue the demolition permit where a final Site Plan approval has been granted which would eliminate the requirement that a new dwelling be authorized through the issuance of a building permit.

Where the owner of the property does not agree with the required standard conditions, or where the Chief Building Official refuses to issue demolition control approval, the Demolition Control Area By-law requires the Chief Building Official to advise Council. Council then retains all power to issue or refuse to issue Demolition Control Approval.

The owner indicated that they are seeking relief from Section 6 of the Demolition Control By-law for the following reasons:

- The residence was purchased in an uninhabitable condition and without hydro/water,
- The property has become a safety and operational liability, and
- There have been reports of vandalism and trespassing which pose a concern for neighbourhood safety.

Cultural Heritage Planning has been consulted and there are no concerns in terms of heritage buildings and landscapes, however the subject lands meet the criteria used by the City of Hamilton and Ministry of Citizenship and Multiculturalism for determining archaeological potential. There is no applicable law under the *Ontario Heritage Act* preventing issuance of a Building Permit related to potential disturbance of an area of archaeological potential. Heritage staff note that, as part of Formal Consultation Application FC-24-082, which included 6 McDonalds Lane, staff required that an archaeological assessment be conducted and submitted as part of a complete Official Plan Amendment and/or Zoning By-Law Amendment application. An archaeological assessment has not been submitted to the City of Hamilton for review and approval. Therefore, Heritage staff recommend that the owner be advised of the following:

“The subject property has been determined to be an area of archaeological potential. It is reasonable to expect that archaeological resources may be encountered during any demolition, grading, construction activities, landscaping, staging, stockpiling or other soil disturbance, in addition to any areas impacted by the installation of services, such as water, electricity and ground-source heat pumps, and the proponent is advised to conduct an archaeological assessment prior to such impacts in order to address these concerns and mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found. Mitigation, by an Ontario-licensed archaeologist, may include the monitoring of any mechanical

excavation arising from this project. If archaeological resources are identified on-site, further Stage 3 Site-specific Assessment and Stage 4 Mitigation of Development Impacts may be required as determined by the Ontario Ministry of Citizenship and Multiculturalism (MCM). All archaeological reports shall be submitted to the City of Hamilton concurrent with their submission to the MCM.

Should deeply buried archaeological materials be found on the property during any of the above development activities the MCM should be notified immediately (416-212-8886). In the event that human remains are encountered during construction, the proponent should immediately contact both MCM and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services (416-212-7499).”

Since the building is in fair condition, boarded up and secure, staff are of the opinion that the request to demolish the dwelling is premature and therefore staff are recommending that Council deny the demolition permits and that the owner comply with the Demolition Control Area by-law and wait for final Site Plan approval in accordance with section 6(b) of Demolition Control Area By-law 22-101.

Alternatives

Should the Committee wish to approve the demolition of the building at 6 McDonalds Lane the following recommendation would be appropriate:

That the Chief Building Official **BE AUTHORIZED** to issue a demolition permit for 6 McDonalds Lane in accordance with By-law 22-101, pursuant to Section 33 of the *Planning Act* as amended, without having final Site Plan approval for the redevelopment of the property, and without having to comply with section 6(b) of the Demolition Control Area By-law 22-101.

Relationship to Council Strategic Priorities

1. Sustainable Economic & Ecological Development
   1.1. Reduce the burden on residential taxpayers.
2. Safe & Thriving Neighbourhoods
   2.1. Increase the supply of affordable and supportive housing and reduce chronic homelessness.
3. Responsiveness & Transparency
   3.2. Get more people involved in decision making and problem solving.

Previous Reports Submitted

N/A

Consultation

Alissa Golden, Program Lead, Cultural Heritage, Planning and Economic Development
Michael Fiorino, Planner II, Planning and Economic Development
Bill Aitken, Building Inspector, Planning and Economic Development

Appendices and Schedules Attached

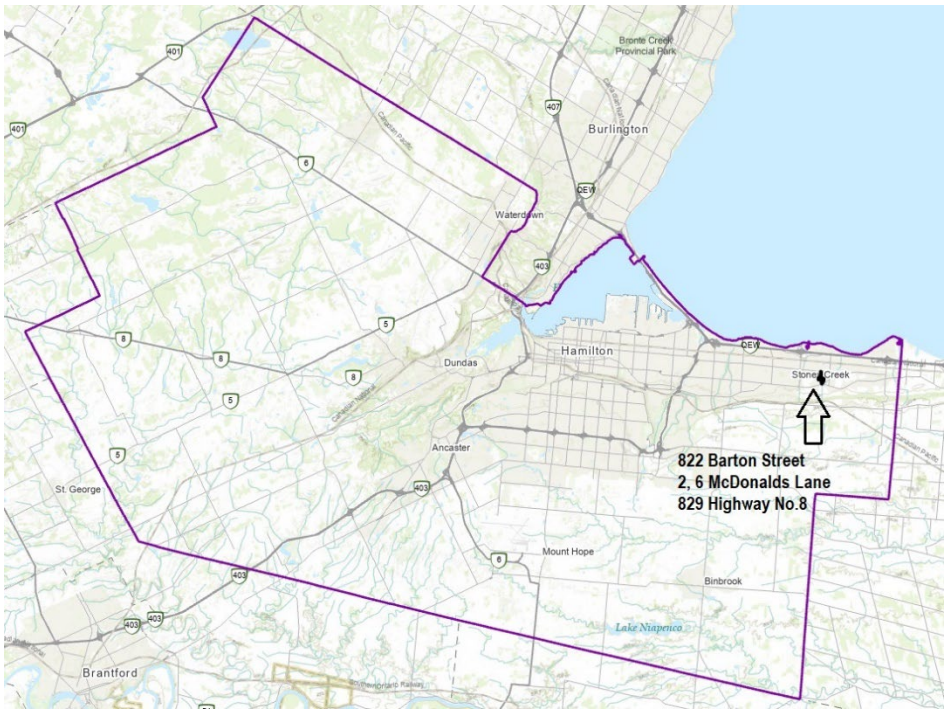
Appendix A: Photos of Building
Appendix B: Location Map

Prepared by:	Lori McGilvery, Supervisor, Plans Examination Planning and Economic Development, Building Division
	Joyanne Beckett, P.Eng., Manager, Building Engineering, Planning and Economic Development, Building Division
Submitted and recommended by:	Robert Lalli, P.Eng., Director, and Chief Building Official Planning and Economic Development, Building Division

Photos of 6-8 McDonalds Lane taken January 10, 2025

LOCATION MAP

6 McDonalds Lane



City of Hamilton
Report for Consideration

To:	Chair and Members Planning Committee
Date:	June 10, 2025
Report No:	PED25060
Subject/Title:	**Demolition Permit – 822 Barton Street, Stoney Creek**
Ward(s) Affected:	Ward 10

Recommendations

1) That the request to issue a demolition permit prior to the owner obtaining final Site Plan Approval for redevelopment of 822 Barton Street, Stoney Creek, **BE DENIED** since the building is in fair condition and secure, and staff consider the application to be premature;

2) That the Chief Building Official **BE AUTHORIZED** to issue a demolition permit for 822 Barton Street, Stoney Creek, in accordance with By-law 22-101, pursuant to Section 33 of the *Planning Act* once final Site Plan Control approval has been granted for redevelopment of the property in accordance with section 6(b) of the Demolition Control Area By-law 22-101.

Key Facts

- A demolition permit application has been submitted to the Building Division.
- The building contains a residential occupancy and is subject to the Demolition Control By-law.
- The Chief Building Official does not have delegated authority to issue the demolition permit as the application does not meet the conditions for delegated authority.
- The building is in fair condition, with no formal Site Plan Application to the Planning Division for future development.

- The owner wishes to demolish the building prior to receiving Site Plan Approval or meeting any other conditions necessary for the Chief Building Official to issue the demolition permit.

Financial Considerations

N/A

Background

Under the Demolition Control Area By-law, Council delegates the Chief Building Official it's authority to issue Demolition Control Approval to demolish Residential Property under certain scenarios. The most common scenario, which is applicable in this situation, is where the erection of a new building is proposed on the site of the Residential Property to be demolished and where the standard conditions, which are required to be registered on title, apply. Another scenario is where final Site Plan approval has been granted.

The owner has submitted the required demolition building permit application; however, they have not yet made application for Site Plan approval, and they do not wish to wait for final Site Plan approval.

PRESENT ZONING:	RR, Rural Residential, Zoning By-law, 3692-92.
PRESENT USE:	Vacant 2-storey single family dwelling.
PROPOSED USE:	Unknown.
BRIEF DESCRIPTION:	822 Barton Street is a 2-storey single family dwelling. The building is vacant. The building on the exterior appears to be in fair condition. This property is not on the City's Heritage inventory list. Some utilities to the building have been disconnected. See Appendix "A" to report PED25060 for photos.

This land is located in Ward 10. Please see Appendix "B" to report PED25060 for a location map.

Analysis

The owner of 822 Barton Street has submitted the required demolition permit application and is proposing to demolish the existing vacant, 2-storey, residential building prior to receiving final Site Plan Approval for the redevelopment of the property.

Demolition of a building containing residential units is subject to the Demolition Control Area By-law 22-101. Under By-law 22-101, in certain scenarios, Council delegates demolition approval of a Residential Property to the Chief Building Official.

The most common and applicable scenario for delegated approval is where the erection of a new building is proposed on the site of a Residential Property to be demolished and the required standard conditions are registered on title. The standard conditions require, prior to issuance of the demolition permit, that a building permit for the new building be issued in conjunction with the demolition permit and that the new building be erected within two (2) years of the date of the demolition; otherwise, $20,000 shall be added to the tax roll. The Chief Building Official also has delegated authority to issue the demolition permit where a final Site Plan approval has been granted which would eliminate the requirement that a new dwelling be authorized through the issuance of a building permit.

Where the owner of the property does not agree with the required standard conditions, or where the Chief Building Official refuses to issue demolition control approval, the Demolition Control Area By-law requires the Chief Building Official to advise Council. Council then retains all power to issue or refuse to issue Demolition Control Approval.

The owner indicated that they are seeking relief from Section 6 of the Demolition Control By-law for the following reasons:

- The residence was purchased in an uninhabitable condition and without hydro/water,
- The property has become a safety and operational liability, and
- There have been reports of vandalism and trespassing which pose a concern for neighbourhood safety.

Cultural Heritage Planning has been consulted and there are no concerns in terms of heritage buildings and landscapes, however the subject lands meet the criteria used by the City of Hamilton and Ministry of Citizenship and Multiculturalism for determining archaeological potential. There is no applicable law under the *Ontario Heritage Act* preventing issuance of a Building Permit related to potential disturbance of an area of archaeological potential. Heritage staff note that, as part of Formal Consultation Application FC-24-041, which included 822 Barton Street, staff required that an archaeological assessment be conducted and submitted as part of a complete Official Plan Amendment and/or Zoning By-Law Amendment application. An archaeological assessment has not been submitted to the City of Hamilton for review and approval. Further, there are two registered archaeological sites located on the lands known as 822 Barton Street East, but the city has not received a copy of the related archeological assessment and have not cleared the archaeological interest of the site. Therefore, Heritage staff recommend that the owner be advised of the following:

“The subject property has been determined to be an area of archaeological potential. It is reasonable to expect that archaeological resources may be encountered during any demolition, grading, construction activities, landscaping, staging, stockpiling or other soil disturbance, in addition to any areas impacted by the installation of services, such as water, electricity and ground-source heat pumps, and the proponent is advised to

conduct an archaeological assessment prior to such impacts in order to address these concerns and mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found. Mitigation, by an Ontario-licensed archaeologist, may include the monitoring of any mechanical excavation arising from this project. If archaeological resources are identified on-site, further Stage 3 Site-specific Assessment and Stage 4 Mitigation of Development Impacts may be required as determined by the Ontario Ministry of Citizenship and Multiculturalism (MCM). All archaeological reports shall be submitted to the City of Hamilton concurrent with their submission to the MCM.

Should deeply buried archaeological materials be found on the property during any of the above development activities the MCM should be notified immediately (416-212-8886). In the event that human remains are encountered during construction, the proponent should immediately contact both MCM and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services (416-212-7499).”

Since the building is in fair condition, and secure, staff are of the opinion that the request to demolish the dwelling is premature and therefore staff are recommending that Council deny the demolition permits and that the owner comply with the Demolition Control Area by-law and wait for final Site Plan approval in accordance with section 6(b) of Demolition Control Area By-law 22-101.

Alternatives

Should the Committee wish to approve the demolition of the building at 822 Barton Street the following recommendation would be appropriate:

That the Chief Building Official **BE AUTHORIZED** to issue a demolition permit for 822 Barton Street in accordance with By-law 22-101, pursuant to Section 33 of the *Planning Act* as amended, without having final Site Plan approval for the redevelopment of the property, and without having to comply with section 6(b) of the Demolition Control Area By-law 22-101.

Relationship to Council Strategic Priorities

1. Sustainable Economic & Ecological Development
   1.1. Reduce the burden on residential taxpayers.
2. Safe & Thriving Neighbourhoods
   2.1. Increase the supply of affordable and supportive housing and reduce chronic homelessness.
3. Responsiveness & Transparency
   3.2. Get more people involved in decision making and problem solving.

Previous Reports Submitted

N/A

Consultation

Alissa Golden, Program Lead, Cultural Heritage, Planning and Economic Development
Michael Fiorino, Planner II, Planning and Economic Development
Bill Aitken, Building Inspector, Planning and Economic Development

Appendices and Schedules Attached

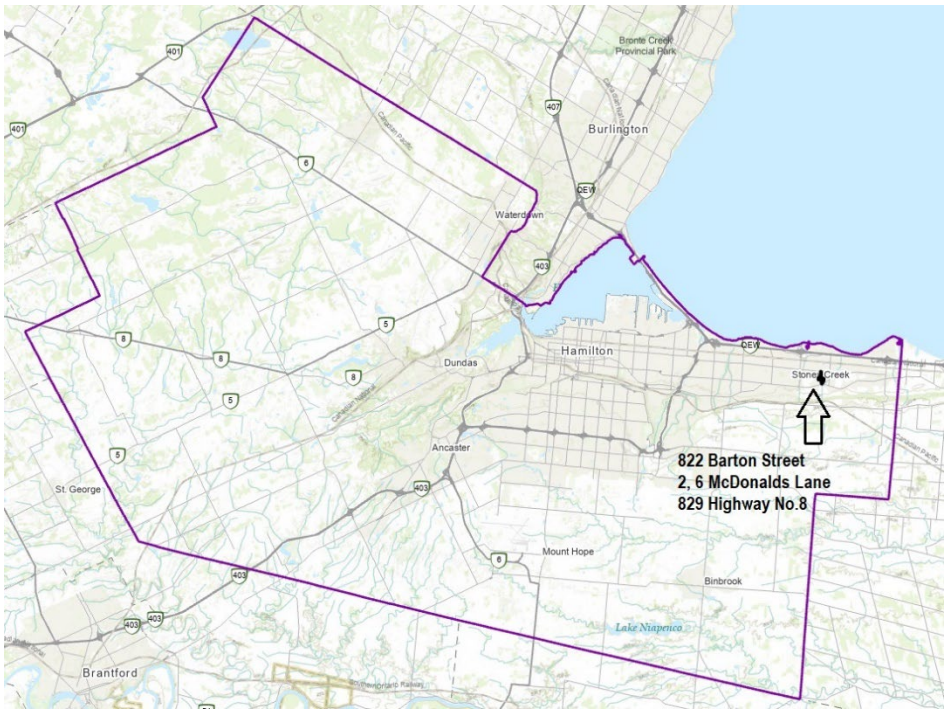
Appendix A: Photos of Building
Appendix B: Location Map

Prepared by:	Lori McGilvery, Supervisor, Plans Examination Planning and Economic Development, Building Division
	Joyanne Beckett, P.Eng., Manager, Building Engineering, Planning and Economic Development, Building Division
Submitted and recommended by:	Robert Lalli, P.Eng., Director, and Chief Building Official Planning and Economic Development, Building Division

Photos of 822 Barton Street taken January 10, 2025

LOCATION MAP

822 Barton Street



City of Hamilton
Report for Consideration

To:	Chair and Members Planning Committee
Date:	June 10, 2025
Report No:	PED25061
Subject/Title:	**Demolition Permit – 829 Highway No. 8, Stoney Creek**
Ward(s) Affected:	Ward 10

Recommendations

1) That the request to issue a demolition permit prior to the owner obtaining final Site Plan Approval for redevelopment of 829 Highway No. 8, Stoney Creek, **BE DENIED** since the building is in fair condition, boarded up and secure, and staff consider the application to be premature;

2) That the Chief Building Official **BE AUTHORIZED** to issue a demolition permit for 829 Highway No. 8, Stoney Creek, in accordance with By-law 22-101, pursuant to Section 33 of the *Planning Act* once final Site Plan Control approval has been granted for redevelopment of the property in accordance with section 6(b) of the Demolition Control Area By-law 22-101.

Key Facts

- A demolition permit application has been submitted to the Building Division.
- The building contains a residential occupancy and is subject to the Demolition Control By-law.
- The Chief Building Official does not have delegated authority to issue the demolition permit as the application does not meet the conditions for delegated authority.
- The building is in fair condition, with no formal Site Plan Application to the Planning Division for future development.

- The owner wishes to demolish the building prior to receiving Site Plan Approval or meeting any other conditions necessary for the Chief Building Official to issue the demolition permit.

Financial Considerations

N/A

Background

Under the Demolition Control Area By-law, Council delegates the Chief Building Official it's authority to issue Demolition Control Approval to demolish Residential Property under certain scenarios. The most common scenario, which is applicable in this situation, is where the erection of a new building is proposed on the site of the Residential Property to be demolished and where the standard conditions, which are required to be registered on title, apply. Another scenario is where final Site Plan approval has been granted.

The owner has submitted the required demolition building permit application; however, they have not yet made application for Site Plan approval, and they do not wish to wait for final Site Plan approval.

PRESENT ZONING:	RR, Rural Residential, Zoning By-law, 3692-92.
PRESENT USE:	Vacant 2-storey single family dwelling.
PROPOSED USE:	Unknown.
BRIEF DESCRIPTION:	829 Highway No. 8 is a 2-storey single family dwelling. The building is vacant with all openings boarded up. The building on the exterior appears to be in fair condition. This property is not on the City's Heritage inventory list. Some utilities to the building have been disconnected. See Appendix "A" to report PED25061 for photos.

This land is located in Ward 10. Please see Appendix "B" to report PED25061 for a location map.

Analysis

The owner of 829 Highway No. 8 has submitted the required demolition permit application and is proposing to demolish the existing vacant, 2-storey, residential building prior to receiving final Site Plan Approval for the redevelopment of the property.

Demolition of a building containing residential units is subject to the Demolition Control Area By-law 22-101. Under By-law 22-101, in certain scenarios, Council delegates demolition approval of a Residential Property to the Chief Building Official.

The most common and applicable scenario for delegated approval is where the erection of a new building is proposed on the site of a Residential Property to be demolished and the required standard conditions are registered on title. The standard conditions require, prior to issuance of the demolition permit, that a building permit for the new building be issued in conjunction with the demolition permit and that the new building be erected within two (2) years of the date of the demolition; otherwise, $20,000 shall be added to the tax roll. The Chief Building Official also has delegated authority to issue the demolition permit where a final Site Plan approval has been granted which would eliminate the requirement that a new dwelling be authorized through the issuance of a building permit.

Where the owner of the property does not agree with the required standard conditions, or where the Chief Building Official refuses to issue demolition control approval, the Demolition Control Area By-law requires the Chief Building Official to advise Council. Council then retains all power to issue or refuse to issue Demolition Control Approval.

The owner indicated that they are seeking relief from Section 6 of the Demolition Control By-law for the following reasons:

- The residence was purchased in an uninhabitable condition and without hydro/water,
- The property has become a safety and operational liability, and
- There have been reports of vandalism and trespassing which pose a concern for neighbourhood safety.

Cultural Heritage Planning has been consulted and there are no concerns in terms of heritage buildings and landscapes, however the subject lands meet the criteria used by the City of Hamilton and Ministry of Citizenship and Multiculturalism for determining archaeological potential. There is no applicable law under the *Ontario Heritage Act* preventing issuance of a Building Permit related to potential disturbance of an area of archaeological potential. Heritage staff note that, as part of Formal Consultation Application FC-24-082, which included 829 Highway No. 8, staff required that an archaeological assessment be conducted and submitted as part of a complete Official Plan Amendment and/or Zoning By-Law Amendment application. An archaeological assessment has not been submitted to the City of Hamilton for review and approval. Therefore, Heritage staff recommend that the owner be advised of the following:

“The subject property has been determined to be an area of archaeological potential. It is reasonable to expect that archaeological resources may be encountered during any demolition, grading, construction activities, landscaping, staging, stockpiling or other soil disturbance, in addition to any areas impacted by the installation of services, such as water, electricity and ground-source heat pumps, and the proponent is advised to conduct an archaeological assessment prior to such impacts in order to address these concerns and mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found. Mitigation, by an Ontario-licensed archaeologist, may include the monitoring of any mechanical

excavation arising from this project. If archaeological resources are identified on-site, further Stage 3 Site-specific Assessment and Stage 4 Mitigation of Development Impacts may be required as determined by the Ontario Ministry of Citizenship and Multiculturalism (MCM). All archaeological reports shall be submitted to the City of Hamilton concurrent with their submission to the MCM.

Should deeply buried archaeological materials be found on the property during any of the above development activities the MCM should be notified immediately (416-212-8886). In the event that human remains are encountered during construction, the proponent should immediately contact both MCM and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services (416-212-7499).”

Since the building is in fair condition, boarded up and secure, staff are of the opinion that the request to demolish the dwelling is premature and therefore staff are recommending that Council deny the demolition permits and that the owner comply with the Demolition Control Area by-law and wait for final Site Plan approval in accordance with section 6(b) of Demolition Control Area By-law 22-101.

Alternatives

Should the Committee wish to approve the demolition of the building at 829 Highway No. 8 the following recommendation would be appropriate:

That the Chief Building Official **BE AUTHORIZED** to issue a demolition permit for 829 Highway No. 8 in accordance with By-law 22-101, pursuant to Section 33 of the *Planning Act* as amended, without having final Site Plan approval for the redevelopment of the property, and without having to comply with section 6(b) of the Demolition Control Area By-law 22-101.

Relationship to Council Strategic Priorities

1. Sustainable Economic & Ecological Development
   1.1. Reduce the burden on residential taxpayers.
2. Safe & Thriving Neighbourhoods
   2.1. Increase the supply of affordable and supportive housing and reduce chronic homelessness.
3. Responsiveness & Transparency
   3.2. Get more people involved in decision making and problem solving.

Previous Reports Submitted

N/A

Consultation

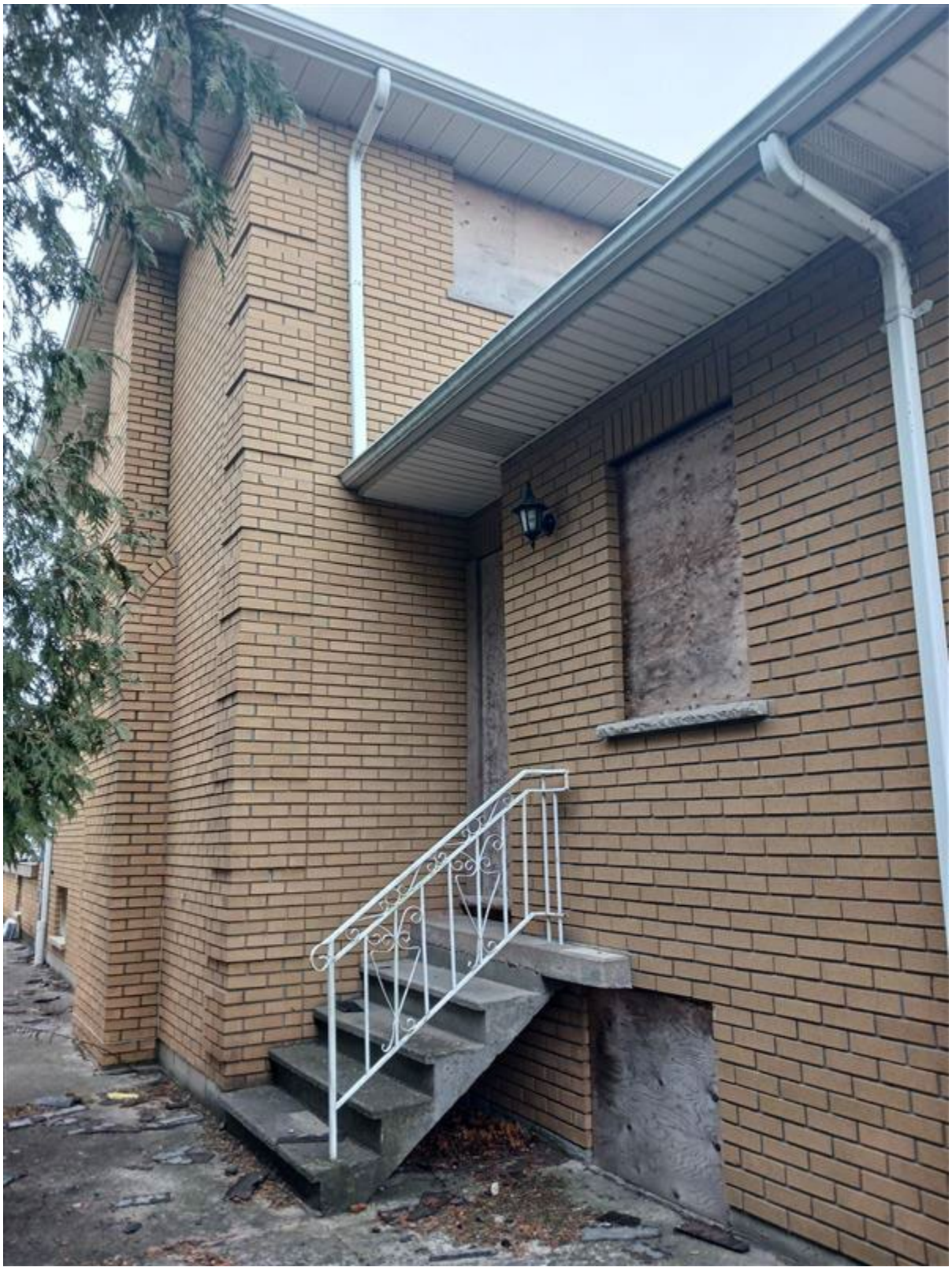
Alissa Golden, Program Lead, Cultural Heritage, Planning and Economic Development
Michael Fiorino, Planner II, Planning and Economic Development
Bill Aitken, Building Inspector, Planning and Economic Development

Appendices and Schedules Attached

Appendix A: Photos of Building
Appendix B: Location Map

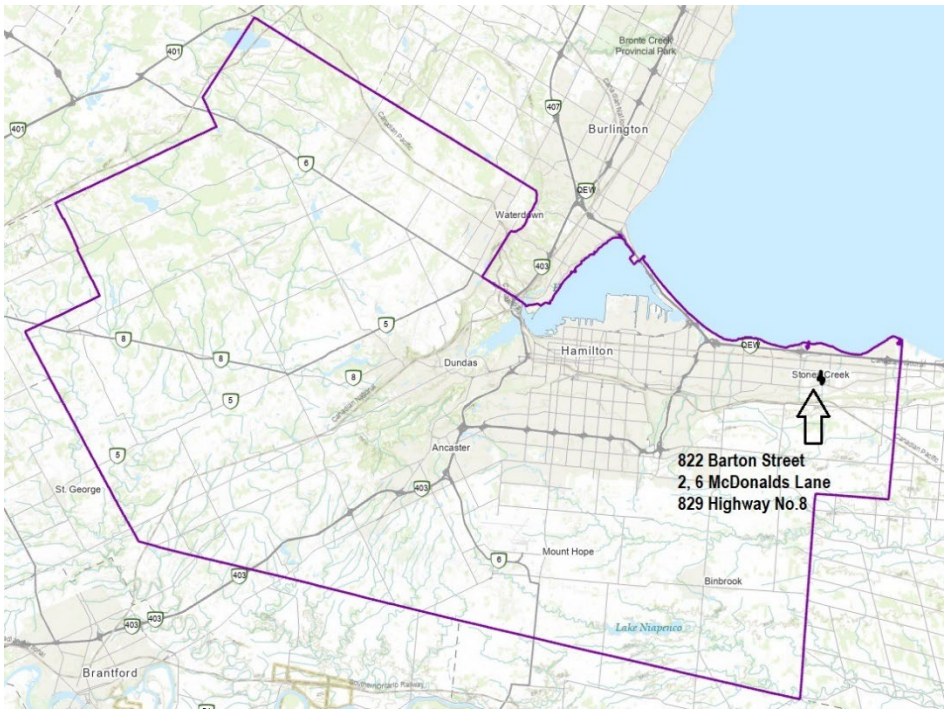
Prepared by:	Lori McGilvery, Supervisor, Plans Examination Planning and Economic Development, Building Division
	Joyanne Beckett, P.Eng., Manager, Building Engineering, Planning and Economic Development, Building Division
Submitted and recommended by:	Robert Lalli, P.Eng., Director, and Chief Building Official Planning and Economic Development, Building Division

Photos of 829 Highway No. 8 taken January 10, 2025



LOCATION MAP

829 HIGHWAY NO. 8



City of Hamilton
Report for Consideration

To:	Chair and Members Planning Committee
Date:	June 10, 2025
Report No:	PED25153
Subject/Title:	Demolition Permit – 1290 Upper James Street
Ward(s) Affected:	Ward 8

Recommendations

That the request to issue a demolition permit for 1290 Upper James Street, Hamilton **BE DENIED** as compliance with Section 6 of the Demolition Control By-law 22-101, pursuant to Section 33 *The Planning Act*, has not been demonstrated and staff consider the application to be premature.

Key Facts

- A demolition permit application has been submitted to the Building Division
- The building, while currently vacant, previously contained a residential occupancy and is subject to the Demolition Control By-law.
- The Chief Building Official does not have delegated authority to issue the demolition permit as the application does not meet the conditions for delegated authority.
- The building is in fair condition.
- The owner has not submitted plans for redevelopment of the property.

Financial Considerations

N/A

Background

Under the Demolition Control Area By-law, Council delegates the Chief Building Official it's authority to issue Demolition Control Approval to demolish Residential Property

under certain scenarios. The most common scenario, which is applicable in this situation, is where the erection of a new building is proposed on the site of the Residential Property to be demolished and where the standard conditions, which are required to be registered on title, apply. Another scenario is where final Site Plan approval has been granted.

The owner has submitted the required demolition building permit application; however, they do not meet the conditions for delegated authority and has requested council approval to demolish the building.

PRESENT ZONING: C7, Arterial Commercial, Zoning By-Law 05-200

PRESENT USE: Vacant Single Family Dwelling

PROPOSED USE: Vacant Land

BRIEF DESCRIPTION: 1290 Upper James Street, Hamilton is a 1-storey single family dwelling in fair condition (from an exterior inspection) and is vacant. See Appendix “A” to report PED25153 for photos.

This land is located in Ward 08. Please see Appendix “B” to report PED25153 for a location map.

Analysis

The owner of 1290 Upper James St has submitted the required demolition permit application and is proposing to demolish the existing vacant, 1-storey, residential building.

There are no built heritage interests or comments for this property.

The subject property meets the criteria used by the City of Hamilton and Ministry of Citizenship and Multiculturalism for determining archaeological potential, but there is no applicable law under the *Ontario Heritage Act* preventing issuance of a Building Permit related to potential disturbance of an area of archaeological potential. Therefore, Heritage staff recommend that the owner be advised of the following:

- The subject property has been determined to be an area of archaeological potential. It is reasonable to expect that archaeological resources may be encountered during any demolition, grading, construction activities, landscaping, staging, stockpiling or other soil disturbance, in addition to any areas impacted by the installation of services, such as water, electricity and ground-source heat pumps, and the proponent is advised to conduct an archaeological assessment prior to such impacts in order to address these concerns and mitigate, through preservation or resource removal and documentation, adverse impacts to any

significant archaeological resources found. Mitigation, by an Ontario-licensed archaeologist, may include the monitoring of any mechanical excavation arising from this project. If archaeological resources are identified on-site, further Stage 3 Site-specific Assessment and Stage 4 Mitigation of Development Impacts may be required as determined by the Ontario Ministry of Citizenship and Multiculturalism (MCM). All archaeological reports shall be submitted to the City of Hamilton concurrent with their submission to the MCM.

- Should deeply buried archaeological materials be found on the property during any of the above development activities the MCM should be notified immediately (416-2128886).

- In the event that human remains are encountered during construction, the proponent should immediately contact both MCM and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services (416-212-7499)

The owner indicates that the homes have been vacant for several years and is not seeking redevelopment of these lands at this time. In their view, the current state of these homes is a liability (fire hazard, trespassing) to keep these homes in their current condition and are asking to expedite issuance of the demolition permit as quickly as possible. The owner has stated that “the demolition of a part of the residential property does not reduce the number of dwelling units as these homes have been vacant for several years and inhabitable due to the ongoing vandalism of these homes”.

Staff are of the opinion that the request to demolish the dwelling is premature and therefore staff are recommending that Council deny issuance of the demolition permit until such time that the owner complies with Section 6 of Demolition Control Area By-law 22-101.

Alternatives

Should the Committee wish to approve the demolition of the building at 1290 Upper James Street the following recommendation would be appropriate:

That the Chief Building Official **BE AUTHORIZED** to issue a demolition permit for 1290 Upper James Street in accordance with By-law 22-101, pursuant to Section 33 of the *Planning Act* as amended, without having to comply with Section 6 of the Demolition Control Area By-law 22-101.

Relationship to Council Strategic Priorities

1. Sustainable Economic & Ecological Development
   1.1. Reduce the burden on residential taxpayers

2. Safe & Thriving Neighbourhoods
   2.1. Increase the supply of affordable and supportive housing and reduce chronic homelessness
3. Responsiveness & Transparency
   3.1. Get more people involved in decision making and problem solving

Previous Reports Submitted

N/A

Consultation

- Alissa Golden, Program Lead, Cultural Heritage, Planning and Economic Development
- Kim Zanello, Building Inspector, Planning and Economic Development

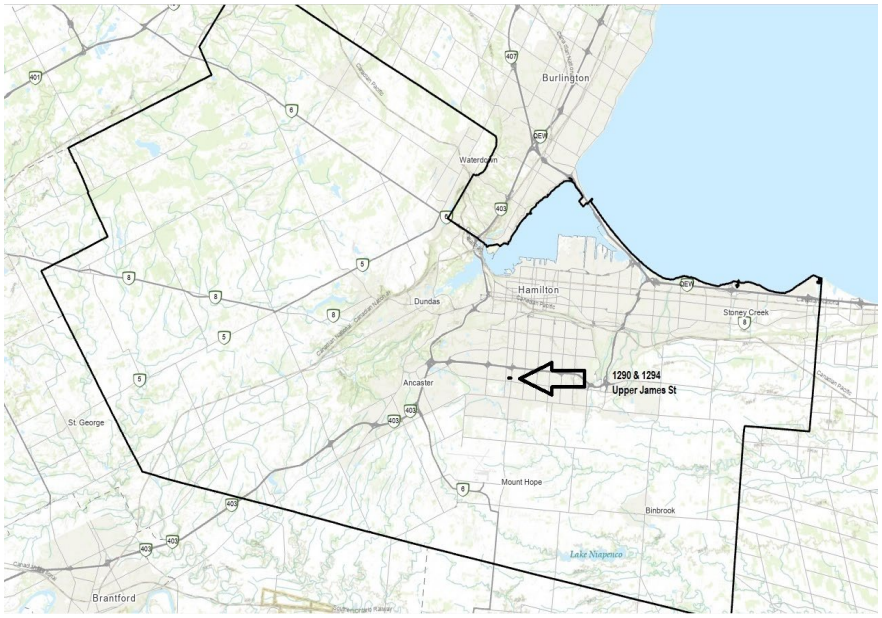
Appendices and Schedules Attached

Appendix A: Photos of Building
Appendix B: Location Map

Prepared by:	Joyanne Beckett, Manager, Building Engineering Planning and Economic Development, Building Division
Submitted and recommended by:	Robert Lalli, P.Eng., Director, and Chief Building Official Planning and Economic Development, Building Division

Photos of 1290 Upper James St, Hamilton, taken on May 6, 2025

LOCATION MAP



1290 Upper James St, Hamilton

City of Hamilton
Report for Consideration

To:	Chair and Members Planning Committee
Date:	June 10, 2025
Report No:	PED25154
Subject/Title:	Demolition Permit – 1294 Upper James Street
Ward(s) Affected:	Ward 8

Recommendations

That the request to issue a demolition permit for 1294 Upper James Street **BE DENIED** as compliance with Section 6 of the Demolition Control By-law 22-101, pursuant to Section 33 *The Planning Act*, has not been demonstrated and staff consider the application to be premature.

Key Facts

- A demolition permit application has been submitted to the Building Division
- The building, while currently vacant, previously contained a residential occupancy and is subject to the Demolition Control By-law.
- The Chief Building Official does not have delegated authority to issue the demolition permit as the application does not meet the conditions for delegated authority.
- The building is in fair condition.
- The owner has not submitted plans for redevelopment of the property.

Financial Considerations

N/A

Background

Under the Demolition Control Area By-law, Council delegates the Chief Building Official it's authority to issue Demolition Control Approval to demolish Residential Property

under certain scenarios. The most common scenario, which is applicable in this situation, is where the erection of a new building is proposed on the site of the Residential Property to be demolished and where the standard conditions, which are required to be registered on title, apply. Another scenario is where final Site Plan approval has been granted.

The owner has submitted the required demolition building permit application; however, they do not meet the conditions for delegated authority and has requested council approval to demolish the building.

PRESENT ZONING: C7, Arterial Commercial, Zoning By-law 05-200

PRESENT USE: Vacant Single Family Dwelling

PROPOSED USE: Vacant Land

BRIEF DESCRIPTION: 1294 Upper James St, Hamilton is a 1-storey single family dwelling in fair condition (from an exterior inspection) and is vacant.

See Appendix “A” to report PED25154 for photos.

This land is located in Ward 08. Please see Appendix “B” to report PED25154 for a location map.

Analysis

The owner of 1294 Upper James St has submitted the required demolition permit application and is proposing to demolish the existing vacant, 1-storey, residential building.

There are no built heritage interests or comments for this property.

The subject property meets the criteria used by the City of Hamilton and Ministry of Citizenship and Multiculturalism for determining archaeological potential, but there is no applicable law under the *Ontario Heritage Act* preventing issuance of a Building Permit related to potential disturbance of an area of archaeological potential. Therefore, Heritage staff recommend that the owner be advised of the following:

- The subject property has been determined to be an area of archaeological potential. It is reasonable to expect that archaeological resources may be encountered during any demolition, grading, construction activities, landscaping, staging, stockpiling or other soil disturbance, in addition to any areas impacted by the installation of services, such as water, electricity and ground-source heat pumps, and the proponent is advised to conduct an archaeological assessment prior to such impacts in order to address these concerns and mitigate, through

preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found. Mitigation, by an Ontario-licensed archaeologist, may include the monitoring of any mechanical excavation arising from this project. If archaeological resources are identified on-site, further Stage 3 Site-specific Assessment and Stage 4 Mitigation of Development Impacts may be required as determined by the Ontario Ministry of Citizenship and Multiculturalism (MCM). All archaeological reports shall be submitted to the City of Hamilton concurrent with their submission to the MCM.

- Should deeply buried archaeological materials be found on the property during any of the above development activities the MCM should be notified immediately (416-212-8886).

- In the event that human remains are encountered during construction, the proponent should immediately contact both MCM and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services (416-212-7499).

The owner indicates that the homes have been vacant for several years and is not seeking redevelopment of these lands at this time. In their view, the current state of these homes is a tremendous liability (fire hazard, homelessness trespassing) to keep these homes in their current condition and are asking to expedite issuance of the demolition permit as quickly as possible. The owner has stated that “the demolition of a part of the residential property does not reduce the number of dwelling units as these homes have been vacant for several years and inhabitable due to the ongoing vandalism of these homes”.

Staff are of the opinion that the request to demolish the dwelling is premature and therefore staff are recommending that Council deny issuance of the demolition permit until such time that the owner complies with Section 6 of Demolition Control Area By-law 22-101.

Alternatives

Should the Committee wish to approve the demolition of the building at 1294 Upper James Street the following recommendation would be appropriate:

That the Chief Building Official **BE AUTHORIZED** to issue a demolition permit for 1294 Upper James Street in accordance with By-law 22-101, pursuant to Section 33 of the *Planning Act* as amended, without having to comply with Section 6 of the Demolition Control Area By-law 22-101.

Relationship to Council Strategic Priorities

Discuss how the recommendation(s) will strategically enforce/improve that priority (why this report is being brought forward).

See 2022-2026 Council Priorities, Outcomes & Measures of Success | City of Hamilton for more information on Council's Priorities.

1. Sustainable Economic & Ecological Development
   1.1. Reduce the burden on residential taxpayers
2. Safe & Thriving Neighbourhoods
   2.1. Increase the supply of affordable and supportive housing and reduce chronic homelessness
3. Responsiveness & Transparency
   3.1. Get more people involved in decision making and problem solving

Previous Reports Submitted

N/A

Consultation

- Alissa Golden, Program Lead, Cultural Heritage, Planning and Economic Development
- Kim Zanello, Building Inspector, Planning and Economic Development

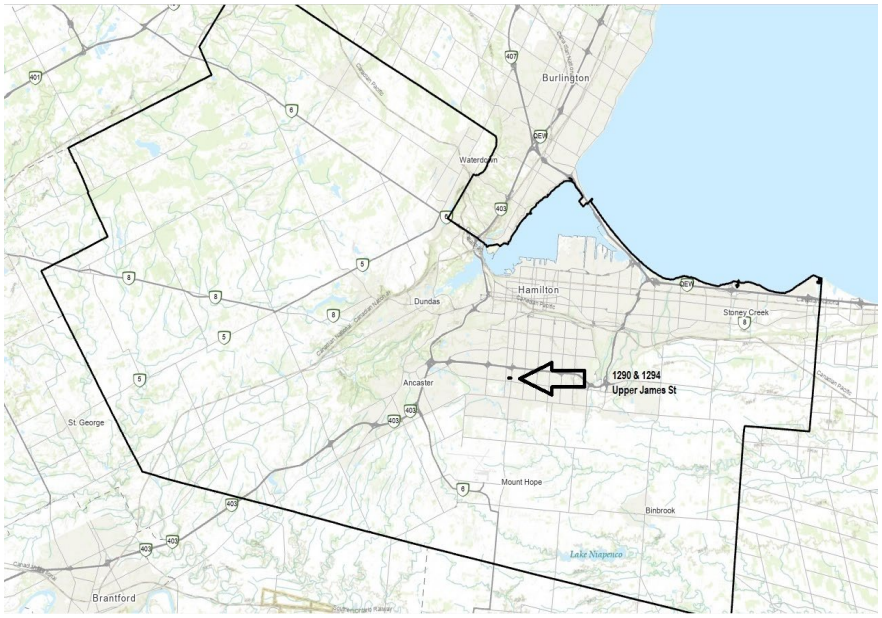
Appendices and Schedules Attached

Appendix A: Photos of Building
Appendix B: Location Map

Prepared by:	Joyanne Beckett, Manager, Building Engineering Planning and Economic Development, Building Division
Submitted and recommended by:	Robert Lalli, P.Eng., Director, and Chief Building Official Planning and Economic Development, Building Division

Photos of 1294 Upper James St, Hamilton, taken on May 6, 2025

LOCATION MAP



1294 Upper James St, Hamilton

City of Hamilton
Report for Consideration

To:	Chair and Members Planning Committee
Date:	June 10, 2025
Report No:	PED25155
Subject/Title:	Demolition Permit – 85 Catharine Street North
Ward(s) Affected:	Ward 02

Recommendations

That the request to issue a demolition permit for 85 Catharine Street North **BE DENIED** as compliance with Section 6 of the Demolition Control By-law 22-101, pursuant to Section 33 *The Planning Act*, has not been demonstrated and staff consider the application to be premature.

Key Facts

- A demolition permit application has been submitted to the Building Division
- The building, while currently vacant, previously contained a residential occupancy and is subject to the Demolition Control By-law.
- The Chief Building Official does not have delegated authority to issue the demolition permit as the application does not meet the conditions for delegated authority.
- The building is in a well maintained condition.
- The owner wishes to demolish the building prior to receiving Site Plan Approval or meeting any other conditions necessary for the Chief Building Official to issue the demolition permit.
- This non-designated property was removed from the Municipal Heritage Register in 2024.

Financial Considerations

Not applicable

Background

Under the Demolition Control Area By-law, Council delegates the Chief Building Official it's authority to issue Demolition Control Approval to demolish Residential Property under certain scenarios. The most common scenario, which is applicable in this situation, is where the erection of a new building is proposed on the site of the Residential Property to be demolished and where the standard conditions, which are required to be registered on title, apply. Another scenario is where final Site Plan approval has been granted.

The owner has submitted the required demolition building permit application; however, they do not meet the conditions for delegated authority and has requested council approval to demolish the building.

85 Catharine Street North, a non-designated property, was removed from the Municipal Heritage Register in November 2024.

PRESENT ZONING:	D1, Downtown Central Business District, By-law 05-200.
PRESENT USE:	Single Detached Dwelling.
PROPOSED USE:	This property is proposed to expand the limits of the proposed development at 80 John Street North, an existing surface parking lot, and is proposed to consist of two 30-storey towers under DA-21-137.
BRIEF DESCRIPTION:	85 Catharine Street North, Hamilton is a 2-storey brick sided single detached dwelling. The house appears to be well maintained and in a good condition with no exterior evidence to support a recommendation to demolish.

This land is located in Ward 2. Please see Appendix "B" to report PED25155 for a location map.

Analysis

The owner of 85 Catharine Street North has submitted the required demolition permit application and is proposing to demolish the existing 2-storey, residential building prior to receiving final Site Plan Approval for the redevelopment of the property.

The owner, Kaneff Properties Limited, filed an application for Site Plan Approval (DA-21-137) for 80 John Street North in July 2021. This application has not yet received conditional Site Plan approval. Review of the site plan application identified several outstanding submissions and comments, and conditional site plan approval has been

withheld until such time as a revised submission was made. There has been no resubmission to date.

The owner acquired 85 Catharine Street North in 2023 with the intention to expand the limits of the proposed development and objects to having the standard conditions that would require a building permit for replacement dwelling unit to be issued at the same time as the demolition permit, be substantially completed within two years of the date of demolition and to have these conditions registered on title. The owner requests, given the current Site Plan application and the current state of the real estate market, that they be permitted to proceed with demolition of the building at 85 Catharine Street North as soon as possible.

From a visual inspection of the exterior of the building, the building appeared to be occupied and well maintained with utilities still connected.

Staff are of the opinion that the request to demolish the dwelling is premature and therefore staff are recommending that Council deny issuance of the demolition permit until such time that the owner complies with Section 6 of Demolition Control Area By-law 22-101.

Alternatives

Should the Committee wish to approve the demolition of the building at 85 Catharine Street North the following recommendation would be appropriate:

That the Chief Building Official **BE AUTHORIZED** to issue a demolition permit for 85 Catharine Street North in accordance with By-law 22-101, pursuant to Section 33 of the *Planning Act* as amended, without having to comply with Section 6 of the Demolition Control Area By-law 22-101.

Relationship to Council Strategic Priorities

Discuss how the recommendation(s) will strategically enforce/improve that priority (why this report is being brought forward).

See 2022-2026 Council Priorities, Outcomes & Measures of Success | City of Hamilton for more information on Council's Priorities.

1. Sustainable Economic & Ecological Development
   1.1. Reduce the burden on residential taxpayers
2. Safe & Thriving Neighbourhoods
   2.1. Increase the supply of affordable and supportive housing and reduce chronic homelessness
3. Responsiveness & Transparency
   3.2. Get more people involved in decision making and problem solving

Previous Reports Submitted

Notice of Intention to Demolish the Building Located at 85 Catharine Street North, Hamilton, being a Non-Designated Property Listed on the Municipal Heritage Register (PED24189) (Ward 2)

Consultation

Alissa Golden, Program Lead, Cultural Heritage, Planning and Economic Development

Henrique Simonetti, Building Inspector, Planning and Economic Development

Appendices and Schedules Attached

Appendix A: Photos of Building

Appendix B: Location Map

Prepared by:	Joyanne Beckett, Manager, Building Engineering Planning and Economic Development, Building Division
Submitted and recommended by:	Robert Lalli, P.Eng., Director, and Chief Building Official Planning and Economic Development, Building Division

Photos of 85 Catharine St, Hamilton, taken on May 6, 2025


85
85

LOCATION MAP

85 Catherine St N, Hamilton

City of Hamilton
Report for Consideration

To:	Chair and Members Planning Committee
Date:	June 10, 2025
Report No:	PED25166
Subject/Title:	Demolition Report – 3078, 3168 and 3190 Regional Road 56
Ward(s) Affected:	Ward 11

Recommendations

That the Chief Building Official **BE AUTHORIZED** to issue a demolition permits for 3078, 3168 and 3190 Regional Road 56 in accordance with By-law 22-101, pursuant to Section 33 of the *Planning Act* as amended, without having to comply with Section 6 of the Demolition Control Area By-law 22-101.

Key Facts

- Demolition permit applications have been submitted to the Building Division for each address.
- The buildings, while currently vacant, previously contained a residential occupancy and are subject to the Demolition Control By-law.
- The Chief Building Official does not have delegated authority to issue the demolition permit as the application does not meet the conditions for delegated authority.
- The buildings are in poor to good condition.
- The owner has recently received conditional site plan approval for redevelopment of the properties.

Financial Considerations

N/A

Background

Under the Demolition Control Area By-law, Council delegates the Chief Building Official it's authority to issue Demolition Control Approval to demolish Residential Property under certain scenarios. The most common scenario, which is applicable in this situation, is where the erection of a new building is proposed on the site of the Residential Property to be demolished and where the standard conditions, which are required to be registered on title, apply. Another scenario is where final Site Plan approval has been granted. Note – there is a section below to list previous reports on this matter.

The owner has submitted the required demolition building permit applications; however, they would like to demolish these houses prior to receiving final Site Plan approval. The owner is also stating that the houses have been vacant for an extended period of time and are beyond repair at this point. They have also stated that they are constantly dealing with vandalism and people breaking into the dwellings notwithstanding their ongoing efforts to keep the buildings properly boarded up. In the owner's opinion, these homes are derelict, and they feel that given the impending development it seems unreasonable to maintain the homes that serve no future purpose. These issues may be related to the current vacant status of the dwelling.

Cultural Heritage Planning has been consulted and there are no Heritage or Archaeological concerns.

PRESENT ZONING:	C5a, Mixed Use, Medium Density, Pedestrian Focus, Zoning By-law 05-200
PRESENT USE:	3 Single Detached Dwellings.
PROPOSED USE:	3064-3084 Regional Road 56 - Six-storey multiple dwelling comprising 121 units. 3160-3190 Regional Road 56 – Six storey multiple dwelling comprising 162 units.
BRIEF DESCRIPTION:	3078 Regional Road 56, Glanbrook is a 2-storey brick dwelling. The house is vacant with some openings boarded up. Appears to be in good condition. This property has an outstanding heritage item for photo documentation and salvage of feature which is expected to be a conditional of Site Plan. See Appendix "A" to report PED25166 for photos. 3168 Regional Road 56 is a 1-storey wood sided dwelling. The house is vacant with all openings boarded up Appears to be in poor condition. See Appendix "A' to report PED25166 for photos.

3190 Regional Road 56 is a 1-storey brick veneer dwelling. House is vacant with all openings boarded up. Appears to be in fair condition This property is not on the City's heritage inventory list. See Appendix "A" report to PED25166 for photo

This land is located in Ward 11. Please see Appendix "B" to report PED25166 for a location map.

Analysis

The owner of 3078 Regional Road 56 has submitted the required demolition permit application and is proposing to demolish the existing vacant, 2-storey, residential building prior to receiving final Site Plan Approval for the redevelopment of the property. The site has received conditional site plan approval under DA-25-006**.**

The owner of 3168 Regional Road 56 has submitted the required demolition permit application and is proposing to demolish the existing vacant, 1-storey, residential building prior to receiving final Site Plan Approval for the redevelopment of the property. The site has received conditional site plan approval under DA-25-007**.**

The owner of 3190 Regional Road 56 has submitted the required demolition permit application and is proposing to demolish the existing vacant, 1-storey, residential building prior to receiving final Site Plan Approval for the redevelopment of the property. The site has received conditional site plan approval under DA-25-007.

Staff previously recommended that demolition of these buildings be denied in December 2024 as the applications did not comply with Section 6 of the Demolition Control By-law 22-101 and the applications were premature. The owner of the properties has since received conditional Site Plan Approval for future development and staff are now of the opinion that the request to demolish the dwellings is appropriate at this time.

Alternatives

Should the Committee wish to deny approval for issuance of the demolition permits for the buildings at 3078, 3168 and 3190 Regional Road 56, Glanbrook prior to the future projects receiving final site plan approval the following recommendation would be appropriate:

That the request to issue a demolition permits for 3078, 3168 and 3190 Regional Road 56, Glanbrook **BE DENIED** as compliance with Section 6 of the Demolition Control By-law 22-101, pursuant to Section 33 of the *Planning Act* as amended, has not been demonstrated.

Relationship to Council Strategic Priorities

1. Sustainable Economic & Ecological Development
   1.1. Reduce the burden on residential taxpayers
2. Safe & Thriving Neighbourhoods
   2.1. Increase the supply of affordable and supportive housing and reduce chronic homelessness
3. Responsiveness & Transparency
   3.2 Get more people involved in decision making and problem solving

Previous Reports Submitted

Demolition Report – 3070, 3078, 3160, 3168 and 3190 Regional Road 56 (PED24229) (Ward 11)

Consultation

- Lisa Christie, Cultural Heritage Planner, Planning and Economic Development
- Alissa Golden, Program Lead, Cultural Heritage, Planning and Economic Development

Appendices and Schedules Attached

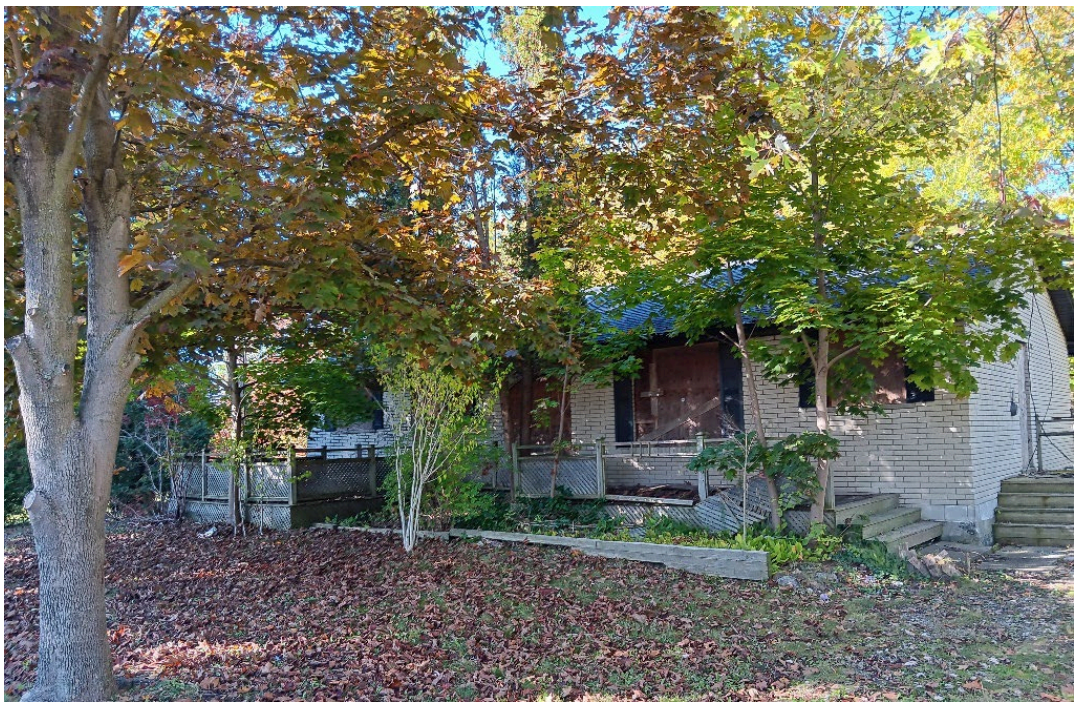
Appendix A: Photos of Buildings

Appendix B: Location Map

Prepared by:	Joyanne Beckett, Manager, Building Engineering Planning and Economic Development, Building Division
Submitted and recommended by:	Robert Lalli, P.Eng., Director, and Chief Building Official Planning and Economic Development, Building Division

Photos of 3078 Regional Road 56 Taken on October 18, 2024

Photos of 3168 Regional Road 56 Taken on October 18, 2024



Photos of 3190 Regional Road 56 Taken on October 18, 2024

LOCATION MAP

3070, 3078, 3160, 3168 and 3190 Regional Road 56

City of Hamilton
Report for Consideration

To:	Chair and Members Planning Committee
Date:	June 10, 2025
Report No:	PED25136
Subject/Title:	Contracted Parking Enforcement
Ward(s) Affected:	City Wide

Recommendations

1) That a single source procurement, pursuant to Procurement Policy #11 – Non-competitive Procurements, for the provision of parking enforcement services for January 1, 2026 - December 31, 2030 **BE APPROVED;**

2) That the General Manager, Planning and Economic Development Department, **BE DIRECTED** to negotiate and execute an extension of services agreement and any ancillary documents required to give effect thereto with Imperial Parking Canada Corporation (Impark), in a form satisfactory to the City Solicitor.

Key Facts

- Seeking approval for single source procurement with Imperial Parking Canada Corporation (Impark) for 2026-2030.
- Following a competitive procurement process in 2021, Imperial Parking Canada Corporation (Impark) was awarded Contract C3-04-20 for parking enforcement services (sole evaluated bidder, second bidder was ruled ineligble).
- Over the current five-year term, annual renewals have been awarded for terms three, four, and five due to positive performance, year-over-year increases in service provision, and a net positive experience.
- Staff are recommending a single source procurement for services with Imperial Parking Canada Corporation (Impark) under Procurement Policy #11 – Non-competitive Procurements, as it is likely the most cost effective and beneficial option for the City of Hamilton.

Financial Considerations

In 2024, the contract had a Net Positive Revenue Generation of $2.1 Million (2024 approximate contract operating cost $850,000 with $2.95 Million in revenue). It is expected that annual operating costs would remain consistent with adjusted increases within expected ranges and market practises.

Background

The City of Hamilton utilizes contracted services to augment City of Hamilton Parking Enforcement staff with parking enforcement in Business Improvement Areas and the downtown core.

Imperial Parking Canada Corporation (Impark) was awarded Contract C3-04-20 for parking enforcement services beginning January 1, 2021. They were the only evaluated submission via the public Procurement Process that was undertaken in 2020. There was a second bidder, but they were ruled ineligible. Prior to Imperial Parking Canada Corporation (Impark), the Canadian Corps of Commissionaires was the contract vendor, for several decades.

In February 2024, Council approved staff amending the existing contract terms regarding billing rates to increase effective pay rate for contract staff.

Analysis

The rationale for recommending a single source procurement process with Imperial Parking Canada Corporation (Impark) is the demonstrated growth in service provision staff have experienced and the potential impacts of a vendor transition.

There has been substantial growth year-over-year since the initial term of the contract following the award to Imperial Parking Canada Corporation (Impark). The table below outlines key metrics showcasing the current vendor's performance:

Infraction Date	Penalties Issued	Year-Over-Year Growth %	Penalty Value Issued	Year-Over-Year Growth %	Penalty Value Paid	Year-Over-Year Growth %
2021	25,542		$815,840.00		$995,664.44	
2022	42,650	+66.99%	$1,464,705.00	79.55%	$1,719,249.30	+72.75%
2023	50,579	+18.61%	$1,732,780.00	18.32%	$2,111,886.15	+22.84%
2024	82,313	+62.77%	$2,869,908.00	65.61%	$2,991,893.65	+41.73%
Total Growth	+222.24%		+251.75%		+200.63%	

Early analysis, of 2025, shows consistent increases in service provision, again, which speaks to the benefit of maintaining a vendor.

The second main consideration is the impact of a transition period on service provision. The last effective term-year of the previous vendor compared to the first-year term of Imperial Parking Canada Corporation (Impark) (2019 vs 2021) resulted in 30,000 less penalties being issued and $1 Million less in issued penalty value and collected revenue. It is a fair estimation that this impact has a greater financial impact than variations in possible vendor annual operating costs.

Staff recognize that even with an effective transition plan, onboarding a new vendor will ultimately have an impact on their initial efficacy and service provision which has a net result of reduced issuance of penalties and revenue generation.

Procurement staff have advised that a public procurement process for the contracted parking enforcement services should be completed, and as such they that do not support the recommendation as presented.

The recommended single source procurement to provide parking enforcement services to 2030 will enable staff to initiate a public procurement process for beyond 2030.

Alternatives

Staff could exhaust the current contract with Imperial Parking Canada Corporation (Impark) which is set to expire December 31, 2025 and begin the procurement process to fulfil contracted services for 2026 onward. This of course has current administrative staffing resource impacts to carry out this process which may have a similar result with only Imperial Parking Canada Corporation (Impark) bidding once again. It is also possible another vendor may be awarded the contract if there are additional eligible bidders. There are possible negative impacts to penalty issuance and revenue generation during the transition period. Staff also may be required to explore an emergency procurement for 2026 contracted services if a public procurement process is unable to be completed prior to December 31, 2025.

Relationship to Council Strategic Priorities

1. Sustainable Economic & Ecological Development
   1.1 Reduce the burden on residential taxpayers
2. Safe & Thriving Neighbourhoods
   2.2 Make sure people can safely and efficiently move around by food, bike, transit or car

Previous Reports Submitted

- Information_Update Contracted Parking Enforcement Services
- PED24031 Contracted Parking Enforcement Services

Consultation

Tina Iacoe, Director Procurement, Corporate Services

Appendices and Schedules Attached

Not applicable.

Prepared by:	James Buffett, Manager of Parking Enforcement and School Safety Planning and Economic Development, Transportation Planning and Parking, Hamilton Municipal Parking Service
Submitted and recommended by:	Steve Molloy, Acting Director Planning and Economic Development, Transportation Planning and Parking

City of Hamilton
Report for Consideration

To:	Chair and Members Planning Committee
Date:	June 10, 2025
Report No:	PED23172(a)
Subject/Title:	Request for Class 4 Designation for Lands Located at 115 and 121 Vansitmart Avenue, Hamilton
Ward Affected:	Ward 4

Recommendations

1) That Council deem the lands located at 115 and 121 Vansitmart Avenue, Hamilton as a Class 4 Area pursuant to the Ministry of the Environment, Conservation and Parks (MECP) Noise Guidelines NPC-300 (Stationary and Transportation Sources – Approval and Planning) and that the Class 4 Area designation apply only to the development on the lands located at 115 and 121 Vansitmart Avenue, identified on Appendix A attached to Report PED23172(a).

Key Facts

- The application is to deem the lands as a Class 4 Area to facilitate a residential development consisting of 40 back-to-back townhouses and two single detached dwellings.
- The applicant has demonstrated through the submitted Noise and Vibration Impact Study, prepared by Thornton Tomasetti, and through a peer review of the Noise and Vibration Impact Study undertaken by Jade Acoustics Inc. on behalf of Canadian National Railway, that the noise levels at the proposed residential development will achieve compliance with the guidelines established in section B7.1 Table B2 of the Ministry of the Environment, Conservation and Parks Noise Guidelines NPC-300 (Stationary and Transportation Sources – Approval and Planning).
- The outstanding issue identified in Planning Committee Report (PED23172) dated July 11, 2023, has subsequently been addressed, and Canadian National Railway does not object to the designation of the subject lands as a Class 4 Area under NPC-300.

- All noise mitigation measures identified in the Noise and Vibration Impact Study will be implemented through the Site Plan Control application.

Financial Considerations

Not applicable.

Background

A Zoning By-law Amendment application ZAC-16-046 and Urban Hamilton Official Plan Amendment application UHOPA-17-026 were considered by Planning Committee on June 5, 2018, and approved by Council on June 27, 2018. The effect of these applications was to facilitate a residential development on the subject lands.

A Site Plan Control application DA-19-015 was submitted and was conditionally approved for the development of 40 back-to-back townhouses on June 27, 2019. Through the Site Plan Control application, comments were received from Canadian National Railway respecting the proposed development. The conditional approval required that all noise mitigation measures required to achieve compliance with Ministry of the Environment, Conservation and Parks be identified on the final site plan. Special conditions respecting Canadian National Railway were added to the conditional approval letter dated June 27, 2019, including:

1) The owner shall enter into an agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement; and,
2) The owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN, to the satisfaction of the CN.

A Noise and Vibration Impact Study dated November 28, 2022 (see Appendix B to Report PED23172(a)) and an addendum letter dated January 25, 2023 (see Appendix C to Report PED23172(a)) were prepared by Thornton Tomasetti and submitted for approval, which recommended a re-classification from a Class 1 Area to a Class 4 Area for the subject lands.

The November 2022 Noise and Vibration Impact Study and January 2023 addendum noted that stationary noise source is predicted to exceed an applicable Class 1 Area sound level limit at the north façade of the northerly most townhouse block due to steady noise. The facades of this block are also impacted due to impulse noise if it is assumed that nine or more impulses will occur per hour. The study noted that the noise levels from the stationary noise source are predicted to meet the applicable Class 4 Area sound level limit at all facades, if it is assumed that at most two of the loudest impulses (train slack taking during departure) will occur per hour. Staff noted in Report PED23172 that as the noise study relied on an assumed number of loudest impulses

and did not identify the actual number of loudest impulses per hour that are occurring, staff were unable to confirm these assumptions and whether the proposed development would comply with the Ministry of the Environment, Conservation and Parks noise criteria.

The November 2022 Noise and Vibration Impact Study and January 2023 addendum outlined that the indoor noise levels resulting from on-site noise mitigation measures such as central air conditioning and enhanced window and wall construction will result in an indoor sound level of 40 dBA for both steady stationary noise and for impulse noise levels from the rail yard. Staff noted in Report PED23172 that the study did not provide an analysis of the indoor noise levels for living/dining rooms as opposed to the levels for bedrooms.

Staff advised in Report PED23172 that as the noise source at issue pertains to a Canadian National Railway yard, the Noise and Vibration Impact Study submitted with the delegation request was circulated to Canadian National Railway for comment, and that at the time of the preparation of Report PED23172, comments had not yet been received.

On March 16, 2023, the applicant submitted a delegation request requesting consideration of the changes from Class 1 Area to Class 4 Area. Planning Committee approved the delegation request to be heard at a future meeting on April 4, 2023. The delegation request was brought forward to the June 13, 2023, Planning Committee where the delegation was received and staff were directed to report back to the July 11, 2023, Planning Committee meeting with recommendations about granting a Class 4 noise exemption. Report PED23172 was prepared by staff in response to the direction of Planning Committee.

In Report PED23172, the recommendation of staff was, “That staff to be directed to report back upon receipt of comments from Canadian National Railway on the Class 4 Area designation, additional noise assessment information from the applicant and a peer review, if deemed necessary by staff and at the expense of the owner, of the updated noise and vibration study to confirm the assumptions made in the study relating to impulse sound levels and indoor noise levels for sleeping quarters.” The recommendation of staff was approved by Planning Committee and the decision to designate the lands as a Class 4 Area was deferred. Staff were directed to report back upon receipt of comments from Canadian National Railway on the Class 4 Area designation and additional noise assessment information from the applicant.

In March 2024, the applicant submitted a Noise and Vibration Impact Study Peer Review, prepared by Jade Acoustics and dated February 27, 2023 (see Appendix E to Report PED23172(a)), and a Noise and Vibration Impact Study Peer Review, prepared by Jade Acoustics dated February 26, 2024 (see Appendix F to Report PED23172(a)), which were undertaken on behalf of Canadian National Railway to complete a peer review of the submitted technical materials to support the Class 4 Area classification.

On October 31, 2024, Canadian National Railway advised staff that they do not object to the designation of the subject lands as a Class 4 Area under the Ministry of the Environment, Conservation and Parks Environmental Noise Guidelines NPC-300. Further clearance from Canadian National Railway respecting the respective conditions of Site Plan Control application DA-19-015 are still required.

On January 17, 2025, the applicant submitted to staff an updated Noise and Vibration Impact Study, prepared by Thornton Tomasetti c/o Robert Fuller dated December 5, 2024 (see Appendix D to Report PED23172(a)), and provided an additional response dated February 19, 2025. On March 6, 2025, staff advised the applicant that the issues identified in Report PED23172 have been addressed.

Analysis

The subject lands are municipally known as 115 and 121 Vansitmart Avenue, in Hamilton and are located on the north side of Vansitmart Avenue. The subject lands are approximately 0.86 hectares in size with frontage of approximately 43.0 metres along Vansitmart Avenue (refer to Appendix A and A1 to Report PED23172(a)). The proposal to establish the subject lands as a Class 4 Area is to facilitate the establishment of 40 back-to-back townhouses and two single detached dwellings.

A full review of the applicable Provincial Planning Statement (2024), Urban Hamilton Official Plan policies, and Environmental Noise Guidelines NPC-300, is provided in Appendix G attached to Report PED23172(a).

Provincial Planning Statement (2024)

With respect to noise, policies 3.5.1 and 3.5.2 of the Provincial Planning Statement require that major facilities and sensitive land uses be planned and developed to minimize potential adverse effects from noise and ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines and standards. Planning authorities shall protect the long-term viability of existing major facilities by ensuring that the planning and development of adjacent sensitive land uses is only permitted if potential adverse effects to the proposed sensitive land uses are minimized and mitigated.

The subject lands are located adjacent to a Canadian National Railway yard which constitutes a major facility, and the proposed development represents a sensitive land use. Canadian National Railway has articulated that they have no objection to designating the lands a Class 4 Area, subject to the mitigation measures outlined within the applicant’s supporting studies.

As outlined above, Noise and Vibration Impact Studies and Noise addendums have been prepared in support of the proposed development and a peer review of the Noise and Vibration Impact Studies has been undertaken by Jade Acoustics Inc. on behalf of Canadian National Railway and support the proposed development. Noise mitigation

measures have been identified in the Noise and Vibration Impact Studies and will be implemented through the Site Plan Control application.

The proposed request to change the designation to a Class 4 Area is consistent with the Provincial Planning Statement (2024).

Urban Hamilton Official Plan

With respect to noise, policies B.3.6.3.1, B.3.6.3.14, B.3.6.3.15, B.3.6.3.16, and B.3.6.3.17, B.3.6.3.18, and B.3.6.3.19 of the Urban Hamilton Official Plan are applicable. Development of noise sensitive land uses in the vicinity of railway lines and railway yards shall comply with all applicable provincial and municipal guidelines and standards. The subject lands are located within 400 metres of a rail yard and a noise study is required, as well as consultation with, and circulation to, Canadian National Railway. The Urban Hamilton Official Plan states that the City shall ensure that all development or redevelopment with the potential to create conflicts between sensitive land uses and point source or fugitive air emissions such as noise, vibration, odour, dust, and other emissions complies with all applicable provincial legislation, provincial and municipal standards, and provincial guidelines, and shall have regard to municipal guidelines.

As noted above, Canadian National Railway has been circulated and completed a peer review of the submitted technical materials and have no objection to designating the lands as a Class 4 Area. Noise mitigation measures that have been identified in the Noise and Vibration Impact Studies will be implemented through the Site Plan Control application as Conditions of Approval.

The proposed request to change the designation to a Class 4 Area complies with the policies of the Urban Hamilton Official Plan.

City of Hamilton Zoning By-law No. 6593

The majority of the property at 121 Vansitmart Avenue is zoned “RT-20-H/S-1762” (Townhouse – Maisonette) District, Holding, Modified, which permits the proposed 40 back-to-back townhouse dwellings. The remaining portion of the property at 121 Vansitmart Avenue is zoned “C-H/S-1762 and C/S-1822” (Urban Protected Residential, etc.) District, Modified, Holding, which permits single detached dwellings. The “RT-20-H/S-1762” and “C-H/S-1762” District were established through Zoning By-law Amendment application ZAC-16-046 and approved by By-law No. 18-165, which was adopted by Council on June 27, 2018.

City of Hamilton Zoning By-law No. 05-200

The property at 115 Vansitmart Avenue is zoned Low Density Residential – Small Lot (R1a) Zone, which does not permit the proposed back-to-back townhouse dwellings.

The property at 115 Vansitmart Avenue was zoned “RT-20-H/S-1762” (Townhouse Maisonette) District, Holding, Modified, through Zoning By-law Amendment application ZAC-16-046 by By-law No. 18-165; however, as part of the City Initiated Zoning for the Low Density Residential Zones, the zoning of the property at 115 Vansitmart Avenue was changed to the Low Density Residential – Small Lot (R1a) Zone in Zoning By-law No. 05-200 by By-law No. 22-197. The zoning of 115 Vansitmart Avenue as Low Density Residential – Small Lot (R1a) Zone will be addressed through a housekeeping amendment that will be brought before Planning Committee as part of a separate report at a future date.

Environmental Noise Guidelines (NPC-300)

Stationary noise sources in a Class 1 Area have a maximum daytime noise level of 50 dBA and a maximum nighttime noise level of 45 dBA. In a Class 4 Area the maximum daytime noise level is 60 dBA, and the maximum nighttime noise level is 55 dBA. The respective noise levels are measured from the exterior plane of the window, and in the case of the enclosed noise buffer this is the window that is the interior window of the enclosed noise buffer. In respect to the indoor sound level limits in section C3.2.3 table C-2, the indoor sound level limits for rail noise for living and dining areas is 40 dBA and 35 dBA for sleeping areas.

In the Noise and Vibration Impact Study (see Appendix D to Report PED23172(a)), prepared by Thornton Tomasetti c/o Robert Fuller, dated December 5, 2024, noise mitigation measures were identified and will need to be implemented in order to mitigate the noise levels generated by the existing Canadian National Railway yard in order to meet the maximum daytime and nighttime levels for a Class 4 Area under the Environmental Noise Guidelines NPC-300. The noise mitigation measures identified in the Noise and Vibration Impact Studies will be implemented through the Site Plan Control application as conditions of approval.

The Environmental Noise Guidelines NPC-300 stipulate that the classification of a property as a Class 4 Area is based on the formal confirmation of the classification by the land use planning authority. Therefore, for the lands to be recognized as a Class 4 Area, confirmation by Council is required.

Noise Analysis

A Class 4 Area designation will help to formalize the use of enclosed noise buffers as a mitigation measure so that the adjacent Canadian National Railway yard can rely on them being implemented and maintained. This will be further formalized through the development agreement between the applicant and Canadian National Railway, as required through the Site Plan Control process.

The Noise and Vibration Impact Study (see Appendix D to Report PED23172(a)), prepared by Thornton Tomasetti c/o Robert Fuller dated December 5, 2024, identified that an enclosed noise buffer with a Sound Transmission Class rating of 28 (STC-28)

would be required to mitigate the noise levels to 55 dBA at the exterior plane of the window for the proposed back-to-back townhouse dwelling units. Enclosed noise buffers would not be able to be utilized in the context of a Class 1 Area, and therefore a Class 4 Area designation is required to utilize the proposed method of noise mitigation.

Additionally, the applicants noise consultant Thornton Tomasetti has confirmed that based on the mitigation measures proposed, the interior sound level in the living and sleeping areas is expected to be below 35 dBA. This addresses the previously identified issue requiring that it be demonstrated that the indoor noise levels are appropriate for both living areas and sleeping areas.

Should the lands remain as a Class 1 area, enclosed noise buffers cannot be utilized, and alternative noise mitigation measures would be required to achieve compliance. As outlined in Report PED23172, based on preliminary modelling, a noise barrier wall in the range of 10.0 metres in height across the entire rear of the property and partway down the sides of the property would be required. A 10.0 metre high noise barrier wall would neither be practical in terms of construction, nor would it be desirable for the site, the area, or the adjacent residential properties.

Rationale for Recommendation

1. The proposal to classify the subject lands as a Class 4 Area has merit and can be supported for the following reasons:

   (i) It is consistent with the Provincial Planning Statement (2024);
   (ii) It complies with the Urban Hamilton Official Plan;
   (iii) It complies with the Ministry of Environment, Conservation and Park's Environmental Noise Guidelines (NPC-300); and,
   (iv) The operating railway provider (Canadian National Railway) has no objection to the lands being classified as a Class 4 Area.

Alternatives

Council may choose to refuse to designate the lands as a Class 4 Area. In this case the applicant would be required to either revise their development proposal or establish any required noise mitigation measures so that the development conforms to the noise criteria of Ministry of the Environment, Conservation and Parks, for a Class 1 Area.

Relationship to Council Strategic Priorities

Priority 1: Sustainable Economic & Ecological Development
- 1.2: Facilitate the growth of key sectors.

Priority 2: Safe & Thriving Neighbourhoods
- Increase the supply of affordable and supportive housing and reduce chronic homelessness.

Previous Reports Submitted

Report PED23172 – Request for Class 4 Designation for Lands Located at 115 and 121 Vansitmart Avenue, Hamilton (PED23172) (Ward 4)

Consultation

The request for change in designation from a Class 1 Area to a Class 4 Area was circulated to Canadian National Railway. Refer to the comments provided in Appendix I attached to Report PED23172(a).

Appendices and Schedules Attached

Appendix A: Location Map
Appendix A1: Existing Land Use and Zoning
Appendix B: Noise and Vibration Impact Study by Thornton Tomasetti, dated November 28, 2022
Appendix C: Noise and Vibration Impact Study Addendum by Thornton Tomasetti, dated January 25, 2023
Appendix D: Noise and Vibration Impact Study by Thornton Tomasetti, dated December 5, 2024
Appendix E: Noise and Vibration Impact Study, Peer Review, by Jade Acoustics, dated February 27, 2023
Appendix F: Noise and Vibration Impact Study, Peer Review, by Jade Acoustics, dated February 26, 2024
Appendix G: Policy Review
Appendix H: Historical Background Report Fact Sheet
Appendix I: Consultation – Departments and Agencies Comments

Prepared by:	Daniel Barnett, Planner II Development Planning, Planning and Economic Development Department
Submitted and recommended by:	Anita Fabac, Acting Director of Planning and Chief Planner Planning and Economic Development Department

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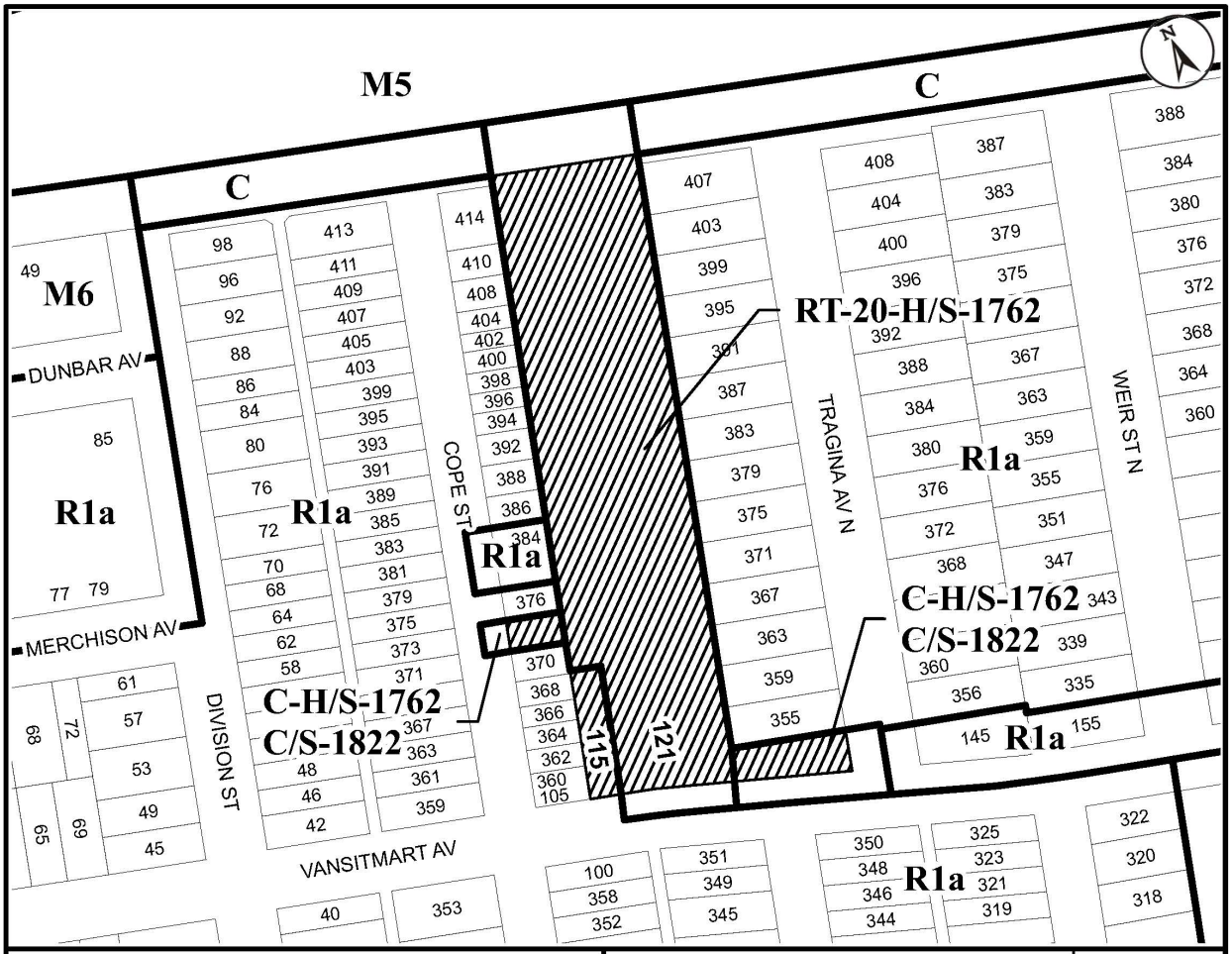
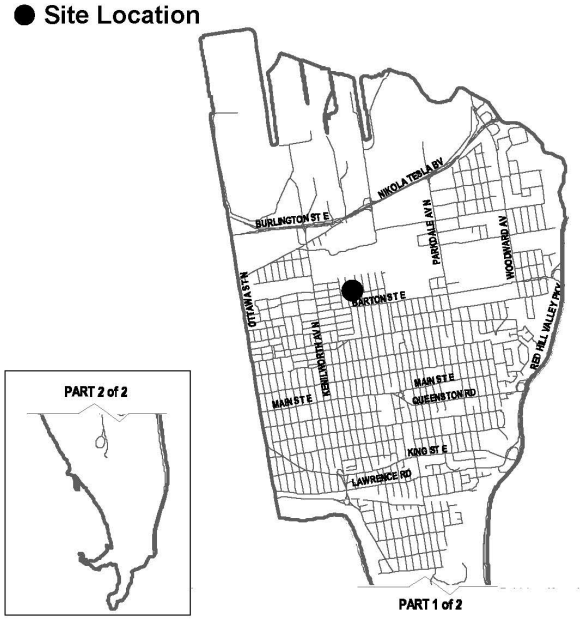


● Site Location



Key Map - Ward 4

Location Map

Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number: 115 & 121 Vansitmart Av		Date: April 30, 2025
Appendix "A"	Scale: N.T.S	Planner/Technician: DB/AL

Subject Property

115 and 121 Vansitmart Avenue

Existing Land Use and Zoning

	Existing Land Use	Existing Zoning
Subject Lands:	Vacant Industrial Building.	"RT-20-H/S-1762" (Townhouse – Maisonette) District, Modified, Holding, "C-H/S-1762 and C/S-1822" (Urban Protected Residential, Etc.) District, Modified, Holding, and Low Density Residential – Small Lot (R1a) Zone.
Surrounding Land Uses:		
North	Railway Yard, Single Detached Dwellings.	General Industrial (M5) Zone and Low Density Residential – Small Lot (R1a) Zone.
South	Single Detached Dwellings.	Low Density Residential – Small Lot (R1a) Zone.
East	Single Detached Dwellings.	Low Density Residential – Small Lot (R1a) Zone.
West	Single Detached Dwellings.	Low Density Residential – Small Lot (R1a) Zone.

Thornton Tomasetti

Noise and Vibration Impact Study

121 Vansitmart Avenue Hamilton, Ontario

SW22183.00

Prepared For
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Reviewed By
Michael Wesolowsky, Ph.D., P.Eng.
Principal

November 28, 2022

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1.0 Introduction

At the request of Urban Solutions (Client), Thornton Tomasetti (TT) presents this Noise Impact Study (NIS) regarding the planned Vansitmart Residential Development located at 121 Vansitmart Avenue, Hamilton, Ontario (the Project).

The purpose of this study is to assess the noise impact on the Project from surrounding noise sources and the noise impact of the Project on surrounding noise sensitive areas. This report is intended to support the Site Plan Approval (SPA) application for the Project as a detailed study.

Where applicable, this report will provide noise control recommendations to meet the requirements of the relevant Land Use Planning Authority (LUPA), and noise criteria developed by the Ontario Ministry of the Environment, Conservation and Parks (MECP).

Where predicted noise impacts are lower than applicable action thresholds identified, the project should be designed to meet the Ontario Building Code (OBC) as a minimum standard.

1.1 Previous Reports

TT has reviewed the following documents previously prepared by third parties in relation to the proposed development:

- *Environmental Noise And Vibration Impact Study "The Vansitmart Residential Development" Located at 121 Vansitmart Avenue Hamilton Ontario*, prepared by dBA Acoustical Consultants Inc., dated February 2021 (Previous NVIS)

- *Environmental Noise and Vibration Study Peer Review Proposed Residential Development 121 Vansitmart Avenue City of Hamilton*, prepared by Jade Acoustics Inc. Dated March 16, 2022 (Previous NVIS Peer Review)

The Previous NVIS was prepared for a similar proposed site layout, and described an assessment of rail noise, and measurements of vibration from rail traffic, as well as measurements of noise from activities in the rail yard. Key elements of the previous NVIS included:

- It was indicated that no outdoor living areas would be present in the development.
- The rail traffic noise assessment was based on train traffic data obtained in 2016.
- Rail traffic noise was predicted to be up to 67 dBA during the daytime and 52 dBA during the night at the most impacted façades.
- Building construction requirements were identified, including brick veneer equivalent construction on the façade closest to the rail lines, as well as a requirement for central air conditioning.
- Road noise was considered to be insignificant.
- Rail vibration measurements conducted in 2017 were described, and reported to have found a maximum RMS velocity of 0.16 mm/s, exceeding the recommended 0.14 mm/s criteria, therefore vibration mitigation measures were recommended for the foundation construction of impacted townhouses.

- Measured impulse noise levels from activity in the rail yard in 2017 were reported to have resulted in a predicted sound level of 68 dBAI at the most impacted façade of the proposed development, and impulsive noises were reported to occur only rarely (~1/hr).
- Steady noise from surrounding industry was considered to be insignificant.

The Previous NVIS Peer Review focused on the assessment of CN rail related noise, and identified the following key concerns, along with other less significant comments regarding the Previous NVIS report:

- The rail traffic data used was relatively old (2016), the peer reviewer recommended that data older than one year should not be used.
- The peer reviewer suggested that insufficient data had been collected to support the claim that impulses were consistently rare, and suggested that frequent impulses (>9/hr) could occur.
- The field measurements were relatively old (2017)
- The peer reviewer recommended that CN be contacted to inquire about current /planned operations in the rail yard.

2.0 Site and Surrounding Area

2.1 Project Location

The Project is located on the north side of Vansitmart Avenue, between Cope Street and Tragina Avenue North, approximately 400m west of Kenilworth Avenue North.

The Project is bordered on the north by CN rail tracks and a rail yard. The Project is bordered on the east, south, and west by residential land uses. The broader neighborhood includes mixed commercial and industrial uses to the north of the Project, and residential uses to the east, south and west of the Project.

The Project Site is currently occupied by Kemp Construction Ltd., a construction company which uses the property as an office space and equipment yard.

An illustration of the project location and surrounding area is provided in Figure 1.

2.2 Zoning & Official Plan

The Project site is zoned as RT-20 "Townhouse" under the City of Hamilton Zoning By-Law No. 6593, amended by By-Law No. 18-165, and is designated as "Neighborhoods" under the City of Hamilton's Urban Official Plan. Surrounding areas are zoned for residential (C) and industrial (M5, M6) uses.

A zoning map is presented in Figure 2.

2.3 Planned Development

The Project will consist of four new 3 storey back-to-back townhouse blocks, with a total of 40 units. The maximum height of the buildings will be 12.5m.

In this report, the townhouse blocks are referred to as Block 1 (northernmost) though to Block 4 (southernmost).

The proposed new site plan is provided in Figure 3.

2.4 Site Inspection

TT personnel attended the Project site on October 27, 2022 in order to inspect the acoustical environment in the area of the Project.

Transportation noise at the Project site was observed to be dominated by the adjacent CN Rail tracks. Transportation noise is discussed in Section 5.0 of this report.

Audible noise from rail yard activities and a steady noise source located to the north was observed at the Project site. It was unclear from the ground if the steady noise source was associated with the adjacent CN Rail yard, or the industrial facility located north of the rail yard. Stationary noise sources are discussed in Section 6.0 of this report.

2.4.1 Sound Level Measurements

TT contacted CN rail by email at proximity@cn.ca requesting any available information about current / future activities in the rail yard, as well as access and/or cooperation with the rail yard to perform field measurements of typical rail yard activities. Emails were sent to CN in relation to this inquiry on July 26, 2022, August 8, 2022, August 24, 2022, August 29, 2022 and October 14, 2022. No responsive answer was received, therefore TT proceeded with conducting noise measurements from the Project Site itself.

Measurements of the observed steady noise level were conducted at points coinciding with the planned north façade of townhouse Block 1. The steady sound level was found to be approximately 56 - 53 dBA on average at the planned north façade of townhouse Block 1 in readings conducted in the morning and afternoon respectively. The steady sound level was found to be approximately 50 – 52 dBA on average at the planned north façade of townhouse Block 2.

Measurements of the observed impulse noise level from activities in the train yard (coupling & taking out slack), with maximum coupling impulse sound levels recorded to be 68 – 72 dBAI. Additionally, one longer train departed the yard during the measurement period, resulting in a maximum recorded impulse sound level of 86 dBAI when the slack between each car was removed. All impulse measurements were taken at the approximate location of the north façade of townhouse Block 1.

Details of the measurement conditions, methodology, and results are included in Appendix D.

2.1 Topography

Based on the observed and/or reported conditions on and around the Project site, the local topography is expected to be approximately flat.

3.0 Ministry of the Environment Conservation and Parks

The MECP's *Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning* (NPC-300) provides province wide assessment standards and criteria for evaluating noise impacts from transportation sources such as roads, railways and aircraft, as well as stationary sources

such as mechanical equipment, and industrial facilities. In preparing this NIS report, TT has referred to *Part A Background and Part C Land Use Planning* of NPC-300.

This NIS report has been prepared to support land use planning decisions, and is not intended to support an application for an Environmental Compliance Approval (ECA) in accordance with *Part B Stationary Sources* of NPC-300, and Section 9 of the Environmental Protection Act.

4.0 Land Use Planning Authority

In addition to the MECP's standards and criteria, some LUPAs impose additional requirements on applications for development approval. The LUPAs for this Project are the City of Hamilton which generally defers to the MECP's guidelines as documented in NPC-300.

5.0 Transportation Noise Assessment

5.1 Critical Transportation Noise Receptors

NPC-300 defines a point of reception for the assessment of transportation noise sources as either the Plane of Window (POW) of a noise sensitive indoor space or an Outdoor Living Area (OLA) representing an area of a noise sensitive land use intended for quiet enjoyment of the outdoor environment.

The POW receptor(s) most likely to be affected by transportation noise are those representing the residential suites of the Project that have maximum exposure to the adjacent CN rail tracks. Specifically, POW receptors were assessed for the northwest and northeast corners of townhouse Block 1, and the northeast corner of townhouse Block 2, at the highest elevation with windows.

Based on provided site plans of the Project, TT understands that no outdoor amenity areas are planned for the development, therefore no OLA receptors have been considered.

The locations of the critical receptors for transportation noise are summarized in Table 1 and shown in Figure 4. POW elevations were taken to be the representative height for 3rd floor windows, as specified in NPC-300.

Table 1: Points of Reception – Transportation Noise

Receptor ID	Receptor Description	Receptor Location
POW1	Block 1, northwest corner	North façade, 7.5m above ground
POW2	Block 1, northeast corner	North façade, 7.5m above ground
POW3	Block 2, northeast corner	North façade, 7.5m above ground

5.2 Transportation Noise Sources

5.2.1 Road Noise Sources

The nearest roads to the Project site (Vansitmart Avenue, Cope Street, and Tragina Avenue North) have low levels of daily traffic, and the nearest significant streets (Barton Street East ~170m to the south, and Kenilworth Avenue North ~400m to the west) are shielded from the Project site by existing residential properties. Road traffic noise at the Project site is considered to be insignificant.

5.2.2 Rail Noise Sources

A railway operated by Canadian National Railway (CN) is located adjacent to the north of the Project, with the closest tracks approximately 50m from the nearest planned façade of the Project. Rail traffic data was obtained from CN pertaining to Mile 40.49 of the CN Grimsby Subdivision, in the vicinity of Kenilworth Avenue North, which is representative of the conditions impacting the Project.

This section of the Grimsby Subdivision is classified by CN as a Double Main Line. CN traffic on this rail line consists of freight, way freight, and passenger trains. According to the CN data, this track is considered to be continuously welded rail. There are three at-grade crossings in the area, but anti-whistling by-laws are in effect; therefore, train whistling is not expected outside of emergency situations. All trains are assumed to be diesel trains.

It is TT's understanding that these rail lines are also used infrequently by GO Transit for the Lakeshore West line, between the West Harbour GO Station and the St. Catherines GO Station. Current GO Transit traffic is low (~2 trips per day), but TT understands that Metrolinx's projections for future traffic include up to 93 trips per day along the lakeshore west line. The future projected data, as summarized in Table 2 is considered representative of the total rail traffic volume.

The 2022 CN train traffic volumes provided were projected to 2034 (10 years after the anticipated completion of the Project) using an annual growth rate of 2.5% for a 10-year period.

Table 2: Rail Traffic Data Summary

Parameter	CN Grimsby Subdivision			
Train Type	Freight	Way Freight	Passenger	GO Transit
Number of Trains Per Day (2022) Day (07:00 - 23:00) / Night (23:00 - 07:00)	4 / 0	0 / 2	2 / 0	88 / 5
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%
Growth Period (years)	12	12	12	0
Locomotives Per Train	4	4	2	2
Cars Per Train	140	25	10	12
*Maximum Speed (mph) / (km/h)	30 / 50	30 / 50	30 / 50	30 / 48

*Note that the maximum speed of 30 mph reported by CN in 2022 is significantly lower than the maximum speed of 60-95 mph reported by CN in 2016, as described in the Previous NVIS report.

5.2.3 Aircraft Noise Sources

No airports located in the vicinity of the project have been identified.

5.3 Transportation Sound Level Limits

5.3.1 Indoor Living Areas

Impacts at POWs from rail traffic are assessed against a 16-hour daytime (07:00 – 23:00) and 8-hour nighttime (23:00 – 07:00) equivalent sound pressure level (L_{eq}) reported in dBA to determine the requirement for ventilation and warning clauses. The applicable POW sound level limits and the sliding

scale of required ventilation measures and warning clauses are listed in Table 3. Note that whistle noise is not included in the assessment of rail noise for this purpose.

Table 3: POW Sound Level Limit: Ventilation & Warning Clauses – Rail Traffic

Category	Daytime $L_{eq,16hr}$ (dBA)	Nighttime $L_{eq,8hr}$ (dBA)	Mitigation Measures	NPC-300 Warning Clause Required
POW Limit	55	50	None	None
POW Mitigation Threshold Living & Bedrooms	56 - 65	51 – 60	Include forced air heating and provision for central air conditioning	Type C
POW Mitigation Threshold Living & Bedrooms	>65	>60	Include central air conditioning	Type D

Impacts to indoor noise levels from rail traffic are assessed against a 16-hour daytime (07:00 – 23:00) and 8-hour nighttime (23:00 – 07:00) equivalent sound pressure level (L_{eq}) reported in dBA at representative POW receptors to determine the requirement for acoustically designed building components. The applicable indoor sound level limits and required noise reduction measures for rail noise at in the indoor environment are listed in Table 4. Note that whistle noise is included in the assessment of rail noise for this purpose.

Table 4: Indoor Sound Level Limit: Construction Requirements – Rail Traffic

Category	Daytime $L_{eq,16hr}$ (dBA)	Nighttime $L_{eq,8hr}$ (dBA)	Total $L_{eq,24hr}$ (dBA)	Mitigation Measures
Rail Sound Level Indoor Limit Living Rooms / Bedrooms	40 / 40	40 / 35	-	Not Applicable
Rail POW Sound Level Living & Bedrooms	>60	>55	-	Design building components to achieve indoor sound level limit
Rail POW Sound Level Bedrooms	-	-	>60	Minimum of brick veneer or masonry equivalent construction from foundation to rafters in 1st row of dwellings if within 100m of tracks

5.4 Transportation Sound Level Predictions

5.4.1 Rail Traffic

Calculations of rail traffic sound levels were performed using STAMSON 5.04, the software implementation of the MECP ORNAMENT model, which was developed and published by the MECP for transportation noise prediction. The calculated sound levels at the receptors are presented in Table 5.

Table 5: Calculated Sound Levels due to Rail Sources

POR ID	Predicted Transportation Sound Levels (dBA)	
	Daytime (07:00–23:00) $L_{eq,16hr}$	Nighttime (23:00–07:00) $L_{eq,8hr}$
POW01	65	61
POW02	65	60
POW03	58	52

The STAMSON calculation outputs for the traffic noise predictions are attached in Appendix C.

5.5 Transportation Noise Control Recommendations

Noise control recommendations for the identified critical receptors and the corresponding noise sensitive land uses that they represent in the proposed redevelopment are summarized in Table 6 and discussed in the subsequent sections.

Table 6: Transportation Noise Control Measures Summary

POR ID	Noise Barrier	Ventilation	Warning Clause	Building Components
POW1	N/A	Central AC	Type D	Designed to achieve indoor sound level criteria, use brick veneer or equivalent
POW2	N/A	Central AC	Type D	Designed to achieve indoor sound level criteria, use brick veneer or equivalent
POW3	N/A	Forced Air Heating Provision for Central AC	Type C	Meet OBC Requirements

5.5.1 Outdoor Living Areas – Barriers

Because no OLA receptors were identified, barrier mitigation of noise levels in outdoor living areas is not anticipated to be necessary.

The adjacent railway line is classified as a Double (Secondary) Main Line. In accordance with the *Guidelines for New Development in Proximity to Railway Operations Prepared for the Federation of Canadian Municipalities and the Railway Association of Canada (May 2013)*, it is generally recommended that a noise barrier be constructed in the railway right-of-way, parallel to the railway with returns at each end, and a minimum height of 4.5m above track level.

Based on the modelling results described in Section 5.4.1 of this report, the planned 2.5m crash berm is expected to be sufficient for protection of the POW receptors assessed. If permitted, an additional 2m fence could be constructed on top of the crash berm as an extra noise mitigation measure.

NPC-300 indicates that noise barriers, if constructed, should have a minimum surface density (face weight) of 20 kg/m^2. Barriers should be structurally sound, appropriately designed to withstand wind and snow load, and constructed without cracks or surface gaps. Any gaps under the barrier that are necessary for drainage purposes should be minimized and localized, so that the acoustical performance of the barrier is maintained. To improve the visual characteristics of the barrier, transparent elements and/or soil berms may be included, if they meet the above conditions.

5.5.2 Indoor Living Areas - Ventilation

Sensitive receptors along the north, east, and west façades of townhouse Block 1 of the Project are expected to face POW sound levels equal to or greater than 65 dBA during the 16-hour day (07:00 – 23:00) and/or equal to or greater than 60 dBA during the 8-hour night (23:00 – 07:00) due to rail noise (excluding whistle noise), therefore central air conditioning is the minimum requirement for these units.

Sensitive receptors along the other facades of the Project are expected to face POW sound levels between 55 and 65 dBA during the 16-hour day (07:00 – 23:00) and/or between 50 and 60 dBA during the 8-hour night (23:00 – 07:00) due to rail noise (excluding whistle noise), therefore forced air heating with provision for central air conditioning is the minimum requirement for these units.

TT understands that the Project plan includes forced air heating and central air conditioning for the entirety of the Project, therefore the above noted requirements are expected to be met.

5.5.3 Indoor Living Areas - Building Components

Sensitive receptors along the north façade of townhouse Block 1 of the Project are expected to face POW sound levels above 60 dBA over a full 24-hour day due to noise from rail traffic, and are located within 100m of a railway. Therefore, the exterior façade of these receptors is required to use, as a minimum, brick veneer or masonry equivalent construction from foundation to rafters.

Sensitive receptors along the north, east and west façade of townhouse Block 1 of the Project are expected to face POW sound levels above 60 dBA during the 16-hour day (07:00 – 23:00) and/or 55 dBA during the 8-hour night (23:00 – 07:00) due to rail noise, therefore building components on these façades must be designed to achieve the indoor sound level limit.

Sensitive receptors along the other façades of the Project are not expected to face POW sound levels above 60 dBA during the 16-hour day (07:00 – 23:00) and/or 55 dBA during the 8-hour night (23:00 – 07:00) due to rail noise, therefore building components on these façades need only be designed to meet the requirements of OBC.

Table 7 shows TT's estimation of the maximum exterior wall, fixed window, and operable window component areas as a percentage of the floor area of a typical room and the minimum recommended STC requirement of each component If a component with a higher STC rating than the noted requirement is used, then the maximum allowable area of that component may increase, and if a component occupies a smaller area the STC rating required may decrease.

Table 7: Building Envelope Requirements

Component	Maximum Component Area as Percentage of Floor Area	Equivalent STC
Sensitive Spaces Along the North Façade of Townhouse Block 1		
Solid Exterior	100%	40 (54*)
Fixed Glazing	50%	36
Operable Glazing	50%	36
Sensitive Spaces Along the East and West Façades of Townhouse Block 1		
Solid Exterior	100%	40
Fixed Glazing	50%	36
Operable Glazing	50%	36

*Brick veneer or masonry equivalent is expected to provide an STC rating of ~54.

Note that these building components are required only for exterior walls of sensitive spaces, such as bedrooms and living rooms. The remaining façades of the Project must meet minimum OBC requirements for the glazing and exterior wall constructions.

5.5.4 Example Constructions

Unless otherwise specified, all building components must meet the minimum STC requirements set out in OBC. Examples of building components that are expected to meet the identified STC requirements above are as follows. Example constructions described in *Building Research Note No. 148* (BRN-148) published by the National Research Council of Canada in 1980 are provided for reference only, and installed performance should be confirmed with material suppliers and/or as part of an architectural acoustics report.

Exterior wall

For exterior walls, the following construction(s) are recommended in order to meet the identified STC requirements:

- Northernmost Block, North façade, brick veneer or masonry equivalent (BRN-148: EW5 – STC 54):
  - 12.7mm gypsum board
  - vapour barrier
  - 38 x 89 mm studs
  - 50 mm (or thicker) mineral wool or glass fibre batts
  - Sheathing
  - 25 mm air space
  - 100 mm brick veneer
- Northernmost Block, East & West façades, solid exterior (BRN-148: EW1 – STC 38):
  - 12.7mm gypsum board
  - vapour barrier

- 38 x 89 mm studs
- 50 mm (or thicker) mineral wool or glass fibre batts
- Sheathing
- wood siding or metal siding and fibre backer board

Glazing

For operable windows, the following glazing constructions are recommended in order to meet the identified STC requirements:

- Northernmost Block, North, East, and West façades, operable window (STC 36): double glazed, laminated glass

For fixed windows, the following glazing constructions are recommended in order to meet the identified STC requirements:

- Northernmost Block, North, East, and West façades, inoperable window (STC 36): 3mm glass, 25mm airspace, 3mm glass

These provided glazing constructions are noted for reference only – STC of installed components should be verified with the window manufacturer. Window frames may create flanking paths for noise and could reduce the STC rating of windows compared to the rating of glazing alone; manufacturer specifications for window performance should be based on testing of window constructions that are similar or equivalent to the planned installation. Any window constructions with equivalent or greater STC values to the glazing recommendations above will be acceptable.

5.5.5 Warning Clauses

The **Type C** warning clause is required to be included in the development agreements for specific dwelling units if one or more representative POW receptors is predicted to be exposed to transportation sound pressure levels greater than 55 dBA and less than or equal to 65 dBA during the 16-hour day (07:00 – 23:00) or greater than 50 dBA and less than or equal to 60 dBA during the 8-hour night (23:00 – 07:00) (excluding train whistle noise), and the Project includes forced air heating with the provision for installation of central air conditioning in the future. The Type C warning clause is as follows:

> *"This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."*

The **Type D** warning clause is required to be included in the development agreements for specific dwelling units if one or more representative POW receptors is predicted to be exposed to transportation sound pressure levels greater than 65 dBA during the 16-hour day (07:00 – 23:00) or 60 dBA during the 8-hour night (23:00 – 07:00), and the Project includes central air conditioning. The Type D warning clause is as follows:

"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."

The **Type E** warning clause may be included in the development agreements for the Project if one or more unusual noise sources may have impacts on the Project, for informational purposes only. The Type E warning clause in no way reduces the obligation for a stationary noise source and/or Project to meet the sound level limits applicable to stationary noise sources impacting sensitive land uses. The Type E warning clause is as follows:

"Purchasers/tenants are advised that due to the proximity of the adjacent rail yard and tracks, noise from the rail yard and tracks may at times be audible."

6.0 Stationary Noise Assessment

6.1 Critical Stationary Noise Receptors

NPC-300 defines a point of reception for the assessment of stationary noise sources as any location on a noise sensitive land use where noise from a stationary source is received. This typically includes both points of reception on building façades, representing the plane-of-window of noise sensitive spaces (POR) and outdoor points of reception representing areas such as balconies, gardens, patios, and terraces (OPOR). These locations may be the same or different from the POW and OLA receptors identified as part of a transportation noise assessment.

6.1.1 Project Receptors

The project point of reception (PPOR) receptor(s) on the Project most likely to be affected by stationary noise sources are those representing the residential units that have maximum exposure to stationary noise sources associated with the surrounding properties in each direction.

TT understands that no outdoor amenity areas are planned, therefore no project outdoor points of reception (POPORs) will be present.

The locations of the critical receptors on the Project for stationary noise are summarized in Table 8 and shown in Figure 5. PPORs were assessed using representative receptors located at the most impacted points on the project façades.

Table 8: Project Points of Reception – Stationary Noise

Receptor ID	Receptor Description	Receptor Location
PPOR1	Block 1, north façade	East side, 7.5m above ground
PPOR2	Block 1, north façade	West side, 7.5m above ground
PPOR3	Block 2, north façade	7.5m above ground
PPOR4	Block 3, north façade	7.5m above ground

6.2 Stationary Noise Sources

NPC-300 defines a stationary source of noise as one or more sources of sound that are normally operated within a given property. Stationary sources typically include mechanical equipment such as Heating, Ventilation and Air Conditioning (HVAC) equipment, standby power generators with routine testing, and heavy vehicle traffic (truck idling, driving, and loading).

Certain sources of noise, such as residential air conditioners, passenger automobile traffic in parking lots, or temporary noise such as that related to construction are not considered to be stationary sources in NPC-300 and are not assessed in this report. These sources are typically handled in a more qualitative fashion by applicable noise by-laws.

6.2.1 Project Sources

Due to the nature of the project (residential townhomes), no significant stationary noise sources are anticipated to be present.

6.2.2 Surrounding Sources

The area adjacent to the north of the Project Site includes a CN Rail yard serving the CN Metals Distribution Centre located at 419 Parkdale Avenue North, as well as the nearby industrial facilities. North of the rail yard is a large industrial facility operated by ArcelorMittal Dofasco Inc. located at 480 Kenilworth Avenue.

Based on publicly available information from the MECP's website Access Environment, the ArcelorMittal Dofasco Inc. facility is understood to have operated under a series of Certificates of Approval, the most recent of which is Number 5824-7U6RUX, dated July 26, 2009. As a condition of these certificates, the facility was required in meet applicable noise regulations at surrounding receptors, which would have included the residential properties adjacent to the east and west of the Project Site. TT has not reviewed the acoustical reports prepared in support of the industrial facility's approvals, however due to the proximity of existing sensitive receptors, it is assumed that the noise impacts from the industrial facility will also be compliant on the Project Site.

Based on observations made at the Project Site, TT has identified the following significant noise sources impacting the Project Site.

- Consistent steady noise was observed to be present throughout the duration of TT's field inspection;
- Shunting activities in the rail yard resulted in coupling related impulse noises; and,
- A train departing the rail yard resulted in a short duration noise as the slack was taken out of the train cars.

Although TT was unable to identify the source of the observed steady noise, it is assumed to be related to operations of the rail yard, due to the above noted compliance activities of the industrial facility.

Table 9 and Figure 5 provide a summary of the estimated surrounding stationary source data and assumed locations used for modelling.

Table 9: Surrounding Stationary Nose Sources

Source ID	Source Description	Source Sound Pressure		Source Sound Power	Source Type	Notes & Assumptions
		dBA/ dBAI	@ m*	dBA/ dBAI		
SNS-01	Measured Steady Noise	56	117	106	Steady	Measured @ N-01
INS-01	Measured Coupling Noise	72	65	116	Impulse	Measured @ N-01
INS-02	Measured Slack Taking Noise	86	53	128	Impulse	Measured @ N-01

*Distance to sources estimated based on field observations.

6.3 Project Area Classification

NPC-300 defines the applicable sound pressure level limit at a given receptor as the higher of a set exclusionary sound level limit based on the area classification of that receptor, or the actual background sound level at the location of the receptor, whichever is higher. In this report, the defined exclusionary limits were used for the purposes of assessing compliance.

The Project is currently located in a Class 1 area as defined in NPC-300, based on the surrounding area features and its distance from major roads. The Project site could potentially also meet the conditions to be considered a Class 4 area as defined in NPC-300.

6.3.1 Class 1 Area Exclusionary Sound Level Limits

NPC-300 defines a Class 1 area as having an acoustical environment typical of a major population centre, where the background sound level is dominated by the activities of people, usually road traffic, often referred to as "urban hum" during both day and night.

Table 10 provides a summary of the applicable exclusionary sound level limits for steady noise sources impacting receptors in a Class 1 area. Steady stationary noise sources are assessed against a 1 hour equivalent sound pressure level (L_{eq}) expressed in A-weighted decibels (dBA). Routine testing of emergency equipment, if applicable, is assessed separately from other stationary noise sources, and is compared to sound level limits that are 5 dBA higher than would otherwise apply.

Table 10: Class 1 Exclusionary Sound Level Limits – Steady Noise

Time Period	Normal Operations Steady Noise ($L_{eq,1hr}$, dBA)		Emergency Equipment Testing Steady Noise ($L_{eq,1hr}$, dBA)	
	POR	OPOR	POR	OPOR
Daytime (07:00 – 19:00)	50	50	55	55
Evening (19:00 – 23:00)	50	50	55	55
Nighttime (23:00 – 07:00)	45	-	50	-

Table 11 provides a summary of the applicable exclusionary sound level limits for impulse noise sources impacting receptors in a Class 1 area, based on the number of impulses generated by stationary sources in a one-hour period. Impulse noise sources are assessed against a Logarithmic Mean Impulse Sound

Level, (L_{LM}) expressed in A-weighted impulsive decibels, dBAI. Impulse noise sources are assessed separately from steady noise sources.

Table 11: Class 1 Exclusionary Sound Level Limits – Impulsive Noise

Actual Number of Impulses in One Hour	Impulsive Sound Level Limits, Class 1 Area (L_{LM}, dBAI)	
	POR (L_{LM}, dBAI) Daytime (07:00 – 23:00) / Nighttime (23:00 – 07:00)	OPOR (L_{LM}, dBAI) Daytime (07:00 – 23:00) Only
9 or more	50 / 45	50
7 to 8	55 / 50	55
5 to 6	60 / 55	60
4	65 / 60	65
3	70 / 65	70
2	75 / 70	75
1	80 / 75	80

6.3.2 Class 4 Area Exclusionary Sound Level Limits

NPC-300 defines a Class 4 area as having an acoustical environment typical of Class 1 or Class 2, but which has not previously had noise sensitive land use(s), is intended for development with new noise sensitive land use(s) that are not yet built, is in proximity to existing, lawfully established stationary noise source(s), and has formal confirmation from the LUPA that a Class 4 designation is appropriate.

Table 12 provides a summary of the applicable exclusionary sound level limits for steady noise sources impacting receptors in a Class 4 area.

Table 12: Class 4 Exclusionary Sound Level Limits – Steady Noise

Time Period	Normal Operations Steady Noise ($L_{eq,1hr}$, dBA)		Emergency Equipment Testing Steady Noise ($L_{eq,1hr}$, dBA)	
	POR	OPOR	POR	OPOR
Daytime (07:00 – 19:00)	60	55	65	60
Evening (19:00 – 23:00)	60	55	65	60
Nighttime (23:00 – 07:00)	55	-	60	-

Table 13 provides a summary of the applicable exclusionary sound level limits for impulse noise sources impacting receptors in a Class 4 area, based on the number of impulses generated by stationary sources in a one-hour period.

Table 13: Class 4 Exclusionary Sound Level Limits – Impulsive Noise

Actual Number of Impulses in One Hour	Impulsive Sound Level Limits, Class 1 Area (L_{LM}, dBAI)	
	POR (L_{LM}, dBAI) Daytime (07:00 – 23:00) / Nighttime (23:00 – 07:00)	OPOR (L_{LM}, dBAI) Daytime (07:00 – 23:00) Only
9 or more	60 / 55	55
7 to 8	65 / 60	60
5 to 6	70 / 65	65
4	75 / 70	70
3	80 / 75	75
2	85 / 80	80
1	90 / 85	85

In addition to permitting higher plane-of-window sound levels, NPC-300 allows developments in Class 4 areas to benefit from certain receptor-based noise control measures which are not normally considered in Class 1, 2, or 3 areas. Examples of receptor-based noise control measures which are typically only considered in Class 4 areas include inoperable windows, enclosed noise buffers, and architectural noise control measures (enhanced windows, walls, roofs, etc.).

The **Type F** warning clause may be included in the development agreements for the Project if the Project is designated as a Class 4 area. The Type F warning clause is as follows:

"Purchasers/tenants are advised that sound levels due to the adjacent industry are required to comply with sound level limits that are protective of indoor areas and are based on the assumption that windows and exterior doors are closed. This dwelling unit has been supplied with a ventilation/air conditioning system which will allow windows and exterior doors to remain closed."

6.4 Stationary Sound Level Predictions

Sound levels at the PORs due to the nearby stationary sources were calculated using the software CadnaA in accordance with the methods described in ISO 9613-2. The CadnaA calculation outputs are presented in Appendix E.

Impulsive noises have a duration of less than one second, and are therefore unlikely to overlap. As such NPC-300 requires that these sources be assessed in isolation, rather than cumulatively with each other, or with other stationary noise sources. In the modelling conducted for this project, impacts from each individual impulsive noise source have been reported separately.

6.4.1 Stationary Noise Impacts on the Project

In modelling the impact of stationary noise sources to receptors located on the Project, TT has considered only the identified stationary sources associated with the surrounding area. The impact of stationary noise sources located on the project itself was not considered, as NPC-300 does not consider properties to be sensitive to their own noise sources: *"A land use that would normally be considered*

noise sensitive, such as a dwelling, but is located within the property boundaries of the stationary source is not considered a noise sensitive land use."

TT has evaluated the possible impact of every applicable impulsive noise source to receptors at the Project, of which the maximum possible impact is the relevant value for comparison to the applicable sound level limits. Table 14 provides a summary of the predicted impulse noise levels from each individual impulse source.

Table 14: Individual Impulse Noise Source Impacts to the Project

Source ID	PPOR1	PPOR2	PPOR3
	L_{LM}	L_{LM}	L_{LM}
INS-01	68.5	68.7	50.6
INS-02	78.7	79.6	61.2
Maximum	**79**	**80**	**61**

Table 15 provides a summary of the modelling results for stationary noise impacts to the Project, and Appendix E contains the full modelling output and illustrations.

Table 15: Predicted Stationary Noise Source Impacts to the Project

POR ID	Time Period	Steady Sound Level $L_{eq,1hr}$ (dBA)	Steady Sound Level Limit $L_{eq,1hr}$ (dBA) Class 1 / Class 4	Maximum Impulse Sound Level L_{LM} (dBAI)	Impulse Sound Level Limit* L_{LM} (dBAI) Class 1 / Class 4	Compliance
PPOR1	Daytime	53	50 / 60	79	50 / 60* 75 / 85**	Class 4**
	Evening	53	50 / 60	79	50 / 60* 75 / 85**	Class 4**
	Nighttime	53	45 / 55	79	45 / 55* 70 / 80**	Class 4**
PPOR2	Daytime	54	50 / 60	80	50 / 60* 75 / 85**	Class 4**
	Evening	54	50 / 60	80	50 / 60* 75 / 85**	Class 4**
	Nighttime	54	45 / 55	80	45 / 55* 70 / 80**	Class 4**
PPOR3	Daytime	36	50 / 60	71	50 / 60* 75 / 85**	Class 4**
	Evening	36	50 / 60	71	50 / 60* 75 / 85**	Class 4**
	Nighttime	36	45 / 55	71	45 / 55* 70 / 80**	Class 4**
PPOR4	Daytime	32	50 / 60	56	50 / 60* 75 / 85**	Class 4**
	Evening	32	50 / 60	56	50 / 60* 75 / 85**	Class 4**
	Nighttime	32	45 / 55	56	45 / 55* 70 / 80**	Class 4**

*Impulse Sound Level Limit for >9 Impulses / hour
**Impulse Sound Level Limit for 2 impulses / hour

Noise due to stationary noise sources is predicted to exceed an applicable Class 1 sound level limit at the north façade of the proposed townhouse Block 1 due to steady noise, and at all façades due to impulse noise if it is assumed that 9 or more impulses will occur per hour.

Noise due to stationary noise sources is predicted to meet the applicable Class 4 sound level limits at all façades, if it assumed that at most 2 of the loudest impulses (train slack taking during departure) will occur per hour.

6.5 Stationary Noise Mitigation Recommendations

Where possible, source mitigation and/or noise barriers are generally the preferred method for addressing stationary noise exceedances. In the case of this proposed development, the nature of the significant stationary noise sources (rail yard) makes source mitigation infeasible. The height of the proposed development (3 stories), combined with the magnitude of the potential noise exceedances, (particularly for impulse noises) makes the use of barriers alone infeasible.

NPC-300 does not generally accept receptor based on-building noise control measures in the context of noise source approvals under Part B of NPC-300 except in the case of receivers in Class 4 areas.

The rail yard is federally regulated, and not subject to Part B of NPC-300, and does not need to demonstrate compliance with applicable noise limits at neighboring properties. Despite the rail yard being federally regulated, NPC-300 still requires that it be assessed as a noise source in the context of development approvals for nearby properties, therefore a Class 4 designation for the project site is still recommended in order to most clearly comply with the recommendations of NPC-300.

Based on the characteristics of the proposed development (new sensitive receptors on a previously non-sensitive land use, located in proximity to existing legally established noise sources), a Class 4 designation would be appropriate for the project, conditional on approval by the LUPA.

6.5.1 Mitigation for Project Receptors

Once the project site has been designated a Class 4 area, NPC-300 will permit the benefits of receptor based on-building noise control measures to be accounted for in the assessment of stationary noise impacts.

Possible noise control measures for stationary noise at this project include:

- **Receptor Based Site Construction and Architectural Noise Control Measures**, such as implementation of central air conditioning in combination with acoustically enhanced windows and wall construction. This will allow windows to be installed as inoperable, and/or for operable windows to be kept closed by occupants. Windows should be selected to provide enhanced acoustical performance to meet recommended indoor sound level limits.

- **Receptor Based "On-Building" Noise Control Measures**, such as implementation of enclosed noise buffers. An enclosed noise buffer consists of an enclosed area outside the exterior façade of the proposed building, such as an enclosed balcony. The enclosed area needs to be fully sealed with a combination of parapet(s) and window(s), and to be of sufficient dimensions to shield exterior windows on sensitive façades.

Table C-9 of NPC-300 provides supplementary indoor noise limits for rail related noise, and identifies that indoor sound levels due to rail noise should be 40 dBA $L_{eq, 8hr}$. An indoor sound level of 40 dBA $L_{eq, 1hr}$ is targeted for steady stationary noise sources associated with the rail yard, and 40 dBAI for impulsive noise sources associated with the rail yard.

Note that the following comments regarding potential exterior façade construction are provided as examples only, and do not consider the relative size of windows vs. exterior wall areas, or the size of the receiving rooms. The examples provided may be used as a starting point for construction design, but performance and predicted indoor sound levels should be confirmed prior to construction. Acoustical performance of the actual design should be verified by manufacturers, and/or through a detailed review of actual construction plans under separate cover as part of an architectural review report.

Note that manufacturer's specifications for window performance should include the impact (if any) of the framing system, which may perform worse than the glazing itself.

Townhouse Block 1

The recommended brick veneer exterior wall construction (BRN-148: EW5) identified in Section 5.5.3 of this report for the north façade of townhouse Block 1 is expected to provide an OITC rating of approximately 44.

A double-glazed, acoustically insulating window (for example Viracon's assembly: *2-7/8" overall - 1/4" glass, .030" PVB, 1/4" glass, 2" airspace, 3/8" glass* can potentially provide an OITC value in excess of 40.

In order to conservatively mitigate potential stationary noise sources, the above noted constructions are recommended for the north, east, and west façades of townhouse Block 1. The south façade of townhouse Block 1 can be constructed using EW1 which is expected to provide an OITC rating of approximately 29, and OITC 30 windows.

For the north, east and west façades of townhouse Block 1, the limiting exterior noise level would be the impulsive noise at 80 dBAI, and the limiting building construction element would be the window assembly at an assumed OITC rating of approximately 40. As an approximation, the interior noise level can be estimated to be the exterior noise level reduced by the OITC rating of the exterior wall, or 40 dBAI.

A more detailed assessment of the expected performance of the actual façade assembly should be completed prior to construction in order to determine the composite OITC rating of the full assembly, and account for factors such as room size and interior sound absorption.

Townhouse Block 2

The recommended brick veneer exterior wall construction (BRN-148: EW5) identified in Section 5.5.3 of this report for the north façade of townhouse Block 1 is expected to provide an OITC rating of approximately 44.

A double-glazed window (for example Viracon's assembly: *1-1/4" overall - 3/8" glass, 1/2" airspace, 3/8" glass* can potentially provide an OITC value of approximately 32.

In order to conservatively mitigate potential stationary noise sources, the above noted constructions are recommended for the north, east, and west façades of townhouse Block 2. The south façade of townhouse Block 2 can be constructed using EW1 which is expected to provide an OITC rating of approximately 29, and OITC 25 windows.

For the north, east and west façades of townhouse Block 2, the limiting exterior noise level would be the impulsive noise at 71 dBAI, and the limiting building construction element would be the window assembly at an assumed OITC rating of approximately 32. As an approximation, the interior noise level can be estimated to be the exterior noise level reduced by the OITC rating of the exterior wall, or 39 dBAI.

A more detailed assessment of the expected performance of the actual façade assembly should be completed prior to construction in order to determine the composite OITC rating of the full assembly, and account for factors such as room size and interior sound absorption.

Other Townhouse Blocks

A standard exterior wall construction, approximately equivalent to BRN-148: EW1, is expected to provide an OITC rating of approximately 29.

Typical double glazed window assemblies generally provide an OITC rating of at least 25.

For these façades, the limiting exterior noise level would be the impulsive noise at 56 dBAI, and the limiting building construction element would be the window assembly at an assumed OITC rating of approximately 25. As an approximation, the interior noise level can be estimated to be the exterior noise level reduced by the OITC rating of the exterior wall, or <40 dBAI.

A more detailed assessment of the expected performance of the actual façade assembly should be completed prior to construction in order to determine the composite OITC rating of the full assembly, and account for factors such as room size and interior sound absorption.

Enclosed Noise Buffers

Alternatively to the above possible constructions, the use of an enclosed noise buffer providing a composite OITC of approximately 30 would be expected to reduce the maximum predicted impulse noise level at the northern façade of townhouse Block 1 to 50 dBAI, which would comply with the Class 1 exterior sound level limit, and permit the exterior façade to be constructed in accordance with the recommendations for mitigation of transportation noise identified in Section 5.5.3 of this report.

A summary of the recommended noise mitigation measures is illustrated in Figure 7.

7.0 Railway Vibration Assessment

7.1 Vibration Criteria

Currently, there are no guidelines for the impact of railway vibration in the land use approval process in Ontario. However, in May 2013, the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) issued "*Guidelines for New Development in Proximity to Railway Operations*" to address developments near railway operations. The FCM/RAC guidelines identify dwellings within 75 meters of railways alignments as susceptible to vibration impact and recommend an overall maximum vibration limit of 0.14 mm/sec root-mean-square (RMS) between 4 and 200 Hz.

The FCM/RAC guidelines further recommend that readings be collected from a minimum of five (5) train pass-by events covering the range of train types using the rail line.

7.2 Vibration Measurement Locations

Vibration measurements were conducted at two locations on the Project site, corresponding to the approximate location of the north façade of the northernmost townhouse block (closest to the railway), as well as the north façade of the next closest townhouse block.

Measurement locations are illustrated in Figure 6.

7.3 Vibration Measurement Equipment

Vibration measurements were conducted using two Brüel & KjærType 3680 Vibration Monitoring Terminals (VMT), using Brüel & Kjær Type 4450 analyzers and Type 8380 tri-axial geophones. The X direction was parallel to the tracks (East-West), the Y direction was perpendicular to the tracks (North-South), and the Z direction was vertical. Table 16 provides a summary of the equipment used.

Table 16: VMT Equipment Summary

Measurement Location ID	Measurement Location Description	Analyzer Model	Analyzer SN	Geophone Model	Geophone SN
V-01	North Façade, Townhouse Block 1 (~35m from Rail ROW)	4450	1000155	8380	182
V-02	North Façade, Townhouse Block 2 (~90m from Rail ROW)	4450	1000245	8380	408

7.4 Vibration Measurement Results

Vibrations from six (6) train pass-by events associated with the adjacent rail tracks and yard were recorded during TT's site inspection on October 27, 2022. The full results are provided in Appendix E and summarized in Table 17 along with field observations.

Table 17: VMT Results Summary

Pass-By Event	Train Operator	Train Type	Loc.	Cars	Direction	Speed	Time	Max RMS Velocity (mm/s)					
								V-01			V-02		
								X	Y	Z	X	Y	Z
PB-01	Amtrak	Passenger	1	5	Eastbound	Low	~09:20	0.02	0.03	0.01	-*	-*	-*
PB-02	CN	Freight	2	~100	Eastbound	Low	~10:10	0.03	0.03	0.02	0.01	0.01	0.01
PB-03	CN	Freight	1	~15	Westbound	Low	~11:07	0.02	0.03	0.01	0.01	0.01	0.00
PB-04	CN	Freight	1	~15	Eastbound	Low	~11:15	0.03	0.04	0.01	0.01	0.01	0.00
PB-05	CN	Freight	1	~20	Westbound	Low	~11:27	0.04	0.03	0.02	0.01	0.01	0.00
PB-06	CN	Freight	1	~10	Eastbound	Low	~11:34	0.03	0.03	0.01	0.01	0.01	0.00
FCM / RAC Guideline Recommended Limit								0.14	0.14	0.14	0.14	0.14	0.14

*Train pass-by occurred while VMT was being deployed.

7.5 Vibration Control Recommendations

Observed peak particle velocity in each axis was observed to be below the recommended limit of 0.14 mm/s during each train pass-by. Based on the results obtained, no specific vibration mitigation measures are expected to be required for the proposed development.

8.0 Concluding Comments

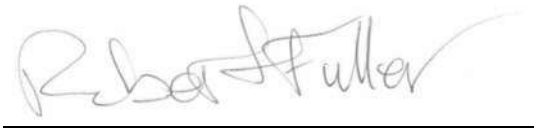
Noise impacts associated with the proposed development at 121 Vansitmart Avenue are expected to be able to meet all applicable MECP requirements with a Class 4 designation and the inclusion of noise control measures and warning clauses as summarized in Figure 7 and presented in Section 5.5 of this report for transportation noise sources and Section 6.5 of this report for stationary noise sources. The proposed development should therefore be approved.

As the design of the redevelopment proceeds, and mechanical equipment is selected, acoustical modelling of the impacts of this equipment should be confirmed in order to evaluate compliance with applicable MECP limits at surrounding sensitive receptors, and confirm that impacts to the Project itself will be acceptable.

Based on measurements conducted by TT, vibration mitigation measures are not expected to be necessary for the development.

Please do not hesitate to contact us if there are any questions.

Yours Truly,
Thornton Tomasetti



Robert Fuller, P.Eng.
Project Engineer

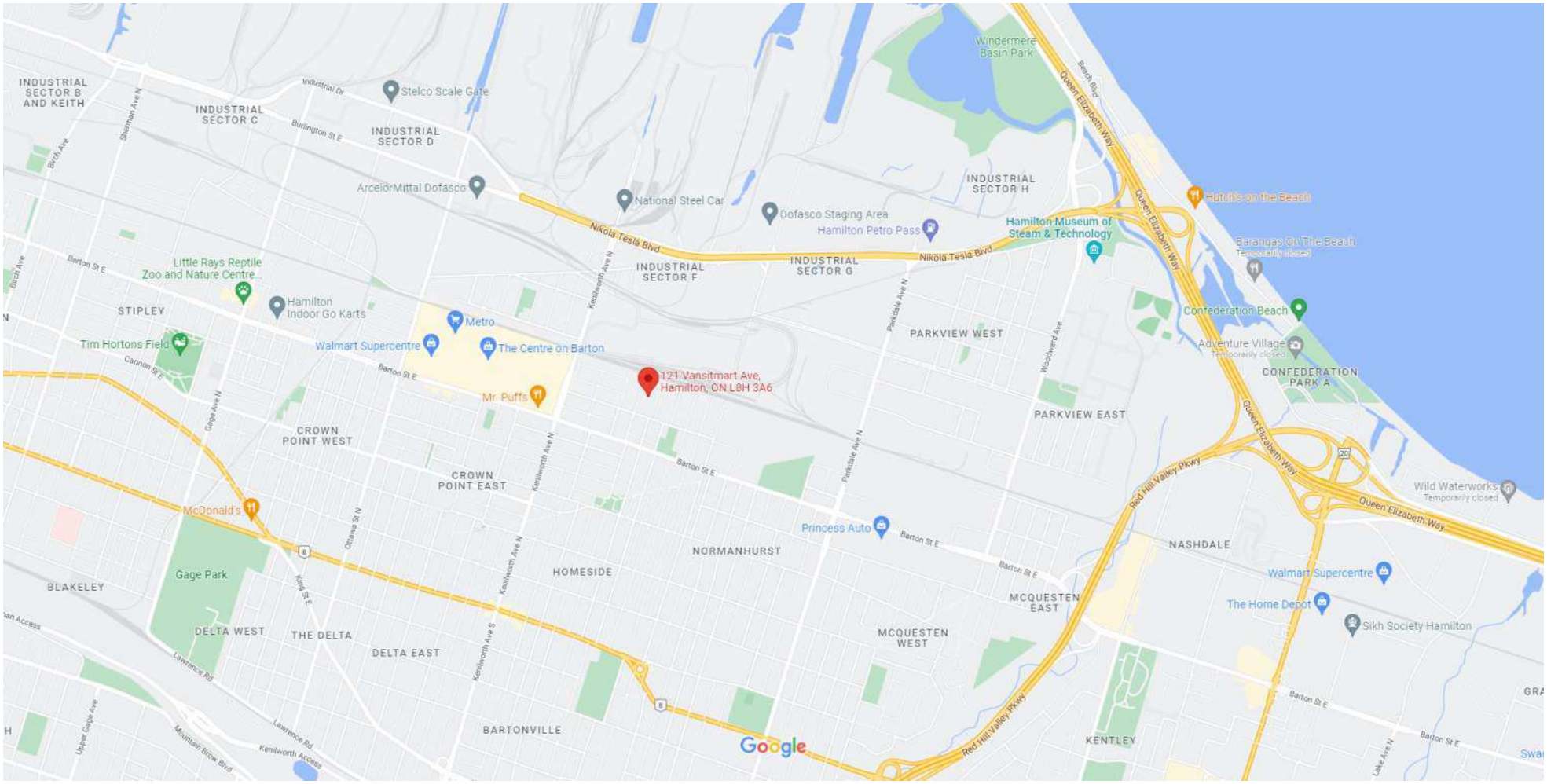
Reviewed by:
Michael Wesolowsky, Ph.D., P.Eng.
Principal

Disclaimer

Achieving the required noise control requirements relies on correct incorporation of noise control recommendations into Architectural and Mechanical drawings and specifications, as well as correct installation during construction. On Request, TT will conduct drawing reviews and onsite reviews of noise control measures and provide observations as appropriate; however, notwithstanding the foregoing, it is expressly understood and agreed that TT shall not have control or charge of, and shall not be responsible for the acts or omissions, including but not limited to means, methods, techniques, sequences and procedures, of the Design Professionals and/or Contractors performing design and/or construction on the Project. Accordingly, TT shall not be held responsible for the failure of any party to properly incorporate the noise control measures stated in this report.

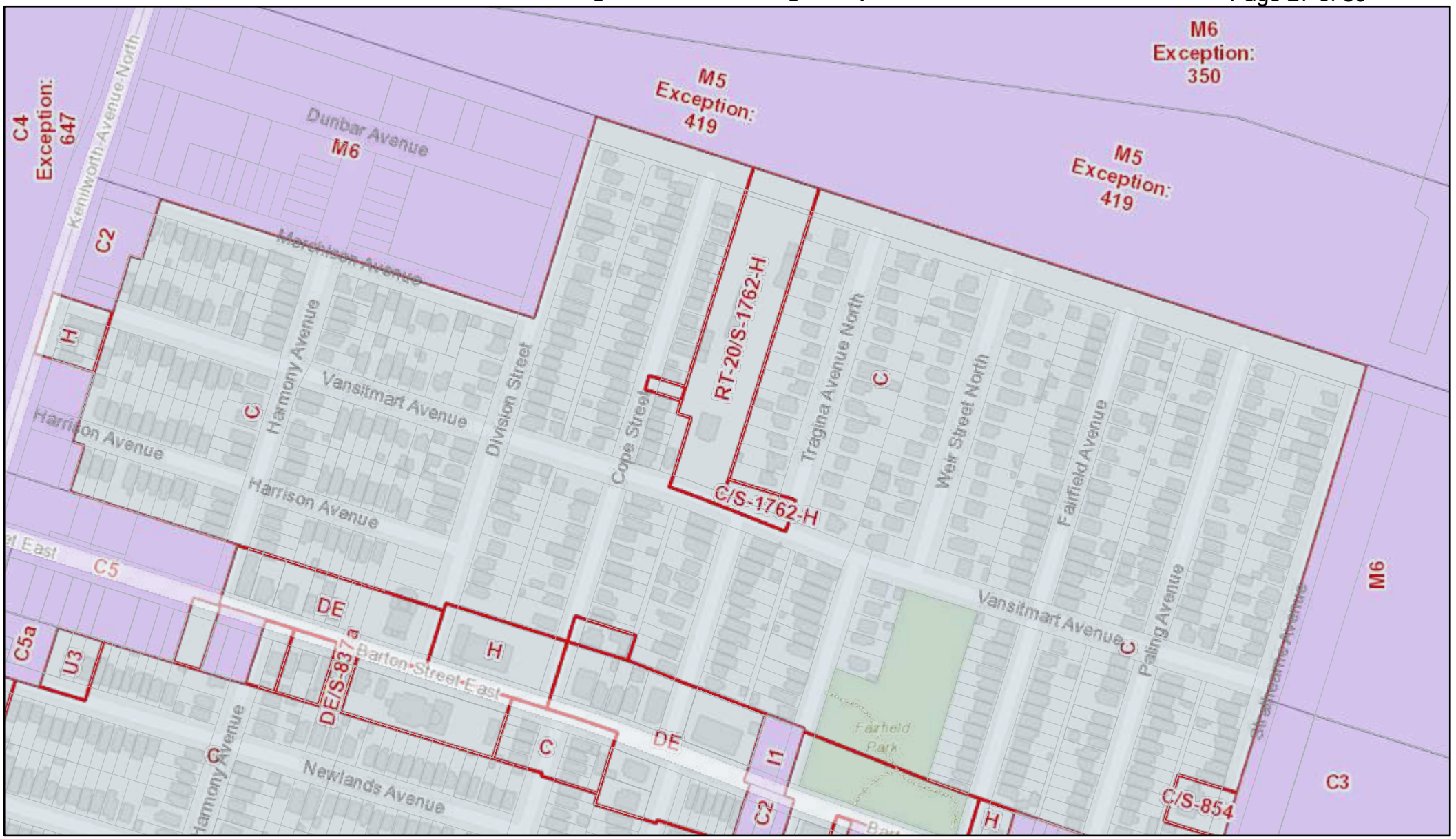
Appendix A: Figures

Google Maps 121 Vansitmart Ave



Map data ©2022 Google 200 m

Figure 2: Zoning Map



10/11/2022, 9:21:19 AM

1:4,514

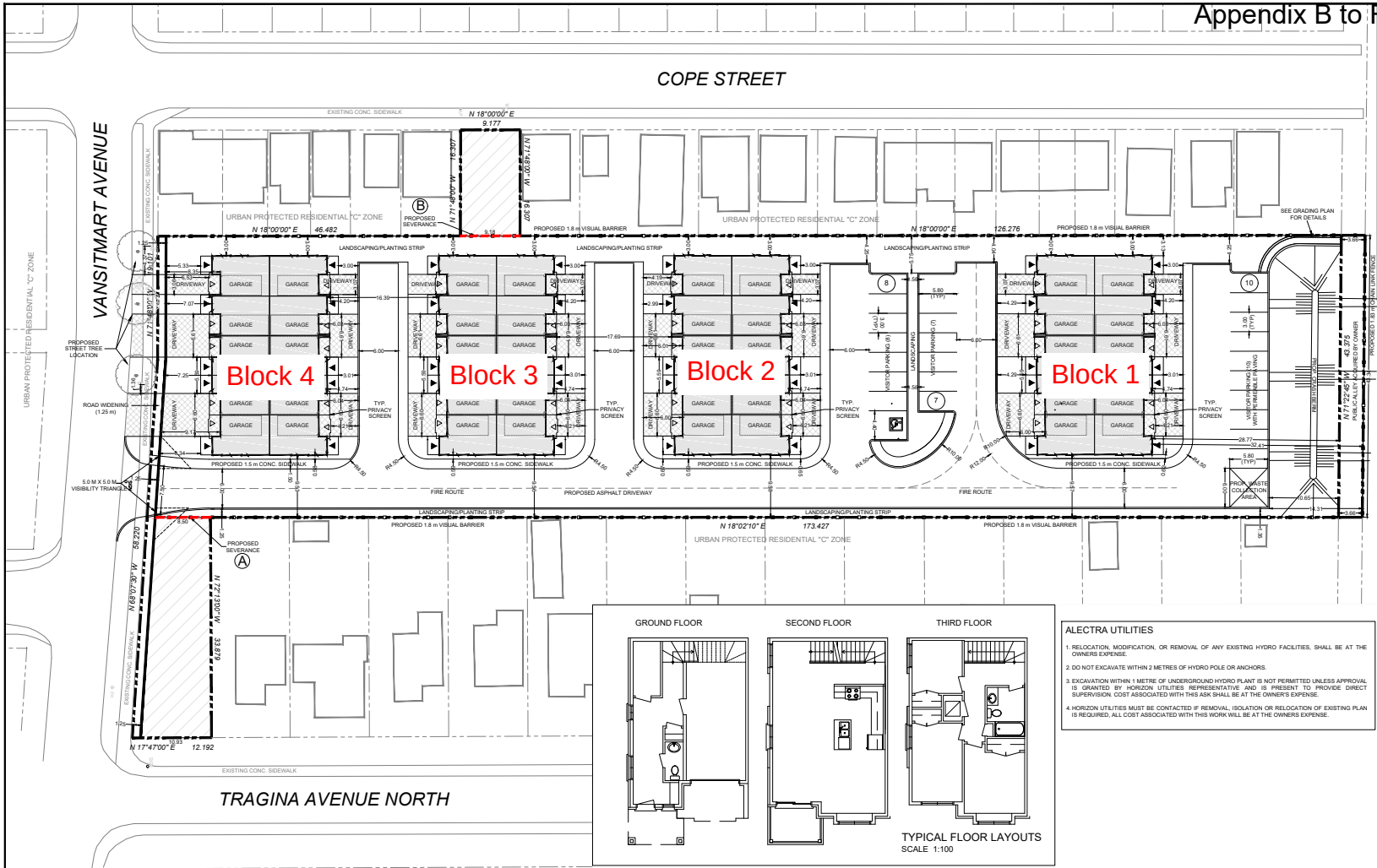
0 0.03 0.06 0.11 mi

0 0.04 0.09 0.17 km

City of Hamilton, City of Hamilton - Web GIS Framework

- Ward Boundary
- Community Boundary
- City Boundary
- Urban Boundary
- Property Parcels
- Zoning Boundaries
- Temporary Use Zone
- Interim Control Bylaw Zone

The City of Hamilton is not liable for any damages resulting from the use of, or
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.



DEVELOPMENT STATISTICS

Item	Required	Proposed
Lot Area	N/A	8,051.46 m²
Min.. Front Yard	5.5 m (1st storey) 4.3 m (2nd & 3rd storey) 6.0 m (garage)	7.07 m (1st storey) 6.53 m (2nd & 3rd storey) 8.35 m (garage)
Min. Side Yard (West)	3.0 m	3.00 m
Min. Side Yard (East)	3.0 m	9.53 m
Min. Rear Yard	3.0 m	32.41 m
Max. Building Height	12.6 m	12.50 m
No. of Units	N/A	40 units
Density	N/A	50 UPH
Min. Building Separation	15.0 m	16.39 m
Min. Landscaped Area	23%	1,989.22 m² (25%)
Parking		
No. of Spaces per Unit	1.0 per unit =40 spaces	1.0 per unit = 40 spaces
No. of Visitor Spaces	0.3 per unit =12 spaces	26 spaces
Parking Stall Size	5.8 m X 3.0 m	5.8 m x 3.0 m
No. of Barrier Free Spaces	N/A	1 space

UNDERTAKING

RE: DA-19-015

I, (WE) _____, THE OWNER(S) OF THE LAND, HEREBY UNDERTAKE AND AGREE WITHOUT RESERVATION:

(a) TO COMPLY WITH ALL THE CONTENT OF THIS PLAN AND DRAWING AND NOT TO VARY THEREFROM;

(b) TO PERFORM THE FACILITIES, WORKS OR MATTERS MENTIONED IN SECTION 41(7)(A) OF THE PLANNING ACT SHOWN ON THIS PLAN AND DRAWING(S) IN ACCORDANCE WITH THE CONDITIONS OF APPROVAL AS SET OUT IN THE LETTER OF APPROVAL DATED _____;

(c) TO MAINTAIN TO THE SATISFACTION OF THE CITY AND AT MY (OUR) SOLE RISK AND EXPENSE, ALL OF THE FACILITIES, WORKS OR MATTERS MENTIONED IN SECTION 41(7)(B) OF THE SAID ACT, SHOWN IN THIS PLAN AND DRAWING, INCLUDING REMOVAL OF SNOW FROM ACCESS RAMPS AND DRIVEWAYS, PARKING AND LOADING AREAS AND WALKWAYS; AND,

(d) IN THE EVENT THAT THE OWNER DOES NOT COMPLY WITH THE PLAN DATED _____, THE OWNER AGREES THAT THE CITY MAY ENTER THE LAND AND DO THE REQUIRED WORKS, AND FURTHER THE OWNER AUTHORIZES THE CITY TO USE THE SECURITY FILED TO OBTAIN COMPLIANCE WITH THIS PLAN.

(e) CAUTION: NOTWITHSTANDING CURRENT SURFACE CONDITIONS, THE PROPERTY HAS BEEN DETERMINED TO BE OF AN AREA OF ARCHAEOLOGICAL POTENTIAL. ALTHOUGH AN ARCHAEOLOGICAL ASSESSMENT IS NOT REQUIRED BY THE CITY OF HAMILTON, THE PROPONENT IS CAUTIONED THAT DURING DEVELOPMENT ACTIVITIES, SHOULD DEEPLY BURIED ARCHAEOLOGICAL MATERIALS BE FOUND ON THE PROPERTY THE ONTARIO MINISTRY OF TOURISM, CULTURE AND SPORT (MTCS) SHOULD BE NOTIFIED IMMEDIATELY (416-314-7143). IN THE EVENT THAT HUMAN REMAINS ARE ENCOUNTERED DURING CONSTRUCTION, THE PROPONENT SHOULD IMMEDIATELY CONTACT BOTH MTCS AND THE REGISTRAR OR DEPUTY REGISTRAR OF THE CEMETERIES REGULATION UNIT OF THE MINISTRY OF SMALL BUSINESS AND CONSUMER SERVICES (416-326-8392).

(f) THAT THE OWNER HALL INCLUDE THE FOLLOWING WARNING CLAUSE IN ALL OFFERS OF PURCHASE AND SALE:
(i) THAT THE HOME/ BUSINESS MAIL DELIVERY WILL BE FROM A DESIGNATED CENTRALIZED MAIL BOX.
(ii) THAT THE DEVELOPER/OWNER BE RESPONSIBLE FOR OFFICIALLY NOTIFYING THE PURCHASERS OF THE EXACT CENTRALIZED MAIL BOX LOCATIONS PRIOR TO THE CLOSING OF AN HOME SALES.
(iii) PURCHASERS/TENANTS ARE ADVISED THAT DESPITE THE INCLUSION OF NOISE CONTROL FEATURES IN THE DEVELOPMENT AND WITHIN THE BUILDINGS UNITS, SOUND LEVELS DUE TO INCREASING RAIL TRAFFIC BE ON OCCASION INTERFERE WITH SOME ACTIVITIES OF THE DWELLING OCCUPANTS AS THE SOUND LEVELS EXCEED THE MUNICIPALITY'S AND THE MINISTRY OF THE ENVIRONMENT, CONSERVATION AND PARK'S NOISE CRITERIA.
(iv) THIS DWELLING UNIT HAS BEEN SUPPLIED WITH CENTRAL AIR CONDITIONING SYSTEM WHICH WILL ALLOW WINDOWS AND EXTERIOR DOORS TO REMAIN CLOSED, THEREBY ENSURING THAT INDOOR SOUND LEVELS ARE WITHIN THE MUNICIPALITY'S AND THE MINISTRY OF THE ENVIRONMENT, CONSERVATION AND PARKS NOISE CRITERIA.
(v) "WARNING: THE CANADIAN NATIONAL RAILWAY COMPANY OR ITS ASSIGNS OR SUCCESSORS IN INTEREST HAVE A RIGHTS-OF-WAY WITHIN 300 METRES FROM THE LAND THE SUBJECT HEREOF. THERE MAY BE ALTERATIONS TO, OR EXPANSIONS OF, HE RAILWAY FACILITIES ON SUCH RIGHTS-OF-WAY IN THE FUTURE INCLUDING THE POSSIBILITY THAT THE RAILWAY OR ITS ASSIGNS OR SUCCESSORS AS AFORESAID MAY EXPAND ITS OPERATIONS, WHICH EXPANSIONS MAY AFFECT THE LIVING ENVIRONMENT OF PRESIDENTS IN THE VICINITY, NOTWITHSTANDING THE INCLUSION OF ANY NOISE AND VIBRATION ATTENUATING MEASURES IT IS THE DEVELOPMENT AND INDIVIDUAL DWELLING(S). CNR WILL NOT BE RESPONSIBLE FOR ANY COMPLAINTS OR CLAIMS ARISING FROM USE OF SUCH FACILITIES AND/OR OPERATIONS ON, OVER OR UNDER THE AFORESAID RIGHT OF WAY."

(g) THAT THE OWNER AGREE TO INCLUDE THE FOLLOWING NOISE MITIGATION MEASURES FOR THE PROPOSED DEVELOPMENT:
(i) THAT THE NORTHERLY MOST BUILDING UTILIZE BRICK VENEER OR ACOUSTICALLY TESTED MASONRY EQUIVALENT WILL BE IMPLEMENTED;
(ii) THAT THE REQUIRED STC RATING FOR DOORS AND WINDOWS IDENTIFIED ON TABLE 7 OF THE ENVIRONMENTAL NOISE AND VIBRATION IMPACT STUDY PREPARED BY DBA ACOUSTICAL CONSULTANTS INC. DATED JUNE 2017 WILL BE IMPLEMENTED.
(iii) TO ESTABLISH A SAFETY BEARM AND ACOUSTICAL FENCE.
(iv) ESTABLISH ISOLATION PADS, VIBRATION ABSORPTIVE MATERIAL, OR VIBRATION DAMPENING MATERIAL TO BE APPLIED TO THE NORTH, EAST AND WEST SIDE OF THE NORTHERLY MOST BUILDING.
(v) ANY AND ALL MITIGATION MEASURES AND OTHER REQUIREMENTS AS STIPULATED BY CN RAIL.

(h) THAT THE OWNER AGREES TO DISPLAY THE MUNICIPAL NUMBER (121) OR FULL ADDRESS (121 VANSITMART AVENUE) NEAR THE ENTRANCEWAY IN A MANNER THAT IS VISIBLE FROM THE STREET.
(i) THE OWNER SHALL THROUGH RESTRICTIVE COVENANT TO BE REGISTERED ON TITLE AND ALL AGREEMENTS OF PURCHASE AND SALE OR LEASE PROVIDE NOTICE TO THE PUBLIC THAT THE SAFETY BERM, FENCING AND VIBRATION ISOLATION MEASURES IMPLEMENTED ARE NOT TO BE TAMPERED WITH OR ALTERED AND FURTHER THAT THE OWNER SHALL HAVE SOLE RESPONSIBILITY FOR AND SHALL MAINTAIN THESE MEASURES TO THE SATISFACTION OF CN.

DATED THIS _____ DAY OF _____, 20____

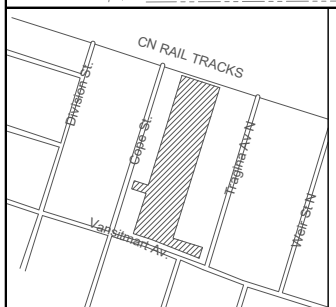
_____ (SEAL)
WITNESS (SIGNATURE) OWNER(S) (SIGNATURE)

_____
WITNESS (PRINT) OWNER (PRINT)

_____
ADDRESS OF WITNESS

ALECTRA UTILITIES

1. RELOCATION, MODIFICATION, OR REMOVAL OF ANY EXISTING HYDRO FACILITIES, SHALL BE AT THE OWNERS EXPENSE.
2. DO NOT EXCAVATE WITHIN 2 METRES OF HYDRO POLE OR ANCHORS.
3. EXCAVATION WITHIN 1 METRE OF UNDERGROUND HYDRO PLANT IS NOT PERMITTED UNLESS APPROVAL IS GRANTED BY HORIZON UTILITIES REPRESENTATIVE AND IS PRESENT TO PROVIDE DIRECT SUPERVISION. COST ASSOCIATED WITH THIS ASK SHALL BE AT THE OWNER'S EXPENSE.
4. HORIZON UTILITIES MUST BE CONTACTED IF REMOVAL, ISOLATION OR RELOCATION OF EXISTING PLAN IS REQUIRED, ALL COST ASSOCIATED WITH THIS WORK WILL BE AT THE OWNERS EXPENSE.



KEYMAP - N.T.S.

GENERAL NOTES

1. ALL WORK INVOLVED IN THE CONSTRUCTION, RELOCATION, REPAIR OF MUNICIPAL SERVICES FOR THE PROJECT SHALL BE TO THE SATISFACTION OF THE DIRECTOR AND CHIEF PLANNER OF THE PLANNING DIVISION, PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT;
2. FIRE ROUTE SIGNS AND 3-WAY FIRE HYDRANTS SHALL BE ESTABLISHED TO THE SATISFACTION OF THE CITY FIRE DEPARTMENT AND AT THE EXPENSE OF THE OWNER.
3. MAIN DRIVEWAY DIMENSIONS AT THE PROPERTY LINE BOUNDARIES ARE 7.5 M UNLESS OTHERWISE STATED.
4. ALL DRIVEWAYS FROM PROPERTY LINES FOR THE FIRST 7.5 M SHALL BE WITHIN 5% MAXIMUM GRADE, THEREAFTER, ALL DRIVEWAYS SHALL BE WITHIN 10% MAXIMUM GRADES.
5. THE APPROVAL OF THIS PLAN DOES NOT EXEMPT THE OWNER'S BONDED CONTRACTOR FROM THE REQUIREMENTS TO OBTAIN THE VARIOUS PERMITS/APPROVALS NORMALLY REQUIRED TO COMPLETE A CONSTRUCTION PROJECT, SUCH AS, BUT NOT LIMITED TO THE FOLLOWING:
   - BUILDING PERMIT
   - ROAD CUT PERMITS
   - APPROACH APPROVAL PERMITS
   - ENCROACHMENT AGREEMENTS (IF REQUIRED)
   - SEWER AND WATER PERMITS
   - RELOCATION OF SERVICES
   - COMMITTEE OF ADJUSTMENT
6. ABANDONED ACCESSES MUST BE REMOVED AND THE CURB AND BOULEVARD RESTORED WITH SOD AT THE OWNER'S EXPENSE TO THE SATISFACTION OF THE TRAFFIC ENGINEERING SECTION, PUBLIC WORKS DEPARTMENT.
7. FOR VISIBILITY TRIANGLES AT THE VEHICULAR ACCESS POINTS, THE FOLLOWING NOTE TO BE PROVIDED:
   "_ METRE BY _ METRE VISIBILITY TRIANGLES IN WHICH THE MAXIMUM HEIGHT OF ANY OBJECTS OR MATURE VEGETATION IS NOT TO EXCEED A HEIGHT OF 0.70 METRES ABOVE THE CORRESPONDING PERPENDICULAR CENTRELINE ELEVATION OF THE ADJACENT STREET."
8. ALL SIGNS MUST COMPLY WITH HAMILTON SIGN BY-LAW NO. 10-197.
9. ALL FENCES MUST COMPLY WITH HAMILTON FENCE BY-LAW NO. 10-142.
10. THIS PROPERTY IS ELIGIBLE FOR WEEKLY COLLECTION OF GARBAGE, RECYCLING, ORGANICS, AND LEAF AND YARD WASTE THROUGH THE CITY OF HAMILTON SUBJECT TO COMPLIANCE WITH SPECIFICATIONS INDICATED BY THE PUBLIC WORKS DEPARTMENT AND SUBJECT TO COMPLIANCE WITH THE CITY'S SOLID WASTE MANAGEMENT BY-LAW 09-067, AS AMENDED
11. LIGHTING MUST BE DIRECTED ON-SITE AND MUST NOT SPILL OVER TO ADJACENT PROPERTIES OR STREETS. MUST PROVIDED HOUSE SHIELDS WHERE NEEDED, TO COMPLETELY ELIMINATE GLARE TO ADJACENT PROPERTIES.
12. UNION GAS HAS SERVICE LINES RUNNING WITHIN THE AREA WHICH MAY OR MAY NOT BE AFFECTED BY THE DEVELOPMENT. SHOULD THE SITE PLAN IMPACT THE SERVICES IT MAY BE NECESSARY TO RELOCATE THE LINES, ANY SERVICE RELOCATION WOULD BE AT THE COST OF THE PROPERTY OWNER.

LEGEND:

- SUBJECT LANDS
- SURROUNDING PROPERTY LINE
- PROPOSED BUILDING
- EXISTING BUILDING
- PROPOSED ROAD WIDENING
- PROPOSED VISUAL BARRIER
- PROPOSED SEVERANCE
- PROPOSED DRIVEWAY
- (5) PROPOSED NO. OF PARKING SPACES
- PROPOSED GARAGE DOOR
- PROPOSED MAN DOOR

SCALE 1:300

0 5 10 15 25 35 METRES

NOTES:
- ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

SITE PLAN

LEGAL DESCRIPTION:

PARTS OF LOTS 1 AND 2, CONCESSION 1, GEOGRAPHIC TOWNSHIP OF BARTON, AND ALL OF LOT 15, REGISTERED PLAN 737 AND ALL OF LOT 162, REGISTERED PLAN 500 IN THE CITY OF HAMILTON.

URBAN SOLUTIONS
PLANNING & LAND DEVELOPMENT
3 Studebaker Place Hamilton, ON L8L 0C8
905-546-1087 - UrbanSolutions.info

PROJECT:
THE VANSITMART
115 & 121 VANSITMART AVENUE
DA-19-015
CITY OF HAMILTON

CLIENT:
1349010 ONTARIO INC.

U/S FILE NUMBER:	SHEET NUMBER:
167-16	1

NOT FOR CONSTRUCTION

DESIGN BY: S. McKAY	CHECKED BY: S. MANCHIA
DRAWN BY: M.GOWANS	DATE: MARCH 21, 2019

NO.	DATE	BY	DESCRIPTION
4	01/04/22	S.E	AS PER CITY COMMENTS
3	10/22/21	L.D	AS PER CITY COMMENTS
2	10/19/20	L.D	AS PER REVISED SITE PLAN
1	03/21/19	M.G	AS PER CITY COMMENTS

DRAWING ISSUE RECORD

Thornton Tomasetti
366 Revus Avenue, Unit 23
Mississauga, ON Canada L5G 4S5
Tel: 905.271.7888 Fax: 905.271.1846
www.thorntontomasetti.com

True North

TT PROJECT CODE
SW22183

DRAWN BY: RF

REVIEWED BY:

REVISION

#	DATE	DESCRIPTION
0	2022/11/04	FOR INFORMATION ONLY, NOT FOR CONSTRUCTION
1	202Y/MM/DD	FOR INFORMATION ONLY, NOT FOR CONSTRUCTION

PROJECT NAME
121 VANSITMART AVENUE
HAMILTON

DRAWING NAME
FIGURE 4:
TRANSPORTATION NOISE PORS & SOURCES

SCALE	DATE
ON DRAWING	2022/11/04
Project SK. No	SHEET 1 OF 1

Thornton Tomasetti
366 Revus Avenue, Unit 23
Mississauga, ON Canada L5G 4S5
Tel: 905.271.7888 Fax: 905.271.1846
www.thorntontomasetti.com

True North

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1	202Y/MM/DD	FOR INFORMATION ONLY, NOT FOR CONSTRUCTION

PROJECT NAME
121 VANSITMART AVENUE HAMILTON

DRAWING NAME
FIGURE 5: STATIONARY NOISE PORS & SOURCES

SCALE	DATE
ON DRAWING	2022/11/04
Project SK. No	SHEET 1 OF 1

Thornton Tomasetti
366 Revus Avenue, Unit 23
Mississauga, ON Canada L5G 4S5
Tel: 905.271.7888 Fax: 905.271.1846
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PROJECT NAME
121 VANSITMART AVENUE
HAMILTON

DRAWING NAME
FIGURE 6:
FIELD MEASUREMENT LOCATIONS

SCALE	DATE
ON DRAWING	2022/11/04
Project SK. No	SHEET 1 OF 1

Thornton Tomasetti
366 Revus Avenue, Unit 23
Mississauga, ON Canada L5G 4S5
Tel: 905.271.7888 Fax: 905.271.1846
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0	2022/11/04	FOR INFORMATION ONLY, NOT FOR CONSTRUCTION
1	202Y/MM/DD	FOR INFORMATION ONLY, NOT FOR CONSTRUCTION

PROJECT NAME
121 VANSITMART AVENUE
HAMILTON

DRAWING NAME
FIGURE 7:
RECOMMENDED MITIGATION MEASURES

SCALE ON DRAWING
DATE 2022/11/04
Project SK. No
SHEET 1 OF 1

Appendix B: Traffic Data

System Engineering
Engineering Services

1 Administration Road
Concord, ON, L4K 1B9
T: 905.669.3264
F: 905.760.3406

Train Count Data

TRANSMITTAL

To: *Destinataire :*	Thorton Tomasetti 23-366 Revus Avenue, Mississauga, ON L5G 4S5	*Project :*	GRM- 40.49 Kenilworth Avenue N Hamilton ON
Att'n:	Robert Fuller	*Routing:*	RFuller@ThorntonTomasetti.com
From: *Expéditeur :*	Umair Naveed	*Date:*	09/27/2022
Cc:	Adjacent Development CN via e-mail		

☐ Urgent ☐ For Your Use ☐ For Review ■ For Your Information ☐ Confidential

Re: Train Traffic Data – CN Grimsby Subdivision near Kenilworth Avenue N in Hamilton, ON

Please find attached the requested Train Traffic Data; this data does not reflect GO Metrolinx Traffic. The application fee in the amount of **$500.00** +HST will be invoiced.

Should you have any questions, please do not hesitate to contact the undersigned at permits.gld@cn.ca.

Sincerely,

Umair Naveed

Umair Naveed
Officer Public Works – Eastern Canada
Permits.gld@cn.ca

Date: 2022/09/27 Project Number: GRM –40.49- Kenilworth Avenue N , Hamilton, ON

Dear Robert:

Re: Train Traffic Data – CN Grimsby Subdivision near Kenilworth Avenue N in Hamilton, ON

The following is provided in response to Robert's 2022/06/20 request for information regarding rail traffic in the vicinity of grade separation at Kenilworth Avenue N in Hamilton, ON at approximately Mile 40.49 on CN's Grimsby Subdivision.

Typical daily traffic volumes are recorded below. However, traffic volumes may fluctuate due to overall economic conditions, varying traffic demands, weather conditions, track maintenance programs, statutory holidays and traffic detours that when required may be heavy although temporary. For the purpose of noise and vibration reports, train volumes must be escalated by 2.5% per annum for a 10-year period.

Typical daily traffic volumes at this site location are as follows:

***Maximum train speed is given in Miles per Hour**

	0700-2300			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	4	140	30	4
Way Freight	0	25	30	4
Passenger	2	10	30	2

	2300-0700			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	0	140	30	4
Way Freight	2	25	30	4
Passenger	0	10	30	2

The volumes recorded reflect westbound and eastbound freight and passenger operations on CN's Grimsby Subdivision.

Except where anti-whistling bylaws are in effect, engine-warning whistles and bells are normally sounded at all at-grade crossings. There are 3(Three) at-grade crossing in the immediate vicinity of the study area at Mile 39.50 Parkdale Avenue, Mile 41.02 Ottawa Street and Mile 41.54 Gage Avenue. Anti-whistling bylaws are in effect at these crossings. Please note that engine warning whistles may be sounded in cases of emergency, as a safety and or warning precaution at station locations and pedestrian crossings and occasionally for operating requirements.

With respect to equipment restrictions, the gross weight of the heaviest permissible car is 286,000 lbs.

The double mainline track is considered continuously welded rail throughout the study area. This location is near CN's Hamilton yard. Be advised, that any development within 1000m of a yard should take extra measures to understand and assess noise impacts and the creation of noise due to CN operations within the yard as this is not reflected in the data provided.

The Canadian National Railway continues to be strongly opposed to locating developments near railway facilities and rights-of-way due to potential safety and environmental conflicts. Development adjacent to the Railway Right-of-Way is not appropriate without sound impact mitigation measures to reduce the incompatibility. For confirmation of the applicable rail noise, vibration and safety standards, Adjacent Development, Canadian National Railway Properties at Proximity@cn.ca should be contacted directly.

I trust the above information will satisfy your current request.

Sincerely,

Umair Naveed

Umair Naveed
Officer Public Works – Eastern Canada
Permits.gld@cn.ca

Fuller, Robert

From: Rail Data Requests <RailDataRequests@metrolinx.com>
Sent: Monday, November 28, 2022 10:25 AM
To: Fuller, Robert
Subject: RE: Train Volume Data Request - Kenilworth Avenue North & Vansitmart Avenue

[External Sender]

Good morning,
Further to your request dated November 23, 2022, the subject lands (121 Vansitmart Avenue, Hamilton) are located within 300 metres of the CN Grimsby Subdivision (which carries Lakeshore West GO rail service).

It's anticipated that GO rail service on this Subdivision will be comprised of diesel trains. The GO rail fleet combination on this Subdivision will consist of up to 2 locomotives and 12 passenger cars. The typical GO rail weekday train volume forecast near the subject lands, including both revenue and equipment trips is in the order of 93 trains. The planned detailed trip breakdown is listed below:

	1 Diesel Locomotive	2 Diesel Locomotives		1 Diesel Locomotive	2 Diesel Locomotives
Day (0700-2300)	81	7	Night (2300-0700)	3	2

The current track design speed near the subject lands is 30 mph (48 km/h).

There are *anti-whistling by-laws* in affect near the subject lands at Wellington St, and Victoria Ave.
Operational information is subject to change and may be influenced by, among other factors, service planning priorities, operational considerations, funding availability and passenger demand.

It should be noted that this information only pertains to Metrolinx rail service. It would be prudent to contact other rail operators in the area directly for rail traffic information pertaining to non-Metrolinx rail service.

I trust this information is useful. Should you have any questions or concerns, please do not hesitate to contact me.
Regards,
Tara

Tara Kamal Ahmadi
Junior Analyst
Third Party Projects Review, Capital Projects Group
Metrolinx | 20 Bay Street | Suite 600 | Toronto | Ontario | M5J 2W3

METROLINX

From: Fuller, Robert <RFuller@ThorntonTomasetti.com>
Sent: November 22, 2022 1:56 PM
To: Rail Data Requests <RailDataRequests@metrolinx.com>
Subject: Train Volume Data Request - Kenilworth Avenue North & Vansitmart Avenue

You don't often get email from rfuller@thorntontomasetti.com. Learn why this is important

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good afternoon,

I'm writing to request train volume data in relation to a noise study for a proposed residential development in the vicinity of the Lakeshore West GO Train line (121 Vansitmart Avenue, Hamilton, in the vicinity of the intersection of Kenilworth Avenue North & Vansitmart Avenue).

The following train data is requested for the Metrolinx train volumes on this rail line:

Requested Train Data:
· Number of trains per day during daytime (07:00-23:00)
· Number of trains per day during night-time (23:00-07:00)
· Types of trains
· Annual growth rate for train volume
· Number of train cars
· Number of locomotives
· Speed of trains
· Any whistle signals in the area

Please let us know if there is any fee required to obtain the train volume data and the payment method.

Sincerely,

Robert Fuller, P.Eng. | Project Engineer
Thornton Tomasetti | 23-366 Revus Avenue, Mississauga, ON L5G 4S5, Canada
Direct +1.905.629.3583 | **Main** +1.905.271.7888 | **Cell** +1.647.769.7161
RFuller@ThorntonTomasetti.com | www.ThorntonTomasetti.com

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

Appendix C: Transportation Noise Predictions

STAMSONO 5.0 NORMAL REPORT Date: 28-11-2022 10:41:22
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: pow1.te Time Period: Day/Night 16/8 hours
Description:

Rail data, segment # 1: WHouse (day/night)

Train Type	Trains	Speed (km/h)	# loc /Train	# Cars /Train	Eng type	Cont weld
* 1. CNFreight	5.4/0.0	50.0	4.0	140.0	Diesel	Yes
* 2. CNWFreight	0.0/2.7	50.0	4.0	25.0	Diesel	Yes
* 3. CNPass	2.7/0.0	50.0	2.0	10.0	Diesel	Yes
4. GOTransit	88.0/5.0	48.0	2.0	12.0	Diesel	Yes

* The identified number of trains have been adjusted for
future growth using the following parameters:

Train type: No Name	Unadj. Trains	Annual % Increase	Years of Growth
1. CNFreight	4.0/0.0	2.50	12.00
2. CNWFreight	0.0/2.0	2.50	12.00
3. CNPass	2.0/0.0	2.50	12.00

Data for Segment # 1: WHouse (day/night)

Angle1 Angle2	: -90.00 deg	-24.00 deg
Wood depth	: 0	(No woods.)
No of house rows	: 0 / 0	
Surface	: 1	(Absorptive ground surface)
Receiver source distance	: 50.00 / 50.00	m
Receiver height	: 7.50 / 7.50	m
Topography	: 2	(Flat/gentle slope; with barrier)
No Whistle		
Barrier angle1	: -90.00 deg	Angle2 : -24.00 deg
Barrier height	: 5.00	m
Barrier receiver distance	: 20.00 / 20.00	m
Source elevation	: 0.00	m
Receiver elevation	: 0.00	m
Barrier elevation	: 0.00	m
Reference angle	: 0.00	

Rail data, segment # 2: WGap (day/night)

Train Type	Trains	Speed (km/h)	# loc /Train	# Cars /Train	Eng type	Cont weld
* 1. CNFreight	5.4/5.4	50.0	4.0	140.0	Diesel	Yes
* 2. CNWFreight	0.0/2.7	50.0	4.0	25.0	Diesel	Yes
* 3. CNPass	2.7/0.0	50.0	2.0	10.0	Diesel	Yes
4. GOTransit	21.0/3.0	105.0	2.0	12.0	Diesel	Yes

* The identified number of trains have been adjusted for
future growth using the following parameters:

```
Train type:          ! Unadj. ! Annual % ! Years of !
 No  Name            ! Trains ! Increase !  Growth  !
--------------------+--------+----------+----------+
  1. CNFreight       !   4.0/4.0   !    2.50  !   12.00  !
  2. CNWFreight      !   0.0/2.0   !    2.50  !   12.00  !
  3. CNPass          !   2.0/0.0   !    2.50  !   12.00  !

Data for Segment # 2: WGap (day/night)
--------------------------------------
Angle1   Angle2           : -24.00 deg   8.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  50.00 / 50.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle           :   0.00

Rail data, segment # 3: Berm (day/night)
----------------------------------------
Train             ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type              !             !(km/h) !/Train!/Train! type !weld
-----------------+-------------+-------+------+------+------+----
* 1. CNFreight    !   5.4/0.0   !  50.0 !  4.0 !140.0 !Diesel! Yes
* 2. CNWFreight   !   0.0/2.7   !  50.0 !  4.0 ! 25.0 !Diesel! Yes
* 3. CNPass       !   2.7/0.0   !  50.0 !  2.0 ! 10.0 !Diesel! Yes
  4. GOTransit    !  21.0/3.0   ! 105.0 !  2.0 ! 12.0 !Diesel! Yes

* The identified number of trains have been adjusted for
  future growth using the following parameters:

Train type:          ! Unadj. ! Annual % ! Years of !
 No  Name            ! Trains ! Increase !  Growth  !
--------------------+--------+----------+----------+
  1. CNFreight       !   4.0/0.0   !    2.50  !   12.00  !
  2. CNWFreight      !   0.0/2.0   !    2.50  !   12.00  !
  3. CNPass          !   2.0/0.0   !    2.50  !   12.00  !

Data for Segment # 3: Berm (day/night)
--------------------------------------
Angle1   Angle2           :   8.00 deg   53.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  50.00 / 50.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
No Whistle
Barrier angle1            :   8.00 deg   Angle2 : 53.00 deg
Barrier height            :   2.50 m
Barrier receiver distance :  25.00 / 25.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

Rail data, segment # 4: EGap (day/night)

Train Type	Trains	Speed (km/h)	# loc /Train	# Cars /Train	Eng type	Cont weld
* 1. CNFreight	5.4/0.0	50.0	4.0	140.0	Diesel	Yes
* 2. CNWFreight	0.0/2.7	50.0	4.0	25.0	Diesel	Yes
* 3. CNPass	2.7/0.0	50.0	2.0	10.0	Diesel	Yes
4. GOTransit	21.0/3.0	105.0	2.0	12.0	Diesel	Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

No	Train type: Name	Unadj. Trains	Annual % Increase	Years of Growth
1.	CNFreight	4.0/0.0	2.50	12.00
2.	CNWFreight	0.0/2.0	2.50	12.00
3.	CNPass	2.0/0.0	2.50	12.00

Data for Segment # 4: EGap (day/night)

Angle1 Angle2	53.00 deg	64.00 deg
Wood depth	0	(No woods.)
No of house rows	0 / 0	
Surface	1	(Absorptive ground surface)
Receiver source distance	50.00 / 50.00	m
Receiver height	7.50 / 7.50	m
Topography	1	(Flat/gentle slope; no barrier)
No Whistle		
Reference angle	0.00	

Rail data, segment # 5: EHouse (day/night)

Train Type	Trains	Speed (km/h)	# loc /Train	# Cars /Train	Eng type	Cont weld
* 1. CNFreight	5.4/0.0	50.0	4.0	140.0	Diesel	Yes
* 2. CNWFreight	0.0/2.7	50.0	4.0	25.0	Diesel	Yes
* 3. CNPass	2.7/0.0	50.0	2.0	10.0	Diesel	Yes
4. GOTransit	21.0/3.0	105.0	2.0	12.0	Diesel	Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

No	Train type: Name	Unadj. Trains	Annual % Increase	Years of Growth
1.	CNFreight	4.0/0.0	2.50	12.00
2.	CNWFreight	0.0/2.0	2.50	12.00
3.	CNPass	2.0/0.0	2.50	12.00

Data for Segment # 5: EHouse (day/night)

Angle1 Angle2	64.00 deg	90.00 deg
Wood depth	0	(No woods.)

```
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  50.00 / 50.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
No Whistle
Barrier angle1            :  64.00 deg   Angle2 : 90.00 deg
Barrier height            :   4.80 m
Barrier receiver distance :  25.00 / 25.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00

Results segment # 1: WHouse (day)
---------------------------------

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       4.00 !        7.50 !        6.10 !         6.10
       0.50 !        7.50 !        4.70 !         4.70

LOCOMOTIVE (0.00 + 60.33 + 0.00) = 60.33 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -90    -24   0.10  73.43  -5.78  -4.76   0.00   0.00  -3.30  59.58*
   -90    -24   0.41  73.43  -7.35  -5.75   0.00   0.00   0.00  60.33
-------------------------------------------------------------------

 * Bright Zone !

WHEEL (0.00 + 47.91 + 0.00) = 47.91 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -90    -24   0.21  64.47  -6.33  -5.13   0.00   0.00  -5.10  47.91
-------------------------------------------------------------------

Segment Leq : 60.57 dBA

Results segment # 2: WGap (day)
-------------------------------

LOCOMOTIVE (0.00 + 57.42 + 0.00) = 57.42 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -24      8   0.41  72.31  -7.35  -7.54   0.00   0.00   0.00  57.42
-------------------------------------------------------------------

WHEEL (0.00 + 48.52 + 0.00) = 48.52 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -24      8   0.51  63.97  -7.90  -7.55   0.00   0.00   0.00  48.52
-------------------------------------------------------------------
```

```
Segment Leq : 57.95 dBA

Results segment # 3: Berm (day)
-------------------------------

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       4.00 !        7.50 !        5.75 !         5.75
       0.50 !        7.50 !        4.00 !         4.00

LOCOMOTIVE (0.00 + 58.63 + 0.00) = 58.63 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
     8     53   0.25  72.31  -6.56  -6.22   0.00   0.00   0.00  59.53*
     8     53   0.41  72.31  -7.35  -6.34   0.00   0.00   0.00  58.63
-------------------------------------------------------------------

 * Bright Zone !

WHEEL (0.00 + 49.66 + 0.00) = 49.66 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
     8     53   0.36  63.97  -7.11  -6.30   0.00   0.00  -0.16  50.39*
     8     53   0.51  63.97  -7.90  -6.42   0.00   0.00   0.00  49.66
-------------------------------------------------------------------

 * Bright Zone !

Segment Leq : 59.15 dBA

Results segment # 4: EGap (day)
-------------------------------

LOCOMOTIVE (0.00 + 51.68 + 0.00) = 51.68 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
    53     64   0.41  72.31  -7.35 -13.29   0.00   0.00   0.00  51.68
-------------------------------------------------------------------

WHEEL (0.00 + 42.49 + 0.00) = 42.49 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
    53     64   0.51  63.97  -7.90 -13.58   0.00   0.00   0.00  42.49
-------------------------------------------------------------------

Segment Leq : 52.17 dBA

Results segment # 5: EHouse (day)
---------------------------------

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
```

```
------------+-------------+-------------+--------------
       4.00 !        7.50 !        5.75 !         5.75
       0.50 !        7.50 !        4.00 !         4.00

LOCOMOTIVE (0.00 + 53.67 + 0.00) = 53.67 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
    64     90   0.12  72.31  -5.84  -9.29   0.00   0.00  -4.55  52.63*
    64     90   0.41  72.31  -7.35 -11.29   0.00   0.00   0.00  53.67
-------------------------------------------------------------------

 * Bright Zone !

WHEEL (0.00 + 42.25 + 0.00) = 42.25 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
    64     90   0.22  63.97  -6.39 -10.05   0.00   0.00  -5.28  42.25
-------------------------------------------------------------------

Segment Leq : 53.97 dBA

Total Leq All Segments: 64.77 dBA

Results segment # 1: WHouse (night)
-----------------------------------

Barrier height for grazing incidence
-----------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       4.00 !        7.50 !        6.10 !         6.10
       0.50 !        7.50 !        4.70 !         4.70

LOCOMOTIVE (0.00 + 52.80 + 0.00) = 52.80 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -90    -24   0.10  65.89  -5.78  -4.76   0.00   0.00  -3.30  52.05*
   -90    -24   0.41  65.89  -7.35  -5.75   0.00   0.00   0.00  52.80
-------------------------------------------------------------------

 * Bright Zone !

WHEEL (0.00 + 39.57 + 0.00) = 39.57 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -90    -24   0.21  56.13  -6.33  -5.13   0.00   0.00  -5.10  39.57
-------------------------------------------------------------------

Segment Leq : 53.00 dBA

Results segment # 2: WGap (night)
---------------------------------

LOCOMOTIVE (0.00 + 57.27 + 0.00) = 57.27 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
```

```
   -24      8   0.41  72.15  -7.35  -7.54   0.00   0.00   0.00  57.27
-------------------------------------------------------------------------

WHEEL (0.00 + 49.06 + 0.00) = 49.06 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -24      8   0.51  64.50  -7.90  -7.55   0.00   0.00   0.00  49.06
-------------------------------------------------------------------------

Segment Leq : 57.88 dBA

Results segment # 3: Berm (night)
---------------------------------

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       4.00 !        7.50 !        5.75 !         5.75
       0.50 !        7.50 !        4.00 !         4.00

LOCOMOTIVE (0.00 + 53.47 + 0.00) = 53.47 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
     8     53   0.25  67.16  -6.56  -6.22   0.00   0.00   0.00  54.37*
     8     53   0.41  67.16  -7.35  -6.34   0.00   0.00   0.00  53.47
-------------------------------------------------------------------------

 * Bright Zone !

WHEEL (0.00 + 43.51 + 0.00) = 43.51 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
     8     53   0.36  57.83  -7.11  -6.30   0.00   0.00  -0.16  44.25*
     8     53   0.51  57.83  -7.90  -6.42   0.00   0.00   0.00  43.51
-------------------------------------------------------------------------

 * Bright Zone !

Segment Leq : 53.89 dBA

Results segment # 4: EGap (night)
---------------------------------

LOCOMOTIVE (0.00 + 46.52 + 0.00) = 46.52 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
    53     64   0.41  67.16  -7.35 -13.29   0.00   0.00   0.00  46.52
-------------------------------------------------------------------------

WHEEL (0.00 + 36.35 + 0.00) = 36.35 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
    53     64   0.51  57.83  -7.90 -13.58   0.00   0.00   0.00  36.35
-------------------------------------------------------------------------
```

Segment Leq : 46.92 dBA

Results segment # 5: EHouse (night)

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
4.00	7.50	5.75	5.75
0.50	7.50	4.00	4.00

LOCOMOTIVE (0.00 + 48.52 + 0.00) = 48.52 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
64	90	0.12	67.16	-5.84	-9.29	0.00	0.00	-4.55	47.48*
64	90	0.41	67.16	-7.35	-11.29	0.00	0.00	0.00	48.52

* Bright Zone !

WHEEL (0.00 + 36.11 + 0.00) = 36.11 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
64	90	0.22	57.83	-6.39	-10.05	0.00	0.00	-5.28	36.11

Segment Leq : 48.76 dBA

Total Leq All Segments: 60.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.77
(NIGHT): 60.73

```
STAMSONO 5.0        NORMAL REPORT        Date: 28-11-2022 10:42:01
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: pow2.te              Time Period: Day/Night 16/8 hours
Description:


Rail data, segment # 1: WHouse (day/night)
-----------------------------------------
Train            ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type             !             !(km/h) !/Train!/Train! type !weld
-----------------+-------------+-------+------+------+------+----
* 1. CNFreight   !   5.4/0.0   !  50.0 !  4.0 !140.0 !Diesel! Yes
* 2. CNWFreight  !   0.0/2.7   !  50.0 !  4.0 ! 25.0 !Diesel! Yes
* 3. CNPass      !   2.7/0.0   !  50.0 !  2.0 ! 10.0 !Diesel! Yes
  4. GOTransit   !  88.0/5.0   !  48.0 !  2.0 ! 12.0 !Diesel! Yes

* The identified number of trains have been adjusted for
  future growth using the following parameters:

Train type:         ! Unadj. ! Annual % ! Years of !
 No  Name           ! Trains ! Increase !  Growth  !
--------------------+--------+----------+----------+
  1. CNFreight      !   4.0/0.0   !    2.50  !   12.00  !
  2. CNWFreight     !   0.0/2.0   !    2.50  !   12.00  !
  3. CNPass         !   2.0/0.0   !    2.50  !   12.00  !

Data for Segment # 1: WHouse (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   -62.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  49.00 / 49.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
No Whistle
Barrier angle1            : -90.00 deg   Angle2 : -62.00 deg
Barrier height            :   5.00 m
Barrier receiver distance :  20.00 / 20.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00

Rail data, segment # 2: WGap (day/night)
----------------------------------------
Train            ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type             !             !(km/h) !/Train!/Train! type !weld
-----------------+-------------+-------+------+------+------+----
* 1. CNFreight   !   5.4/5.4   !  50.0 !  4.0 !140.0 !Diesel! Yes
* 2. CNWFreight  !   0.0/2.7   !  50.0 !  4.0 ! 25.0 !Diesel! Yes
* 3. CNPass      !   2.7/0.0   !  50.0 !  2.0 ! 10.0 !Diesel! Yes
  4. GOTransit   !  21.0/3.0   ! 105.0 !  2.0 ! 12.0 !Diesel! Yes

* The identified number of trains have been adjusted for
  future growth using the following parameters:
```

```
Train type:         ! Unadj. ! Annual % ! Years of !
 No  Name           ! Trains ! Increase !  Growth  !
--------------------+--------+----------+----------+
  1. CNFreight      !   4.0/4.0   !    2.50  !   12.00  !
  2. CNWFreight     !   0.0/2.0   !    2.50  !   12.00  !
  3. CNPass         !   2.0/0.0   !    2.50  !   12.00  !

Data for Segment # 2: WGap (day/night)
--------------------------------------
Angle1   Angle2           : -62.00 deg   -44.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  49.00 / 49.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle           :   0.00

Rail data, segment # 3: Berm (day/night)
----------------------------------------
Train            ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type             !             !(km/h) !/Train!/Train! type !weld
-----------------+-------------+-------+------+------+------+----
* 1. CNFreight   !   5.4/0.0   !  50.0 !  4.0 !140.0 !Diesel! Yes
* 2. CNWFreight  !   0.0/2.7   !  50.0 !  4.0 ! 25.0 !Diesel! Yes
* 3. CNPass      !   2.7/0.0   !  50.0 !  2.0 ! 10.0 !Diesel! Yes
  4. GOTransit   !  21.0/3.0   ! 105.0 !  2.0 ! 12.0 !Diesel! Yes

* The identified number of trains have been adjusted for
  future growth using the following parameters:

Train type:         ! Unadj. ! Annual % ! Years of !
 No  Name           ! Trains ! Increase !  Growth  !
--------------------+--------+----------+----------+
  1. CNFreight      !   4.0/0.0   !    2.50  !   12.00  !
  2. CNWFreight     !   0.0/2.0   !    2.50  !   12.00  !
  3. CNPass         !   2.0/0.0   !    2.50  !   12.00  !

Data for Segment # 3: Berm (day/night)
--------------------------------------
Angle1   Angle2           : -44.00 deg   11.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  49.00 / 49.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
No Whistle
Barrier angle1            : -44.00 deg   Angle2 : 11.00 deg
Barrier height            :   2.50 m
Barrier receiver distance :  25.00 / 25.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Rail data, segment # 4: EGap (day/night)
----------------------------------------
Train            ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type             !             !(km/h) !/Train!/Train! type !weld
-----------------+-------------+-------+------+------+------+----
* 1. CNFreight   !   5.4/0.0   !  50.0 !  4.0 !140.0 !Diesel! Yes
* 2. CNWFreight  !   0.0/2.7   !  50.0 !  4.0 ! 25.0 !Diesel! Yes
* 3. CNPass      !   2.7/0.0   !  50.0 !  2.0 ! 10.0 !Diesel! Yes
  4. GOTransit   !  21.0/3.0   ! 105.0 !  2.0 ! 12.0 !Diesel! Yes

* The identified number of trains have been adjusted for
  future growth using the following parameters:

Train type:         ! Unadj. ! Annual % ! Years of !
 No  Name           ! Trains ! Increase !  Growth  !
--------------------+--------+----------+----------+
  1. CNFreight      !   4.0/0.0   !    2.50  !   12.00  !
  2. CNWFreight     !   0.0/2.0   !    2.50  !   12.00  !
  3. CNPass         !   2.0/0.0   !    2.50  !   12.00  !

Data for Segment # 4: EGap (day/night)
--------------------------------------
Angle1   Angle2           :  11.00 deg   48.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  49.00 / 49.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle           :   0.00

Rail data, segment # 5: EHouse (day/night)
------------------------------------------
Train            ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type             !             !(km/h) !/Train!/Train! type !weld
-----------------+-------------+-------+------+------+------+----
* 1. CNFreight   !   5.4/0.0   !  50.0 !  4.0 !140.0 !Diesel! Yes
* 2. CNWFreight  !   0.0/2.7   !  50.0 !  4.0 ! 25.0 !Diesel! Yes
* 3. CNPass      !   2.7/0.0   !  50.0 !  2.0 ! 10.0 !Diesel! Yes
  4. GOTransit   !  21.0/3.0   ! 105.0 !  2.0 ! 12.0 !Diesel! Yes

* The identified number of trains have been adjusted for
  future growth using the following parameters:

Train type:         ! Unadj. ! Annual % ! Years of !
 No  Name           ! Trains ! Increase !  Growth  !
--------------------+--------+----------+----------+
  1. CNFreight      !   4.0/0.0   !    2.50  !   12.00  !
  2. CNWFreight     !   0.0/2.0   !    2.50  !   12.00  !
  3. CNPass         !   2.0/0.0   !    2.50  !   12.00  !

Data for Segment # 5: EHouse (day/night)
----------------------------------------
Angle1   Angle2           :  48.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
```

```
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  49.00 / 49.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
No Whistle
Barrier angle1            :  48.00 deg   Angle2 : 90.00 deg
Barrier height            :   4.80 m
Barrier receiver distance :  25.00 / 25.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00

Results segment # 1: WHouse (day)
---------------------------------

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       4.00 !        7.50 !        6.07 !         6.07
       0.50 !        7.50 !        4.64 !         4.64

LOCOMOTIVE (0.00 + 55.36 + 0.00) = 55.36 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -90    -62   0.10  73.43  -5.68  -8.85   0.00   0.00  -4.33  54.57*
   -90    -62   0.41  73.43  -7.22 -10.85   0.00   0.00   0.00  55.36
-------------------------------------------------------------------

 * Bright Zone !

WHEEL (0.00 + 43.61 + 0.00) = 43.61 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -90    -62   0.21  64.47  -6.22  -9.57   0.00   0.00  -5.07  43.61
-------------------------------------------------------------------

Segment Leq : 55.64 dBA

Results segment # 2: WGap (day)
-------------------------------

LOCOMOTIVE (0.00 + 54.18 + 0.00) = 54.18 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -62    -44   0.41  72.31  -7.22 -10.91   0.00   0.00   0.00  54.18
-------------------------------------------------------------------

WHEEL (0.00 + 45.07 + 0.00) = 45.07 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -62    -44   0.51  63.97  -7.76 -11.14   0.00   0.00   0.00  45.07
-------------------------------------------------------------------
```

Segment Leq : 54.68 dBA

Results segment # 3: Berm (day)

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
4.00	7.50	5.71	5.71
0.50	7.50	3.93	3.93

LOCOMOTIVE (0.00 + 59.79 + 0.00) = 59.79 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-44	11	0.25	72.31	-6.45	-5.24	0.00	0.00	0.00	60.62*
-44	11	0.41	72.31	-7.22	-5.30	0.00	0.00	0.00	59.79

* Bright Zone !

WHEEL (0.00 + 50.88 + 0.00) = 50.88 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-44	11	0.36	63.97	-6.99	-5.28	0.00	0.00	-0.06	51.64*
-44	11	0.51	63.97	-7.76	-5.33	0.00	0.00	0.00	50.88

* Bright Zone !

Segment Leq : 60.32 dBA

Results segment # 4: EGap (day)

LOCOMOTIVE (0.00 + 57.94 + 0.00) = 57.94 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
11	48	0.41	72.31	-7.22	-7.15	0.00	0.00	0.00	57.94

WHEEL (0.00 + 48.98 + 0.00) = 48.98 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
11	48	0.51	63.97	-7.76	-7.22	0.00	0.00	0.00	48.98

Segment Leq : 58.46 dBA

Results segment # 5: EHouse (day)

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)

```
------------+-------------+-------------+--------------
       4.00 !        7.50 !        5.71 !         5.71
       0.50 !        7.50 !        3.93 !         3.93

LOCOMOTIVE (0.00 + 56.68 + 0.00) = 56.68 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
    48     90   0.12  72.31  -5.74  -6.97   0.00   0.00  -4.31  55.29*
    48     90   0.41  72.31  -7.22  -8.41   0.00   0.00   0.00  56.68
-------------------------------------------------------------------------

 * Bright Zone !

WHEEL (0.00 + 44.65 + 0.00) = 44.65 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
    48     90   0.22  63.97  -6.28  -7.52   0.00   0.00  -5.52  44.65
-------------------------------------------------------------------------

Segment Leq : 56.94 dBA

Total Leq All Segments: 64.67 dBA

Results segment # 1: WHouse (night)
-----------------------------------

Barrier height for grazing incidence
-----------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       4.00 !        7.50 !        6.07 !         6.07
       0.50 !        7.50 !        4.64 !         4.64

LOCOMOTIVE (0.00 + 47.83 + 0.00) = 47.83 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90    -62   0.10  65.89  -5.68  -8.85   0.00   0.00  -4.33  47.04*
   -90    -62   0.41  65.89  -7.22 -10.85   0.00   0.00   0.00  47.83
-------------------------------------------------------------------------

 * Bright Zone !

WHEEL (0.00 + 35.27 + 0.00) = 35.27 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90    -62   0.21  56.13  -6.22  -9.57   0.00   0.00  -5.07  35.27
-------------------------------------------------------------------------

Segment Leq : 48.06 dBA

Results segment # 2: WGap (night)
---------------------------------

LOCOMOTIVE (0.00 + 54.02 + 0.00) = 54.02 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
```

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-62	-44	0.41	72.15	-7.22	-10.91	0.00	0.00	0.00	54.02

WHEEL (0.00 + 45.60 + 0.00) = 45.60 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-62	-44	0.51	64.50	-7.76	-11.14	0.00	0.00	0.00	45.60

Segment Leq : 54.60 dBA

Results segment # 3: Berm (night)

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
4.00	7.50	5.71	5.71
0.50	7.50	3.93	3.93

LOCOMOTIVE (0.00 + 54.64 + 0.00) = 54.64 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-44	11	0.25	67.16	-6.45	-5.24	0.00	0.00	0.00	55.46*
-44	11	0.41	67.16	-7.22	-5.30	0.00	0.00	0.00	54.64

* Bright Zone !

WHEEL (0.00 + 44.73 + 0.00) = 44.73 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-44	11	0.36	57.83	-6.99	-5.28	0.00	0.00	-0.06	45.50*
-44	11	0.51	57.83	-7.76	-5.33	0.00	0.00	0.00	44.73

* Bright Zone !

Segment Leq : 55.06 dBA

Results segment # 4: EGap (night)

LOCOMOTIVE (0.00 + 52.78 + 0.00) = 52.78 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
11	48	0.41	67.16	-7.22	-7.15	0.00	0.00	0.00	52.78

WHEEL (0.00 + 42.84 + 0.00) = 42.84 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
11	48	0.51	57.83	-7.76	-7.22	0.00	0.00	0.00	42.84

Segment Leq : 53.20 dBA

Results segment # 5: EHouse (night)

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
4.00	7.50	5.71	5.71
0.50	7.50	3.93	3.93

LOCOMOTIVE (0.00 + 51.53 + 0.00) = 51.53 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
48	90	0.12	67.16	-5.74	-6.97	0.00	0.00	-4.31	50.13*
48	90	0.41	67.16	-7.22	-8.41	0.00	0.00	0.00	51.53

* Bright Zone !

WHEEL (0.00 + 38.50 + 0.00) = 38.50 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
48	90	0.22	57.83	-6.28	-7.52	0.00	0.00	-5.52	38.50

Segment Leq : 51.74 dBA

Total Leq All Segments: 60.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.67
(NIGHT): 60.13

STAMSONO 5.0 NORMAL REPORT Date: 28-11-2022 10:42:28
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: pow3.te Time Period: Day/Night 16/8 hours
Description:

Rail data, segment # 1: WHouse (day/night)

Train Type	Trains	Speed (km/h)	# loc /Train	# Cars /Train	Eng type	Cont weld
* 1. CNFreight	5.4/0.0	50.0	4.0	140.0	Diesel	Yes
* 2. CNWFreight	0.0/2.7	50.0	4.0	25.0	Diesel	Yes
* 3. CNPass	2.7/0.0	50.0	2.0	10.0	Diesel	Yes
4. GOTransit	88.0/5.0	48.0	2.0	12.0	Diesel	Yes

* The identified number of trains have been adjusted for
future growth using the following parameters:

No	Train type: Name	Unadj. Trains	Annual % Increase	Years of Growth
1.	CNFreight	4.0/0.0	2.50	12.00
2.	CNWFreight	0.0/2.0	2.50	12.00
3.	CNPass	2.0/0.0	2.50	12.00

Data for Segment # 1: WHouse (day/night)

Angle1 Angle2	: -90.00 deg -38.00 deg
Wood depth	: 0 (No woods.)
No of house rows	: 0 / 0
Surface	: 1 (Absorptive ground surface)
Receiver source distance	: 105.00 / 105.00 m
Receiver height	: 7.50 / 7.50 m
Topography	: 2 (Flat/gentle slope; with barrier)
No Whistle	
Barrier angle1	: -90.00 deg Angle2 : -38.00 deg
Barrier height	: 5.00 m
Barrier receiver distance	: 75.00 / 75.00 m
Source elevation	: 0.00 m
Receiver elevation	: 0.00 m
Barrier elevation	: 0.00 m
Reference angle	: 0.00

Rail data, segment # 2: TownHouse (day/night)

Train Type	Trains	Speed (km/h)	# loc /Train	# Cars /Train	Eng type	Cont weld
* 1. CNFreight	5.4/5.4	50.0	4.0	140.0	Diesel	Yes
* 2. CNWFreight	0.0/2.7	50.0	4.0	25.0	Diesel	Yes
* 3. CNPass	2.7/0.0	50.0	2.0	10.0	Diesel	Yes
4. GOTransit	21.0/3.0	105.0	2.0	12.0	Diesel	Yes

* The identified number of trains have been adjusted for
future growth using the following parameters:

```
Train type:          ! Unadj. ! Annual % ! Years of !
 No  Name            ! Trains ! Increase !  Growth  !
--------------------+--------+----------+----------+
  1. CNFreight       !   4.0/4.0   !    2.50  !   12.00  !
  2. CNWFreight      !   0.0/2.0   !    2.50  !   12.00  !
  3. CNPass          !   2.0/0.0   !    2.50  !   12.00  !

Data for Segment # 2: TownHouse (day/night)
-------------------------------------------
Angle1   Angle2           : -38.00 deg   2.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 105.00 / 105.00 m
Receiver height           :   7.50 / 7.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
No Whistle
Barrier angle1            : -38.00 deg   Angle2 : 2.00 deg
Barrier height            :  12.50 m
Barrier receiver distance :  56.00 / 56.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00

Rail data, segment # 3: EGap (day/night)
----------------------------------------
Train            ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type             !             !(km/h) !/Train!/Train! type !weld
-----------------+-------------+-------+------+------+------+----
* 1. CNFreight   !   5.4/0.0   !  50.0 !  4.0 !140.0 !Diesel! Yes
* 2. CNWFreight  !   0.0/2.7   !  50.0 !  4.0 ! 25.0 !Diesel! Yes
* 3. CNPass      !   2.7/0.0   !  50.0 !  2.0 ! 10.0 !Diesel! Yes
  4. GOTransit   !  21.0/3.0   ! 105.0 !  2.0 ! 12.0 !Diesel! Yes

* The identified number of trains have been adjusted for
  future growth using the following parameters:

Train type:          ! Unadj. ! Annual % ! Years of !
 No  Name            ! Trains ! Increase !  Growth  !
--------------------+--------+----------+----------+
  1. CNFreight       !   4.0/0.0   !    2.50  !   12.00  !
  2. CNWFreight      !   0.0/2.0   !    2.50  !   12.00  !
  3. CNPass          !   2.0/0.0   !    2.50  !   12.00  !

Data for Segment # 3: EGap (day/night)
--------------------------------------
Angle1   Angle2           :   2.00 deg   19.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 105.00 / 105.00 m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle           :   0.00
```

Rail data, segment # 4: EHouse (day/night)

Train Type	Trains	Speed (km/h)	# loc /Train	# Cars /Train	Eng type	Cont weld
* 1. CNFreight	5.4/0.0	50.0	4.0	140.0	Diesel	Yes
* 2. CNWFreight	0.0/2.7	50.0	4.0	25.0	Diesel	Yes
* 3. CNPass	2.7/0.0	50.0	2.0	10.0	Diesel	Yes
4. GOTransit	21.0/3.0	105.0	2.0	12.0	Diesel	Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No	Name	Unadj. Trains	Annual % Increase	Years of Growth
1.	CNFreight	4.0/0.0	2.50	12.00
2.	CNWFreight	0.0/2.0	2.50	12.00
3.	CNPass	2.0/0.0	2.50	12.00

Data for Segment # 4: EHouse (day/night)

Angle1 Angle2	19.00 deg	90.00 deg
Wood depth	0	(No woods.)
No of house rows	0 / 0	
Surface	1	(Absorptive ground surface)
Receiver source distance	105.00 / 105.00 m	
Receiver height	7.50 / 7.50 m	
Topography	2	(Flat/gentle slope; with barrier)
No Whistle		
Barrier angle1	19.00 deg	Angle2 : 90.00 deg
Barrier height	4.80 m	
Barrier receiver distance	82.00 / 82.00 m	
Source elevation	0.00 m	
Receiver elevation	0.00 m	
Barrier elevation	0.00 m	
Reference angle	0.00	

Results segment # 1: WHouse (day)

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
4.00	7.50	5.00	5.00
0.50	7.50	2.50	2.50

LOCOMOTIVE (0.00 + 53.19 + 0.00) = 53.19 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-38	0.10	73.43	-9.34	-5.89	0.00	0.00	-5.00	53.19

```
WHEEL (0.00 + 40.58 + 0.00) = 40.58 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -90    -38   0.21  64.47 -10.23  -6.36   0.00   0.00  -7.30  40.58
-------------------------------------------------------------------

Segment Leq : 53.42 dBA

Results segment # 2: TownHouse (day)
------------------------------------

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       4.00 !        7.50 !        5.63 !         5.63
       0.50 !        7.50 !        3.77 !         3.77

LOCOMOTIVE (0.00 + 40.50 + 0.00) = 40.50 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -38      2   0.00  72.31  -8.45  -6.53   0.00   0.00 -16.83  40.50
-------------------------------------------------------------------

WHEEL (0.00 + 30.11 + 0.00) = 30.11 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -38      2   0.00  63.97  -8.45  -6.53   0.00   0.00 -18.88  30.11
-------------------------------------------------------------------

Segment Leq : 40.88 dBA

Results segment # 3: EGap (day)
-------------------------------

LOCOMOTIVE (0.00 + 50.15 + 0.00) = 50.15 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
     2     19   0.41  72.31 -11.87 -10.28   0.00   0.00   0.00  50.15
-------------------------------------------------------------------

WHEEL (0.00 + 40.92 + 0.00) = 40.92 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
     2     19   0.51  63.97 -12.76 -10.29   0.00   0.00   0.00  40.92
-------------------------------------------------------------------

Segment Leq : 50.64 dBA

Results segment # 4: EHouse (day)
---------------------------------

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
```

```
------------+-------------+-------------+--------------
       4.00 !        7.50 !        4.77 !         4.77
       0.50 !        7.50 !        2.03 !         2.03

LOCOMOTIVE (0.00 + 53.41 + 0.00) = 53.41 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
    19     90   0.12  72.31  -9.44  -4.46   0.00   0.00  -5.00  53.41
-------------------------------------------------------------------

WHEEL (0.00 + 40.27 + 0.00) = 40.27 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
    19     90   0.22  63.97 -10.33  -4.80   0.00   0.00  -8.57  40.27
-------------------------------------------------------------------

Segment Leq : 53.62 dBA

Total Leq All Segments: 57.62 dBA

Results segment # 1: WHouse (night)
-----------------------------------

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       4.00 !        7.50 !        5.00 !         5.00
       0.50 !        7.50 !        2.50 !         2.50

LOCOMOTIVE (0.00 + 45.66 + 0.00) = 45.66 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -90    -38   0.10  65.89  -9.34  -5.89   0.00   0.00  -5.00  45.66
-------------------------------------------------------------------

WHEEL (0.00 + 32.24 + 0.00) = 32.24 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -90    -38   0.21  56.13 -10.23  -6.36   0.00   0.00  -7.30  32.24
-------------------------------------------------------------------

Segment Leq : 45.85 dBA

Results segment # 2: TownHouse (night)
--------------------------------------

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       4.00 !        7.50 !        5.63 !         5.63
       0.50 !        7.50 !        3.77 !         3.77

LOCOMOTIVE (0.00 + 40.34 + 0.00) = 40.34 dBA
```

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-38	2	0.00	72.15	-8.45	-6.53	0.00	0.00	-16.83	40.34

WHEEL (0.00 + 30.64 + 0.00) = 30.64 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-38	2	0.00	64.50	-8.45	-6.53	0.00	0.00	-18.88	30.64

Segment Leq : 40.78 dBA

Results segment # 3: EGap (night)

LOCOMOTIVE (0.00 + 45.00 + 0.00) = 45.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
2	19	0.41	67.16	-11.87	-10.28	0.00	0.00	0.00	45.00

WHEEL (0.00 + 34.77 + 0.00) = 34.77 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
2	19	0.51	57.83	-12.76	-10.29	0.00	0.00	0.00	34.77

Segment Leq : 45.39 dBA

Results segment # 4: EHouse (night)

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
4.00	7.50	4.77	4.77
0.50	7.50	2.03	2.03

LOCOMOTIVE (0.00 + 48.26 + 0.00) = 48.26 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
19	90	0.12	67.16	-9.44	-4.46	0.00	0.00	-5.00	48.26

WHEEL (0.00 + 34.13 + 0.00) = 34.13 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
19	90	0.22	57.83	-10.33	-4.80	0.00	0.00	-8.57	34.13

Segment Leq : 48.42 dBA

Total Leq All Segments: 51.89 dBA

```
TOTAL Leq FROM ALL SOURCES (DAY): 57.62
                           (NIGHT): 51.89
```

Appendix D: Measured Sound Levels

Weather Conditions

Prevailing weather conditions at the time of sound level measurements were as follows, based on information recorded at the Hamilton Airport weather station operated by NAVCAN, obtained by TT from Environment and Climate Change Canada's *Historical Data* portal.

Parameter	Conditions (October 27, 2022)
Wind Direction	North
Wind Speed	11 km/h
Relative Humidity	67%
Pressure	99.91 kPa
Temperature	6 ℃
Cloud Cover	Cloudy
Precipitation	None

Instrumentation

Measurements were conducted using a Brüel & Kjær model 2250 Sound Level Meter / Analyzer, serial number 3007997 fitted with a Brüel & Kjær model 4189 free-field microphone transducer, serial number 2983426.

A wind screen was used for all outdoor measurements. All equipment was within its laboratory calibration window, and was field calibrated before and after measurements using a Bruel & Kjaer Type 4231 calibrator, serial number 2623794.

Measurement Methodology

Measurement methodology was based on the procedures identified in NPC-103 and NPC-300, specifically:

Steady Noise Sources:

NPC-103 defines a steady noise as having a maximum difference of 6 dB between the lowest and highest observed sound levels.

NPC-103 requires that measurements of steady noise to be conducted using slow response, and A-weighting, with a minimum of six (6) 15 second observations of the minimum, average, and maximum sound level. The one-hour equivalent sound level (Leq) to be reported is the arithmetic average of the observed average sound pressure level readings.

TT's sound level meter was configured to log 15 second readings for a period of 2 minutes (8 readings). The logged data included slow response maximum and minimum values in 1/3 octave bands and dBA broadband, as well as Leq values in 1/3 octave bands and dBA broadband. The values used for the purposes of modelling noise impacts were the arithmetic average of Leq results from each reading, in each 1/3 octave band.

Impulse Noise Sources:

NPC-103 requires that measurements of impulse noise be conducted using impulse response, and A-weighting. If at least one impulse occurs in every 5-minute period over the course of 20 minutes, then a

minimum of twenty (20) impulse events should be recorded, and the logarithmic mean impulse sound level (LLM) to be reported is the combined log average of the impulse peaks recorded. Otherwise, individual impulse event peaks should be measured and reported separately.

Due to the infrequent nature of the rail yard activities, individual impulse events were recorded separately.

Measurement Results

The following table provides a summary of the reported results from each sound level measurement.

Reading ID	Start Time	Description	Octave Band (Hz)	Sound Pressure Level (dB)
SNS-01	2022/09/21 14:52	Steady noise observed from the Project site.	31.5	62.9
			63	63.6
			125	59.1
			250	56.8
			500	49.7
			1000	48.5
			2000	51.4
			4000	45.4
			8000	29.5
			Total (L_{eq}, dBA)	56.3
INS-01	2022/09/21 14:52	Train coupling noise.	31.5	85.7
			63	83.8
			125	80.9
			250	69.4
			500	64.4
			1000	65.9
			2000	65.1
			4000	56.4
			8000	39.8
			Total (dBAI)	71.8
INS-02	2022/09/21 14:52	Train departure (slack-taking) noise.	31.5	94.0
			63	93.7
			125	91.7
			250	84.6
			500	76.1
			1000	78.1
			2000	78.9
			4000	73.3
			8000	64.4
			Total (dBAI)	85.8

Appendix E: Measured Vibration Levels

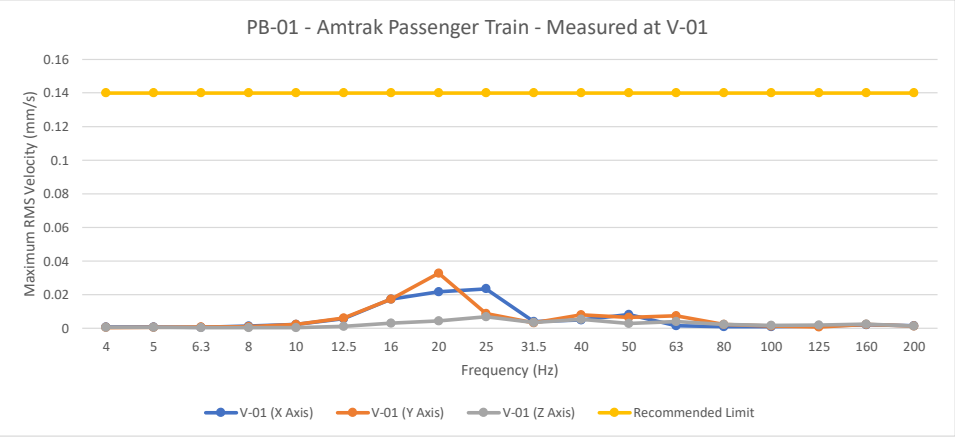
Train Pass-By: PB-01

	Maximum Velocity (mm/s) per Frequency																	
FCM / RAC Guideline	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200
Recommended Limit	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14

	Maximum Velocity (mm/s) per Frequency																		
Measurement Location	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	Max
V-01 (X Axis)	0.0007	0.0008	0.0006	0.0012	0.0023	0.0056	0.0173	0.0216	0.0235	0.0039	0.0049	0.0081	0.0014	0.0009	0.0009	0.0012	0.002	0.0015	0.0235
V-02 (X Axis)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Maximum Velocity (mm/s) per Frequency																		
Measurement Location	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	Max
V-01 (Y Axis)	0.0005	0.0006	0.0007	0.0009	0.0023	0.006	0.0172	0.0327	0.0087	0.0032	0.008	0.0065	0.0074	0.0023	0.0013	0.0008	0.0022	0.0013	0.0327
V-02 (Y Axis)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Maximum Velocity (mm/s) per Frequency																		
Measurement Location	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	Max
V-01 (Z Axis)	0.0005	0.0006	0.0004	0.0004	0.0004	0.0011	0.003	0.0044	0.0068	0.0033	0.0052	0.0029	0.004	0.0022	0.0016	0.0019	0.0024	0.0012	0.0068
V-02 (Z Axis)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



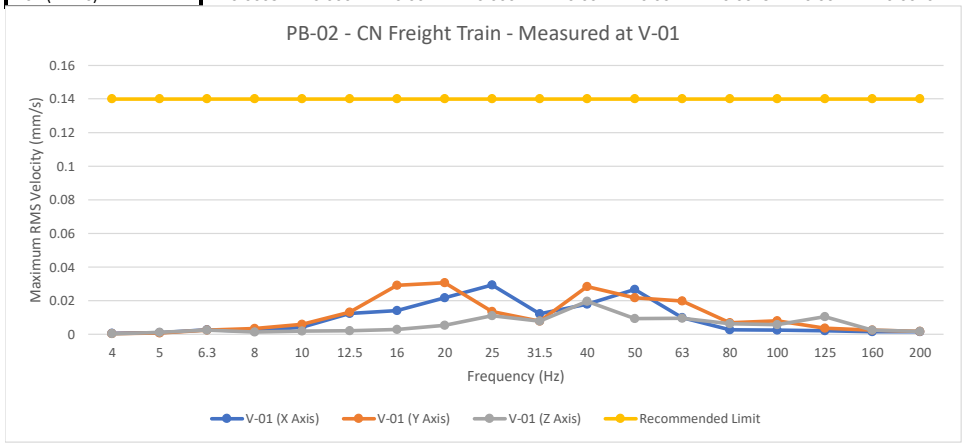
Train Pass-By: PB-02

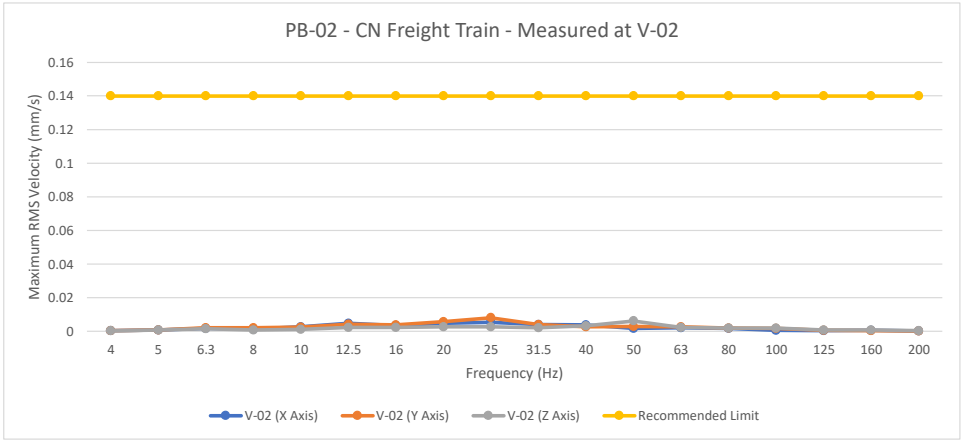
	Maximum Velocity (mm/s) per Frequency																	
FCM / RAC Guideline	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200
Recommended Limit	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14

	Maximum Velocity (mm/s) per Frequency																		
Measurement Location	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	Max
V-01 (X Axis)	0.0006	0.0009	0.0026	0.0019	0.0041	0.0124	0.0141	0.0217	0.0293	0.0122	0.0179	0.0267	0.0098	0.0026	0.0025	0.0021	0.0014	0.0015	0.0293
V-02 (X Axis)	0.0003	0.0007	0.0017	0.0012	0.0027	0.0047	0.0033	0.0048	0.0054	0.004	0.0037	0.0017	0.0021	0.0017	0.0005	0.0003	0.0006	0.0002	0.0054

	Maximum Velocity (mm/s) per Frequency																		
Measurement Location	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	Max
V-01 (Y Axis)	0.0004	0.0008	0.0025	0.0033	0.0058	0.0131	0.0291	0.0307	0.0135	0.0078	0.0284	0.0216	0.0197	0.0068	0.008	0.0035	0.0024	0.0017	0.0307
V-02 (Y Axis)	0.0003	0.0007	0.002	0.0021	0.0025	0.0041	0.0037	0.0056	0.0081	0.004	0.0027	0.0028	0.0027	0.0018	0.0016	0.0006	0.0003	0.0002	0.0081

	Maximum Velocity (mm/s) per Frequency																		
Measurement Location	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	Max
V-01 (Z Axis)	0.0003	0.0011	0.0025	0.0013	0.0018	0.0021	0.0029	0.0052	0.011	0.0078	0.0196	0.0092	0.0094	0.0062	0.0056	0.0104	0.0024	0.0017	0.0196
V-02 (Z Axis)	0.0003	0.0007	0.0014	0.0007	0.001	0.0022	0.0023	0.0027	0.0026	0.002	0.0032	0.0062	0.0022	0.0018	0.0019	0.0008	0.0007	0.0004	0.0062





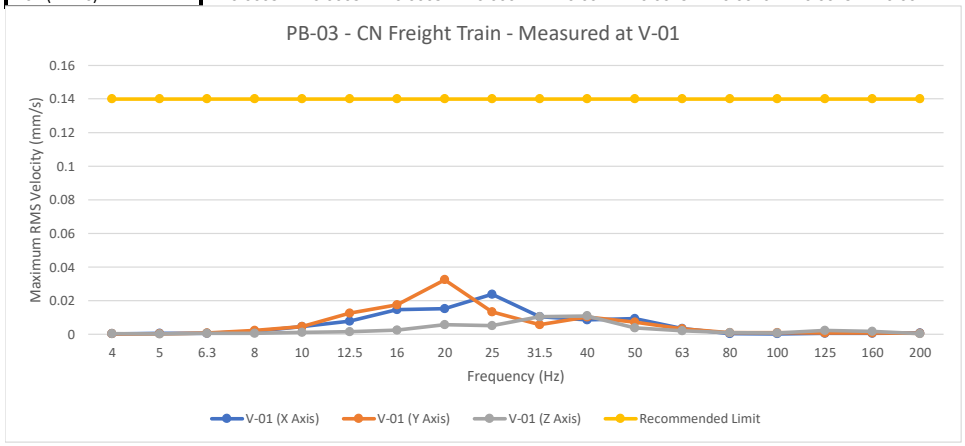
Train Pass-By: PB-03

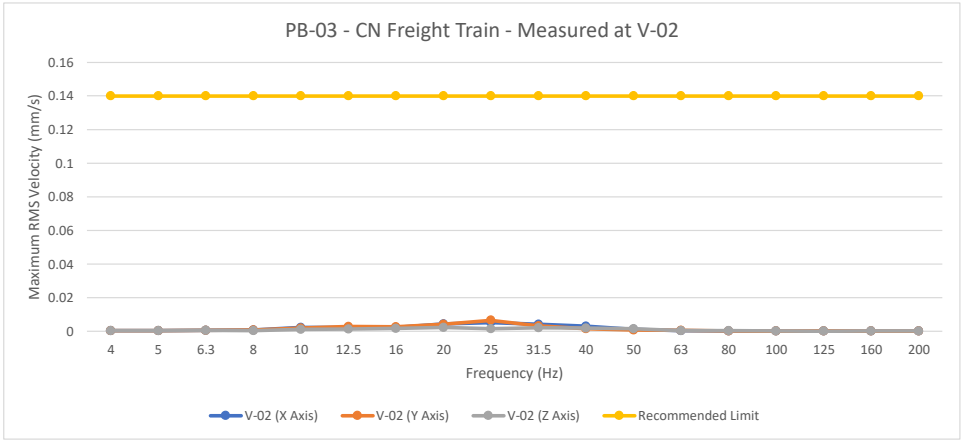
	Maximum Velocity (mm/s) per Frequency																	
FCM / RAC Guideline	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200
Recommended Limit	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14

	Maximum Velocity (mm/s) per Frequency																		
Measurement Location	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	Max
V-01 (X Axis)	0.0003	0.0005	0.0006	0.0016	0.0046	0.0077	0.0146	0.0152	0.0238	0.0104	0.0085	0.0093	0.0034	0.0004	0.0003	0.0005	0.0006	0.0007	0.0238
V-02 (X Axis)	0.0003	0.0004	0.0005	0.0007	0.0022	0.0023	0.0023	0.0043	0.0052	0.0042	0.003	0.001	0.0004	0.0002	0.0001	0.0001	0.0001	0.0001	0.0052

	Maximum Velocity (mm/s) per Frequency																		
Measurement Location	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	Max
V-01 (Y Axis)	0.0003	0.0003	0.0007	0.0023	0.0046	0.0126	0.0175	0.0325	0.0132	0.0056	0.0102	0.0071	0.0031	0.0009	0.0009	0.0007	0.0007	0.0006	0.0325
V-02 (Y Axis)	0.0003	0.0003	0.0005	0.0008	0.0018	0.0029	0.0027	0.0042	0.0066	0.0031	0.0015	0.0008	0.0005	0.0002	0.0001	0.0002	0.0001	0.0001	0.0066

	Maximum Velocity (mm/s) per Frequency																		
Measurement Location	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	Max
V-01 (Z Axis)	0.0003	0.0002	0.0006	0.0005	0.0011	0.0015	0.0025	0.0057	0.005	0.0104	0.0109	0.0037	0.002	0.0009	0.0008	0.0023	0.0016	0.0004	0.0109
V-02 (Z Axis)	0.0003	0.0003	0.0005	0.0004	0.001	0.0013	0.0016	0.0023	0.0014	0.002	0.0018	0.0014	0.0004	0.0003	0.0002	0.0001	0.0002	0.0002	0.0023





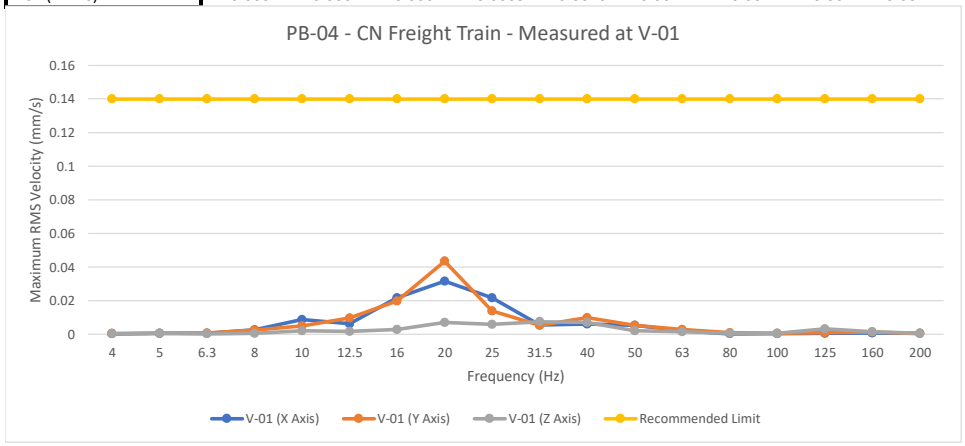
Train Pass-By: PB-04

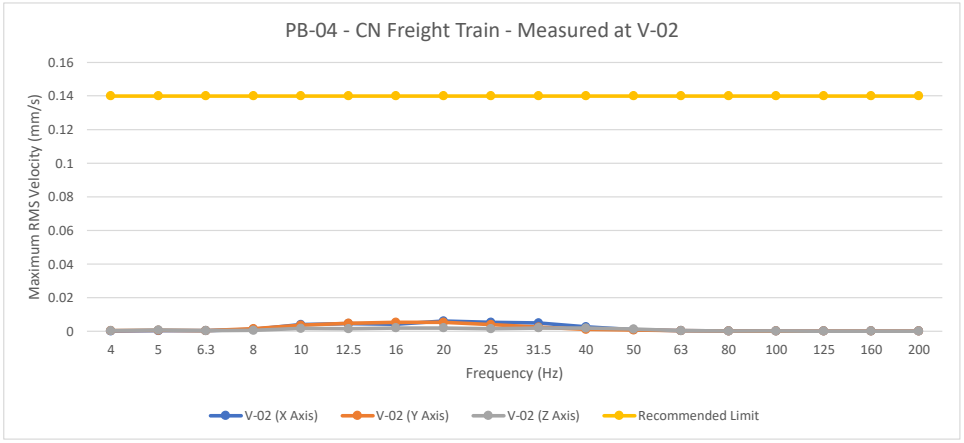
	Maximum Velocity (mm/s) per Frequency																	
FCM / RAC Guideline	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200
Recommended Limit	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14

	Maximum Velocity (mm/s) per Frequency																		
Measurement Location	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	Max
V-01 (X Axis)	0.0003	0.0005	0.0006	0.0026	0.0087	0.0063	0.0216	0.0316	0.0216	0.0055	0.006	0.0052	0.002	0.0003	0.0004	0.0005	0.0007	0.0005	0.0316
V-02 (X Axis)	0.0002	0.0004	0.0004	0.0011	0.0039	0.0045	0.0042	0.0061	0.0052	0.0049	0.0026	0.0009	0.0004	0.0002	0.0001	0.0001	0.0001	0.0001	0.0061

	Maximum Velocity (mm/s) per Frequency																		
Measurement Location	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	Max
V-01 (Y Axis)	0.0005	0.0006	0.0007	0.0024	0.0049	0.0096	0.0197	0.0435	0.0138	0.0053	0.0098	0.0052	0.0028	0.0009	0.0006	0.0009	0.0013	0.0005	0.0435
V-02 (Y Axis)	0.0003	0.0005	0.0003	0.0015	0.0035	0.0048	0.0052	0.0053	0.0039	0.0024	0.0011	0.0007	0.0004	0.0002	0.0001	0.0001	0.0001	0.0001	0.0053

	Maximum Velocity (mm/s) per Frequency																		
Measurement Location	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	Max
V-01 (Z Axis)	0.0004	0.0006	0.0003	0.0005	0.0021	0.0016	0.0029	0.0069	0.0058	0.0075	0.007	0.0021	0.0014	0.0006	0.0006	0.0031	0.0015	0.0005	0.0075
V-02 (Z Axis)	0.0004	0.0007	0.0004	0.0005	0.0016	0.0014	0.002	0.002	0.0014	0.002	0.0019	0.0013	0.0004	0.0002	0.0002	0.0001	0.0001	0.0001	0.002





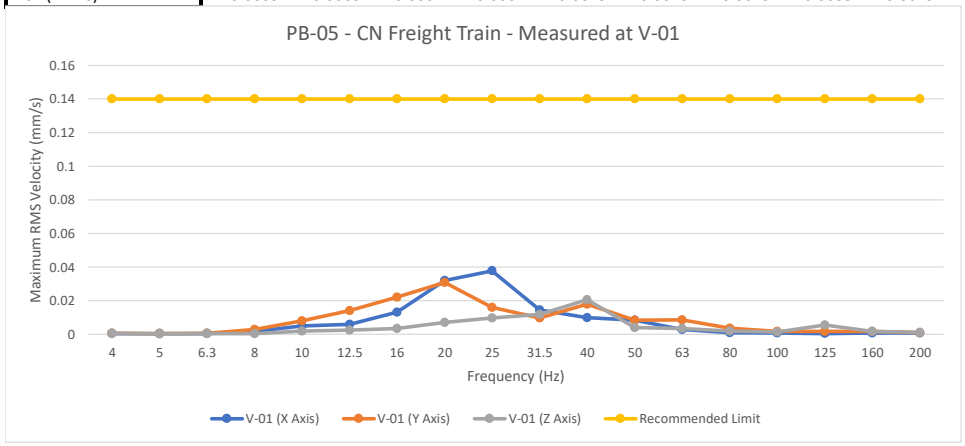
Train Pass-By: PB-05

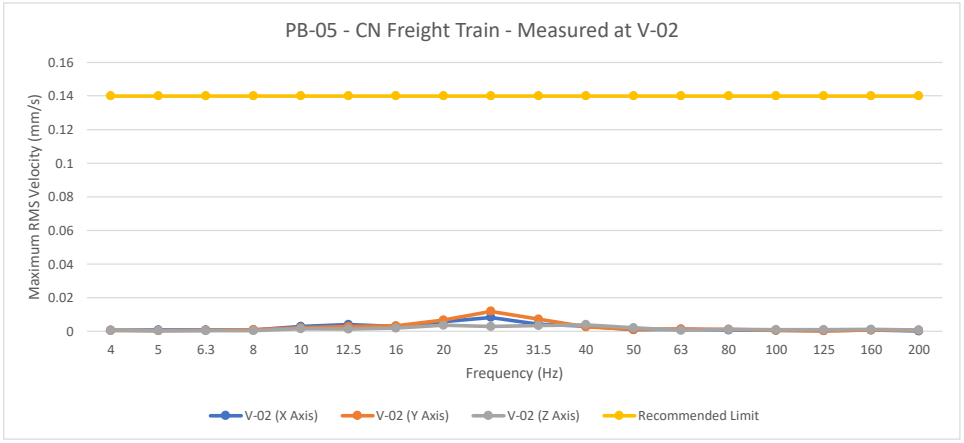
	Maximum Velocity (mm/s) per Frequency																	
FCM / RAC Guideline	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200
Recommended Limit	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14

	Maximum Velocity (mm/s) per Frequency																		
Measurement Location	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	Max
V-01 (X Axis)	0.0005	0.0005	0.0005	0.0016	0.0049	0.0059	0.013	0.0319	0.0378	0.0145	0.0098	0.0084	0.0029	0.0009	0.0007	0.0005	0.0007	0.0007	0.0378
V-02 (X Axis)	0.0006	0.0007	0.0007	0.0008	0.0029	0.004	0.0029	0.0057	0.0083	0.0041	0.003	0.0009	0.0011	0.0008	0.0005	0.0004	0.0008	0.0002	0.0083

	Maximum Velocity (mm/s) per Frequency																		
Measurement Location	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	Max
V-01 (Y Axis)	0.0005	0.0004	0.0006	0.0028	0.0079	0.014	0.022	0.0308	0.0159	0.0096	0.0179	0.0084	0.0086	0.0035	0.0017	0.0016	0.0017	0.0009	0.0308
V-02 (Y Axis)	0.0005	0.0004	0.0005	0.0009	0.0021	0.0028	0.0032	0.0066	0.0119	0.0071	0.0026	0.0011	0.0012	0.001	0.0005	0.0003	0.0007	0.0005	0.0119

	Maximum Velocity (mm/s) per Frequency																		
Measurement Location	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	Max
V-01 (Z Axis)	0.0005	0.0002	0.0004	0.0004	0.0018	0.0024	0.0034	0.0069	0.0097	0.0118	0.0206	0.004	0.0033	0.0019	0.0013	0.0054	0.0016	0.001	0.0206
V-02 (Z Axis)	0.0005	0.0003	0.0004	0.0004	0.0015	0.0013	0.0019	0.0035	0.0029	0.0033	0.0039	0.002	0.0005	0.001	0.0009	0.0009	0.001	0.0007	0.0039





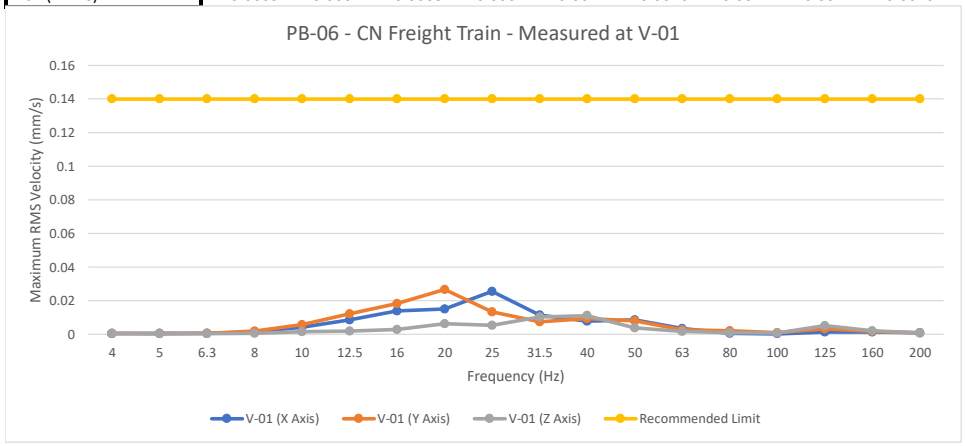
Train Pass-By: PB-06

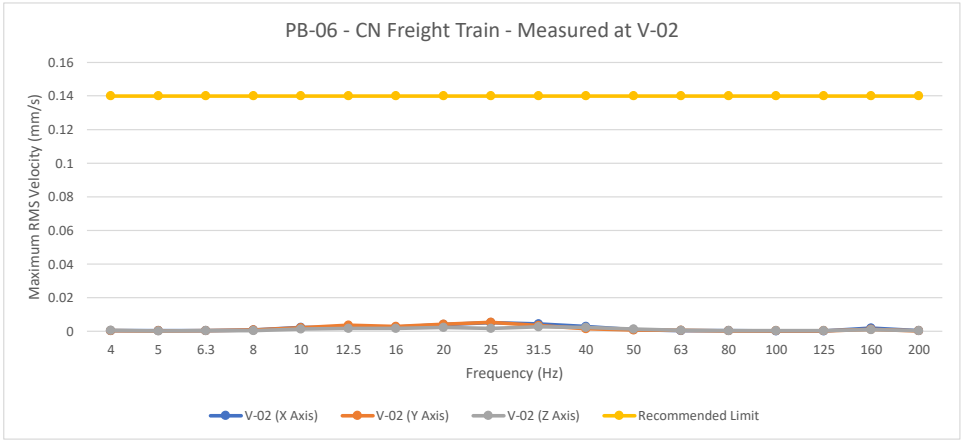
	Maximum Velocity (mm/s) per Frequency																	
FCM / RAC Guideline	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200
Recommended Limit	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14

	Maximum Velocity (mm/s) per Frequency																		
Measurement Location	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	Max
V-01 (X Axis)	0.0004	0.0005	0.0005	0.0012	0.0042	0.0086	0.0138	0.015	0.0255	0.0113	0.0077	0.0086	0.0034	0.0005	0.0003	0.0013	0.0012	0.0009	0.0255
V-02 (X Axis)	0.0003	0.0004	0.0004	0.0007	0.0022	0.0022	0.0024	0.0039	0.0051	0.0044	0.0028	0.0009	0.0004	0.0004	0.0002	0.0002	0.0019	0.0004	0.0051

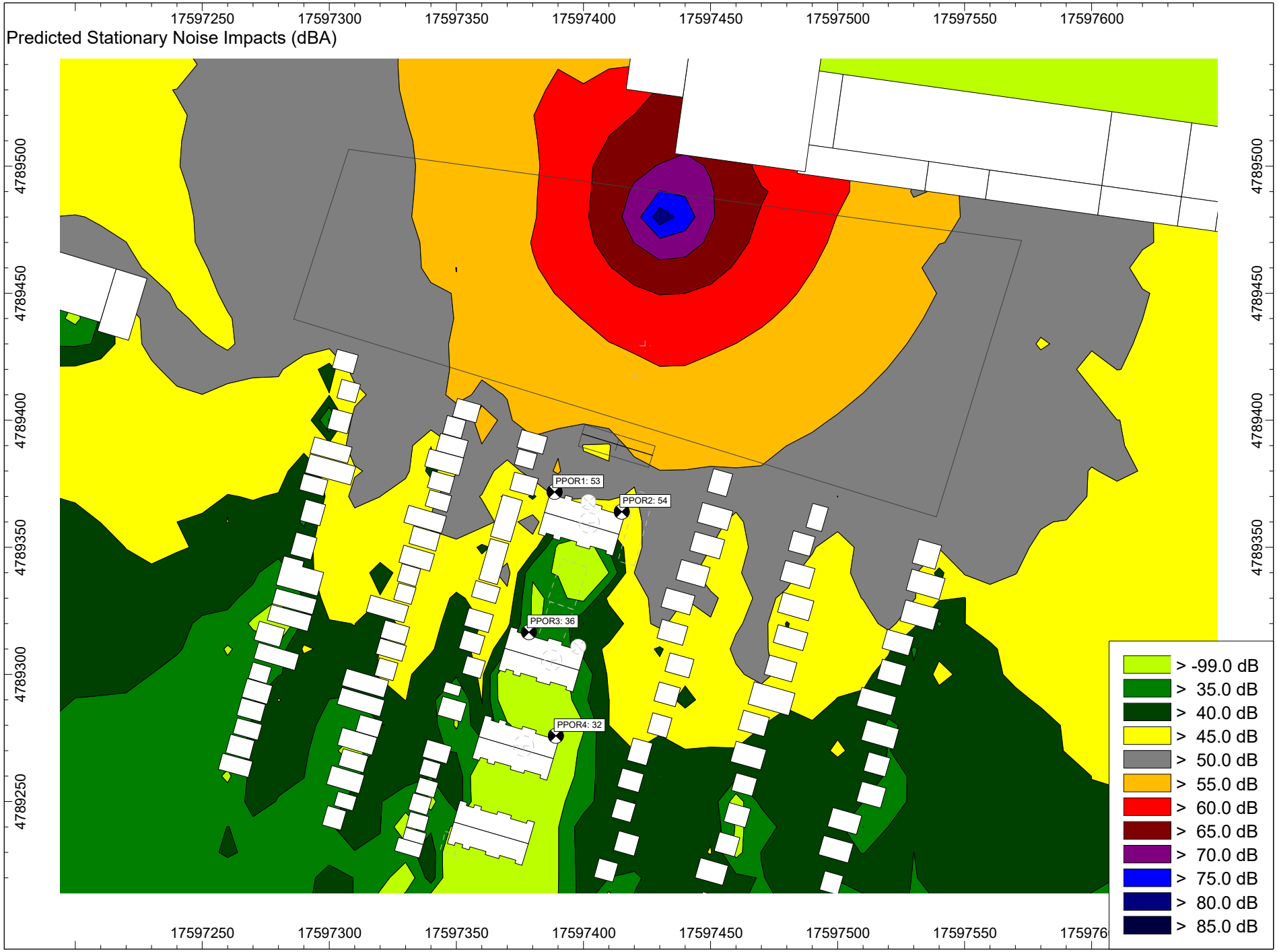
	Maximum Velocity (mm/s) per Frequency																		
Measurement Location	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	Max
V-01 (Y Axis)	0.0005	0.0004	0.0006	0.0019	0.0057	0.0122	0.0182	0.0267	0.0132	0.0074	0.0093	0.0079	0.0027	0.002	0.0009	0.0032	0.0017	0.0008	0.0267
V-02 (Y Axis)	0.0004	0.0003	0.0004	0.0008	0.002	0.0035	0.0028	0.0041	0.0053	0.0033	0.0015	0.0008	0.0005	0.0003	0.0003	0.0003	0.0011	0.0003	0.0053

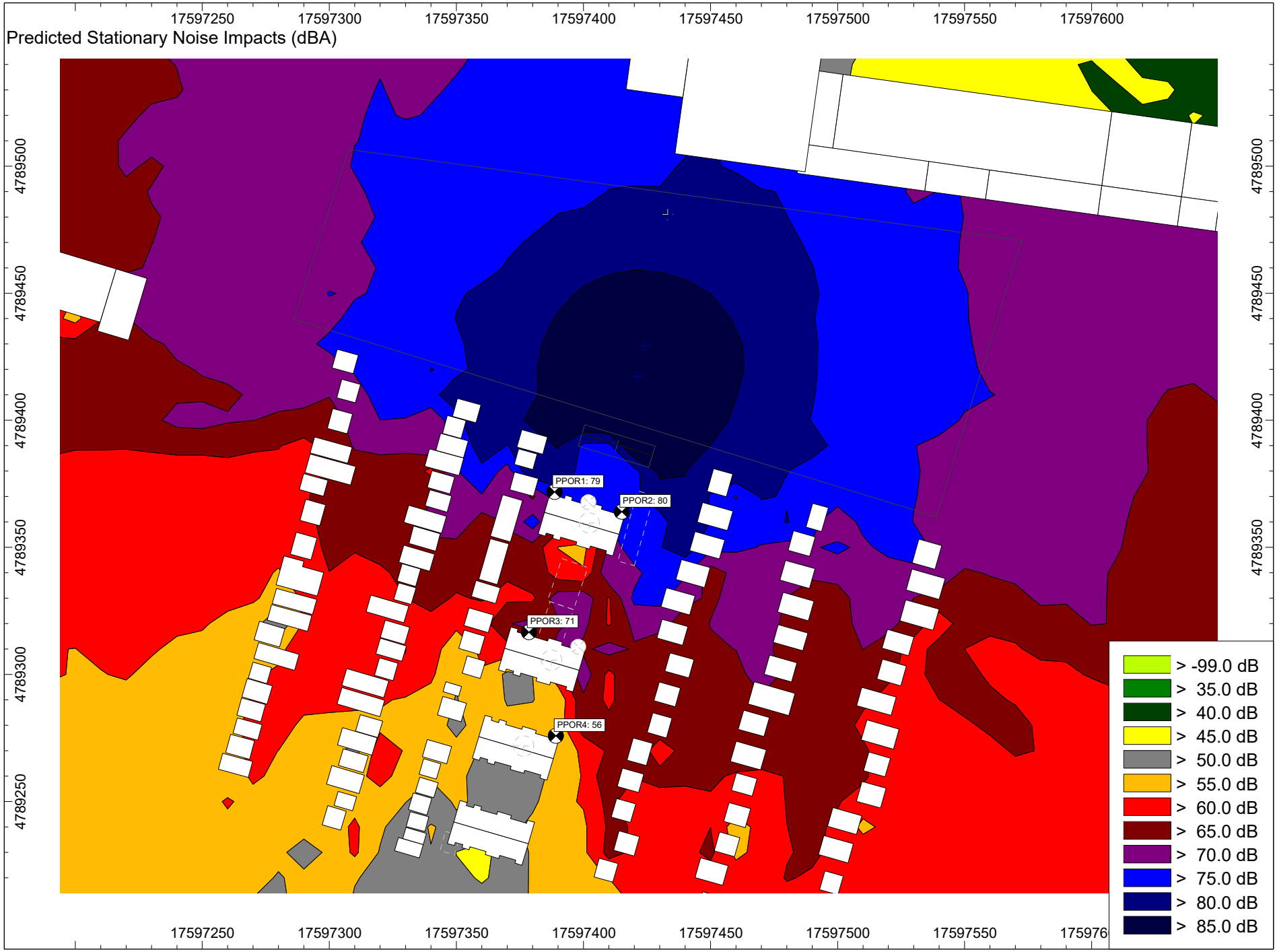
	Maximum Velocity (mm/s) per Frequency																		
Measurement Location	4	5	6.3	8	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	Max
V-01 (Z Axis)	0.0005	0.0003	0.0004	0.0005	0.0014	0.0018	0.0029	0.0063	0.0053	0.0103	0.0111	0.0037	0.0016	0.0009	0.0007	0.0051	0.002	0.0008	0.0111
V-02 (Z Axis)	0.0005	0.0002	0.0003	0.0004	0.0012	0.0016	0.0017	0.0022	0.0016	0.0027	0.0023	0.0012	0.0005	0.0004	0.0004	0.0003	0.0009	0.0003	0.0027





Appendix F: CadnaA Calculation Output


Predicted Stationary Noise Impacts (dBA)
17597250
17597300
17597350
17597400
17597450
17597500
17597550
17597600
4789500
4789450
4789400
4789350
4789300
4789250
PPOR1: 53
PPOR2: 54
PPOR3: 36
PPOR4: 32
> -99.0 dB
> 35.0 dB
> 40.0 dB
> 45.0 dB
> 50.0 dB
> 55.0 dB
> 60.0 dB
> 65.0 dB
> 70.0 dB
> 75.0 dB
> 80.0 dB
> 85.0 dB


Predicted Stationary Noise Impacts (dBA)
17597250
17597300
17597350
17597400
17597450
17597500
17597550
17597600
4789500
4789450
4789400
4789350
4789300
4789250
PPOR1: 79
PPOR2: 80
PPOR3: 71
PPOR4: 56
> -99.0 dB
> 35.0 dB
> 40.0 dB
> 45.0 dB
> 50.0 dB
> 55.0 dB
> 60.0 dB
> 65.0 dB
> 70.0 dB
> 75.0 dB
> 80.0 dB
> 85.0 dB

Calculation Configuration

Configuration	
Parameter	Value
General	
Country	(user defined)
Max. Error (dB)	0.00
Max. Search Radius (#(Unit,LEN))	2000.00
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (#(Unit,LEN))	1000.00
Min. Length of Section (#(Unit,LEN))	1.00
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Reference Time Day (min)	960.00
Reference Time Night (min)	480.00
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	0.00
Night-time Penalty (dB)	0.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rvcr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Excl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (#(Unit,TEMP))	10
rel. Humidity (%)	70
Ground Absorption G	0.20
Wind Speed for Dir. (#(Unit,SPEED))	3.0
Roads (RLS-90)	
Strictly acc. to RLS-90	
Railways (Schall 03 (1990))	
Strictly acc. to Schall 03 / Schall-Transrapid	
Aircraft (???)	
Strictly acc. to AzB	

Result Table

Receiver		Land Use	Limiting Value		rel. Axis			Lr w/o Noise Control		dL req.		Lr w/ Noise Control		Exceeding		passive NC
Name	ID		Day	Night	Station	Distance	Height	Day	Night	Day	Night	Day	Night	Day	Night	
			dB(A)	dB(A)	m	m	m	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
PPOR1	!0001!PPOR1		0	0				-88.0	-88.0	-	-	53.3	53.3	53.3	53.3	53.3
PPOR2	!0001!PPOR2		0	0				-88.0	-88.0	-	-	53.8	53.8	53.8	53.8	53.8
PPOR3	!0001!PPOR3		0	0				-88.0	-88.0	-	-	35.9	35.9	35.9	35.9	35.9
PPOR4	!0001!PPOR4		0	0				-88.0	-88.0	-	-	31.5	31.5	31.5	31.5	31.5

Group Day and Night

Name	Expression	Partial Sum Level Proposed_Impulse											
		PPOR1			PPOR2			PPOR3			PPOR4		
		Day	Evening	Night	Day	Evening	Night	Day	Evening	Night	Day	Evening	Night
Root	!*	79.1	79.1	79.1	79.9	79.9	79.9	71.3	71.3	71.3	56.3	56.3	56.3
Receivers	!00*												
Measurement Points	!0000*												
Project Receivers	!0001*												
Surrounding Receivers	!0002*												
Buildings	!01*												
Old Buildings	!0100*												

Name	Expression	Partial Sum Level Proposed_Impulse											
		PPOR1			PPOR2			PPOR3			PPOR4		
		Day	Evening	Night	Day	Evening	Night	Day	Evening	Night	Day	Evening	Night
Project Buildings	!0101*												
Surrounding Buildings	!0102*												
Sources	!02*	79.1	79.1	79.1	79.9	79.9	79.9	71.3	71.3	71.3	56.3	56.3	56.3
Project Sources	!0200*												
Surrounding Sources	!0201*	79.1	79.1	79.1	79.9	79.9	79.9	71.3	71.3	71.3	56.3	56.3	56.3
Surrounding Steady	!020100*												
Surrounding Impulse	!020101*	79.1	79.1	79.1	79.9	79.9	79.9	71.3	71.3	71.3	56.3	56.3	56.3

Partial Day/Night

Source			Partial Level Proposed_Impulse										
Name	M.	ID	PPOR1			PPOR2			PPOR3			PPOR4	
			Day	Evening	Night	Day	Evening	Night	Day	Evening	Night	Day	Evening	Night
SNS01_Measured_Steady_Source	~	!020100!SNS01_Measured_Steady_Source												
INS01_Measured_Train_Coupling		!020101!INS01_Measured_Train_Coupling	68.5	68.5	68.5	68.7	68.7	68.7	60.3	60.3	60.3	46.7	46.7	46.7
INS02_Measured_Train_Slack		!020101!INS02_Measured_Train_Slack	78.7	78.7	78.7	79.6	79.6	79.6	70.9	70.9	70.9	55.8	55.8	55.8

Sound Sources

Point Sources

Name	M.	ID	Result. PWL			Lw / Li			Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night						X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(m²)		(min)	(min)	(min)	(dB)	(Hz)		(m)		(m)	(m)	(m)
SNS01_Measured_Steady_Source	~	!020100!SNS01_Measured_Steady_Source	105.7	105.7	105.7	Lw	Measured_Steady_Noise		0.0	0.0	0.0							0.0		(none)	1.50	r	17597433.15	4789480.99	1.50
INS01_Measured_Train_Coupling		!020101!INS01_Measured_Train_Coupling	116.2	116.2	116.2	Lw	Measured_Train_Coupling		0.0	0.0	0.0							0.0		(none)	1.00	r	17597424.23	4789429.24	1.00
INS02_Measured_Train_Slack		!020101!INS02_Measured_Train_Slack	128.3	128.3	128.3	Lw	Measured_Train_Slack		0.0	0.0	0.0							0.0		(none)	1.00	r	17597421.20	4789417.30	1.00

Line Sources

Name	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Moving Pt. Src		
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night				Number		Speed
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(m²)		(min)	(min)	(min)	(dB)	(Hz)		Day	Evening	Night	(km/h)

Geometry Line Sources

Name	Height		Coordinates			
	Begin	End	x	y	z	Ground
	(m)	(m)	(m)	(m)	(m)	(m)

Area Sources

Name	M.	ID	Result. PWL			Result. PWL"			Lw / Li			Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Moving Pt. Src		
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night				Number		
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(m²)		(min)	(min)	(min)	(dB)	(Hz)		Day	Evening	Night

Geometry Area Sources

Name	Height		Coordinates			
	Begin	End	x	y	z	Ground
	(m)	(m)	(m)	(m)	(m)	(m)

Vertical Area Sources

Name	M.	ID	Result. PWL			Result. PWL"			Lw / Li			Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night			
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(m²)		(min)	(min)	(min)	(dB)	(Hz)	

Geometry Vertical Area Sources

Name	Height		Coordinates			
	Begin	End	x	y	z	Ground
	(m)	(m)	(m)	(m)	(m)	(m)

Road

Name	M.	ID	Lme			Count Data		exact Count Data						Speed Limit		SCS	Surface		Gradient	Mult. Reflection		
			Day	Evening	Night	DTV	Str.class.	M			p (%)			Auto	Truck	Dist.	Dstro	Type		Drefl	Hbuild	Dist.
			(dBA)	(dBA)	(dBA)			Day	Evening	Night	Day	Evening	Night	(km/h)	(km/h)		(dB)		(%)	(dB)	(m)	(m)

Geometry Road

Name	Height		Coordinates				Dist	LSlope
	Begin	End	x	y	z	Ground	(m)	(%)
	(m)	(m)	(m)	(m)	(m)	(m)		

Receptors

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height		Coordinates		
			Day	Evening	Night	Day	Evening	Night	Type	Auto	Noise Type			X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(m)		(m)	(m)	(m)
N-01	~	!0000!N-01	-88.0	-88.0	-88.0	0.0	0.0	0.0		x	Total	1.50	r	17597402.00	4789367.82	1.50
N-02	~	!0000!N-02	-88.0	-88.0	-88.0	0.0	0.0	0.0		x	Total	1.50	r	17597398.01	4789310.89	1.50
PPOR1		!0001!PPOR1	79.1	79.1	79.1	0.0	0.0	0.0		x	Total	7.50	r	17597388.61	4789371.77	7.50
PPOR2		!0001!PPOR2	79.9	79.9	79.9	0.0	0.0	0.0		x	Total	7.50	r	17597415.07	4789363.99	7.50
PPOR3		!0001!PPOR3	71.3	71.3	71.3	0.0	0.0	0.0		x	Total	7.50	r	17597378.60	4789316.60	7.50
PPOR4		!0001!PPOR4	56.3	56.3	56.3	0.0	0.0	0.0		x	Total	7.50	r	17597389.20	4789275.81	7.50

Obstacles

Barriers

Name	M.	ID	Absorption		Z-Ext.	Cantilever		Height			
			left	right		horz.	vert.	Begin		End	
					(m)	(m)	(m)	(m)		(m)	
Barrier_Wall		!0101!Barrier_Wall	0.21	0.21				4.50	r		

Geometry Barriers

Name	M.	ID	Absorption		Z-Ext.	Cantilever		Height			Coordinates			
			left	right		horz.	vert.	Begin		End	x	y	z	Ground
					(m)	(m)	(m)	(m)		(m)	(m)	(m)	(m)	(m)
Barrier_Wall		!0101!Barrier_Wall	0.21	0.21				4.50	r		17597399.41	4789394.68	4.50	0.00
											17597427.15	4789386.24	4.50	0.00

Building

Name	M.	ID	RB	Residents	Absorption	Height	
						Begin	
						(m)	
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	9.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	8.75	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.10	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.20	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.10	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.20	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	7.70	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	7.60	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.20	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.20	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.20	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.30	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a

Name	M.	ID	RB	Residents	Absorption	Height	
						Begin	
						(m)	
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	7.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	2.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	7.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.00	a
	~	!0100!Notes_Old_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	7.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	7.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	18.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	35.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	21.00	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	67.50	a

Name	M.	ID	RB	Residents	Absorption	Height	
						Begin	
						(m)	
		!0102!Notes_Surrounding_Buildings	x	0	0.21	38.20	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	18.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	31.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	13.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	8.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	20.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	8.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	8.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	14.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	20.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	8.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	22.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	17.80	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	19.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	24.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	19.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	13.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	20.30	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	10.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	15.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	32.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	27.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	12.50	a
		!0102!Notes_Surrounding_Buildings	x	0	0.21	16.00	a
	~	!0100!Notes_Old_Buildings	x	0	0.21	5.00	a
	~	!0100!Notes_Old_Buildings	x	0	0.21	4.00	a
	~	!0100!Notes_Old_Buildings	x	0	0.21	4.00	a
		!0101!Notes_Project_Buildings	x	0	0.21	12.50	a
		!0101!Notes_Project_Buildings	x	0	0.21	12.50	a
		!0101!Notes_Project_Buildings	x	0	0.21	12.50	a
		!0101!Notes_Project_Buildings	x	0	0.21	12.50	a
		!0101!Notes_Project_Buildings	x	0	0.21	12.50	a
		!0101!Notes_Project_Buildings	x	0	0.21	12.50	a
		!0101!Notes_Project_Buildings	x	0	0.21	12.50	a
		!0101!Notes_Project_Buildings	x	0	0.21	12.50	a

Geometry Building

Name	M.	ID	RB	Residents	Absorption	Height		Coordinates			
						Begin		x	y	z	Ground
						(m)		(m)	(m)	(m)	(m)
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.50	a	17597024.84	4789487.17	6.50	0.00
								17597032.96	4789513.93	6.50	0.00
								17597023.51	4789516.80	6.50	0.00
								17597015.39	4789490.03	6.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	9.00	a	17597879.04	4789042.46	9.00	0.00
								17597896.81	4789103.12	9.00	0.00
								17597966.58	4789082.67	9.00	0.00
								17597948.81	4789022.01	9.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	8.75	a	17597217.10	4789106.53	8.75	0.00
								17597245.82	4789097.97	8.75	0.00
								17597250.71	4789114.39	8.75	0.00
								17597221.99	4789122.94	8.75	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.00	a	17597043.29	4789511.38	6.00	0.00
								17597035.30	4789484.99	6.00	0.00
								17597053.70	4789479.42	6.00	0.00
								17597061.69	4789505.80	6.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.10	a	17597129.24	4789477.27	6.10	0.00
								17597125.06	4789463.45	6.10	0.00
								17597134.84	4789460.50	6.10	0.00
								17597136.22	4789465.06	6.10	0.00
								17597135.74	4789465.21	6.10	0.00
								17597138.54	4789474.47	6.10	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.20	a	17597125.06	4789463.45	4.20	0.00
								17597129.24	4789477.27	4.20	0.00
								17597111.62	4789482.60	4.20	0.00
								17597109.12	4789474.35	4.20	0.00
								17597100.13	4789477.06	4.20	0.00
								17597098.44	4789471.49	4.20	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.10	a	17597134.84	4789460.50	6.10	0.00
								17597101.02	4789470.72	6.10	0.00
								17597098.86	4789463.58	6.10	0.00
								17597132.69	4789453.37	6.10	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.20	a	17597138.54	4789474.47	5.20	0.00
								17597140.88	4789482.24	5.20	0.00
								17597113.96	4789490.37	5.20	0.00

Name	M.	ID	RB	Residents	Absorption	Height Begin (m)		Coordinates x (m)	y (m)	z (m)	Ground (m)
								17597111.62	4789482.60	5.20	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	7.70	a	17597140.88	4789482.24	7.70	0.00
								17597169.69	4789473.54	7.70	0.00
								17597164.54	4789456.51	7.70	0.00
								17597135.74	4789465.21	7.70	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	7.60	a	17597136.22	4789465.06	7.60	0.00
								17597132.69	4789453.37	7.60	0.00
								17597149.34	4789448.34	7.60	0.00
								17597152.88	4789460.03	7.60	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.50	a	17597169.69	4789473.54	5.50	0.00
								17597216.12	4789459.51	5.50	0.00
								17597209.81	4789438.63	5.50	0.00
								17597163.38	4789452.66	5.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.50	a	17597216.12	4789459.51	6.50	0.00
								17597228.29	4789455.83	6.50	0.00
								17597220.94	4789431.48	6.50	0.00
								17597208.76	4789435.16	6.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a	17597303.11	4789427.91	4.70	0.00
								17597311.41	4789425.63	4.70	0.00
								17597309.40	4789418.35	4.70	0.00
								17597301.11	4789420.62	4.70	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a	17597304.92	4789416.15	4.70	0.00
								17597312.26	4789414.14	4.70	0.00
								17597310.26	4789406.85	4.70	0.00
								17597302.92	4789408.87	4.70	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597301.31	4789404.61	5.00	0.00
								17597309.12	4789402.46	5.00	0.00
								17597306.99	4789394.69	5.00	0.00
								17597299.17	4789396.84	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.80	a	17597294.20	4789393.43	4.80	0.00
								17597308.95	4789389.38	4.80	0.00
								17597307.22	4789383.06	4.80	0.00
								17597292.46	4789387.11	4.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a	17597292.41	4789386.73	4.50	0.00
								17597310.37	4789381.80	4.50	0.00
								17597308.37	4789374.51	4.50	0.00
								17597290.41	4789379.44	4.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597289.88	4789379.03	5.00	0.00
								17597299.45	4789376.40	5.00	0.00
								17597297.73	4789370.14	5.00	0.00
								17597288.16	4789372.77	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a	17597290.72	4789368.90	4.70	0.00
								17597298.54	4789366.75	4.70	0.00
								17597296.27	4789358.50	4.70	0.00
								17597288.46	4789360.65	4.70	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a	17597287.00	4789355.94	4.70	0.00
								17597295.17	4789353.69	4.70	0.00
								17597292.81	4789345.10	4.70	0.00
								17597284.64	4789347.34	4.70	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a	17597282.16	4789346.65	4.50	0.00
								17597290.01	4789344.50	4.50	0.00
								17597289.42	4789342.37	4.50	0.00
								17597297.75	4789340.08	4.50	0.00
								17597295.23	4789330.85	4.50	0.00
								17597279.06	4789335.30	4.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.50	a	17597279.19	4789333.85	6.50	0.00
								17597295.03	4789329.50	6.50	0.00
								17597293.39	4789323.52	6.50	0.00
								17597277.55	4789327.87	6.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.50	a	17597277.26	4789327.48	6.50	0.00
								17597293.11	4789323.12	6.50	0.00
								17597291.42	4789316.97	6.50	0.00
								17597275.57	4789321.32	6.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.80	a	17597272.51	4789320.93	4.80	0.00
								17597282.50	4789318.00	4.80	0.00
								17597280.37	4789310.75	4.80	0.00
								17597270.39	4789313.68	4.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.20	a	17597272.15	4789312.56	4.20	0.00
								17597288.15	4789307.87	4.20	0.00
								17597286.30	4789301.59	4.20	0.00
								17597270.30	4789306.28	4.20	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.20	a	17597269.94	4789304.81	5.20	0.00
								17597277.24	4789302.67	5.20	0.00
								17597275.39	4789296.38	5.20	0.00
								17597268.10	4789298.52	5.20	0.00

Name	M.	ID	RB	Residents	Absorption	Height		Coordinates			
						Begin		x	y	z	Ground
						(m)		(m)	(m)	(m)	(m)
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597267.68	4789298.42	5.00	0.00
								17597277.63	4789295.52	5.00	0.00
								17597275.51	4789288.27	5.00	0.00
								17597265.55	4789291.17	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597265.46	4789290.72	5.00	0.00
								17597274.89	4789288.13	5.00	0.00
								17597273.03	4789281.35	5.00	0.00
								17597263.60	4789283.94	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597263.79	4789282.90	5.00	0.00
								17597273.54	4789280.23	5.00	0.00
								17597271.87	4789274.15	5.00	0.00
								17597262.12	4789276.83	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a	17597261.18	4789276.47	4.70	0.00
								17597270.58	4789273.89	4.70	0.00
								17597268.58	4789266.60	4.70	0.00
								17597259.18	4789269.18	4.70	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a	17597258.05	4789268.93	4.70	0.00
								17597269.77	4789265.71	4.70	0.00
								17597268.06	4789259.46	4.70	0.00
								17597256.33	4789262.68	4.70	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597350.40	4789408.59	5.00	0.00
								17597359.67	4789406.04	5.00	0.00
								17597357.74	4789399.02	5.00	0.00
								17597348.47	4789401.56	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.50	a	17597346.46	4789401.87	5.50	0.00
								17597353.79	4789399.86	5.50	0.00
								17597351.87	4789392.86	5.50	0.00
								17597344.54	4789394.88	5.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597343.81	4789394.89	5.00	0.00
								17597354.64	4789391.92	5.00	0.00
								17597352.80	4789385.22	5.00	0.00
								17597341.97	4789388.20	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a	17597339.43	4789388.77	4.50	0.00
								17597352.89	4789385.08	4.50	0.00
								17597351.01	4789378.22	4.50	0.00
								17597337.55	4789381.92	4.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597340.41	4789380.23	5.00	0.00
								17597349.35	4789377.69	5.00	0.00
								17597347.47	4789371.05	5.00	0.00
								17597338.52	4789373.59	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597339.53	4789372.69	5.00	0.00
								17597348.15	4789370.16	5.00	0.00
								17597346.31	4789363.87	5.00	0.00
								17597337.68	4789366.40	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a	17597331.30	4789366.53	4.70	0.00
								17597346.07	4789362.20	4.70	0.00
								17597344.10	4789355.50	4.70	0.00
								17597329.33	4789359.83	4.70	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597333.13	4789358.43	5.00	0.00
								17597343.63	4789355.35	5.00	0.00
								17597341.81	4789348.50	5.00	0.00
								17597331.31	4789351.58	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.80	a	17597329.33	4789350.86	4.80	0.00
								17597341.41	4789347.31	4.80	0.00
								17597339.44	4789340.61	4.80	0.00
								17597327.36	4789344.15	4.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.20	a	17597328.65	4789343.58	5.20	0.00
								17597335.94	4789341.44	5.20	0.00
								17597333.94	4789334.61	5.20	0.00
								17597326.64	4789336.75	5.20	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a	17597327.23	4789336.06	4.70	0.00
								17597334.11	4789334.04	4.70	0.00
								17597332.19	4789327.51	4.70	0.00
								17597325.32	4789329.53	4.70	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.30	a	17597316.38	4789331.20	4.30	0.00
								17597331.22	4789326.84	4.30	0.00
								17597329.32	4789320.35	4.30	0.00
								17597314.47	4789324.71	4.30	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597322.03	4789321.37	5.00	0.00
								17597331.63	4789318.55	5.00	0.00
								17597329.63	4789311.76	5.00	0.00
								17597320.04	4789314.58	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597320.10	4789314.20	5.00	0.00
								17597330.28	4789311.21	5.00	0.00
								17597328.51	4789305.16	5.00	0.00

Name	M.	ID	RB	Residents	Absorption	Height		Coordinates			
						Begin		x	y	z	Ground
						(m)		(m)	(m)	(m)	(m)
								17597318.32	4789308.15	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597319.75	4789306.52	5.00	0.00
								17597327.05	4789304.38	5.00	0.00
								17597325.03	4789297.52	5.00	0.00
								17597317.74	4789299.66	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597306.84	4789302.26	5.00	0.00
								17597323.36	4789297.42	5.00	0.00
								17597321.44	4789290.86	5.00	0.00
								17597304.92	4789295.71	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597304.95	4789294.79	5.00	0.00
								17597321.78	4789289.85	5.00	0.00
								17597319.88	4789283.40	5.00	0.00
								17597303.05	4789288.34	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597312.20	4789284.15	5.00	0.00
								17597320.96	4789281.58	5.00	0.00
								17597319.07	4789275.15	5.00	0.00
								17597310.31	4789277.72	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597305.19	4789279.04	5.00	0.00
								17597318.77	4789275.05	5.00	0.00
								17597316.78	4789268.25	5.00	0.00
								17597303.19	4789272.24	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597305.49	4789270.73	5.00	0.00
								17597315.29	4789267.85	5.00	0.00
								17597313.38	4789261.34	5.00	0.00
								17597303.58	4789264.22	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597300.96	4789264.11	5.00	0.00
								17597313.79	4789260.34	5.00	0.00
								17597311.67	4789253.09	5.00	0.00
								17597298.83	4789256.86	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597303.42	4789253.96	5.00	0.00
								17597310.71	4789251.82	5.00	0.00
								17597309.10	4789246.30	5.00	0.00
								17597301.80	4789248.45	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597299.39	4789248.34	5.00	0.00
								17597306.68	4789246.20	5.00	0.00
								17597304.47	4789238.66	5.00	0.00
								17597297.17	4789240.81	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597375.76	4789396.26	5.00	0.00
								17597385.89	4789393.38	5.00	0.00
								17597383.96	4789386.60	5.00	0.00
								17597373.83	4789389.47	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.80	a	17597374.45	4789388.73	4.80	0.00
								17597381.78	4789386.72	4.80	0.00
								17597380.12	4789380.65	4.80	0.00
								17597372.78	4789382.67	4.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a	17597372.91	4789379.63	4.50	0.00
								17597382.25	4789377.07	4.50	0.00
								17597380.33	4789370.07	4.50	0.00
								17597370.99	4789372.63	4.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.50	a	17597368.18	4789370.69	6.50	0.00
								17597376.04	4789368.38	6.50	0.00
								17597371.27	4789352.11	6.50	0.00
								17597363.41	4789354.42	6.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.50	a	17597363.36	4789353.44	6.50	0.00
								17597370.67	4789351.36	6.50	0.00
								17597366.14	4789335.39	6.50	0.00
								17597358.82	4789337.46	6.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597357.72	4789336.92	5.00	0.00
								17597367.28	4789334.12	5.00	0.00
								17597365.45	4789327.88	5.00	0.00
								17597355.89	4789330.69	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597355.01	4789326.22	5.00	0.00
								17597364.56	4789323.42	5.00	0.00
								17597362.52	4789316.45	5.00	0.00
								17597352.96	4789319.26	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597353.08	4789317.45	5.00	0.00
								17597361.29	4789315.04	5.00	0.00
								17597359.17	4789307.82	5.00	0.00
								17597350.96	4789310.23	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	7.00	a	17597354.24	4789307.25	7.00	0.00
								17597361.43	4789305.14	7.00	0.00
								17597359.44	4789298.37	7.00	0.00
								17597352.25	4789300.48	7.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	2.50	a	17597345.87	4789297.11	2.50	0.00
								17597352.05	4789295.29	2.50	0.00

Name	M.	ID	RB	Residents	Absorption	Height		Coordinates			
						Begin		x	y	z	Ground
						(m)		(m)	(m)	(m)	(m)
								17597350.91	4789291.38	2.50	0.00
								17597344.72	4789293.20	2.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597344.62	4789291.35	5.00	0.00
								17597353.98	4789288.60	5.00	0.00
								17597351.85	4789281.35	5.00	0.00
								17597342.49	4789284.10	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597338.56	4789274.41	5.00	0.00
								17597348.13	4789271.60	5.00	0.00
								17597346.15	4789264.83	5.00	0.00
								17597336.57	4789267.64	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.00	a	17597337.10	4789266.82	6.00	0.00
								17597343.92	4789264.82	6.00	0.00
								17597342.14	4789258.77	6.00	0.00
								17597335.32	4789260.77	6.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	7.00	a	17597335.56	4789259.54	7.00	0.00
								17597342.86	4789257.40	7.00	0.00
								17597341.12	4789251.48	7.00	0.00
								17597333.82	4789253.62	7.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.00	a	17597333.04	4789253.41	4.00	0.00
								17597340.33	4789251.27	4.00	0.00
								17597338.40	4789244.67	4.00	0.00
								17597331.10	4789246.81	4.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597331.85	4789246.02	5.00	0.00
								17597339.18	4789244.00	5.00	0.00
								17597337.58	4789238.17	5.00	0.00
								17597330.24	4789240.19	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.00	a	17597330.19	4789239.77	6.00	0.00
								17597338.24	4789237.40	6.00	0.00
								17597336.96	4789233.05	6.00	0.00
								17597328.91	4789235.42	6.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.00	a	17597327.15	4789235.85	6.00	0.00
								17597336.96	4789233.01	6.00	0.00
								17597335.43	4789227.80	6.00	0.00
								17597325.63	4789230.64	6.00	0.00
	~	!0100!Notes_Old_Buildings	x	0	0.21	5.00	a	17597345.64	4789238.24	5.00	0.00
								17597351.45	4789236.64	5.00	0.00
								17597349.37	4789229.07	5.00	0.00
								17597343.56	4789230.66	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.80	a	17597451.18	4789380.95	4.80	0.00
								17597458.72	4789378.81	4.80	0.00
								17597456.19	4789369.91	4.80	0.00
								17597448.65	4789372.05	4.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a	17597446.93	4789367.64	4.50	0.00
								17597458.82	4789364.26	4.50	0.00
								17597456.65	4789356.59	4.50	0.00
								17597444.75	4789359.97	4.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a	17597443.94	4789356.21	4.50	0.00
								17597455.62	4789352.89	4.50	0.00
								17597453.50	4789345.43	4.50	0.00
								17597441.82	4789348.75	4.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597438.56	4789345.21	5.00	0.00
								17597449.84	4789342.01	5.00	0.00
								17597447.61	4789334.17	5.00	0.00
								17597436.33	4789337.37	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597432.67	4789334.11	5.00	0.00
								17597443.95	4789330.91	5.00	0.00
								17597441.82	4789323.41	5.00	0.00
								17597430.54	4789326.62	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a	17597430.99	4789321.73	4.50	0.00
								17597441.12	4789318.85	4.50	0.00
								17597439.00	4789311.41	4.50	0.00
								17597428.87	4789314.29	4.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597434.07	4789308.50	5.00	0.00
								17597443.51	4789305.81	5.00	0.00
								17597441.46	4789298.61	5.00	0.00
								17597432.02	4789301.29	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597429.80	4789297.00	5.00	0.00
								17597438.17	4789294.62	5.00	0.00
								17597436.09	4789287.31	5.00	0.00
								17597427.73	4789289.69	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a	17597427.28	4789284.91	4.50	0.00
								17597434.88	4789282.75	4.50	0.00
								17597432.68	4789275.02	4.50	0.00
								17597425.08	4789277.18	4.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a	17597419.62	4789274.99	4.50	0.00

Name	M.	ID	RB	Residents	Absorption	Height		Coordinates			
						Begin		x	y	z	Ground
						(m)		(m)	(m)	(m)	(m)
								17597427.24	4789272.83	4.50	0.00
								17597424.76	4789264.11	4.50	0.00
								17597417.14	4789266.27	4.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597415.36	4789263.11	5.00	0.00
								17597423.73	4789260.73	5.00	0.00
								17597421.70	4789253.58	5.00	0.00
								17597413.33	4789255.96	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597413.02	4789251.19	5.00	0.00
								17597420.58	4789249.04	5.00	0.00
								17597418.50	4789241.73	5.00	0.00
								17597410.94	4789243.88	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597414.02	4789238.42	5.00	0.00
								17597422.09	4789236.13	5.00	0.00
								17597419.93	4789228.54	5.00	0.00
								17597411.86	4789230.84	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	7.00	a	17597406.21	4789227.70	7.00	0.00
								17597413.61	4789225.60	7.00	0.00
								17597411.52	4789218.24	7.00	0.00
								17597404.12	4789220.35	7.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	6.00	a	17597490.20	4789367.33	6.00	0.00
								17597496.37	4789365.58	6.00	0.00
								17597493.71	4789356.22	6.00	0.00
								17597487.55	4789357.98	6.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a	17597482.70	4789356.53	4.70	0.00
								17597491.21	4789354.11	4.70	0.00
								17597489.03	4789346.42	4.70	0.00
								17597480.52	4789348.84	4.70	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a	17597479.49	4789344.88	4.70	0.00
								17597491.11	4789341.58	4.70	0.00
								17597488.91	4789333.86	4.70	0.00
								17597477.30	4789337.15	4.70	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597478.57	4789332.27	5.00	0.00
								17597490.70	4789328.82	5.00	0.00
								17597488.51	4789321.12	5.00	0.00
								17597476.38	4789324.56	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597476.65	4789319.58	5.00	0.00
								17597488.30	4789316.27	5.00	0.00
								17597486.32	4789309.30	5.00	0.00
								17597474.67	4789312.61	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597473.23	4789307.60	5.00	0.00
								17597484.00	4789304.55	5.00	0.00
								17597481.86	4789296.99	5.00	0.00
								17597471.09	4789300.05	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a	17597467.23	4789297.08	4.70	0.00
								17597483.27	4789292.52	4.70	0.00
								17597480.79	4789283.80	4.70	0.00
								17597464.75	4789288.35	4.70	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597463.04	4789285.92	5.00	0.00
								17597473.16	4789283.05	5.00	0.00
								17597471.03	4789275.54	5.00	0.00
								17597460.90	4789278.42	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a	17597460.09	4789273.70	4.70	0.00
								17597471.94	4789270.33	4.70	0.00
								17597469.70	4789262.42	4.70	0.00
								17597457.85	4789265.78	4.70	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	7.00	a	17597460.22	4789261.29	7.00	0.00
								17597468.36	4789258.98	7.00	0.00
								17597466.41	4789252.09	7.00	0.00
								17597458.26	4789254.40	7.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.50	a	17597457.31	4789249.56	5.50	0.00
								17597465.76	4789247.16	5.50	0.00
								17597463.65	4789239.74	5.50	0.00
								17597455.21	4789242.14	5.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a	17597453.60	4789238.00	4.50	0.00
								17597461.57	4789235.74	4.50	0.00
								17597459.46	4789228.30	4.50	0.00
								17597451.48	4789230.56	4.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.80	a	17597446.10	4789227.85	4.80	0.00
								17597457.01	4789224.75	4.80	0.00
								17597454.81	4789216.99	4.80	0.00
								17597443.89	4789220.09	4.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a	17597447.00	4789214.46	4.70	0.00
								17597459.31	4789210.97	4.70	0.00
								17597457.19	4789203.53	4.70	0.00
								17597444.89	4789207.02	4.70	0.00

Name	M.	ID	RB	Residents	Absorption	Height		Coordinates			
						Begin		x	y	z	Ground
						(m)		(m)	(m)	(m)	(m)
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a	17597449.37	4789200.63	4.70	0.00
								17597458.47	4789198.04	4.70	0.00
								17597455.89	4789188.94	4.70	0.00
								17597446.78	4789191.52	4.70	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.70	a	17597532.02	4789353.24	4.70	0.00
								17597540.99	4789350.69	4.70	0.00
								17597538.34	4789341.34	4.70	0.00
								17597529.37	4789343.89	4.70	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a	17597529.32	4789341.46	4.50	0.00
								17597542.34	4789337.76	4.50	0.00
								17597540.00	4789329.53	4.50	0.00
								17597526.98	4789333.23	4.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.80	a	17597526.86	4789329.37	4.80	0.00
								17597539.92	4789325.66	4.80	0.00
								17597537.57	4789317.38	4.80	0.00
								17597524.51	4789321.09	4.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.80	a	17597519.61	4789317.74	4.80	0.00
								17597530.04	4789314.77	4.80	0.00
								17597527.93	4789307.36	4.80	0.00
								17597517.50	4789310.32	4.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597517.64	4789305.98	5.00	0.00
								17597527.10	4789303.30	5.00	0.00
								17597524.89	4789295.51	5.00	0.00
								17597515.43	4789298.20	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597509.55	4789294.93	5.00	0.00
								17597523.11	4789291.08	5.00	0.00
								17597521.06	4789283.87	5.00	0.00
								17597507.51	4789287.72	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597511.54	4789282.08	5.00	0.00
								17597524.22	4789278.48	5.00	0.00
								17597521.98	4789270.62	5.00	0.00
								17597509.31	4789274.22	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597512.30	4789269.47	5.00	0.00
								17597520.79	4789267.06	5.00	0.00
								17597518.71	4789259.73	5.00	0.00
								17597510.22	4789262.14	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597509.64	4789257.90	5.00	0.00
								17597519.09	4789255.22	5.00	0.00
								17597516.87	4789247.40	5.00	0.00
								17597507.42	4789250.08	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597498.14	4789247.62	5.00	0.00
								17597509.53	4789244.39	5.00	0.00
								17597507.43	4789237.00	5.00	0.00
								17597496.04	4789240.24	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597494.61	4789236.62	5.00	0.00
								17597506.24	4789233.32	5.00	0.00
								17597504.11	4789225.84	5.00	0.00
								17597492.49	4789229.14	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597495.02	4789222.72	5.00	0.00
								17597502.26	4789220.66	5.00	0.00
								17597500.16	4789213.26	5.00	0.00
								17597492.92	4789215.31	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597495.98	4789210.79	5.00	0.00
								17597504.04	4789208.50	5.00	0.00
								17597501.71	4789200.30	5.00	0.00
								17597493.65	4789202.59	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	5.00	a	17597484.57	4789200.61	5.00	0.00
								17597495.98	4789197.37	5.00	0.00
								17597493.88	4789189.99	5.00	0.00
								17597482.47	4789193.23	5.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	4.50	a	17597475.10	4789190.26	4.50	0.00
								17597486.42	4789187.04	4.50	0.00
								17597483.75	4789177.64	4.50	0.00
								17597472.43	4789180.86	4.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	18.50	a	17597703.23	4789478.52	18.50	0.00
								17597824.24	4789461.69	18.50	0.00
								17597828.28	4789490.74	18.50	0.00
								17597707.28	4789507.58	18.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	35.50	a	17597703.23	4789478.52	35.50	0.00
								17597707.28	4789507.58	35.50	0.00
								17597676.01	4789511.93	35.50	0.00
								17597671.96	4789482.87	35.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	21.00	a	17597671.96	4789482.87	21.00	0.00
								17597676.01	4789511.93	21.00	0.00
								17597639.37	4789517.02	21.00	0.00

Name	M.	ID	RB	Residents	Absorption	Height		Coordinates			
						Begin		x	y	z	Ground
						(m)		(m)	(m)	(m)	(m)
								17597635.32	4789487.97	21.00	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	67.50	a	17597635.32	4789487.97	67.50	0.00
								17597639.37	4789517.02	67.50	0.00
								17597607.98	4789521.39	67.50	0.00
								17597603.94	4789492.33	67.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	38.20	a	17597603.94	4789492.33	38.20	0.00
								17597607.98	4789521.39	38.20	0.00
								17597502.17	4789536.11	38.20	0.00
								17597498.13	4789507.05	38.20	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	18.50	a	17597498.13	4789507.05	18.50	0.00
								17597502.17	4789536.11	18.50	0.00
								17597489.79	4789537.83	18.50	0.00
								17597485.75	4789508.77	18.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	31.80	a	17597603.94	4789492.33	31.80	0.00
								17597635.32	4789487.97	31.80	0.00
								17597633.72	4789476.41	31.80	0.00
								17597602.34	4789480.77	31.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	13.80	a	17597633.72	4789476.41	13.80	0.00
								17597635.32	4789487.97	13.80	0.00
								17597650.23	4789485.89	13.80	0.00
								17597648.62	4789474.33	13.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	8.80	a	17597648.62	4789474.33	8.80	0.00
								17597650.23	4789485.89	8.80	0.00
								17597679.15	4789481.87	8.80	0.00
								17597677.54	4789470.31	8.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	20.80	a	17597677.54	4789470.31	20.80	0.00
								17597679.15	4789481.87	20.80	0.00
								17597703.23	4789478.52	20.80	0.00
								17597701.63	4789466.96	20.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	8.80	a	17597701.63	4789466.96	8.80	0.00
								17597703.23	4789478.52	8.80	0.00
								17597740.54	4789473.33	8.80	0.00
								17597738.93	4789461.77	8.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	8.80	a	17597745.65	4789460.84	8.80	0.00
								17597747.26	4789472.40	8.80	0.00
								17597778.48	4789468.05	8.80	0.00
								17597776.88	4789456.49	8.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	14.80	a	17597602.34	4789480.77	14.80	0.00
								17597603.94	4789492.33	14.80	0.00
								17597559.77	4789498.48	14.80	0.00
								17597558.16	4789486.92	14.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	20.80	a	17597558.16	4789486.92	20.80	0.00
								17597559.77	4789498.48	20.80	0.00
								17597535.86	4789501.80	20.80	0.00
								17597534.25	4789490.24	20.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	8.80	a	17597534.25	4789490.24	8.80	0.00
								17597535.86	4789501.80	8.80	0.00
								17597485.75	4789508.77	8.80	0.00
								17597484.14	4789497.21	8.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	22.80	a	17597487.25	4789497.79	22.80	0.00
								17597510.34	4789663.80	22.80	0.00
								17597460.86	4789670.68	22.80	0.00
								17597462.82	4789684.79	22.80	0.00
								17597431.06	4789689.20	22.80	0.00
								17597412.18	4789553.47	22.80	0.00
								17597442.20	4789549.30	22.80	0.00
								17597436.02	4789504.92	22.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	17.80	a	17597439.11	4789527.11	17.80	0.00
								17597442.20	4789549.30	17.80	0.00
								17597419.84	4789552.41	17.80	0.00
								17597416.75	4789530.22	17.80	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	19.50	a	17597415.07	4789574.20	19.50	0.00
								17597425.03	4789645.80	19.50	0.00
								17597372.24	4789653.14	19.50	0.00
								17597367.57	4789619.51	19.50	0.00
								17597094.72	4789657.46	19.50	0.00
								17597091.91	4789637.30	19.50	0.00
								17597116.84	4789633.83	19.50	0.00
								17597114.36	4789616.03	19.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	24.50	a	17597412.25	4789553.97	24.50	0.00
								17597344.63	4789563.37	24.50	0.00
								17597347.44	4789583.61	24.50	0.00
								17597415.07	4789574.20	24.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	19.50	a	17597344.63	4789563.37	19.50	0.00
								17597347.44	4789583.61	19.50	0.00

Name	M.	ID	RB	Residents	Absorption	Height		Coordinates			
						Begin		x	y	z	Ground
						(m)		(m)	(m)	(m)	(m)
								17597317.64	4789587.75	19.50	0.00
								17597314.83	4789567.52	19.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	13.50	a	17597307.99	4789563.10	13.50	0.00
								17597293.85	4789565.07	13.50	0.00
								17597296.04	4789580.80	13.50	0.00
								17597310.17	4789578.83	13.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	20.30	a	17597316.03	4789626.68	20.30	0.00
								17597279.93	4789631.70	20.30	0.00
								17597282.64	4789651.15	20.30	0.00
								17597318.74	4789646.13	20.30	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	10.50	a	17597265.41	4789595.02	10.50	0.00
								17597257.36	4789596.14	10.50	0.00
								17597256.72	4789591.53	10.50	0.00
								17597264.77	4789590.41	10.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	15.50	a	17597256.72	4789591.53	15.50	0.00
								17597257.36	4789596.14	15.50	0.00
								17597211.91	4789602.46	15.50	0.00
								17597210.28	4789590.71	15.50	0.00
								17597258.56	4789583.99	15.50	0.00
								17597259.55	4789591.14	15.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	32.50	a	17597216.94	4789640.46	32.50	0.00
								17597220.94	4789669.26	32.50	0.00
								17597194.46	4789672.94	32.50	0.00
								17597190.45	4789644.14	32.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	27.50	a	17597193.20	4789663.87	27.50	0.00
								17597190.45	4789644.14	27.50	0.00
								17597172.82	4789646.60	27.50	0.00
								17597175.57	4789666.32	27.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	12.50	a	17597204.31	4789590.02	12.50	0.00
								17597201.98	4789573.31	12.50	0.00
								17597177.45	4789576.72	12.50	0.00
								17597179.77	4789593.44	12.50	0.00
		!0102!Notes_Surrounding_Buildings	x	0	0.21	16.00	a	17597120.96	4789615.11	16.00	0.00
								17597175.22	4789607.56	16.00	0.00
								17597172.01	4789584.50	16.00	0.00
								17597117.75	4789592.05	16.00	0.00
	~	!0100!Notes_Old_Buildings	x	0	0.21	5.00	a	17597420.01	4789342.83	5.00	0.00
								17597427.70	4789370.40	5.00	0.00
								17597421.25	4789372.19	5.00	0.00
								17597413.57	4789344.63	5.00	0.00
	~	!0100!Notes_Old_Buildings	x	0	0.21	4.00	a	17597381.38	4789312.48	4.00	0.00
								17597386.89	4789328.62	4.00	0.00
								17597396.07	4789325.49	4.00	0.00
								17597390.55	4789309.35	4.00	0.00
	~	!0100!Notes_Old_Buildings	x	0	0.21	4.00	a	17597396.07	4789325.49	4.00	0.00
								17597385.83	4789328.98	4.00	0.00
								17597391.50	4789345.58	4.00	0.00
								17597401.74	4789342.08	4.00	0.00
		!0101!Notes_Project_Buildings	x	0	0.21	12.50	a	17597348.94	4789241.95	12.50	0.00
								17597351.42	4789250.41	12.50	0.00
								17597354.21	4789249.59	12.50	0.00
								17597353.85	4789248.39	12.50	0.00
								17597356.80	4789247.53	12.50	0.00
								17597357.15	4789248.73	12.50	0.00
								17597359.93	4789247.91	12.50	0.00
								17597359.58	4789246.71	12.50	0.00
								17597365.92	4789244.85	12.50	0.00
								17597366.28	4789246.05	12.50	0.00
								17597371.65	4789244.48	12.50	0.00
								17597371.30	4789243.28	12.50	0.00
								17597377.63	4789241.42	12.50	0.00
								17597377.98	4789242.62	12.50	0.00
								17597380.77	4789241.80	12.50	0.00
								17597378.28	4789233.34	12.50	0.00
		!0101!Notes_Project_Buildings	x	0	0.21	12.50	a	17597348.94	4789241.95	12.50	0.00
								17597346.46	4789233.49	12.50	0.00
								17597349.24	4789232.67	12.50	0.00
								17597349.59	4789233.87	12.50	0.00
								17597352.54	4789233.01	12.50	0.00
								17597352.19	4789231.81	12.50	0.00
								17597354.97	4789230.99	12.50	0.00
								17597355.32	4789232.19	12.50	0.00
								17597361.66	4789230.33	12.50	0.00
								17597361.31	4789229.13	12.50	0.00
								17597366.69	4789227.55	12.50	0.00

Name	M.	ID	RB	Residents	Absorption	Height		Coordinates			
						Begin		x	y	z	Ground
						(m)		(m)	(m)	(m)	(m)
								17597367.04	4789228.75	12.50	0.00
								17597373.37	4789226.89	12.50	0.00
								17597373.02	4789225.69	12.50	0.00
								17597375.80	4789224.88	12.50	0.00
								17597378.28	4789233.34	12.50	0.00
		!0101!Notes_Project_Buildings	x	0	0.21	12.50	a	17597358.77	4789275.46	12.50	0.00
								17597361.25	4789283.92	12.50	0.00
								17597364.04	4789283.11	12.50	0.00
								17597363.69	4789281.91	12.50	0.00
								17597366.63	4789281.04	12.50	0.00
								17597366.98	4789282.24	12.50	0.00
								17597369.77	4789281.43	12.50	0.00
								17597369.41	4789280.23	12.50	0.00
								17597375.76	4789278.37	12.50	0.00
								17597376.11	4789279.57	12.50	0.00
								17597381.48	4789277.99	12.50	0.00
								17597381.13	4789276.79	12.50	0.00
								17597387.46	4789274.93	12.50	0.00
								17597387.82	4789276.13	12.50	0.00
								17597390.60	4789275.32	12.50	0.00
								17597388.12	4789266.85	12.50	0.00
		!0101!Notes_Project_Buildings	x	0	0.21	12.50	a	17597358.77	4789275.46	12.50	0.00
								17597356.29	4789267.00	12.50	0.00
								17597359.07	4789266.18	12.50	0.00
								17597359.42	4789267.38	12.50	0.00
								17597362.37	4789266.52	12.50	0.00
								17597362.02	4789265.32	12.50	0.00
								17597364.80	4789264.50	12.50	0.00
								17597365.15	4789265.70	12.50	0.00
								17597371.50	4789263.84	12.50	0.00
								17597371.14	4789262.64	12.50	0.00
								17597376.52	4789261.07	12.50	0.00
								17597376.87	4789262.27	12.50	0.00
								17597383.20	4789260.41	12.50	0.00
								17597382.85	4789259.21	12.50	0.00
								17597385.63	4789258.39	12.50	0.00
								17597388.12	4789266.85	12.50	0.00
		!0101!Notes_Project_Buildings	x	0	0.21	12.50	a	17597368.97	4789310.22	12.50	0.00
								17597371.45	4789318.69	12.50	0.00
								17597374.23	4789317.87	12.50	0.00
								17597373.88	4789316.67	12.50	0.00
								17597376.83	4789315.81	12.50	0.00
								17597377.18	4789317.01	12.50	0.00
								17597379.96	4789316.19	12.50	0.00
								17597379.61	4789314.99	12.50	0.00
								17597385.95	4789313.13	12.50	0.00
								17597386.31	4789314.33	12.50	0.00
								17597391.68	4789312.75	12.50	0.00
								17597391.33	4789311.55	12.50	0.00
								17597397.66	4789309.69	12.50	0.00
								17597398.01	4789310.89	12.50	0.00
								17597400.80	4789310.08	12.50	0.00
								17597398.31	4789301.62	12.50	0.00
		!0101!Notes_Project_Buildings	x	0	0.21	12.50	a	17597368.97	4789310.22	12.50	0.00
								17597366.49	4789301.76	12.50	0.00
								17597369.27	4789300.95	12.50	0.00
								17597369.62	4789302.15	12.50	0.00
								17597372.57	4789301.28	12.50	0.00
								17597372.22	4789300.08	12.50	0.00
								17597375.00	4789299.27	12.50	0.00
								17597375.35	4789300.46	12.50	0.00
								17597381.69	4789298.60	12.50	0.00
								17597381.34	4789297.40	12.50	0.00
								17597386.72	4789295.83	12.50	0.00
								17597387.07	4789297.03	12.50	0.00
								17597393.40	4789295.17	12.50	0.00
								17597393.05	4789293.97	12.50	0.00
								17597395.83	4789293.15	12.50	0.00
								17597398.31	4789301.62	12.50	0.00
		!0101!Notes_Project_Buildings	x	0	0.21	12.50	a	17597384.66	4789363.71	12.50	0.00
								17597387.14	4789372.18	12.50	0.00
								17597389.93	4789371.36	12.50	0.00
								17597389.57	4789370.16	12.50	0.00
								17597392.52	4789369.30	12.50	0.00
								17597392.87	4789370.50	12.50	0.00

Name	M.	ID	RB	Residents	Absorption	Height		Coordinates			
						Begin		x	y	z	Ground
						(m)		(m)	(m)	(m)	(m)
								17597395.66	4789369.68	12.50	0.00
								17597395.30	4789368.48	12.50	0.00
								17597401.65	4789366.62	12.50	0.00
								17597402.00	4789367.82	12.50	0.00
								17597407.37	4789366.24	12.50	0.00
								17597407.02	4789365.04	12.50	0.00
								17597413.35	4789363.18	12.50	0.00
								17597413.70	4789364.38	12.50	0.00
								17597416.49	4789363.57	12.50	0.00
								17597414.01	4789355.11	12.50	0.00
		!0101!Notes_Project_Buildings	x	0	0.21	12.50	a	17597384.66	4789363.71	12.50	0.00
								17597382.18	4789355.25	12.50	0.00
								17597384.96	4789354.44	12.50	0.00
								17597385.31	4789355.64	12.50	0.00
								17597388.26	4789354.77	12.50	0.00
								17597387.91	4789353.57	12.50	0.00
								17597390.69	4789352.76	12.50	0.00
								17597391.04	4789353.96	12.50	0.00
								17597397.39	4789352.09	12.50	0.00
								17597397.03	4789350.90	12.50	0.00
								17597402.41	4789349.32	12.50	0.00
								17597402.76	4789350.52	12.50	0.00
								17597409.09	4789348.66	12.50	0.00
								17597408.74	4789347.46	12.50	0.00
								17597411.52	4789346.64	12.50	0.00
								17597414.01	4789355.11	12.50	0.00

3D Reflector

Name	M.	ID	Type	Attenuation	B	m	Height
				dB/100m	%	1/m	(m)

Geometry Absorption

Name	M.	ID	Type	Attenuation	B	m	Height	Coordinates			
				dB/100m	%	1/m	(m)	x	y	z	Ground
								(m)	(m)	(m)	(m)

Ground Absorption

Name	M.	ID	G
Rail_Yard		Rail_Yard	0.8

Geometry Absorption

Name	M.	ID	G	Coordinates	
				x	y
				(m)	(m)
Rail_Yard		Rail_Yard	0.8	17597307.64	4789506.57
				17597572.45	4789470.74
				17597538.86	4789361.99
				17597286.00	4789439.76

Contour Lines

Geometry Contour Line

Name	M.	ID	OnlyPts	Height		Coordinates		
				Begin	End	x	y	z
				(m)	(m)	(m)	(m)	(m)

January 25, 2023

Attn: Scott Beedie
Urban Solutions
3 Studebaker Place, Unit 1
Hamilton, ON L8L 0C8
sbeedie@urbansolutions.info

Re: 121 Vansitmart Avenue, Hamilton, Class 4 Considerations

1. Introduction

Thornton Tomasetti (TT) previously prepared the following report for the subject Site.

- *Noise and Vibration Impact Study, 121 Vansitmart Avenue Hamilton, Ontario, SW22183.00*, prepared by Robert Fuller, dated November 28, 2022

As part of the recommendations made in the above report, TT noted that a Class 4 Designation would be appropriate for the Site.

2. Class 4 Considerations

TT understands that preliminary communication with the City of Hamilton has identified the following items as being relevant to the discussion of a Class 4 Designation. TT's comments in regard to these items are included.

- *Identify the specific noise source that is creating issues with complying to the MECP requirements.*
    - As noted in Section 6.2.2 and 6.4.1 of the report, TT has considered both steady and impulsive noise resulting from Rail Yard activities, and found that both result in issues with complying with the MECP Class 1 requirements.

- *When stationary noise sources are involved given that in such a source the noise is measured from the exterior plane of the window and therefore enhanced windows and walls would have no barring on compliance to MECP requirements, analysis is provided as to what is the lived experience (noise levels in the unit) would be from the mitigation measures such as the enhanced windows and wall.*
    - As described in Section 6.5.1 of the report, TT has provided recommendations for façade construction in order to achieve an indoor sound level of ~40 dBAI, based on the predicted impulsive noise levels at the exterior of the façade. This would be in line with the indoor background sound levels identified in NPC-300 for transportation noise sources.

121 Vansitmart
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January 25, 2023

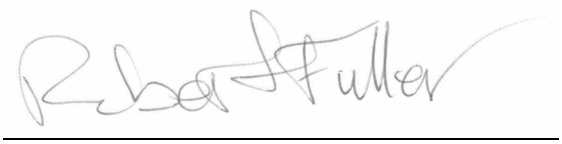
- *What mitigation measures would need to be implemented in order to comply with the existing noise criteria as a Class 1 area if Class 4 area was not granted and why it is not possible or desirable to undertake those measures. (Ex. If to comply under a class 1 area a noise barrier 30m tall would be required one could argue that such as noise barrier / wall would not be desirable).*
    - Section 6.5 of the report briefly describes this, and indicates that mitigation to achieve Class 1 limits would likely not be feasible, although detailed analysis of mitigation options to achieve Class 1 is not provided. Based on preliminary modelling, a noise barrier wall in the range of ~10m tall across the entire rear of the property and partway down the sides would be required in order to meet the Class 1 impulse noise limits identified in the report. Even in that case, enhanced acoustical construction would still be prudent, due to the high level of residual impulse noise.

3. Concluding Remarks

As described in TT's report, the Project Site is located in a challenging acoustical environment, and a Class 4 designation would be appropriate.

Please do not hesitate to contact us if there are any questions.

Yours Truly,
Thornton Tomasetti



Robert Fuller, P.Eng.
Project Engineer

Thornton Tomasetti

Noise and Vibration Impact Study

121 Vansitmart Avenue Hamilton, Ontario

SW22183.00

Prepared For
Scott Beedie

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Reviewed By
Marcus Li, P.Eng.
Vice President

December 5, 2024

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1.0 Introduction

At the request of Urban Solutions (Client), Thornton Tomasetti (TT) presents this Noise Impact Study (NIS) regarding the planned Vansitmart Residential Development located at 121 Vansitmart Avenue, Hamilton, Ontario (the Project).

The purpose of this study is to assess the noise impact on the Project from surrounding noise sources and the noise impact of the Project on surrounding noise sensitive areas. This report is intended to support the Site Plan Approval (SPA) application for the Project as a detailed study.

Where applicable, this report will provide noise control recommendations to meet the requirements of the relevant Land Use Planning Authority (LUPA), and noise criteria developed by the Ontario Ministry of the Environment, Conservation and Parks (MECP).

Where predicted noise impacts are lower than applicable action thresholds identified, the project should be designed to meet the Ontario Building Code (OBC) as a minimum standard.

1.1 Previous Reports

TT has reviewed the following documents previously prepared by third parties in relation to the proposed development:

- *Environmental Noise And Vibration Impact Study "The Vansitmart Residential Development" Located at 121 Vansitmart Avenue Hamilton Ontario*, prepared by dBA Acoustical Consultants Inc., dated February 2021
- *Environmental Noise and Vibration Study Peer Review Proposed Residential Development 121 Vansitmart Avenue City of Hamilton*, prepared by Jade Acoustics Inc. dated March 16, 2022

TT prepared a previous version of this report, and has received feedback from CN's representative as follows:

- *Noise and Vibration Impact Study 121 Vansitmart Avenue Hamilton, Ontario SW22183.00*, prepared by TT, dated November 28, 2022.
- *Noise and Vibration Impact Study Peer Review Proposed Residential Development 121 Vansitmart Avenue City of Hamilton,* prepared by Jade Acoustics Inc. dated February 27, 2023.
- *Noise and Vibration Impact Study 121 Vansitmart Avenue Hamilton, Ontario SW22183.00,* prepared by TT, dated October 13, 2023.
- *Noise and Vibration Impact Study Peer Review Proposed Residential Development 121 Vansitmart Avenue City of Hamilton,* prepared by Jade Acoustics Inc. dated February 26, 2024.
- *Noise and Vibration Impact Study 121 Vansitmart Avenue Hamilton, Ontario SW22183.00,* prepared by TT, dated August 20, 2024.

- *Noise and Vibration Impact Study Peer Review Proposed Residential Development 121 Vansitmart Avenue City of Hamilton,* prepared by Jade Acoustics Inc. dated September 25, 2024.

This report reflects the final revisions to architectural plans agreed to with CN Rail including various mitigation measures and other considerations for noise.

2.0 Site and Surrounding Area

2.1 Project Location

The Project is located on the north side of Vansitmart Avenue, between Cope Street and Tragina Avenue North, approximately 400m west of Kenilworth Avenue North.

The Project is bordered on the north by the Canadian National Railway (CN) Grimsby Subdivision right-of-way and approximately 75m beyond that by the CN Parkdale Yard. The Project is bordered on the east, south, and west by residential land uses. The broader neighborhood includes mixed commercial and industrial uses to the north of the Project, and residential uses to the east, south and west of the Project.

The Project Site is currently occupied by:

- Townhouse development: Kemp Construction Ltd., a construction company which uses the property as an office space and equipment yard.
- Detached home "A": currently vacant residential property.
- Detached home "B": currently vacant residential property.

An illustration of the project location and surrounding area is provided in Figure 1.

2.2 Zoning & Official Plan

The Project site is zoned as RT-20 "Townhouse" under the City of Hamilton Zoning By-Law No. 6593, amended by By-Law No. 18-165, and C "Urban Protected Residential" and is designated as "Neighborhoods" under the City of Hamilton's Urban Official Plan. Surrounding areas are zoned for residential (C) and industrial (M5, M6) uses.

A zoning map is presented in Figure 2.

2.3 Planned Development

The Project will consist of:

- Four new 3 storey back-to-back townhouse blocks, with a total of 40 units. The maximum height of the buildings will be 12.5m. In this report, the townhouse blocks are referred to as Block 1 (northernmost) though to Block 4 (southernmost). No outdoor living areas are associated with the townhouse development.
- Lot "A", a new 2 storey dwelling, located adjacent to the southeast corner of the townhouse lot. This property will include an outdoor living area located on west side of the dwelling.

- Lot "B", a new 3 storey dwelling, located adjacent to the west of the townhouse lot. This property will include an outdoor living area located on the east side of the dwelling.

The proposed new site plan is provided in Figure 3 and Appendix B.

2.4 Site Inspection

TT personnel attended the Project site on October 27, 2022, and September 27, 2023, to inspect the acoustical and vibration environment in the area of the Project.

Transportation noise at the Project site was observed to be dominated by the adjacent CN Rail tracks. Transportation noise is discussed in Section 5.0 of this report.

Audible noise from rail yard activities and a steady noise source located to the north was observed at the Project site. It was unclear from the ground if the steady noise source was associated with the adjacent rail yard, or the industrial facility located north of the rail yard. Stationary noise sources are discussed in Section 6.0 of this report.

2.4.1 Sound Level Measurements

TT contacted CN rail by email at proximity@cn.ca requesting any available information about current / future activities in the rail yard, as well as access and/or cooperation with the rail yard to perform field measurements of typical rail yard activities. Emails were sent to CN in relation to this inquiry on July 26, 2022, August 8, 2022, August 24, 2022, August 29, 2022, and October 14, 2022. No responsive answer was received, therefore TT proceeded with conducting noise measurements from the Project Site itself on October 27, 2022.

Measurements of the observed steady noise level were conducted at points coinciding with the planned north façade of townhouse Block 1. The steady sound level was found to be approximately 53-56 dBA on average at the planned north façade of townhouse Block 1 in readings conducted in the morning and afternoon respectively. The steady sound level was found to be approximately 50 – 52 dBA on average at the planned north façade of townhouse Block 2.

Measurements of the observed impulse noise level from activities in the train yard (coupling & taking out slack), with maximum coupling impulse sound levels recorded to be 68 – 72 dBAI. Additionally, one longer train departed the yard during the measurement period, resulting in a maximum recorded impulse sound level of 86 dBAI when the slack between each car was removed. All impulse measurements were taken at the approximate location of the north façade of townhouse Block 1.

Details of the measurement conditions, methodology, and results are included in Appendix E and discussed in Section 6.0.

2.4.2 Vibration Measurements

Ground borne vibration measurements were conducted at the north façade of townhouse Block 1 and Block 2 (V-01 and V-02) on October 27, 2022.

Following the receipt of the February 27, 2023, peer review comments, additional vibration measurements were conducted at the northeast and northwest corners of townhouse Block 1 on September 27, 2023.

Details of the measurement methodology and results are discussed in Section 7.0.

2.1 Topography

Based on the observed and/or reported conditions on and around the Project site, the local topography is expected to be approximately flat.

3.0 Ministry of the Environment Conservation and Parks

The MECP's *Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning* (NPC-300) provides province wide assessment standards and criteria for evaluating noise impacts from transportation sources such as roads, railways and aircraft, as well as stationary sources such as mechanical equipment, and industrial facilities. In preparing this NIS report, TT has referred to *Part A Background and Part C Land Use Planning* of NPC-300.

This NIS report has been prepared to support land use planning decisions and is not intended to support an application for an Environmental Compliance Approval (ECA) in accordance with *Part B Stationary Sources* of NPC-300, and Section 9 of the Environmental Protection Act.

4.0 Land Use Planning Authority

In addition to the MECP's standards and criteria, some LUPAs impose additional requirements on applications for development approval. The LUPAs for this Project are the City of Hamilton which generally defers to the MECP's guidelines as documented in NPC-300.

5.0 Transportation Noise Assessment

5.1 Critical Transportation Noise Receptors

NPC-300 defines a point of reception for the assessment of transportation noise sources as either the Plane of Window (POW) of a noise sensitive indoor space or an Outdoor Living Area (OLA) representing an area of a noise sensitive land use intended for quiet enjoyment of the outdoor environment.

The POW receptor(s) most likely to be affected by transportation noise are those representing the residential suites of the Project that have maximum exposure to the adjacent CN rail tracks. Specifically, POW receptors were assessed for the northwest and northeast corners of townhouse Block 1, and the northeast corner of townhouse Block 2, at the highest elevation with windows.

Based on provided site plans of the Project, TT understands that no outdoor amenity areas are planned for the townhouse development, however OLA receptors have been considered for the detached dwellings.

The locations of the critical receptors for transportation noise are summarized in Table 1 and shown in Figure 4. POW elevations were taken to be the representative height for 3rd floor windows, as specified in NPC-300.

Table 1: Points of Reception – Transportation Noise

Receptor ID	Receptor Description	Receptor Location
POW1	Block 1, northwest corner	North façade, 7.5m above ground
POW2	Block 1, northeast corner	North façade, 7.5m above ground
POW3	Block 2, northeast corner	North façade, 7.5m above ground
OLA1	Lot "B" rear yard*	3m from façade, 1.5m above ground

*Lot "B" (OLA1) is closer to the rail yard and more impacted by rail yard activities than Lot "A", therefore OLA1 is also conservatively representative of the transportation noise impacts to Lot "A".

5.2 Transportation Noise Sources

5.2.1 Road Noise Sources

The nearest roads to the Project site (Vansitmart Avenue, Cope Street, and Tragina Avenue North) have low levels of daily traffic, and the nearest significant streets (Barton Street East ~170m to the south, and Kenilworth Avenue North ~400m to the west) are shielded from the Project site by existing residential properties. Road traffic noise at the Project site is expected to be insignificant.

5.2.2 Rail Noise Sources

A railway operated by CN is located adjacent to the north of the Project, with the closest tracks approximately 50m from the nearest planned façade of the Project. Rail traffic data was obtained from CN pertaining to Mile 40.49 of the CN Grimsby Subdivision, in the vicinity of Kenilworth Avenue North, which is representative of the conditions impacting the Project.

This section of the Grimsby Subdivision is classified by CN as a Double Main Line. CN traffic on this rail line consists of freight, way freight, and passenger trains. According to the CN data, this track is continuously welded rail. There are three at-grade crossings in the area, but anti-whistling by-laws are in effect; therefore, train whistling is not expected outside of emergency situations. All trains are assumed to be diesel trains.

It is TT's understanding that these rail lines are also used infrequently by GO Transit for the Lakeshore West line, between the West Harbour GO Station and the St. Catherines GO Station. Current GO Transit traffic is low (~2 trips per day), but TT understands that Metrolinx's projections for future traffic include up to 93 trips per day along the lakeshore west line. The future projected data, as summarized in Table 2 is considered representative of the total rail traffic volume.

The 2022 CN train traffic volumes provided were projected to 2034 (10 years after the anticipated completion of the Project) using an annual growth rate of 2.5% for a 10-year period.

Table 2: Rail Traffic Data Summary

Parameter	CN Grimsby Subdivision			
Train Type	Freight	Way Freight	Passenger	GO Transit
Number of Trains Per Day (2022) Day (07:–0 - 23:00) / Night (23:–0 - 07:00)	4 / 0	0 / 2	2 / 0	88 / 5
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%
Growth Period (years)	12	12	12	0
Locomotives Per Train	4	4	2	2
Cars Per Train	140	25	10	12
*Maximum Speed (mph) / (km/h)	30 / 50	30 / 50	30 / 50	30 / 48

*Note that the maximum speed of 30 mph reported by CN in 2022 is significantly lower than the maximum speed of 60-95 mph reported by CN in 2016.

A copy of the rail traffic data provided by CN is included in Appendix C.

5.2.3 Aircraft Noise Sources

No airports located in the vicinity of the project have been identified.

5.3 Transportation Sound Level Limits

5.3.1 Indoor Living Areas

Impacts at POWs from rail traffic are assessed against a 16-hour daytime (07:00 – 23:00) and 8-hour nighttime (23:00 – 07:00) equivalent sound pressure level (L_{eq}) reported in dBA to determine the requirement for ventilation and warning clauses. The applicable POW sound level limits and the sliding scale of required ventilation measures and warning clauses are listed in Table 3. Note that whistle noise is not included in the assessment of rail noise for this purpose.

Table 3: POW Sound Level Limit: Ventilation & Warning Clauses – Rail Traffic

Category	Daytime $L_{eq,16hr}$ (dBA)	Nighttime $L_{eq,8hr}$ (dBA)	Mitigation Measures	NPC-300 Warning Clause Required
POW Limit	55	50	None	None
POW Mitigation Threshold Living & Bedrooms	–6 - 65	51 – 60	Include forced air heating and provision for central air conditioning	Type C
POW Mitigation Threshold Living & Bedrooms	>65	>60	Include central air conditioning	Type D

Impacts to indoor noise levels from rail traffic are assessed against a 16-hour daytime (07:00 – 23:00) and 8-hour nighttime (23:00 – 07:00) equivalent sound pressure level (L_{eq}) reported in dBA at representative POW receptors to determine the requirement for acoustically designed building components. The applicable indoor sound level limits and required noise reduction measures for rail noise at in the indoor

environment are listed in Table 4. Note that whistle noise is included in the assessment of rail noise for this purpose.

Table 4: Indoor Sound Level Limit: Construction Requirements – Rail Traffic

Category	Daytime $L_{eq,16hr}$ (dBA)	Nighttime $L_{eq,8hr}$ (dBA)	Total $L_{eq,24hr}$ (dBA)	Mitigation Measures
Rail Sound Level Indoor Limit Living Rooms / Bedrooms	40 / 40	40 / 35	-	Not Applicable
Rail POW Sound Level Living & Bedrooms	>60	>55	-	Design building components to achieve indoor sound level limit
Rail POW Sound Level Bedrooms	-	-	>60	Minimum of brick veneer or masonry equivalent construction from foundation to rafters in 1st row of dwellings if within 100m of tracks

5.4 Transportation Sound Level Predictions

5.4.1 Rail Traffic

Calculations of rail traffic sound levels were performed using STAMSON 5.04, the software implementation of the MECP ORNAMENT model, which was developed and published by the MECP for transportation noise prediction. The calculated sound levels at the receptors are presented in Table 5.

Table 5: Calculated Sound Levels due to Rail Sources

POR ID	Predicted Transportation Sound Levels (dBA)	
	Daytime (07:00–23:00) $L_{eq,16hr}$	Nighttime (23:00–07:00) $L_{eq,8hr}$
POW01	66	58
POW02	66	58
POW03	61	53
OLA1	54	N/A

The STAMSON calculation outputs for the traffic noise predictions are attached in Appendix D.

5.5 Transportation Noise Control Recommendations

Noise control recommendations for the identified critical receptors and the corresponding noise sensitive land uses that they represent in the proposed redevelopment are summarized in Table 6 and discussed in the subsequent sections.

Table 6: Transportation Noise Control Measures Summary

POR ID	Noise Barrier	Ventilation	Warning Clause	Building Components
POW1	N/A	Central AC	Type D	Designed to achieve indoor sound level criteria, use brick veneer or equivalent
POW2	N/A	Central AC	Type D	Designed to achieve indoor sound level criteria, use brick veneer or equivalent
POW3	N/A	Central AC*	Type D	Designed to achieve indoor sound level criteria
OLA1	Not requried	N/A	None	N/A

*In anticipation of Class 4 designation.

5.5.1 Outdoor Living Areas – Barriers

Because no OLA receptors were identified in the townhouse blocks, barrier mitigation of noise levels in outdoor living areas of the townhouses is not anticipated to be applicable.

Outdoor living areas associated with the Lot "A" and Lot "B" dwellings are expected to be sufficiently distant and shielded from the rail activities so that based on a representative receiver (OLA1), barrier mitigation for these locations is not anticipated to be necessary for the purposes of transportation noise.

The adjacent railway line is classified as a Double (Secondary) Main Line. In accordance with the *Guidelines for New Development in Proximity to Railway Operations Prepared for the Federation of Canadian Municipalities and the Railway Association of Canada (May 2013)*, it is generally recommended that a noise barrier be constructed in the railway right-of-way, parallel to the railway with returns at each end, and a minimum height of 4.5m above track level. It should be noted that this general recommendation is provided for reference only. Due to the height of the development, and the lack of barriers on adjacent properties, the actual acoustical benefit of this barrier would be negligible, and it has been omitted from all modeling described in this report. TT does not consider this barrier to be necessary for the purposes of noise mitigation.

NPC-300 indicates that noise barriers, if constructed, should have a minimum surface density (face weight) of 20 kg/m^2. Barriers should be structurally sound, appropriately designed to withstand wind and snow load, and constructed without cracks or surface gaps. Any gaps under the barrier that are necessary for drainage purposes should be minimized and localized, so that the acoustical performance of the barrier is maintained. To improve the visual characteristics of the barrier, transparent elements and/or soil berms may be included, if they meet the above conditions.

5.5.2 Indoor Living Areas - Ventilation

TT understands that the Project plan includes forced air heating and central air conditioning for the entirety of the Project, therefore ventilation requirements for the development are considered to be met.

5.5.3 Indoor Living Areas - Building Components

Sensitive receptors along the north, east and west façades of townhouse Block 1 of the Project are expected to face POW sound levels above 60 dBA over a full 24-hour day due to noise from rail traffic and are located within 100m of a railway. Therefore, the exterior façade of these receptors is required to use, as a minimum, brick veneer or masonry equivalent construction from foundation to rafters.

Sensitive receptors along the north, east and west façades of all townhouse blocks for the Project are expected to face POW sound levels above 60 dBA during the 16-hour day (07:00 – 23:00) and/or 55 dBA during the 8-hour night (23:00 – 07:00) due to rail noise, therefore building components on these façades must be designed to achieve the indoor sound level limit.

Table 7 shows TT's estimation of the maximum exterior wall, fixed window, and operable window component areas as a percentage of the floor area of a typical room and the minimum recommended STC requirement of each component to address transportation noise. If a component with a higher STC rating than the noted requirement is used, then the maximum allowable area of that component may increase, and if a component occupies a smaller area the STC rating required may decrease.

Table 7: Building Envelope Requirements for Transportation Noise

Component	Maximum Component Area as Percentage of Floor Area	Equivalent STC
Sensitive Spaces Along the North, East & West Façade of Townhouse Block 1		
Solid Exterior	100%	Brick Veneer or Masonry Equivalent*
Fixed Glazing	50%	36
Operable Glazing	50%	36
Sensitive Spaces Along the North, East and West Façades of Townhouse Block 2, 3, 4 & Lot "A" and Lot "B" Detached Dwellings		
Solid Exterior	100%	35
Fixed Glazing	50%	31
Operable Glazing	50%	31

*Brick veneer or masonry equivalent is expected to provide an STC rating of ~54.

Note that these building components are required only for exterior walls of sensitive spaces, such as bedrooms and living rooms. For the purposes of addressing transportation noise, the remaining façades of the Project must meet minimum OBC requirements for the glazing and exterior wall constructions.

5.5.4 Example Constructions

Unless otherwise specified, all building components must meet the minimum STC requirements set out in OBC. Examples of building components that are expected to meet the identified STC requirements for transportation noise above are as follows. Example constructions described in *Building Research Note No. 148* (BRN-148) published by the National Research Council of Canada in 1980 are provided for reference only, and installed performance should be confirmed with material suppliers and/or as part of an architectural acoustics report.

<u>Exterior wall</u>
For exterior walls, the following construction(s) are recommended to meet the identified STC requirements:

- Block 1 north, east, and west façade, brick veneer or masonry equivalent (BRN-148: EW5 – STC ~54):
  - 12.7mm gypsum board
  - vapour barrier
  - 38 x 89 mm studs
  - 50 mm (or thicker) mineral wool or glass fibre batts
  - Sheathing
  - 25 mm air space
  - 100 mm brick veneer

- Block 2, 3, 4 north, east & west façades, solid exterior (STC-35+):
  - Typical OBC constructions expected to be sufficient

These provided glazing constructions are noted for reference only – STC of installed components should be verified with the window manufacturer. Window frames may create flanking paths for noise and could reduce the STC rating of windows compared to the rating of glazing alone; manufacturer specifications for window performance should be based on testing of window constructions that are similar or equivalent to the planned installation. Any window constructions with equivalent or greater STC values to the glazing recommendations above is expected to be acceptable.

Note that additional and stricter requirements for building construction have been identified in relation to the Class 4 designation and mitigation of stationary noise impacts. These are discussed in Section 6.5 and Section 8.0 of this report.

5.5.5 Warning Clauses

The following examples of warning clause wordings are based on applicable guidance documents and TT's experience regarding common requests from stakeholders. Precise wordings may be modified by the Client with input from the relevant LUPA(s), stakeholders, and/or legal counsel if required.

The **Type D** warning clause is required to be included in the development agreements for specific dwelling units if one or more representative POW receptors is predicted to be exposed to transportation sound pressure levels greater than 65 dBA during the 16-hour day (07:00 – 23:00) or 60 dBA during the 8-hour night (23:00 – 07:00), and the Project includes central air conditioning. The Type D warning clause is as follows:

> *"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."*

The **CN Rail** warning clause should be included in the development agreements for the Project. The typical rail warning clause is as follows:

> *"Canadian National Railway Company or their assigns or successors in interest has or have a right-of-way within 300 meters from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may*

expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). The railway will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way."

The **Metrolinx** warning clause should be included in the development agreements for the Project. The typical rail warning clause is as follows:

"Metrolinx / GO Transit or their assigns or successors in interest has or have a right-of-way within 300 meters from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). The railway will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way."

6.0 Stationary Noise Assessment

6.1 Critical Stationary Noise Receptors

NPC-300 defines a point of reception for the assessment of stationary noise sources as any location on a noise sensitive land use where noise from a stationary source is received. This typically includes both points of reception on building façades, representing the plane-of-window of noise sensitive spaces (POR) and outdoor points of reception representing areas such as balconies, gardens, patios, and terraces (OPOR). These locations may be the same or different from the POW and OLA receptors identified as part of a transportation noise assessment.

6.1.1 Project Receptors

TT has modeled a total of 112 project points of reception (PPOR) at each window on the third floor (7.5m) of the proposed Project townhouse buildings. Impacts to the Lot A and Lot B detached homes have been modeled using a building evaluation to predict sound levels on all façades.

Based on provided site plans of the Project, TT understands that no outdoor amenity areas are planned for the townhouse development, however outdoor (POPOR) receptors have been considered for the detached dwellings (Lot A and Lot B).

The locations of the critical receptors on the Project for stationary noise are summarized in Table 8 and shown in Figure 5.

Table 8: Project Points of Reception – Stationary Noise

Receptor ID	Receptor Description	Receptor Location
PPOR_Block1_North_01 – PPOR_Block1_North_10	Block 1, north façade	7.5m above ground
PPOR_Block1_East_01 – PPOR_Block1_East_04	Block 1, east façade	7.5m above ground
PPOR_Block1_South_01 – PPOR_Block1_South_10	Block 1, south façade	7.5m above ground
PPOR_Block1_West_01 – PPOR_Block1_West_04	Block 1, west façade	7.5m above ground
PPOR_Block2_North_01 – PPOR_Block2_North_10	Block 2, north façade	7.5m above ground
PPOR_Block2_East_01 – PPOR_Block2_East_04	Block 2, east façade	7.5m above ground
PPOR_Block2_South_01 – PPOR_Block2_South_10	Block 2, south façade	7.5m above ground
PPOR_Block2_West_01 – PPOR_Block2_West_04	Block 2, west façade	7.5m above ground
PPOR_Block3_North_01 – PPOR_Block3_North_10	Block 3, north façade	7.5m above ground
PPOR_Block3_East_01 – PPOR_Block3_East_04	Block 3, east façade	7.5m above ground
PPOR_Block3_South_01 – PPOR_Block3_South_10	Block 3, south façade	7.5m above ground
PPOR_Block3_West_01 – PPOR_Block3_West_04	Block 3, west façade	7.5m above ground
PPOR_Block4_North_01 – PPOR_Block4_North_10	Block 4, north façade	7.5m above ground
PPOR_Block4_East_01 – PPOR_Block4_East_04	Block 4, east façade	7.5m above ground
PPOR_Block4_South_01 – PPOR_Block4_South_10	Block 4, south façade	7.5m above ground
PPOR_Block4_West_01 – PPOR_Block4_West_04	Block 4, west façade	7.5m above ground
LOT A Detached Home	Lot A Detached Home	Building Evaluation
LOT_A_POPOR	Lot A Rear Yard	NW Corner of Lot, 1.5m above ground
LOT B Detached Home	Lot B Detached Home	Building Evaluation
LOT_B_POPOR	Lot B Rear Yard	NE Corner of Lot, 1.5m above ground

6.2 Stationary Noise Sources

NPC-300 defines a stationary source of noise as one or more sources of sound that are normally operated within a given property. Stationary sources typically include mechanical equipment such as Heating, Ventilation and Air Conditioning (HVAC) equipment, standby power generators with routine testing, and heavy vehicle traffic (truck idling, driving, and loading).

Certain sources of noise, such as residential air conditioners, passenger automobile traffic in parking lots, or temporary noise such as that related to construction are not considered to be stationary sources in

NPC-300 and are not assessed in this report. These sources are typically handled in a more qualitative fashion by applicable noise by-laws.

6.2.1 Project Sources

Due to the nature of the project (residential townhomes), no significant stationary noise sources are anticipated to be present.

6.2.2 Surrounding Sources

The CN Parkdale Yard is located 75m north of the through rail lines of the CN Grimsby Subdivision right-of-way, which is adjacent to the north of the Project Site. The CN Parkdale Yard serves the CN Metals Distribution Centre located at 419 Parkdale Avenue North, as well as the nearby industrial facilities. North of the rail yard is a large industrial facility operated by ArcelorMittal Dofasco Inc. located at 480 Kenilworth Avenue.

Based on publicly available information from the MECP's website Access Environment, the ArcelorMittal Dofasco Inc. facility is understood to have operated under a series of Certificates of Approval, the most recent of which is Number 5824-7U6RUX, dated July 26, 2009. As a condition of these certificates, the facility was required in meet applicable noise regulations at surrounding receptors, which would have included the residential properties adjacent to the east and west of the Project Site. TT has not reviewed the acoustical reports prepared in support of the industrial facility's approvals, however due to the proximity of existing sensitive receptors, it is assumed that the noise impacts from the industrial facility will also be compliant on the Project Site.

Based on observations made at the Project Site, TT has identified the following significant noise sources impacting the Project Site.

- Consistent steady noise was observed to be present throughout the duration of TT's field inspection;
- Shunting activities in the rail yard resulted in coupling related impulse noises; and,
- A train departing the rail yard resulted in a short duration noise as the slack was taken out of the train cars.

Although TT was unable to identify the source of the observed steady noise, it is assumed to be related to operations of the rail yard, due to the above noted compliance activities of the industrial facility.

Table 9 and Figure 5 provide a summary of the estimated surrounding stationary source data and assumed locations used for modelling.

Table 9: Stationary Nose Source – Measured Results

Source ID	Source Description	Source Sound Pressure		Source Sound Power	Source Type	Notes & Assumptions
		dBA/ dBAI	@ m*	dBA/ dBAI		
SNS-01	Measured Steady Noise	56	117	106	Steady	Measured @ N-01
INS-01	Measured Coupling Noise	72	65	116	Impulse	Measured @ N-01

Source ID	Source Description	Source Sound Pressure		Source Sound Power	Source Type	Notes & Assumptions
		dBA/ dBAI	@ m*	dBA/ dBAI		
INS-02	Measured Slack Taking Noise	86	53	128	Impulse	Measured @ N-01

*Distance to sources estimated based on field observations.

Based on information provided in the February 27, 2023, peer review comments, TT understands that CN expects the CN Parkdale Yard to include the following noise generating activities:

- Train movements in the yard;
- Offloading / loading of steel;
- Shunting of railcars to make up trains;
- Coupling of locomotives to railcars; and,
- Idling of locomotives.

TT's modelling includes a combination of the measured sound level data, and input provided in the February 27, 2023 peer review, as detailed in Table 10 and illustrated in Figure 5. Note that operating time for each source is assumed to be the same during the day, evening, and night.

Table 10: Stationary Noise Sources Modelled

Source ID	Source Description	Source Type	Sound Power Level (Linear, 1/3 Octave)									Total		Units
			31.5	63	125	250	500	1000	2000	4000	8000	dBA	dBZ	
CN_Yard	Train Movements & Shunting	Area, Steady	112.2	112.9	108.4	106.0	99.0	97.8	100.6	94.7	78.8	105.6	117.0	Leq-1hr
CN_Idle_1 CN_Idle_2 CN_Idle_3	Locomotive Idling	Point, Steady	117.4	113.1	109.0	97.1	103.6	102.0	98.8	92.2	89.3	106.3	119.5	Leq-1hr*
CN_Imp	Coupling, Slack Taking, Loading	Area, Impulse	135.7	135.3	133.4	126.3	117.8	119.8	120.6	115.0	106.1	126.1	140.0	Llm**

*Each idling locomotive was assumed to operate for 30 min/hr
**Based on measurement INS-02, with adjusted total power level to Llm of INS-01 & INS-02

6.3 Project Area Classification

NPC-300 defines the applicable sound pressure level limit at a given receptor as the higher of a set exclusionary sound level limit based on the area classification of that receptor, or the actual background sound level at the location of the receptor, whichever is higher. In this report, the defined exclusionary limits were used for the purposes of assessing compliance.

The Project is currently located in a Class 1 area as defined in NPC-300, based on the surrounding area features and its distance from major roads. The Project site could potentially also meet the conditions to be considered a Class 4 area as defined in NPC-300.

6.3.1 Class 1 Area Exclusionary Sound Level Limits

NPC-300 defines a Class 1 area as having an acoustical environment typical of a major population centre, where the background sound level is dominated by the activities of people, usually road traffic, often referred to as "urban hum" during both day and night.

Table 11 provides a summary of the applicable exclusionary sound level limits for steady noise sources impacting receptors in a Class 1 area. Steady stationary noise sources are assessed against a 1-hour equivalent sound pressure level (L_{eq}) expressed in A-weighted decibels (dBA). Routine testing of emergency equipment, if applicable, is assessed separately from other stationary noise sources, and is compared to sound level limits that are 5 dBA higher than would otherwise apply.

Table 11: Class 1 Exclusionary Sound Level Limits – Steady Noise

Time Period	Normal Operations Steady Noise ($L_{eq,1hr}$, dBA)		Emergency Equipment Testing Steady Noise ($L_{eq,1hr}$, dBA)	
	POR	OPOR	POR	OPOR
Daytime (07:00 – 19:00)	50	50	55	55
Evening (19:00 – 23:00)	50	50	55	55
Nighttime (23:00 – 07:00)	45	-	50	-

Table 12 provides a summary of the applicable exclusionary sound level limits for impulse noise sources impacting receptors in a Class 1 area, based on the number of impulses generated by stationary sources in a one-hour period. Impulse noise sources are assessed against a Logarithmic Mean Impulse Sound Level, (L_{LM}) expressed in A-weighted impulsive decibels, dBAI. Impulse noise sources are assessed separately from steady noise sources.

Table 12: Class 1 Exclusionary Sound Level Limits – Impulsive Noise

Actual Number of Impulses in One Hour	Impulsive Sound Level Limits, Class 1 Area (L_{LM}, dBAI)	
	POR (L_{LM}, dBAI) Daytime (07:00 – 23:00) / Nighttime (23:00 – 07:00)	OPOR (L_{LM}, dBAI) Daytime (07:00 – 23:00) Only
9 or more	50 / 45	50

6.3.2 Class 4 Area Exclusionary Sound Level Limits

NPC-300 defines a Class 4 area as having an acoustical environment typical of Class 1 or Class 2, but which has not previously had noise sensitive land use(s), is intended for development with new noise sensitive land use(s) that are not yet built, is in proximity to existing, lawfully established stationary noise source(s), and has formal confirmation from the LUPA that a Class 4 designation is appropriate.

Table 13 provides a summary of the applicable exclusionary sound level limits for steady noise sources impacting receptors in a Class 4 area.

Table 13: Class 4 Exclusionary Sound Level Limits – Steady Noise

Time Period	Normal Operations Steady Noise ($L_{eq,1hr}$, dBA)		Emergency Equipment Testing Steady Noise ($L_{eq,1hr}$, dBA)	
	POR	OPOR	POR	OPOR
Daytime (07:00 – 19:00)	60	55	65	60
Evening (19:00 – 23:00)	60	55	65	60
Nighttime (23:00 – 07:00)	55	-	60	-

Table 14 provides a summary of the applicable exclusionary sound level limits for impulse noise sources impacting receptors in a Class 4 area, based on the number of impulses generated by stationary sources in a one-hour period.

Table 14: Class 4 Exclusionary Sound Level Limits – Impulsive Noise

Actual Number of Impulses in One Hour	Impulsive Sound Level Limits, Class 1 Area (L_{LM}, dBAI)	
	POR (L_{LM}, dBAI) Daytime (07:00 – 23:00) / Nighttime (23:00 – 07:00)	OPOR (L_{LM}, dBAI) Daytime (07:00 – 23:00) Only
9 or more	60 / 55	55

In addition to permitting higher plane-of-window sound levels based on the inclusion of central HVAC and architectural noise control measures (enhanced windows, walls, roofs, etc.), NPC-300 allows developments in Class 4 areas to benefit from certain receptor-based noise control measures which are not normally considered in Class 1, 2, or 3 areas. Examples of receptor-based noise control measures which are typically only considered in Class 4 areas include inoperable windows, and enclosed noise buffers.

The **Type F** warning clause may be included in the development agreements for the Project if the Project is designated as a Class 4 area. The Type F warning clause is as follows:

"Purchasers/tenants are advised that sound levels due to the adjacent industry are required to comply with sound level limits that are protective of indoor areas and are based on the assumption that windows and exterior doors are closed. This dwelling unit has been supplied with a ventilation/air conditioning system which will allow windows and exterior doors to remain closed."

6.4 Stationary Sound Level Predictions

Sound levels at the PORs due to the nearby stationary sources were calculated using the software CadnaA in accordance with the methods described in ISO 9613-2. The CadnaA calculation outputs are presented in Appendix F.

Impulsive noises have a duration of less than one second and are therefore unlikely to overlap. As such NPC-300 requires that these sources be assessed in isolation, rather than cumulatively with each other, or with other stationary noise sources. In the modelling conducted for this project, impacts from impulsive noise sources associated with the rail yard were modelled as an area source encompassing the full rail yard.

6.4.1 Stationary Noise Impacts on the Project

In modelling the impact of stationary noise sources to receptors located on the Project, TT has considered only the identified stationary sources associated with the surrounding area. No significant noise sources have been identified on the Project itself.

Table 15 provides a summary of the modelling results for stationary noise impacts to the Project, and Appendix F contains the full modelling output and illustrations.

Table 15: Predicted Stationary Noise Source Impacts to the Project

POR ID	Time Period	Maximum Steady Sound Level $L_{eq,1hr}$ (dBA)	Steady Sound Level Limit $L_{eq,1hr}$ (dBA) Class 1 / Class 4	Maximum Impulse Sound Level L_{LM} (dBAI)	Impulse Sound Level Limit* L_{LM} (dBAI) Class 1 / Class 4	Compliance
PPOR_Block1_North_01 - _10	Day / Eve	**63**	50 / 60	**76**	50 / 60	No
	Night	**63**	45 / 55	**76**	45 / 55	No
PPOR_Block1_East_01 - _04	Day / Eve	59	50 / 60	**73**	50 / 60	No
	Night	**59**	45 / 55	**73**	45 / 55	No
PPOR_Block1_South_01 - _10	Day / Eve	45	50 / 60	**62**	50 / 60	No
	Night	45	45 / 55	**62**	45 / 55	No
PPOR_Block1_West_01 - _04	Day / Eve	59	50 / 60	**73**	50 / 60	No
	Night	**59**	45 / 55	**73**	45 / 55	No
PPOR_Block2_North_01 - _10	Day / Eve	54	50 / 60	**69**	50 / 60	No
	Night	54	45 / 55	**69**	45 / 55	No
PPOR_Block2_East_01 - _04	Day / Eve	53	50 / 60	**69**	50 / 60	No
	Night	53	45 / 55	**69**	45 / 55	No
PPOR_Block2_South_01 - _10	Day / Eve	43	50 / 60	56	50 / 60	Class 4
	Night	43	45 / 55	**56**	45 / 55	No
PPOR_Block2_West_01 - _04	Day / Eve	52	50 / 60	**67**	50 / 60	No
	Night	52	45 / 55	**67**	45 / 55	No
PPOR_Block3_North_01 - _10	Day / Eve	48	50 / 60	**67**	50 / 60	No
	Night	48	45 / 55	**67**	45 / 55	No
PPOR_Block3_East_01 - _04	Day / Eve	51	50 / 60	**67**	50 / 60	No
	Night	51	45 / 55	**67**	45 / 55	No
PPOR_Block3_South_01 - _10	Day / Eve	41	50 / 60	54	50 / 60	Class 4
	Night	41	45 / 55	54	45 / 55	Class 4
PPOR_Block3_West_01 - _04	Day / Eve	48	50 / 60	**63**	50 / 60	No
	Night	48	45 / 55	**63**	45 / 55	No
PPOR_Block4_North_01 - _10	Day / Eve	46	50 / 60	**64**	50 / 60	No
	Night	46	45 / 55	**64**	45 / 55	No
PPOR_Block4_East_01 - _04	Day / Eve	49	50 / 60	**65**	50 / 60	No
	Night	49	45 / 55	**65**	45 / 55	No
PPOR_Block4_South_01 - _10	Day / Eve	34	50 / 60	50	50 / 60	Class 1
	Night	34	45 / 55	50	45 / 55	Class 4
PPOR_Block4_West_01 - _04	Day / Eve	46	50 / 60	**61**	50 / 60	No
	Night	46	45 / 55	**61**	45 / 55	No
LOT A Detached Home	Day / Eve	51	50 / 60	**64**	50 / 60	No
	Night	51	45 / 55	**64**	45 / 55	No
LOT_A_POPOR	Day / Eve	48	50 / 55	**63**	50 / 55	No
LOT B Detached Home	Day / Eve	52	50 / 60	**67**	50 / 60	No
	Night	52	45 / 55	**67**	45 / 55	No
LOT_B_POPOR	Day / Eve	49	50 / 55	**60**	50 / 55	No

*Impulse Sound Level Limit for >9 Impulses / hour

It should be noted that during multiple site inspections by TT and other parties over the course of multiple years, it has never been observed for 9 or more discernable impulses to occur within a single hour. The assumption of 9+ impulses per hour is made at the request of CN, and is expected to be conservative.

Unmitigated stationary noise from the nearby rail yard is expected to exceed the Class 1 and Class 4 exclusionary limits at most receptors, primarily due to impulse noise associated with the loading, coupling and slack taking activities.

6.5 Stationary Noise Mitigation Recommendations

Where possible, source mitigation and/or noise barriers are generally the preferred method for addressing stationary noise exceedances. In the case of this proposed development, the nature of the significant stationary noise sources (rail yard) makes source mitigation infeasible. The height of the proposed townhouse development (3 stories), combined with the magnitude of the potential noise exceedances, (particularly for impulse noises) makes the use of barriers alone infeasible.

NPC-300 does not generally accept receptor based on-building noise control measures in the context of noise source approvals under Part B of NPC-300 except in the case of receivers in Class 4 areas.

The rail yard is federally regulated, and not subject to Part B of NPC-300 and does not need to demonstrate compliance with applicable noise limits at neighboring properties. Despite the rail yard being federally regulated, NPC-300 still requires that it be assessed as a noise source in the context of development approvals for nearby properties, therefore a Class 4 designation for the project site is still recommended to most clearly comply with the recommendations of NPC-300.

Based on the characteristics of the proposed development (new sensitive receptors on a previously non-sensitive land use, located in proximity to existing legally established noise sources), a Class 4 designation would be appropriate for the project, conditional on approval by the LUPA.

Based on recent correspondence and peer review comments, TT understands that CN would also support a Class 4 designation for the Project Site.

6.5.1 Mitigation for Project Receptors

Once the project site has been designated a Class 4 area, NPC-300 will permit the benefits of receptor based on-building noise control measures to be accounted for in the assessment of stationary noise impacts.

The following noise control measures are recommended to be implemented in the proposed development:

- **Central HVAC:** All townhouse units, Lot "A", and Lot "B" should be equipped with central HVAC, so that exterior windows can be kept closed.
- **Lot A Noise Barrier:** A 2.2m tall noise barrier wall should be included on the north and west sides of the Lot A rear yard.
- **Lot B Noise Barrier:** A 2.0m tall noise barrier wall should be included on the north and east sides of the Lot A rear yard.

- **Warning Clauses:** All townhouse units, Lot "A" and Lot "B" must be provided with the following warning clauses:
    - **Type E warning clause:** "*Purchasers/tenants are advised that due to the proximity of the adjacent rail yard and tracks, noise from the rail yard and tracks may at times be audible.*"
    - **Type F warning clause:** "*Purchasers/tenants are advised that sound levels due to the adjacent rail yard and tracks have been assessed based on the assumption that windows and exterior doors are closed. This dwelling unit has been supplied with a ventilation/air conditioning system which will allow windows and exterior doors to remain closed.*"
- **Enclosed Noise Buffers (ENBs)**: Exterior windows of noise sensitive spaces on all façades of the four townhouse blocks and on the north, east and west façades of the Lot "A" and Lot "B" detached dwellings should be fitted with ENBs. Per NPC-300, ENBs must be:
    - an enclosed area outside the exterior wall of a building such as an enclosed balcony specifically intended to buffer one or more windows of noise sensitive spaces;
    - not less than one meter and not more than two meters deep;
    - fully enclosed with floor to ceiling glazing or a combination of solid parapet plus glazing above - glazing can potentially be operable to the maximum permitted by the Ontario Building Code;
    - separated from interior space with a weatherproof boundary of exterior grade wall, exterior grade window, exterior grade door, or any combination, in compliance with exterior envelope requirements of the Ontario Building Code;
    - of sufficient horizontal extent to protect windows of noise sensitive spaces; and
    - of an architectural design that is not amenable to converting the enclosed space to being noise sensitive.

These recommendations are reflected in the Site Plans included in Appendix B.

Estimated Performance Requirements

The highest predicted impact from rail yard impact noise is ~76 dBA. In order to achieve the 55 dBA Class 4 façade nighttime sound level limit, the exterior windows of the ENBs would require a minimum rating of ~STC 28 (assuming adequate performance in the lower frequency ranges) as illustrated in Table 16. Note that the example provided is for illustrative purposes only and uses a simplified calculation that neglects room-effects within the noise buffer and possible flanking paths associated with window framing.

Table 16: ENB Performance With Typical Glazing

Item	Impulsive Noise Sound Pressure Level (Linear, 1/3 Octave, dB)									Total		Units
	31.5	63	125	250	500	1000	2000	4000	8000	dBA	STC	
PPOR_Block1_North_10 Exterior Noise	87.3	87.1	82.7	74.2	67.3	70.1	70.2	62.1	45.2	75.8	-	Llm
5mm Monolithic Glass Sample ENB Glazing	-	10.5*	21	22	30	33	30	31	31*	-	28	TL
Block 1 NE Unit Façade Noise	87.3	76.6	61.7	52.2	37.3	37.1	40.2	31.1	14.2	54.0	-	Llm
Strictest Façade Noise Limit (Night)	-	-	-	-	-	-	-	-	-	55	-	Llm

*Estimated

Recommended Exterior Façade & ENB Construction

As part of their peer reviews on behalf of CN, Jade has requested that the construction of the ENBs (and building façades) be upgraded beyond the minimum required for compliance. Based on correspondence with Jade, CN, and the project architect, the specific façade and ENB constructions have been agreed on as acceptable for both constructability and noise mitigation considerations.

Based on these discussions, Table 17 summarizes the constructions to be used in the Project:

Table 17: Recommended Façade & ENB Performance

Location	Exterior Façade	Exterior Windows of Noise Sensitive Spaces	Building Façade Within ENB	Building Windows Within ENB*	Building Doors Within ENB*	ENB Exterior Façade	ENB Exterior Windows*
Townhouse Block 1 All Sides	Brick Veneer / Masonry Equivalent (STC 54)	N/A	Brick Veneer / Masonry Equivalent (STC 54)	N/A	STC 33	Metal Siding (STC 54)	STC 35
Townhouse Block 2,3,4 All Sides	Brick Veneer / Masonry Equivalent (STC 54)	N/A	Brick Veneer / Masonry Equivalent (STC 54)	N/A	STC 33	Metal Siding (STC 44)	STC 33
Lot "A" & Lot "B" North, East, West	Brick Veneer / Masonry Equivalent (STC 54)	N/A	Brick Veneer / Masonry Equivalent (STC 54)	N/A	STC 33	Metal Siding (STC 44)	STC 33
Lot "A" & Lot "B" South	Metal Siding	STC 33	N/A	N/A	N/A	N/A	N/A

*Building windows/doors within ENBs & exterior windows of those ENBs to be selected with different thicknesses & configurations of glass (i.e. single / double / triple pane)

A summary of the recommended noise mitigation measures is illustrated in Figure 7.

With the inclusion of the above façade constructions, the indoor sound levels from rail yard operations are considered acceptable to CN for both bedroom and living room spaces.

7.0 Railway Vibration Assessment

7.1 Vibration Criteria

Currently, there are no guidelines for the impact of railway vibration in the land use approval process in Ontario. However, in May 2013, the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) issued "*Guidelines for New Development in Proximity to Railway Operations*" to address developments near railway operations. The FCM/RAC guidelines identify dwellings within 75 meters of railways alignments as susceptible to vibration impact and recommend an

overall maximum vibration limit of 0.14 mm/sec root-mean-square (RMS) between 4 and 200 Hz. This limit is applied to the overall vertical RMS velocity across the frequency range noted.

The FCM/RAC guidelines further recommend that readings be collected from a minimum of five (5) train pass-by events covering the range of train types using the rail line.

7.2 Vibration Measurement Locations

Vibration measurements were conducted at four locations on the Project site, corresponding to the approximate location of the north façade of the two northernmost townhouse blocks (closest to the railway) in 2022, as well as the northeast and northwest corners of the northernmost townhouse block in 2023.

Measurement locations are illustrated in Figure 6.

7.3 Vibration Measurement Equipment

Vibration measurements were conducted using two Brüel & KjærType 3680 Vibration Monitoring Terminals (VMT), using Brüel & Kjær Type 4450 analyzers and Type 8380 tri-axial geophones. The X direction was parallel to the tracks (East-West), the Y direction was perpendicular to the tracks (North-South), and the Z direction was vertical. Table 18 provides a summary of the equipment used.

Table 18: VMT Equipment Summary

Measurement Location ID	Measurement Location Description	Analyzer Model	Analyzer SN	Geophone Model	Geophone SN
V-01 (2022)	North Façade, Townhouse Block 1 (~35m from Rail ROW)	4450	1000155	8380	182
V-02 (2022)	North Façade, Townhouse Block 2 (~90m from Rail ROW)	4450	1000245	8380	408
V-03 (2023)	Northwest Corner, Townhouse Block 1 (~35m from Rail ROW)	4450	1000231	8380	13
V-04 (2023)	Northeast Corner, Townhouse Block 1 (~35m from Rail ROW)	4450	1000155	8380	182

7.4 Vibration Measurement Results

Vibrations from six (6) train pass-by events associated with the adjacent rail tracks and yard were recorded during TT's site inspection on October 27, 2022, and from a further five (5) on September 27, 2023. Table 19 provides a summary of the overall vertical RMS velocity for comparison to the FCM/RAC guideline, and field observations.

Table 19: VMT Results Summary

Pass-By Event	Train Operator	Train Type	Loc.	Cars	Dir.	Speed	Time	Max RMS Velocity (Z / Vertical) (mm/s)			
								V-01	V-02	V-03	V-04
October 27, 2022											
PB-01	Amtrak	Pass.	1	~5	East	Low	~09:20	0.02	N/A*	-	-
PB-02	CN	Freight	2	~100	East	Low	~10:10	0.03	0.02	-	-
PB-03	CN	Freight	1	~15	West	Low	~11:07	0.02	0.02	-	-
PB-04	CN	Freight	1	~15	East	Low	~11:15	0.02	0.02	-	-
PB-05	CN	Freight	1	~20	West	Low	~11:27	0.03	0.02	-	-
PB-06	CN	Freight	1	~10	East	Low	~11:34	0.02	0.02	-	-
September 27, 2023											
PB-07	CN	Freight	3	~65	East	Low	~09:00	-	-	0.01	0.03
PB-08	Amtrak	Pass.	1	~5	East	Low	~09:20	-	-	0.01	0.02
PB-09	CN	Freight	3	~30	East	Low	~09:55	-	-	0.02	0.02
PB-10	GO	Pass.	1	~8	East	Low	~10:25	-	-	0.01	0.02
PB-11	GO	Passe	1	~6	West	Low	~14:11	-	-	0.01	0.02
FCM / RAC Guideline Recommended Limit								0.14	0.14	0.14	0.14

*Train pass-by occurred while VMT was being deployed.

7.5 Vibration Control Recommendations

Observed peak particle overall velocity (vertical) was observed to be below the recommended limit of 0.14 mm/s during each train pass-by. Based on the results obtained, no specific vibration mitigation measures are expected to be required for the proposed development.

8.0 Summary of Recommendations

In summary, based on the expected noise impacts to the project, the measures identified in Table 20 should be incorporated into the Project.

Table 20: Summary of Noise Recommendations

Rec. #	Description
HVAC	All dwelling units must be equipped with forced air heating and central air conditioning.
Lot A Barrier	A 2.2m tall noise barrier should be constructed along the north and west boundaries of the Lot A rear yard.
Lot B Barrier	A 2.0m tall noise barrier should be constructed along the north and east boundaries of the Lot B rear yard.
Barrier Const.	Noise barriers should have a minimum surface density (face weight) of 20 kg/m2. Barriers should be structurally sound, appropriately designed to withstand wind and snow load, and constructed without cracks or surface gaps. Any gaps under the barrier that are necessary for drainage purposes should be minimized and localized, so that the acoustical performance of the barrier is maintained. To improve the visual characteristics of the barrier, transparent elements and/or soil berms may be included, if they meet the above conditions.
WC-1	The following warning clause should be included in development agreements for all units. Precise wordings may be modified with input from the developer, relevant LUPA(s), stakeholders, and/or legal counsel if required. *"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."*
WC-2	The following warning clause should be included in development agreements for all units. Precise wordings may be modified with input from the developer, relevant LUPA(s), stakeholders, and/or legal counsel if required. *"Purchasers/tenants are advised that due to the proximity of the adjacent rail yard and tracks, noise from the rail yard and tracks may at times be audible."*
WC-3	The following warning clause should be included in development agreements for all units. Precise wordings may be modified with input from the developer, relevant LUPA(s), stakeholders, and/or legal counsel if required. *"Purchasers/tenants are advised that sound levels due to the adjacent industry have been assessed based on the assumption that windows and exterior doors are closed. This dwelling unit has been supplied with a ventilation/air conditioning system which will allow windows and exterior doors to remain closed."*
WC-4	The following warning clause should be included in development agreements for all units. Precise wordings may be modified with input from the developer, relevant LUPA(s), stakeholders, and/or legal counsel if required. *"Canadian National Railway Company or their assigns or successors in interest has or have a right-of-way within 300 meters from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). The railway will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way."*
WC-5	The following warning clause should be included in development agreements for all units. Precise wordings may be modified with input from the developer, relevant LUPA(s), stakeholders, and/or legal counsel if required. *"Metrolinx / GO Transit or their assigns or successors in interest has or have a right-of-way within 300 meters from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). The railway will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way."*

Rec. #	Description
CLASS	All four townhouse blocks, Lot "A" and Lot "B" should be designated Class 4.
ENB-1	Enclosed Noise Buffers (ENBs) should be used for all windows of noise sensitive spaces on: • All sides of townhouse blocks 1, 2, 3, & 4 • Noth, east, and west sides of the Lot "A" and Lot "B" detached dwellings
ENB-2	ENBs should be constructed in accordance with the requirements identified in NPC-300: • an enclosed area outside the exterior wall of a building such as an enclosed balcony specifically intended to buffer one or more windows of noise sensitive spaces; • not less than one meter and not more than two meters deep; • fully enclosed with floor to ceiling glazing or a combination of solid parapet plus glazing above - glazing can potentially be operable to the maximum permitted by the Ontario Building Code; • separated from interior space with a weatherproof boundary of exterior grade wall, exterior grade window, exterior grade door, or any combination, in compliance with exterior envelope requirements of the Ontario Building Code; • of sufficient horizontal extent to protect windows of noise sensitive spaces; and • of an architectural design that is not amenable to converting the enclosed space to being noise sensitive.
ENB-3	Exterior façades of the Project buildings & their ENBs should be constructed using assemblies and/or materials which are specified by their manufacturer and/or an accredited testing organization to meet the performance requirements identified in the table below. Building windows/doors within ENBs & exterior windows of those ENBs to be selected with different thicknesses & configurations of glass (i.e. single / double / triple pane)

Location	Exterior Façade	Exterior Windows of Noise Sensitive Spaces	Building Façade Within ENB	Building Windows Within ENB*	Building Doors Within ENB*	ENB Exterior Façade	ENB Exterior Windows*
Townhouse Block 1 All Sides	Brick Veneer / Masonry Equivalent (STC 54)	N/A	Brick Veneer / Masonry Equivalent (STC 54)	N/A	STC 33	Metal Siding (STC 54)	STC 35
Townhouse Block 2,3,4 All Sides	Brick Veneer / Masonry Equivalent (STC 54)	N/A	Brick Veneer / Masonry Equivalent (STC 54)	N/A	STC 33	Metal Siding (STC 44)	STC 33
Lot "A" & Lot "B" North, East, West	Brick Veneer / Masonry Equivalent (STC 54)	N/A	Brick Veneer / Masonry Equivalent (STC 54)	N/A	STC 33	Metal Siding (STC 44)	STC 33
Lot "A" & Lot "B" South	Metal Siding	STC 33	N/A	N/A	N/A	N/A	N/A

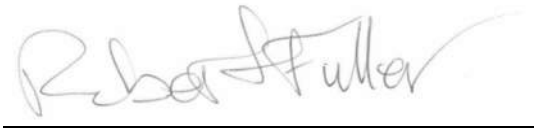
9.0 Concluding Comments

Noise impacts associated with the proposed development at 121 Vansitmart Avenue are expected to be able to meet all applicable MECP requirements with a Class 4 designation and the inclusion of noise control measures agreed-to with CN (ENBs, façade construction), ventilation requirements, and warning clauses as summarized in Figure 7 and presented in Section 8.0 of this report. The proposed development should therefore be approved.

Based on measurements conducted by TT, vibration mitigation measures are not expected to be necessary for the development.

Please do not hesitate to contact us if there are any questions.

Yours Truly,
Thornton Tomasetti



Robert Fuller, P.Eng.
Project Engineer

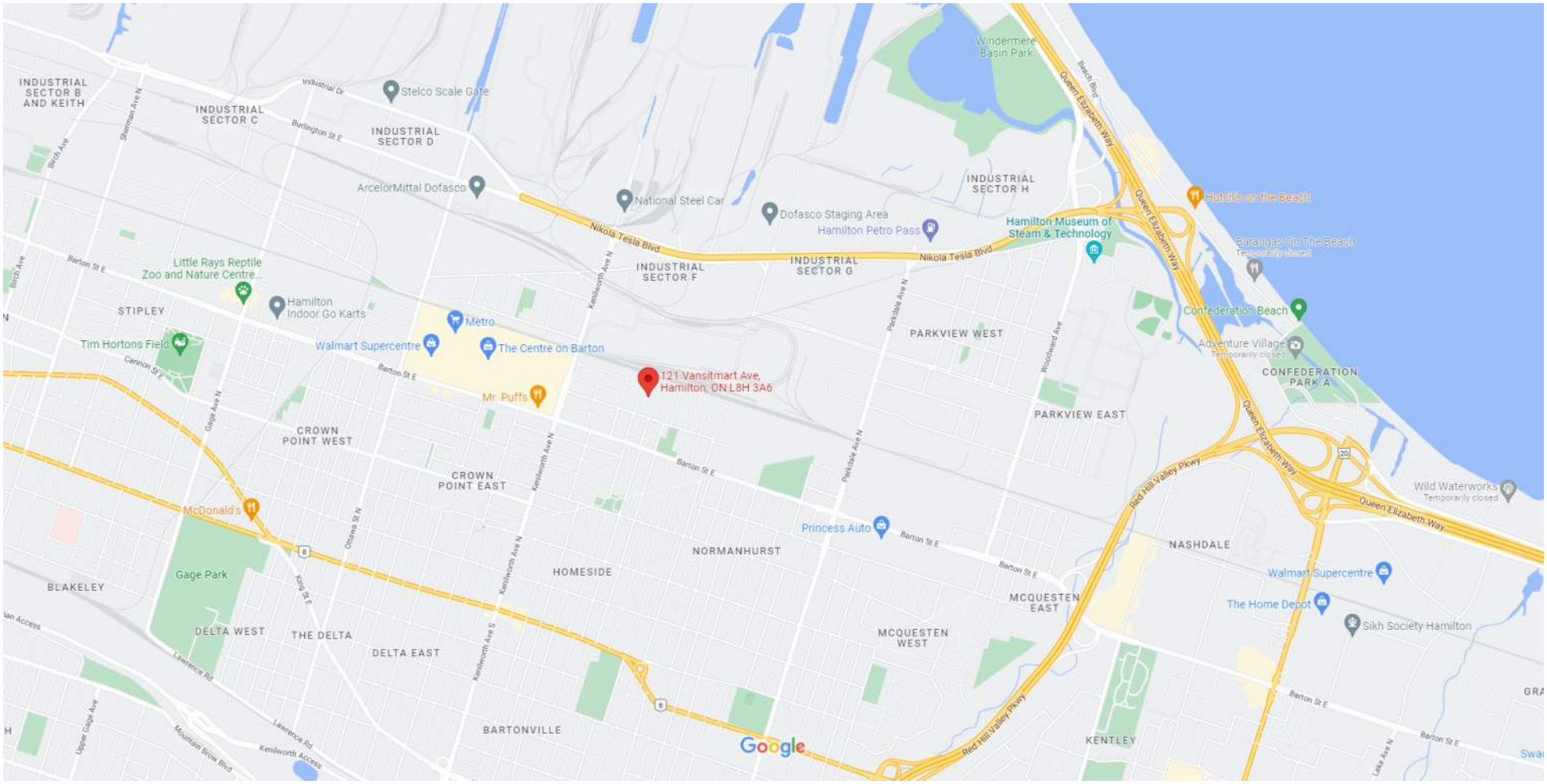
Reviewed by:
Marcus Li, P.Eng.
Vice President

Disclaimer

Achieving the required noise control requirements relies on correct incorporation of noise control recommendations into Architectural and Mechanical drawings and specifications, as well as correct installation during construction. On Request, TT will conduct drawing reviews and onsite reviews of noise control measures and provide observations as appropriate; however, notwithstanding the foregoing, it is expressly understood and agreed that TT shall not have control or charge of, and shall not be responsible for the acts or omissions, including but not limited to means, methods, techniques, sequences and procedures, of the Design Professionals and/or Contractors performing design and/or construction on the Project. Accordingly, TT shall not be held responsible for the failure of any party to properly incorporate the noise control measures stated in this report.

Appendix A: Figures

Google Maps 121 Vansitmart Ave



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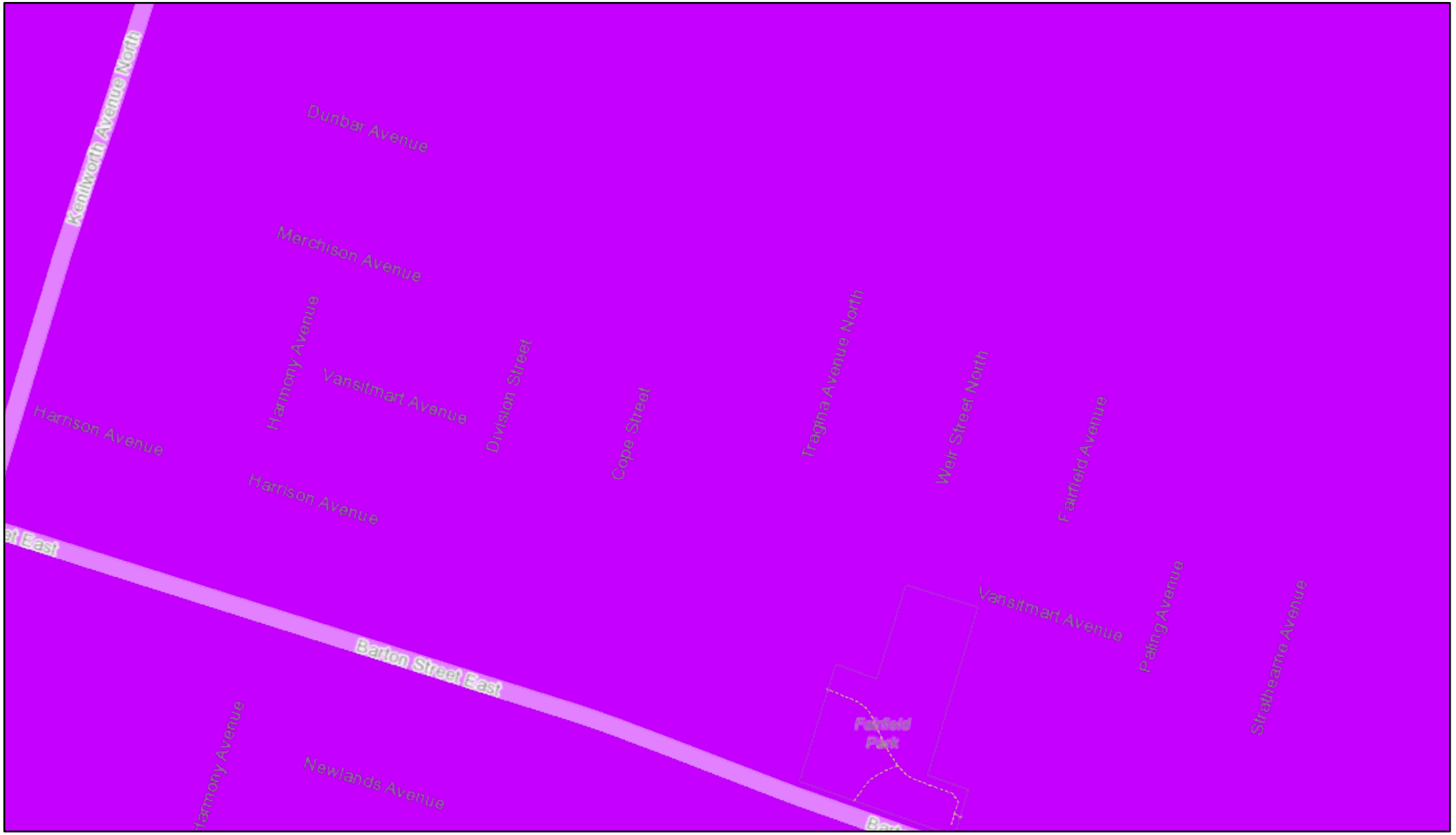

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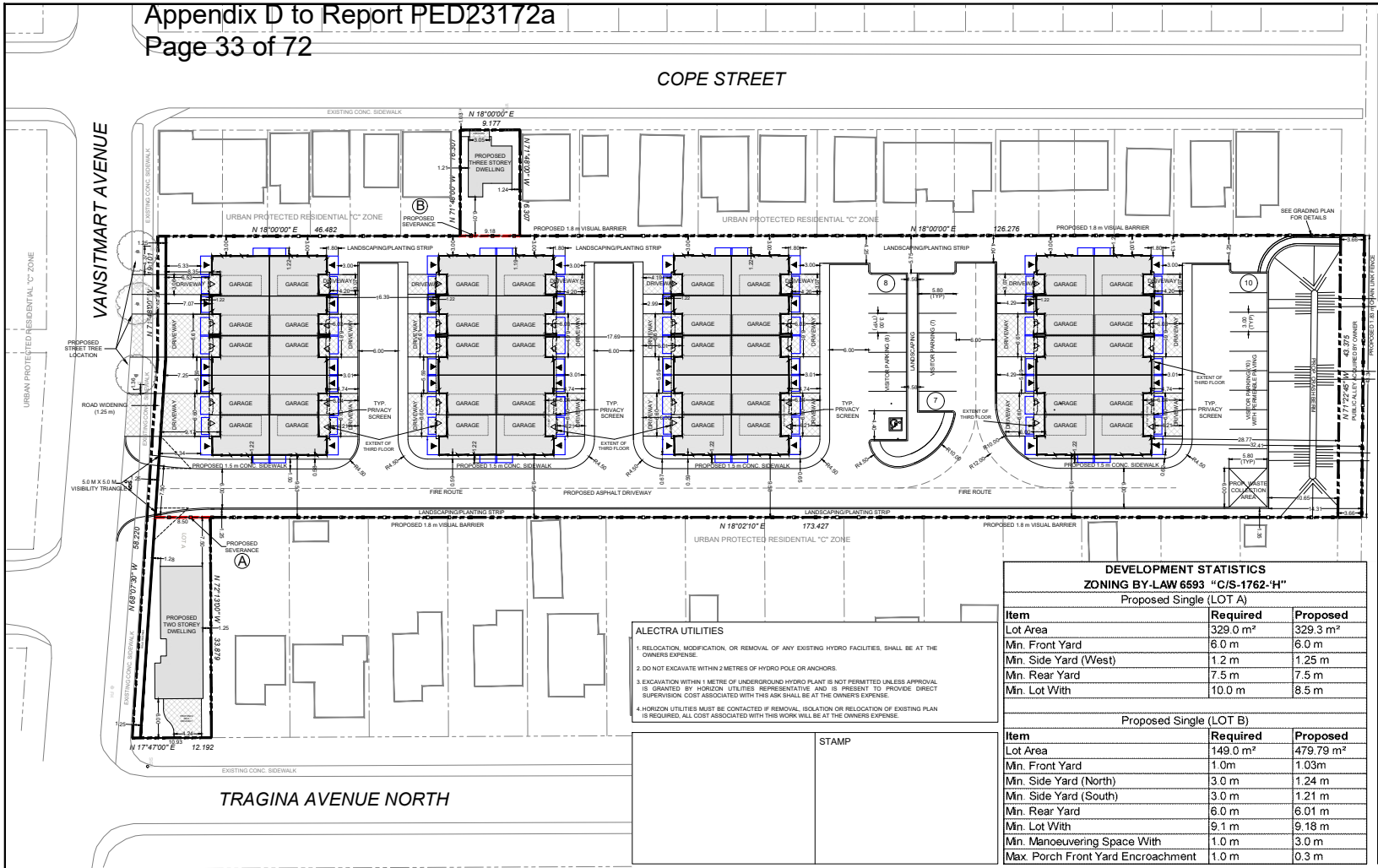
&LW\ %RXQGDU\ =RQLQJ %RXQGDULHV

PL

NP

&LW\ RI +DPLOWRQ &LW\ RI +DPLOWRQ :HE *,6)UDP

7KH &LW\ RI +DPLOWRQ LV QRW OLDEOH IRU DQ\ GD
7KLV SURGXFW LV IRU LQIRUPDWLRQDO SXUSRVHV DQG PD\ QRW KDYH EHHQ SUHSDUHG



DEVELOPMENT STATISTICS

Proposed Three Storey Dwelling and Two Storey Dwelling

Item	Required	Proposed
Lot Area	N/A	8,051.46 m²
Min.. Front Yard	5.5 m (1st storey) 4.3 m (2nd & 3rd storey) 6.0 m (garage)	7.07 m (1st storey) 6.53 m (2nd & 3rd storey) 8.35 m (garage)
Min. Side Yard (West)	3.0 m	3.00 m
Min. Side Yard (East)	3.0 m	9.53 m
Min. Rear Yard	3.0 m	32.41 m
Max. Building Height	12.6 m	12.50 m
No. of Units	N/A	40 units
Density	N/A	50 UPH
Min. Building Separation	15.0 m	16.39 m
Min. Landscaped Area	23%	1,989.22 m² (25%)
Parking		
No. of Spaces per Unit	1.0 per unit =40 spaces	1.0 per unit = 40 spaces
No. of Visitor Spaces	0.3 per unit =12 spaces	26 spaces
Parking Stall Size	5.8 m X 3.0 m	5.8 m x 3.0 m
No. of Barrier Free Spaces	N/A	1 space

UNDERTAKING

RE: DA-19-015

I, (WE) 1349010 ONTARIO LIMITED, THE OWNER(S) OF THE LAND, HEREBY UNDERTAKE AND AGREE WITHOUT RESERVATION,

(a) TO COMPLY WITH ALL THE CONTENT OF THIS PLAN AND DRAWING AND NOT TO VARY THEREFROM;

(b) TO PERFORM THE FACILITIES, WORKS OR MATTERS MENTIONED IN SECTION 41(7)(A) OF THE PLANNING ACT SHOWN ON THIS PLAN AND DRAWING(S) IN ACCORDANCE WITH THE CONDITIONS OF APPROVAL AS SET OUT IN THE LETTER OF APPROVAL DATED JUNE 27, 2019

(c) TO MAINTAIN TO THE SATISFACTION OF THE CITY AND AT MY (OUR) SOLE RISK AND EXPENSE, ALL OF THE FACILITIES, WORKS OR MATTERS MENTIONED IN SECTION 41(7)(B) OF THE SAID ACT, SHOWN IN THIS PLAN AND DRAWING, INCLUDING REMOVAL OF SNOW FROM ACCESS RAMPS AND DRIVEWAYS, PARKING AND LOADING AREAS AND WALKWAYS; AND,

(d) IN THE EVENT THAT THE OWNER DOES NOT COMPLY WITH THE PLAN DATED JULY 5, 2022, THE OWNER AGREES THAT THE CITY MAY ENTER THE LAND AND DO THE REQUIRED WORKS, AND FURTHER THE OWNER AUTHORIZES THE CITY TO USE THE SECURITY FILED TO OBTAIN COMPLIANCE WITH THIS PLAN.

(e) CAUTION: NOTWITHSTANDING CURRENT SURFACE CONDITIONS, THE PROPERTY HAS BEEN DETERMINED TO BE OF AN AREA OF ARCHAEOLOGICAL POTENTIAL. ALTHOUGH AN ARCHAEOLOGICAL ASSESSMENT IS NOT REQUIRED BY THE CITY OF HAMILTON, THE PROPONENT IS CAUTIONED THAT DURING DEVELOPMENT ACTIVITIES, SHOULD DEEPLY BURIED ARCHAEOLOGICAL MATERIALS BE FOUND ON THE PROPERTY THE ONTARIO MINISTRY OF TOURISM, CULTURE AND SPORT (MTCS) SHOULD BE NOTIFIED IMMEDIATELY (416-314-7143). IN THE EVENT THAT HUMAN REMAINS ARE ENCOUNTERED DURING CONSTRUCTION, THE PROPONENT SHOULD IMMEDIATELY CONTACT BOTH MTCS AND THE REGISTRAR OR DEPUTY REGISTRAR OF THE CEMETERIES REGULATION UNIT OF THE MINISTRY OF SMALL BUSINESS AND CONSUMER SERVICES (416-326-8392).

(f) THAT THE OWNER HALL INCLUDE THE FOLLOWING WARNING CLAUSE IN ALL OFFERS OF PURCHASE AND SALE:
(i) THAT THE HOME/ BUSINESS MAIL DELIVERY WILL BE FROM A DESIGNATED CENTRALIZED MAIL BOX.
(ii) THAT THE DEVELOPER/OWNER BE RESPONSIBLE FOR OFFICIALLY NOTIFYING THE PURCHASERS OF THE EXACT CENTRALIZED MAIL BOX LOCATIONS PRIOR TO THE CLOSING OF AN HOME SALES.
(iii) PURCHASERS/TENANTS ARE ADVISED THAT DESPITE THE INCLUSION OF NOISE CONTROL FEATURES IN THE DEVELOPMENT AND WITHIN THE BUILDINGS UNITS, SOUND LEVELS DUE TO INCREASING RAIL TRAFFIC BE ON OCCASION INTERFERE WITH SOME ACTIVITIES OF THE DWELLING OCCUPANTS AS THE SOUND LEVELS EXCEED THE MUNICIPALITY'S AND THE MINISTRY OF THE ENVIRONMENT, CONSERVATION AND PARK'S NOISE CRITERIA.
(iv) THIS DWELLING UNIT HAS BEEN SUPPLIED WITH CENTRAL AIR CONDITIONING SYSTEM WHICH WILL ALLOW WINDOWS AND EXTERIOR DOORS TO REMAIN CLOSED, THEREBY ENSURING THAT INDOOR SOUND LEVELS ARE WITHIN THE MUNICIPALITY'S AND THE MINISTRY OF THE ENVIRONMENT, CONSERVATION AND PARK'S NOISE CRITERIA.
(v) "WARNING: THE CANADIAN NATIONAL RAILWAY COMPANY OR ITS ASSIGNS OR SUCCESSORS IN INTEREST HAVE A RIGHTS-OF-WAY WITHIN 300 METRES FROM THE LAND THE SUBJECT HEREOF. THERE MAY BE ALTERATIONS TO, OR EXPANSIONS OF, HE RAILWAY FACILITIES ON SUCH RIGHTS-OF-WAY IN THE FUTURE INCLUDING THE POSSIBILITY THAT THE RAILWAY OR ITS ASSIGNS OR SUCCESSORS AS AFORESAID MAY EXPAND ITS OPERATIONS, WHICH EXPANSIONS MAY AFFECT THE LIVING ENVIRONMENT OF PRESIDENTS IN THE VICINITY, NOTWITHSTANDING THE INCLUSION OF ANY NOISE AND VIBRATION ATTENUATING MEASURES IT IS THE DEVELOPMENT AND INDIVIDUAL DWELLING(S). CNR WILL NOT BE RESPONSIBLE FOR ANY COMPLAINTS OR CLAIMS ARISING FROM USE OF SUCH FACILITIES AND/OR OPERATIONS ON, OVER OR UNDER THE AFORESAID RIGHT OF WAY."

(g) THAT THE OWNER AGREE TO INCLUDE THE FOLLOWING NOISE MITIGATION MEASURES FOR THE PROPOSED DEVELOPMENT:
(i) THAT THE NORTHERLY MOST BUILDING UTILIZE BRICK VENEER OR ACOUSTICALLY TESTED MASONRY EQUIVALENT WILL BE IMPLEMENTED.
(ii) THAT THE REQUIRED STC RATING FOR DOORS AND WINDOWS IDENTIFIED ON TABLE 7 OF THE ENVIRONMENTAL NOISE AND VIBRATION IMPACT STUDY PREPARED BY DBA ACOUSTICAL CONSULTANTS INC. DATED JUNE 2017 WILL BE IMPLEMENTED.
(iii) TO ESTABLISH A SAFETY BEARM AND ACOUSTICAL FENCE.
(iv) ESTABLISH ISOLATION PADS, VIBRATION ABSORPTIVE MATERIAL, OR VIBRATION DAMPENING MATERIAL TO BE APPLIED TO THE NORTH, EAST AND WEST SIDE OF THE NORTHERLY MOST BUILDING.
(v) ANY AND ALL MITIGATION MEASURES AND OTHER REQUIREMENTS AS STIPULATED BY CN RAIL.

(h) THAT THE OWNER AGREES TO DISPLAY THE MUNICIPAL NUMBER (121) OR FULL ADDRESS (121 VANSITMART AVENUE) NEAR THE ENTRANCEWAY IN A MANNER THAT IS VISIBLE FROM THE STREET.
(i) THE OWNER SHALL THROUGH RESTRICTIVE COVENANT TO BE REGISTERED ON TITLE AND ALL AGREEMENTS OF PURCHASE AND SALE OR LEASE PROVIDE NOTICE TO THE PUBLIC THAT THE SAFETY BERM, FENCING AND VIBRATION ISOLATION MEASURES IMPLEMENTED ARE NOT TO BE TAMPERED WITH OR ALTERED AND FURTHER THAT THE OWNER SHALL HAVE SOLE RESPONSIBILITY FOR AND SHALL MAINTAIN THESE MEASURES TO THE SATISFACTION OF CN.

DATED THIS _____ DAY OF _____ 20 _____

_____ (SEAL)
WITNESS (SIGNATURE) OWNER(S) (SIGNATURE)

_____
WITNESS (PRINT) OWNER (PRINT)

ADDRESS OF WITNESS

ALECTRA UTILITIES

1. RELOCATION, MODIFICATION, OR REMOVAL OF ANY EXISTING HYDRO FACILITIES, SHALL BE AT THE OWNERS EXPENSE.
2. DO NOT EXCAVATE WITHIN 2 METRES OF HYDRO POLE OR ANCHORS.
3. EXCAVATION WITHIN 1 METRE OF UNDERGROUND HYDRO PLANT IS NOT PERMITTED UNLESS APPROVAL IS GRANTED BY HORIZON UTILITIES REPRESENTATIVE AND IS PRESENT TO PROVIDE DIRECT SUPERVISION. COST ASSOCIATED WITH THIS ASK SHALL BE AT THE OWNER'S EXPENSE.
4. HORIZON UTILITIES MUST BE CONTACTED IF REMOVAL, ISOLATION OR RELOCATION OF EXISTING PLAN IS REQUIRED, ALL COST ASSOCIATED WITH THIS WORK WILL BE AT THE OWNERS EXPENSE.

STAMP

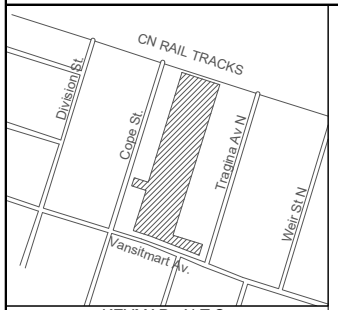
DEVELOPMENT STATISTICS
ZONING BY-LAW 6593 "C/S-1762-'H"

Proposed Single (LOT A)

Item	Required	Proposed
Lot Area	329.0 m²	329.3 m²
Min. Front Yard	6.0 m	6.0 m
Min. Side Yard (West)	1.2 m	1.25 m
Min. Rear Yard	7.5 m	7.5 m
Min. Lot With	10.0 m	8.5 m

Proposed Single (LOT B)

Item	Required	Proposed
Lot Area	149.0 m²	479.79 m²
Min. Front Yard	1.0m	1.03m
Min. Side Yard (North)	3.0 m	1.24 m
Min. Side Yard (South)	3.0 m	1.21 m
Min. Rear Yard	6.0 m	6.01 m
Min. Lot With	9.1 m	9.18 m
Min. Manoeuvering Space With	1.0 m	3.0 m
Max. Porch Front Yard Encroachment	1.0 m	0.3 m



KEYMAP - N.T.S.

GENERAL NOTES

1. ALL WORK INVOLVED IN THE CONSTRUCTION, RELOCATION, REPAIR OF MUNICIPAL SERVICES FOR THE PROJECT SHALL BE TO THE SATISFACTION OF THE DIRECTOR AND CHIEF PLANNER OF THE PLANNING DIVISION, PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT;
2. FIRE ROUTE SIGNS AND 3-WAY FIRE HYDRANTS SHALL BE ESTABLISHED TO THE SATISFACTION OF THE CITY FIRE DEPARTMENT AND AT THE EXPENSE OF THE OWNER.
3. MAIN DRIVEWAY DIMENSIONS AT THE PROPERTY LINE BOUNDARIES ARE 7.5 M UNLESS OTHERWISE STATED.
4. ALL DRIVEWAYS FROM PROPERTY LINES FOR THE FIRST 7.5 M SHALL BE WITHIN 5% MAXIMUM GRADE, THEREAFTER, ALL DRIVEWAYS SHALL BE WITHIN 10% MAXIMUM GRADES.
5. THE APPROVAL OF THIS PLAN DOES NOT EXEMPT THE OWNER'S BONDED CONTRACTOR FROM THE REQUIREMENTS TO OBTAIN THE VARIOUS PERMITS/APPROVALS NORMALLY REQUIRED TO COMPLETE A CONSTRUCTION PROJECT, SUCH AS, BUT NOT LIMITED TO THE FOLLOWING:
   - BUILDING PERMIT - SEWER AND WATER PERMITS
   - ROAD CUT PERMITS - RELOCATION OF SERVICES
   - APPROACH APPROVAL PERMITS - COMMITTEE OF ADJUSTMENT
   - ENCROACHMENT AGREEMENTS (IF REQUIRED)
6. ABANDONED ACCESSES MUST BE REMOVED AND THE CURB AND BOULEVARD RESTORED WITH SOD AT THE OWNER'S EXPENSE TO THE SATISFACTION OF THE TRAFFIC ENGINEERING SECTION, PUBLIC WORKS DEPARTMENT.
7. FOR VISIBILITY TRIANGLES AT THE VEHICULAR ACCESS POINTS, THE FOLLOWING NOTE TO BE PROVIDED:
   "5 METRE BY 5 METRE VISIBILITY TRIANGLES IN WHICH THE MAXIMUM HEIGHT OF ANY OBJECTS OR MATURE VEGETATION IS NOT TO EXCEED A HEIGHT OF 0.70 METRES ABOVE THE CORRESPONDING PERPENDICULAR CENTRELINE ELEVATION OF THE ADJACENT STREET."
8. ALL SIGNS MUST COMPLY WITH HAMILTON SIGN BY-LAW NO. 10-197.
9. ALL FENCES MUST COMPLY WITH HAMILTON FENCE BY-LAW NO. 10-142.
10. THIS PROPERTY IS ELIGIBLE FOR WEEKLY COLLECTION OF GARBAGE, RECYCLING, ORGANICS, AND LEAF AND YARD WASTE THROUGH THE CITY OF HAMILTON SUBJECT TO COMPLIANCE WITH SPECIFICATIONS INDICATED BY THE PUBLIC WORKS DEPARTMENT AND SUBJECT TO COMPLIANCE WITH THE CITY'S SOLID WASTE MANAGEMENT BY-LAW 09-067, AS AMENDED
11. LIGHTING MUST BE DIRECTED ON-SITE AND MUST NOT SPILL OVER TO ADJACENT PROPERTIES OR STREETS. MUST PROVIDED HOUSE SHIELDS WHERE NEEDED, TO COMPLETELY ELIMINATE GLARE TO ADJACENT PROPERTIES.
12. UNION GAS HAS SERVICE LINES RUNNING WITHIN THE AREA WHICH MAY OR MAY NOT BE AFFECTED BY THE DEVELOPMENT. SHOULD THE SITE PLAN IMPACT THE SERVICES IT MAY BE NECESSARY TO RELOCATE THE LINES, ANY SERVICE RELOCATION WOULD BE AT THE COST OF THE PROPERTY OWNER.
13. A 1.2M SETBACK SHALL BE PROVIDED FROM EDGE OF DRIVEWAY TO ALL UTILITY AND LANDSCAPED FEATURES.

LEGEND:

- SUBJECT LANDS
- SURROUNDING PROPERTY LINE
- PROPOSED BUILDING
- EXISTING BUILDING
- PROPOSED ROAD WIDENING
- PROPOSED VISUAL BARRIER
- PROPOSED SEVERANCE
- PROPOSED DRIVEWAY
- (5) PROPOSED NO. OF PARKING SPACES
- PROPOSED GARAGE DOOR
- PROPOSED MAN DOOR
- NOISE BUFFER / BALCONY

SCALE 1:300

0 5 10 15 25 35 METRES

NOTES:
- ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

SITE PLAN

LEGAL DESCRIPTION:

PARTS OF LOTS 1 AND 2, CONCESSION 1, GEOGRAPHIC TOWNSHIP OF BARTON, AND ALL OF LOT 15, REGISTERED PLAN 737 AND ALL OF LOT 162, REGISTERED PLAN 500 IN THE CITY OF HAMILTON.

URBAN SOLUTIONS
PLANNING & LAND DEVELOPMENT
3 Studebaker Place Hamilton, ON L8L 0C8
905-546-1087 - UrbanSolutions.info

PROJECT:
THE VANSITMART
115 & 121 VANSITMART AVENUE
DA-19-015
CITY OF HAMILTON

CLIENT:
1349010 ONTARIO INC.

U/S FILE NUMBER: 167-16
SHEET NUMBER: 1

NOT FOR CONSTRUCTION

DESIGN BY: S. McKAY
CHECKED BY: S. MANCHIA
DRAWN BY: M.GOWANS
DATE: MARCH 21, 2019

NO.	DATE	BY	DESCRIPTION
6	07/23/24	L.T	AS PER CITY COMMENTS
5	07/04/22	J.S	AS PER CITY COMMENTS
4	01/04/22	S.E	AS PER CITY COMMENTS
3	10/22/21	L.D	AS PER CITY COMMENTS
2	10/19/20	L.D	AS PER REVISED SITE PLAN
1	03/21/19	M.G	AS PER CITY COMMENTS

DRAWING ISSUE RECORD

C:\Users\LucasTaibi\Urban Solutions\Active Projects - Documents\167-16 - Vansitmart Ave - Infill\2 - Drawings\1 - UrbanSolutions\Site Plan\167-16-Site Plan-2024-07-22.dwg

Thornton Tomasetti
366 Revus Avenue, Unit 23
Mississauga, ON Canada L5G 4S5
Tel: 905.271.7888 Fax: 905.271.1846
www.thorntontomasetti.com

True North

TT PROJECT CODE
SW22183

DRAWN BY: RF

REVIEWED BY:

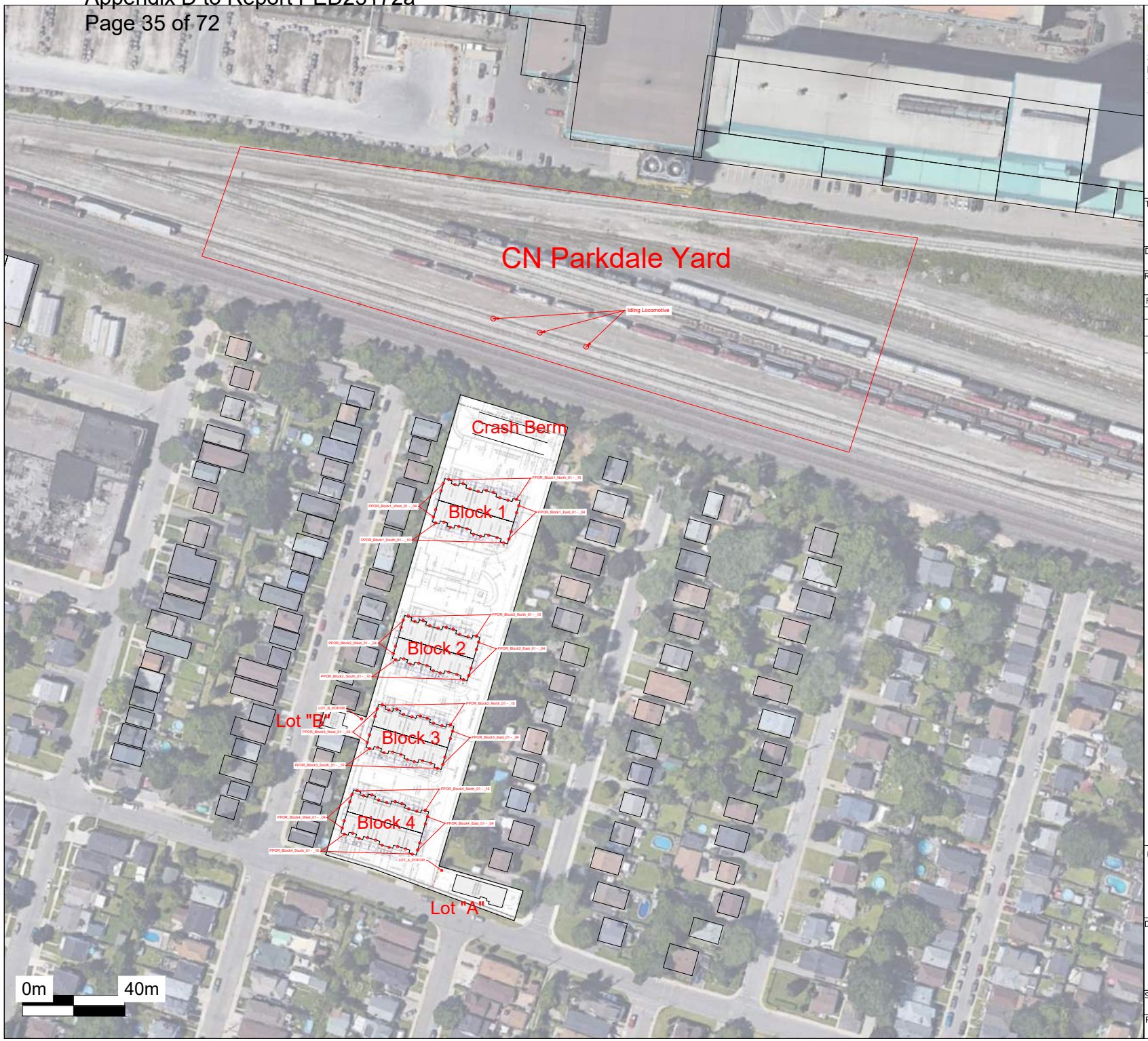
REVISION

#	DATE	DESCRIPTION
0	2023/10/10	FOR INFORMATION ONLY, NOT FOR CONSTRUCTION
1	202Y/MM/DD	FOR INFORMATION ONLY, NOT FOR CONSTRUCTION

PROJECT NAME
121 VANSITMART AVENUE
HAMILTON

DRAWING NAME
FIGURE 4:
TRANSPORTATION NOISE
PORS & SOURCES

SCALE	DATE
ON DRAWING	2024/07/29
Project SK. No	SHEET 1 OF 1



Thornton Tomasetti
366 Revus Avenue, Unit 23
Mississauga, ON Canada L5G 4S5
Tel: 905.271.7888 Fax: 905.271.1846
www.thorntontomasetti.com

True North

TT PROJECT CODE
SW22183

DRAWN BY: RF

REVIEWED BY:

REVISION

#	DATE	DESCRIPTION
0	2024/12/05	FOR INFORMATION ONLY, NOT FOR CONSTRUCTION
1	202Y/MM/DD	FOR INFORMATION ONLY, NOT FOR CONSTRUCTION

PROJECT NAME
121 VANSITMART AVENUE HAMILTON

DRAWING NAME
FIGURE 5: STATIONARY NOISE PORS & SOURCES

SCALE	DATE
ON DRAWING	2024/12/05
Project SK. No	SHEET 1 OF 1

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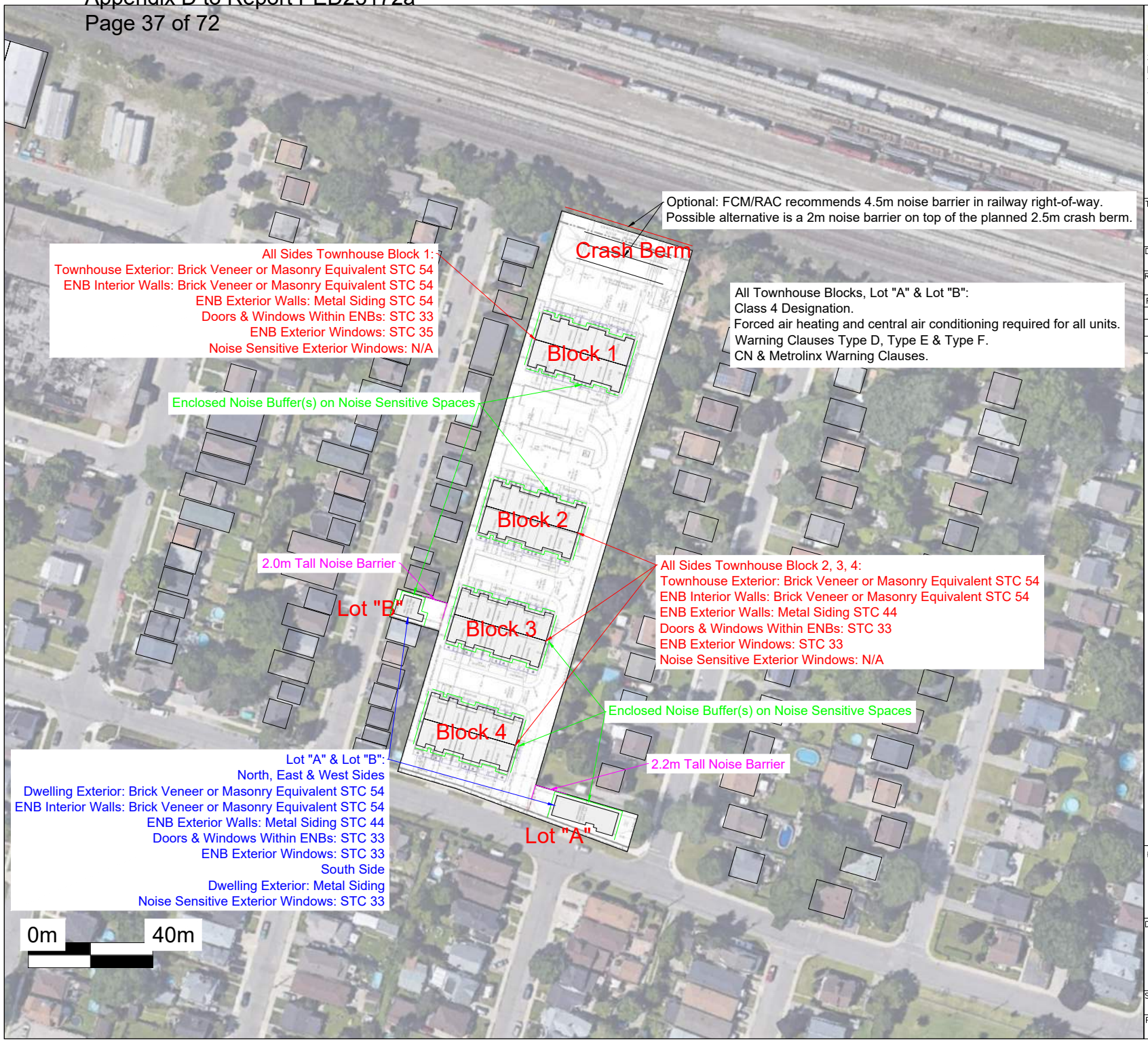
1	202Y/MM/DD	FOR INFORMATION ONLY, NOT FOR CONSTRUCTION

PROJECT NAME
121 VANSITMART AVENUE
HAMILTON

DRAWING NAME
FIGURE 6:
FIELD MEASUREMENT LOCATIONS

SCALE	DATE
ON DRAWING	2024/07/29
Project SK. No	SHEET 1 OF 1



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TT PROJECT CODE
SW22183

DRAWN BY: RF

REVIEWED BY:

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#	DATE	DESCRIPTION
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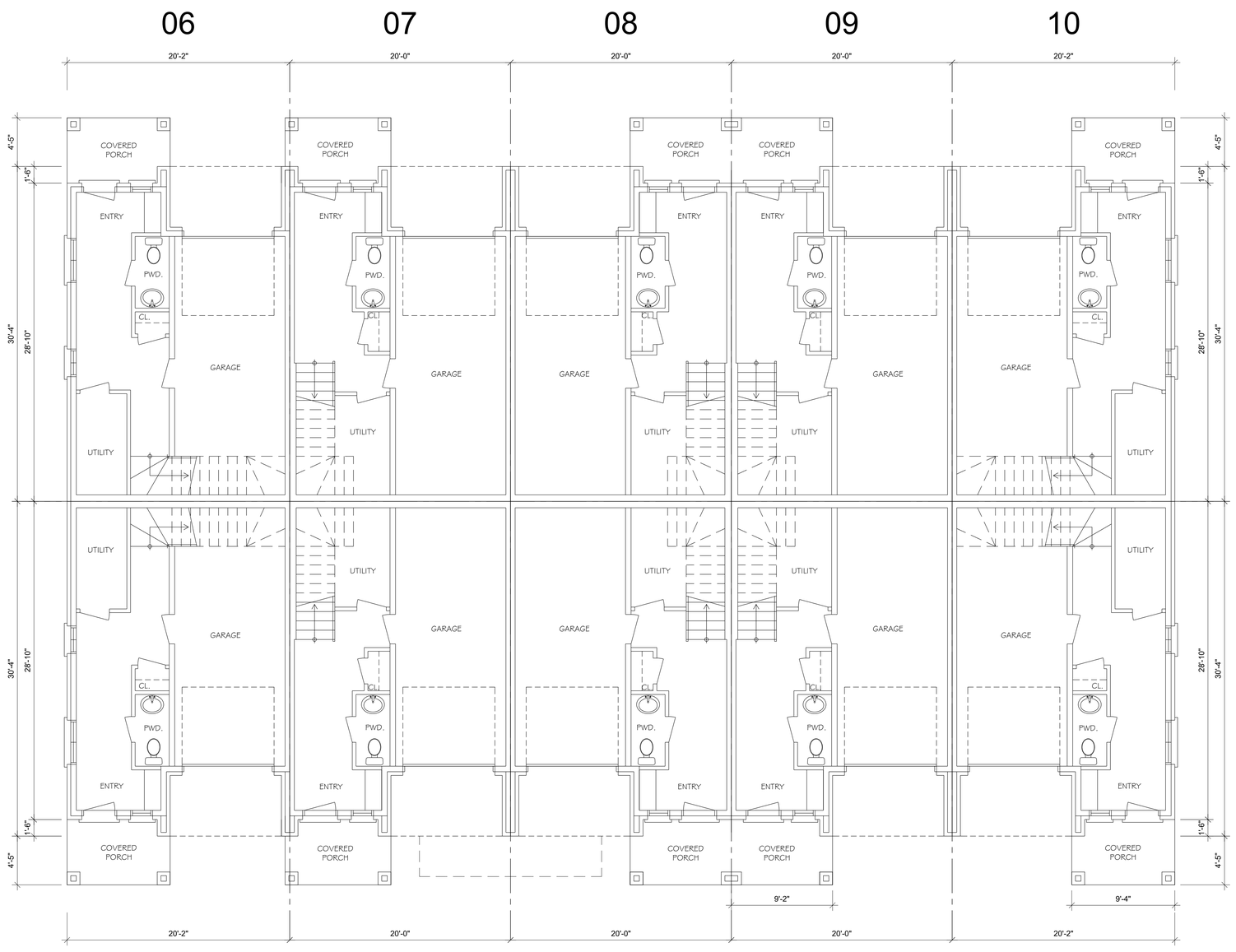
1	2024/03/05	FOR INFORMATION ONLY, NOT FOR CONSTRUCTION

PROJECT NAME
121 VANSITMART AVENUE HAMILTON

DRAWING NAME
FIGURE 7: RECOMMENDED MITIGATION MEASURES

SCALE ON DRAWING
DATE 2024/12/05
Project SK. No
SHEET 1 OF 1

Appendix B: Project Plans



1 / A100 GROUND FLOOR
3/16" = 1'-0"

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KEY TO DETAIL LOCATION
No. DETAIL NUMBER
No. DRAWING SHEET NUMBER

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SITE PLAN APPROVAL	1	04,12,18	MB
ISSUED FOR REVIEW	2	06,10,20	GA
ISSUED FOR REVIEW	3	20,08,21	AB
RE-ISSUED FOR SUBMISSION	4	08,11,22	JR
REVISED FOR NOISE BUFFERS	5	18,06,24	DG
SOUND RATINGS UPDATED	6	08,08,24	DG

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REVISIONS TO DRAWING	NO.	DATE (DD,MM,YY)	BY
-			-

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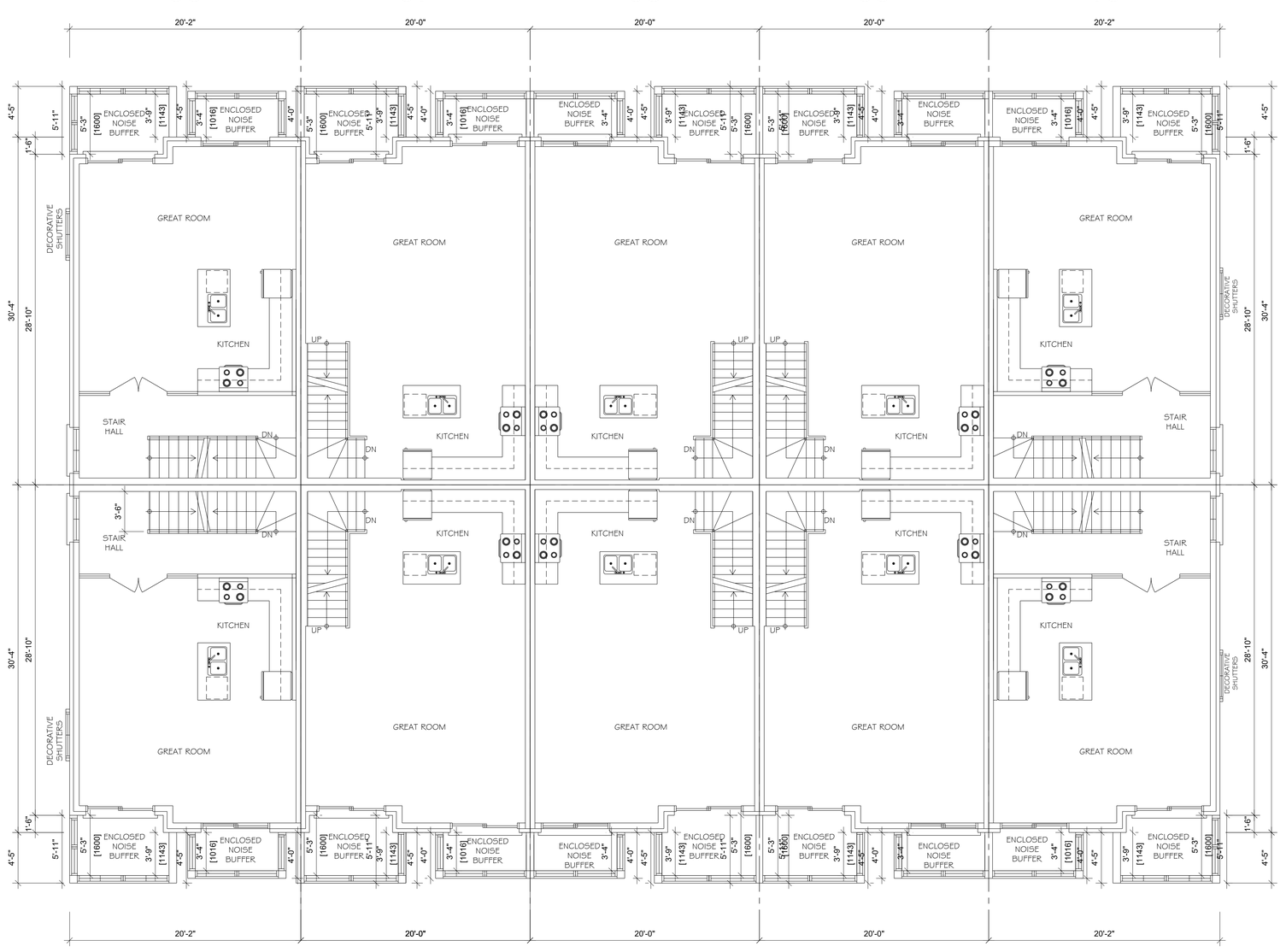
VANSITMART B2B
BUILDINGS 1,2,3,4
HAMILTON, ONTARIO

DRAWING SHEET TITLE: UNIQUE BLOCK PLAN
DRAWING SCALE: AS NOTED
KNY PROJECT NUMBER: 18053
DRAWN BY:
CHECKED BY:
PLOT DATE:
DRAWING SHEET NUMBER: A100



1 / A101 2ND FLOOR

3/16" = 1'-0"

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SITE PLAN APPROVAL	1	04,12,18	MB
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ISSUED FOR REVIEW	3	20,08,21	AB
RE-ISSUED FOR SUBMISSION	4	08,11,22	JR
REVISED FOR NOISE BUFFERS	5	18,06,24	DG
SOUND RATINGS UPDATED	6	08,08,24	DG
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VANSITMART B2B
BUILDINGS 1,2,3,4
HAMILTON, ONTARIO

DRAWING SHEET TITLE: UNIQUE BLOCK PLAN

DRAWING SCALE: AS NOTED

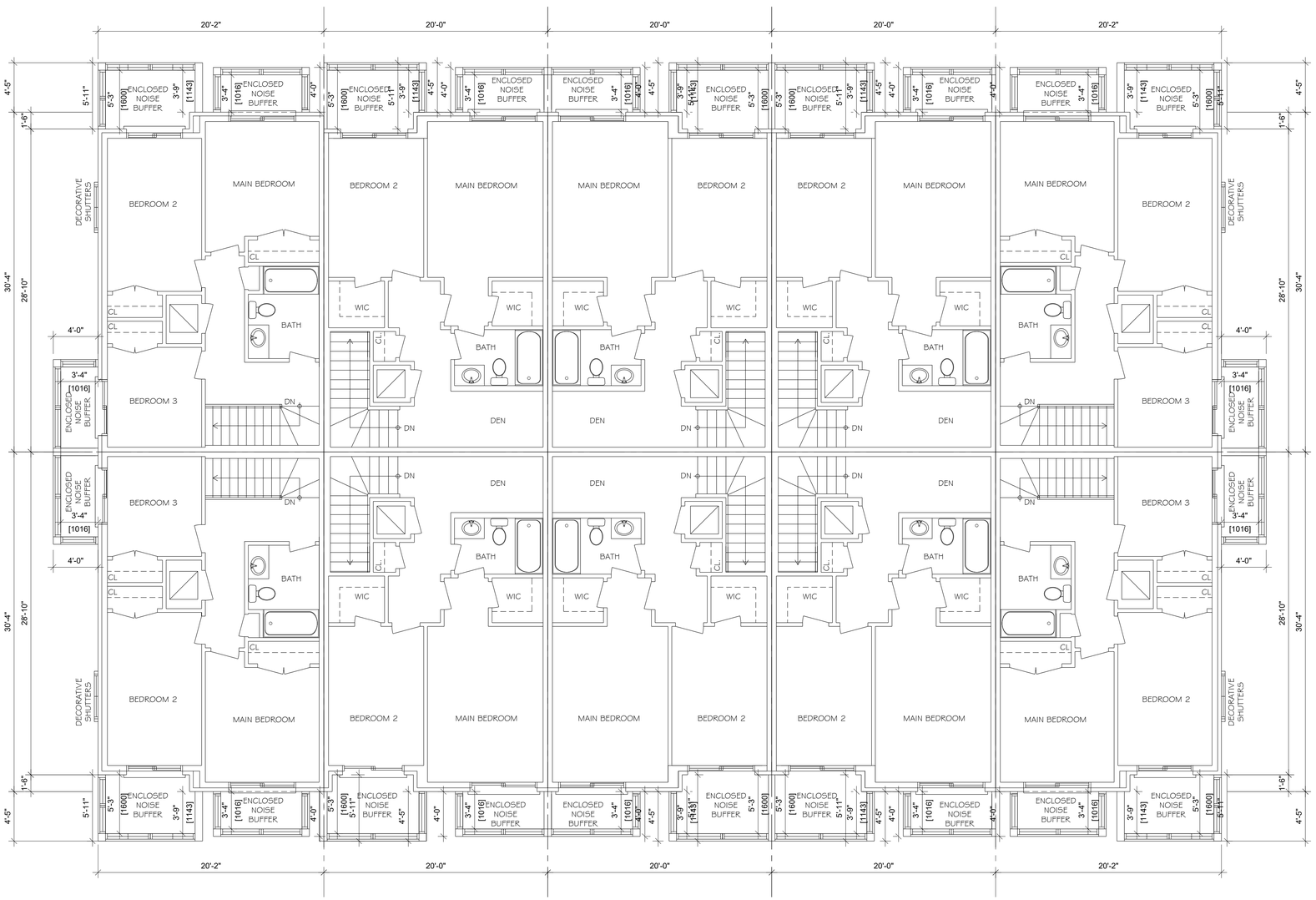
KNY PROJECT NUMBER: 18053

DRAWN BY:

CHECKED BY:

PLOT DATE:

DRAWING SHEET NUMBER: A101



1 / A102 3RD FLOOR

3/16" = 1'-0"

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KEY TO DETAIL LOCATION

No. / No. — DETAIL NUMBER / DRAWING SHEET NUMBER

PRINTS ISSUED	NO.	DATE (DD,MM,YY)	BY
SITE PLAN APPROVAL	1	04,12,18	MB
ISSUED FOR REVIEW	2	06,10,20	GA
ISSUED FOR REVIEW	3	20,08,21	AB
RE-ISSUED FOR SUBMISSION	4	08,11,22	JR
REVISED FOR NOISE BUFFERS	5	18,06,24	DG
SOUND RATINGS UPDATED	6	08,08,24	DG

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VANSITMART B2B
BUILDINGS 1,2,3,4
HAMILTON, ONTARIO

DRAWING SHEET TITLE: UNIQUE BLOCK PLAN

DRAWING SCALE: AS NOTED

KNY PROJECT NUMBER: 18053

DRAWN BY:

CHECKED BY:

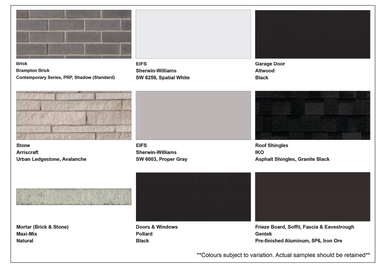
PLOT DATE:

DRAWING SHEET NUMBER: A102

1 A400 FRONT/REAR ELEVATION
10 UNIT BLOCK
3/16" = 1'-0"

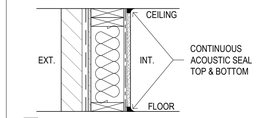
2 A400 SIDE ELEVATION
10 UNIT BLOCK
3/16" = 1'-0"

MATERIAL LEGEND	
TAG	MATERIAL TYPE
ST	STONE
BR	BRICK
AS	ASPHALT SHINGLES
MR	METAL ROOF
AT	ALUMINUM TRIM
AR	ALUMINUM RAILING
TR	DOOR & WINDOW TRIM
SC	SOLDIER COURSE
PC	PRECAST
PS	PRECAST SILL
GD	GARAGE DOOR
GLZ	GLAZING
CS	CEDAR SHAKES
STC	STUCCO
FW	FAKE WINDOW
MTL	PRE-FINISHED METAL



Colours subject to variation. Actual samples should be retained

SOUND RATING		
LOCATION	WALL TAG	STC
BLOCK 1		
BRICK/MASONRYEXTERIOR WALLS	EW1	54
EXTERIOR WALLS OF ENBs (METAL SIDING)	EW3	54
BRICK/MASONRY INTERIOR WALLS OF ENBs	EW1	54
WINDOWS/DOORS INSIDE ENBs		33
WINDOWS ON EXTERIOR OF ENBs		35
BLOCKS 2, 3 & 4		
BRICK/MASONRY EXTERIOR WALLS	EW1	54
EXTERIOR WALL OF ENBs	EW2	44
WINDOWS/DOORS INSIDE ENBS		33
WINDOWS ON EXTERIOR OF ENBS		33

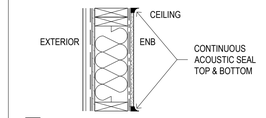


EW1 EXTERIOR STUD WALL (MASONRY)

4" BRICK OR STONE VENEER (SEE ELEVATIONS)
1" AIR SPACE
AIR/MOISTURE BARRIER SYSTEM
5/8" OSB SHEATHING
2"x6" WOOD STUDS @16" O.C.
R-22 BATT INSULATION
6 mil POLYETHELYNE VAPOUR BARRIER
1/2" TYPE 'X' GYPSUM BOARD

NOTE:
ALL PENETRATIONS THROUGH AIR BARRIER ARE TO BE SEALED

S.T.C.F.R.R.	
	-
	54

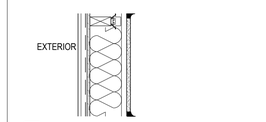


EW2 EXTERIOR STUD WALL (METAL)

PRE-FINISHED METAL PANELS
SUPPORT SYSTEM
AIR/MOISTURE BARRIER SYSTEM
5/8" OSB SHEATHING
2"x4" WOOD STUDS @24" O.C.
R-13 GLASS FIBRE INSULATION (3-5/8")
6 mil POLYETHELYNE VAPOUR BARRIER
1/2" TYPE 'X' GYPSUM BOARD

NOTE:
ALL PENETRATIONS THROUGH AIR BARRIER ARE TO BE SEALED

S.T.C.F.R.R.	
	-
	44



EW3 EXTERIOR WALL OF ENB

PRE-FINISHED METAL SIDING
FURRING CHANNELS
AIR/MOISTURE BARRIER SYSTEM
5/8" OSB SHEATHING
2"x4" WOOD STUDS @ 24" O.C.
R-22 BATT INSULATION (3-1/2")
GENIECLIP RST
7/8" FURRING CHANNEL
5/8" TYPE 'X' GYPSUM BOARD

NOTE:
ALL PENETRATIONS THROUGH AIR BARRIER ARE TO BE SEALED

S.T.C.F.R.R.	
	-
	54

CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND JOB CONDITIONS BEFORE PROCEEDING WITH WORK

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No. DETAIL NUMBER
No. DRAWING SHEET NUMBER

PRINTS ISSUED	NO.	DATE (DD,MM,YY)	BY
SITE PLAN APPROVAL	1	04,12,18	MB
ISSUED FOR REVIEW	2	06,10,20	GA
ISSUED FOR REVIEW	3	20,08,21	AB
RE-ISSUED FOR SUBMISSION	4	08,11,22	JR
REVISED FOR NOISE BUFFERS	5	18,06,24	DG
SOUND RATINGS UPDATED	6	08,08,24	DG

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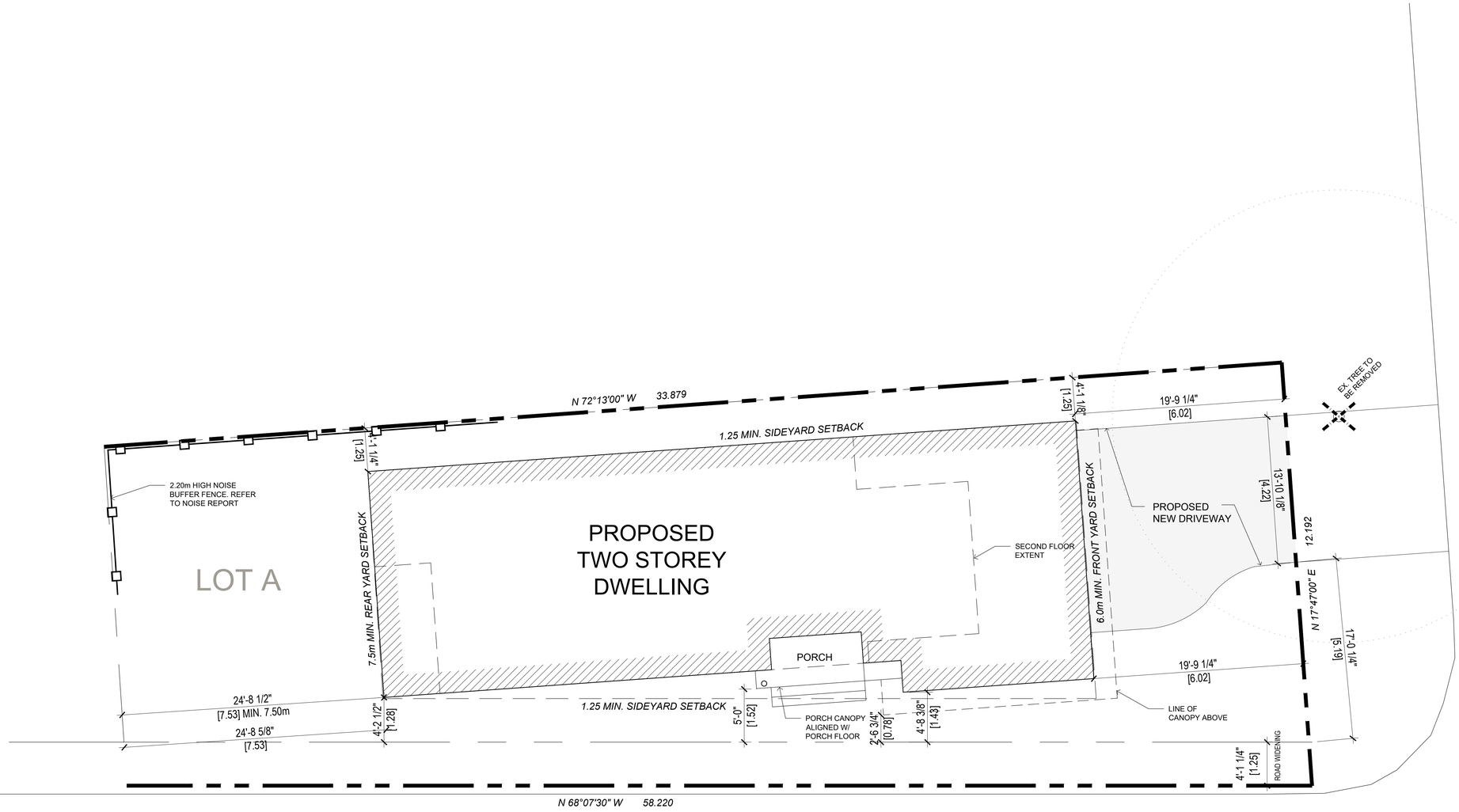
VANSITMART B2B
BUILDINGS 1,2,3,4
HAMILTON, ONTARIO

DRAWING SHEET TITLE:
MASONRY BLOCK ELEVATIONS

DRAWING SCALE: AS NOTED
KNY PROJECT NUMBER: 18053
DRAWN BY:
CHECKED BY:
PLOT DATE:
DRAWING SHEET NUMBER: A400



LANDSCAPED AREA:

FRONT YARD AREA:	693.32 SQ. FT.
DRIVEWAY AREA:	286.52 SQ. FT.
HARD SURFACE %:	48%

Appendix D to Report PED23172a
Page 43 of 72

CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND JOB CONDITIONS BEFORE PROCEEDING WITH WORK

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ISSUED FOR CLIENT REVIEW	1.	07,05,24
ISSUED FOR CLIENT REVIEW	2.	31,05,24
PORCH UPDATED FOR ZONING	3.	20,06,24
REISSUED FOR CONSULTANT COORDINATION	4.	04,07,24
STC RATINGS UPDATED	5.	08,08,24
UPDATED PER NOISE REPORT	6.	06,11,24

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REVISIONS TO DRAWING	No.	DATE (DD,MM,YY)

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PRELIMINARY

VANSITMART SINGLES

115 & 121 VANSITMART
HAMILTON, ONTARIO

DRAWING SHEET TITLE:

LOT A
SITE PLAN

DRAWING SCALE:	PROJECT NUMBER:
3/16"=1'-0"	18053

DRAWING VERSION:

PLOT DATE: December 2, 2024

DRAWING SHEET NUMBER: A1

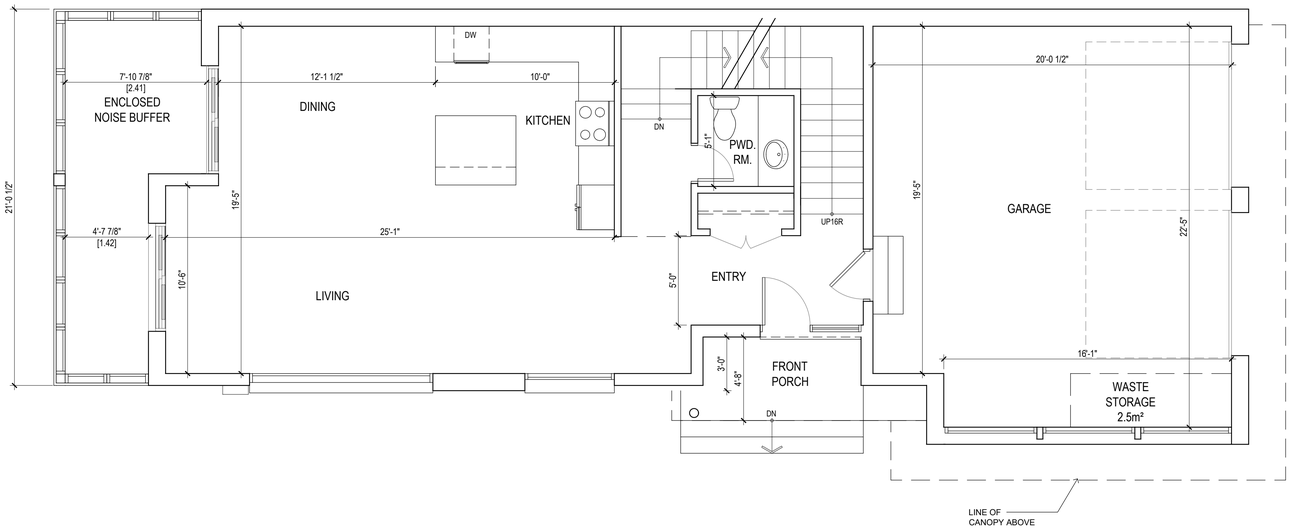
TIMESTAMP 12/2/2024 11:41:57 AM FILEPATH: O:\2018\18053 - 134NVG Ontario Inc o\ John Kenny - Vansitmart Towns\4 Drawings\A03 Schematic Design\18053-Detached\18053-Detached -Lot A-single dwelling-24-11-08.dwg

FLOOR AREAS:

GROUND FLOOR AREA (W/O GARAGE):	800.72 SQ. FT.
2ND FLOOR AREA:	1,049.12 SQ. FT.
TOTAL GFA:	1,889.20 SQ.FT.
FOOTPRINT:	1440.74 SQ. FT.

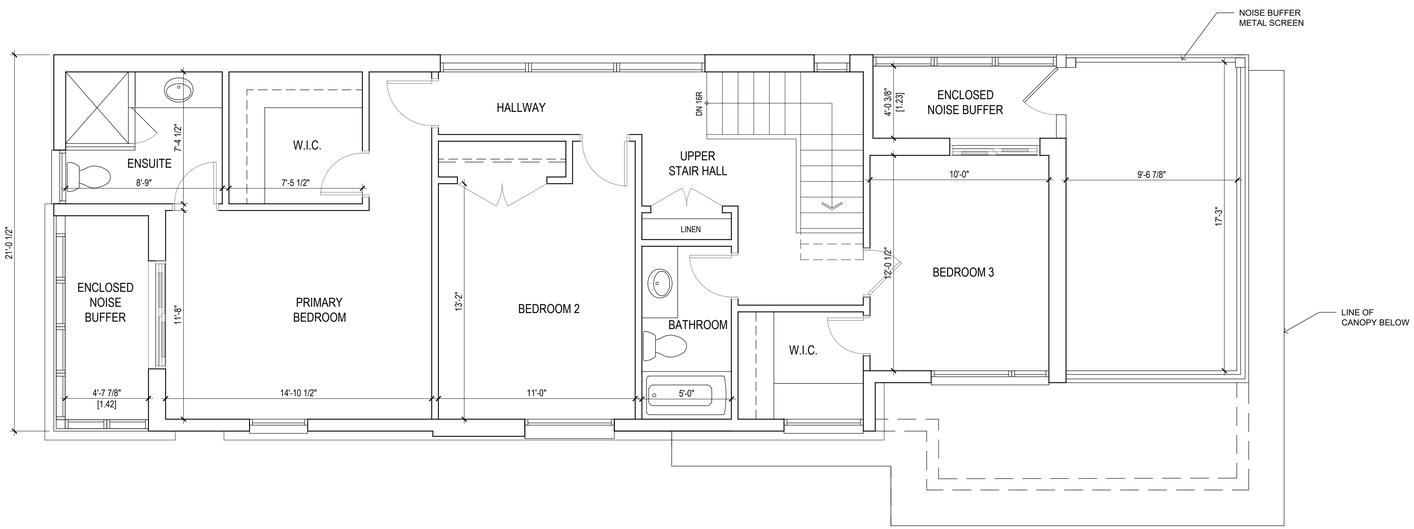
SOUND RATING

LOCATION	WALL TAG	STC
LOT A		
NORTH, WEST, & EAST FACADES	BRICK/MASONRY (EW1)	54
ENB EXTERIOR WALL	METAL SIDING (EW2)	44
ENB INTERIOR WALL	BRICK/MASONRY (EW1)	54
SOUTH FACADE	METAL SIDING	N/A
ALL FACADES & ENBs	WINDOW	33



1 A2 GROUND FLOOR PLAN

1/4" = 1'-0"



2 A2 SECOND FLOOR PLAN

1/4" = 1'-0"

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ISSUED FOR CLIENT REVIEW	2.	31.05.24
PORCH UPDATED FOR ZONING	3.	20.06.24
REISSUED FOR CONSULTANT COORDINATION	4.	04.07.24
STC RATINGS UPDATED	5.	08.08.24
UPDATED PER NOISE REPORT	6.	06.11.24

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PRELIMINARY

VANSITMART
SINGLES

115 & 121 VANSITMART
HAMILTON, ONTARIO

DRAWING SHEET TITLE:

LOT A
FLOOR PLANS

DRAWING SCALE:	PROJECT NUMBER:
1/4"=1'-0"	18053

DRAWING VERSION:

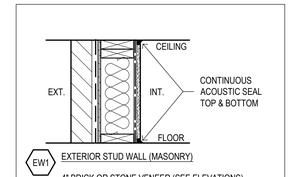
PLOT DATE: December 2, 2024

DRAWING SHEET NUMBER: A2

TIMESTAMP 12/2/2024 11:41:53 AM FILEPATH: O:\2018\18053 - 134900 Ontario Inc o\o John Kemp - Vansitmart Townhs\4. Drawings\4.03 Schematic Design\18053 Detached\18053 Detached Lot A-single dwelling-24-11-08.dwg

1 / A3 SOUTH ELEVATION

1/4" = 1'-0"



EW1 EXTERIOR STUD WALL (MASONRY)

4" BRICK OR STONE VENEER (SEE ELEVATIONS)
1" AIR SPACE
AIR/MOISTURE BARRIER SYSTEM
5/8" OSB SHEATHING
2"x6" WOOD STUDS @16" O.C.
R-22 BATT INSULATION
6 mil POLYETHELYNE VAPOUR BARRIER
1/2" TYPE 'X' GYPSUM BOARD

NOTE:
ALL PENETRATIONS THROUGH AIR BARRIER ARE TO BE SEALED

S.T.C. F.R.R.	1HR RATING - AS PER OBC SB-3 ASSEMBLY EW2a
	54

EW2 EXTERIOR STUD WALL (METAL SIDING)

PRE-FINISHED METAL SIDING
FURRING CHANNELS
AIR/MOISTURE BARRIER SYSTEM
5/8" OSB SHEATHING
2"x6" WOOD STUDS @ 24" O.C.
R-22 BATT INSULATION (5-1/2")
6 mil POLYETHELYNE VAPOUR BARRIER
1/2" TYPE 'X' GYPSUM BOARD

NOTE:
ALL PENETRATIONS THROUGH AIR BARRIER ARE TO BE SEALED

S.T.C. F.R.R.	-
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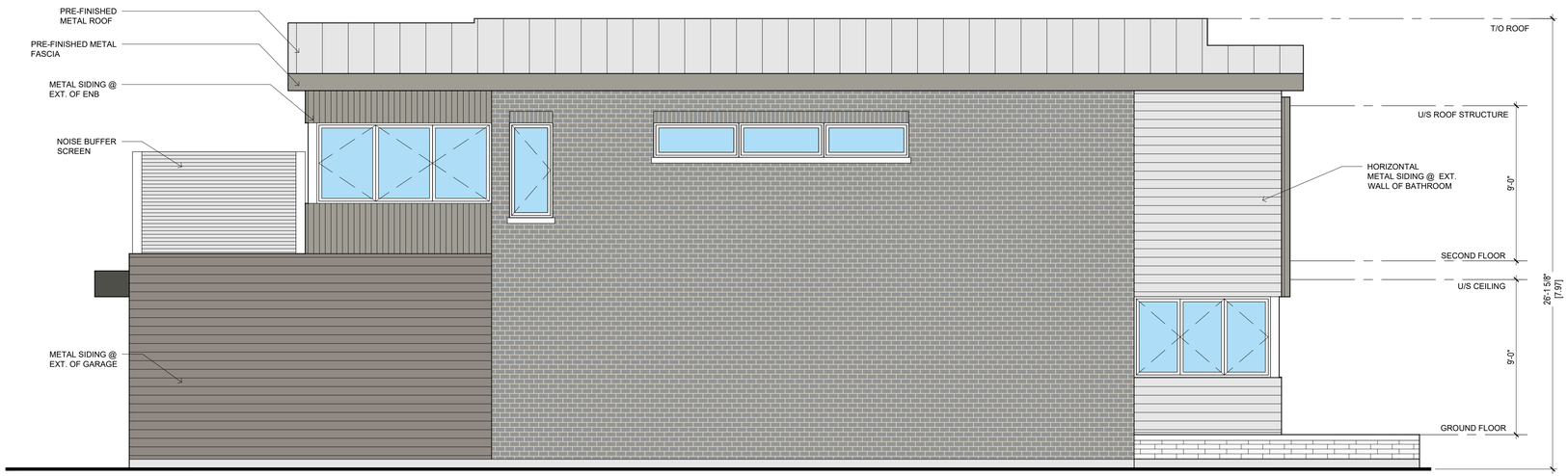
3 / A3 EXTERIOR WALL CONSTRUCTION

NTS



2 / A3 NORTH ELEVATION

1/4" = 1'-0"

SOUND RATING

LOCATION	WALL TAG	STC
LOT A		
NORTH, WEST, & EAST FACADES	BRICK/MASONRY (EW1)	54
ENB EXTERIOR WALL	METAL SIDING (EW2)	44
ENB INTERIOR WALL	BRICK/MASONRY (EW1)	54
SOUTH FACADE	METAL SIDING	N/A
ALL FACADES & ENBs	WINDOW	33

CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND JOB CONDITIONS BEFORE PROCEEDING WITH WORK.

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No. DETAIL NUMBER
No. DRAWING SHEET NUMBER

DRAWING SETS ISSUED	No.	DATE (DD,MM,YY)
ISSUED FOR CLIENT REVIEW	1.	07.05.24
ISSUED FOR CLIENT REVIEW	2.	31.05.24
PORCH UPDATED FOR ZONING	3.	20.06.24
REISSUED FOR CONSULTANT COORDINATION	4.	04.07.24
STC RATINGS UPDATED	5.	08.08.24
UPDATED PER NOISE REPORT	6.	06.11.24

ALL PREVIOUS ISSUES OF THIS DRAWING ARE SUPERSEDED

REVISIONS TO DRAWING	No.	DATE (DD,MM,YY)

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PRELIMINARY

VANSITMART SINGLES

115 & 121 VANSITMART
HAMILTON, ONTARIO

DRAWING SHEET TITLE:

LOT A ELEVATIONS

DRAWING SCALE: 1/4"=1'-0"

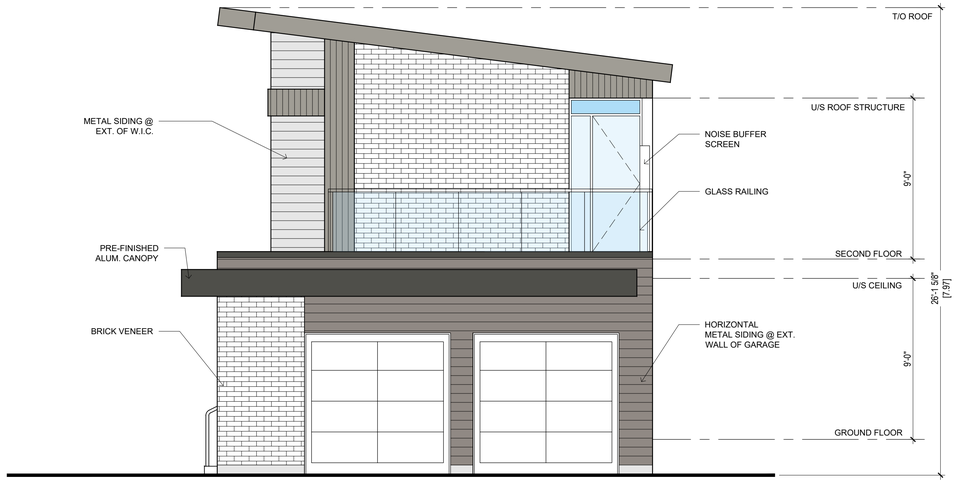
PROJECT NUMBER: 18053

DRAWING VERSION:

PLOT DATE: December 2, 2024

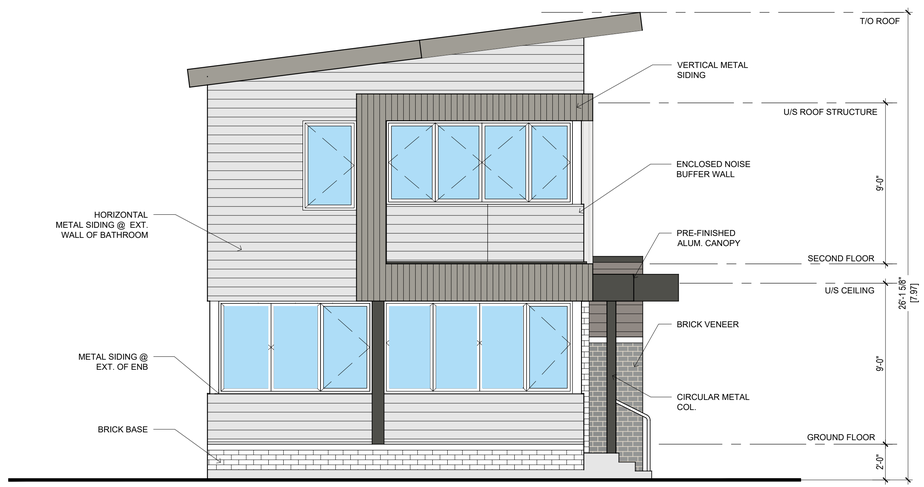
DRAWING SHEET NUMBER: A3

TIMESTAMP 12/2/2024 11:41:54 AM FILEPATH: Q:2018\18053 - 1349010 Ontario Inc o/a John Kemp - Vansitmart Towns\4 Drawings\4.03 Schematic Design\18053-Detached\18053-Detached -Lot A-single dwelling-24-11-08.dwg



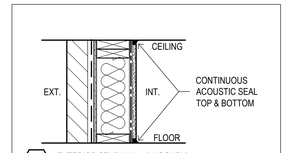
1 / A4 EAST ELEVATION

1/4" = 1'-0"



2 / A4 WEST ELEVATION

1/4" = 1'-0"

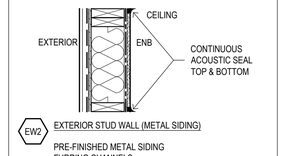


EW1 EXTERIOR STUD WALL (MASONRY)

4" BRICK OR STONE VENEER (SEE ELEVATIONS)
1" AIR SPACE
AIR/MOISTURE BARRIER SYSTEM
5/8" OSB SHEATHING
2"x6" WOOD STUDS @16" O.C.
R-22 BATT INSULATION
6 mil POLYETHELYNE VAPOUR BARRIER
1/2" TYPE 'X' GYPSUM BOARD

NOTE:
ALL PENETRATIONS THROUGH AIR BARRIER
ARE TO BE SEALED

S.T.C. F.R.R.	1HR RATING - AS PER OBC SB-3 ASSEMBLY EW2a
	54



EW2 EXTERIOR STUD WALL (METAL SIDING)

PRE-FINISHED METAL SIDING
FURRING CHANNELS
AIR/MOISTURE BARRIER SYSTEM
5/8" OSB SHEATHING
2"x6" WOOD STUDS @ 24" O.C.
R-22 BATT INSULATION (5-1/2")
6 mil POLYETHELYNE VAPOUR BARRIER
1/2" TYPE 'X' GYPSUM BOARD

NOTE:
ALL PENETRATIONS THROUGH AIR BARRIER
ARE TO BE SEALED

S.T.C. F.R.R.	-
	44

3 / A4 EXTERIOR WALL CONSTRUCTION

NTS

SOUND RATING		
LOCATION	WALL TAG	STC
LOT A		
NORTH, WEST, & EAST FACADES	BRICK/MASONRY (EW1)	54
ENB EXTERIOR WALL	METAL SIDING (EW2)	44
ENB INTERIOR WALL	BRICK/MASONRY (EW1)	54
SOUTH FACADE	METAL SIDING	N/A
ALL FACADES & ENBs	WINDOW	33

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REISSUED FOR CONSULTANT COORDINATION	4.	04.07.24
STC RATINGS UPDATED	5.	08.08.24
UPDATED PER NOISE REPORT	6.	06.11.24

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PRELIMINARY

VANSITMART
SINGLES

115 & 121 VANSITMART
HAMILTON, ONTARIO

DRAWING SHEET TITLE:

LOT A
ELEVATIONS

DRAWING SCALE:	PROJECT NUMBER:
1/4"=1'-0"	18053

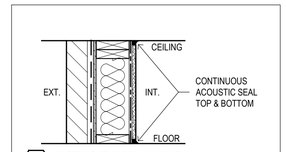
DRAWING VERSION:

PLOT DATE: December 2, 2024

DRAWING SHEET NUMBER: A4

TIMESTAMP 12/2/2024 11:41:54 AM FILEPATH: Q:2018\18053 - 1349010 Ontario Inc o\ John Kemp - Vansitmart Towns\4 Drawings\4.03 Schematic Design\18053-Detached\18053-Detached -Lot A-single dwelling-24-11-08.dwg

SOUND RATING		
LOCATION	WALL TAG	STC
LOT B		
NORTH, WEST, & EAST FACADES	BRICK/MASONRY (EW1)	54
ENB EXTERIOR WALL	METAL SIDING (EW2)	44
ENB INTERIOR WALL	BRICK/MASONRY (EW1)	54
SOUTH FACADE	METAL SIDING	N/A
ALL FACADES & ENBs	WINDOW	33

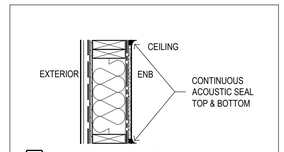


EW1 EXTERIOR STUD WALL (MASONRY)

4" BRICK OR STONE VENEER (SEE ELEVATIONS)
1" AIR SPACE
AIR/MOISTURE BARRIER SYSTEM
5/8" OSB SHEATHING
2"x6" WOOD STUDS @16" O.C.
R-22 BATT INSULATION
6 mil POLYETHELYNE VAPOUR BARRIER
1/2" TYPE 'X' GYPSUM BOARD

NOTE:
ALL PENETRATIONS THROUGH AIR BARRIER ARE TO BE SEALED

F.R.R.	1HR RATING - AS PER OBC SB-3 ASSEMBLY EW2a
S.T.C.	54



EW2 EXTERIOR STUD WALL (METAL SIDING)

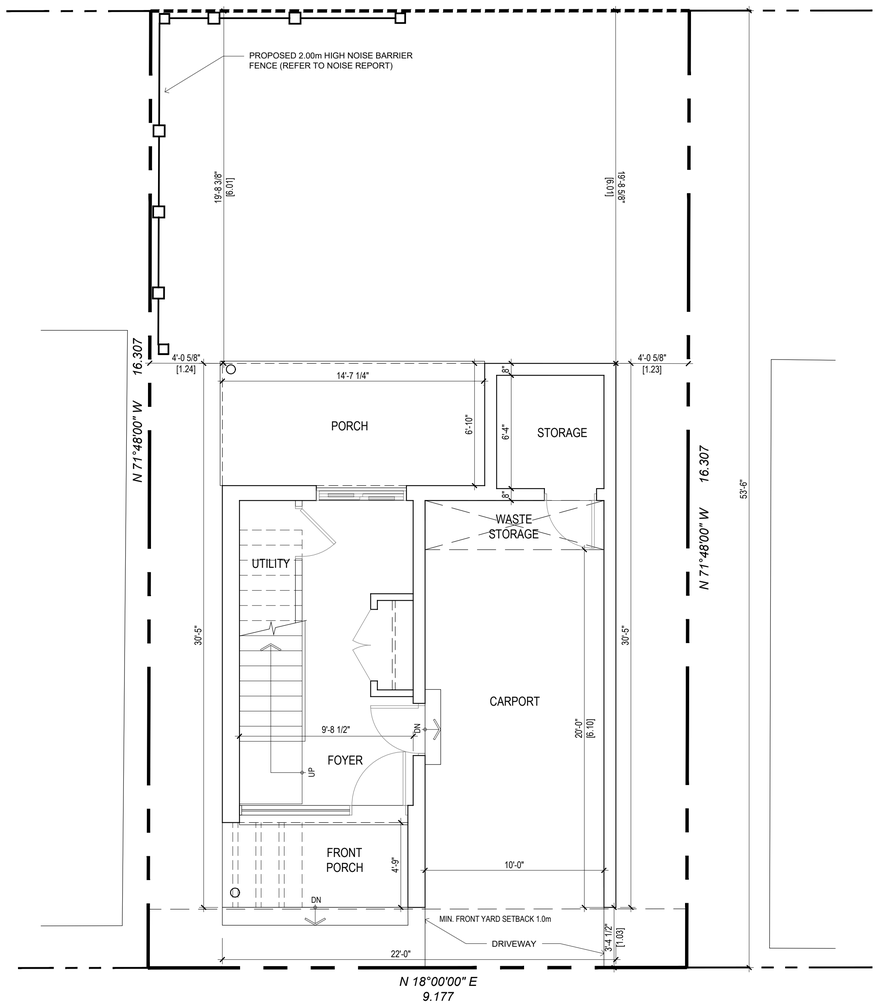
PRE-FINISHED METAL SIDING
FURRING CHANNELS
AIR/MOISTURE BARRIER SYSTEM
5/8" OSB SHEATHING
2"x6" WOOD STUDS @ 24" O.C.
R-22 BATT INSULATION (5-1/2")
6 mil POLYETHELYNE VAPOUR BARRIER
1/2" TYPE 'X' GYPSUM BOARD

NOTE:
ALL PENETRATIONS THROUGH AIR BARRIER ARE TO BE SEALED

F.R.R.	-
S.T.C.	44

4/A6 EXTERIOR WALL CONSTRUCTION

NTS

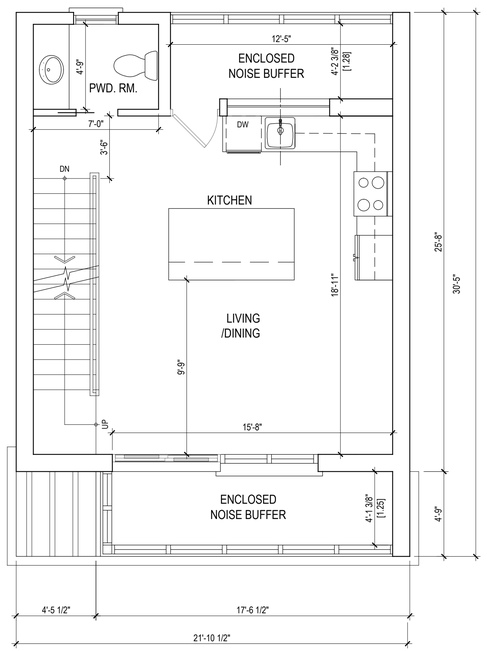


1/A6 GROUND FLOOR PLAN

1/4"=1'-0"

GROUND FLOOR AREA: 213.5 SQ. FT.

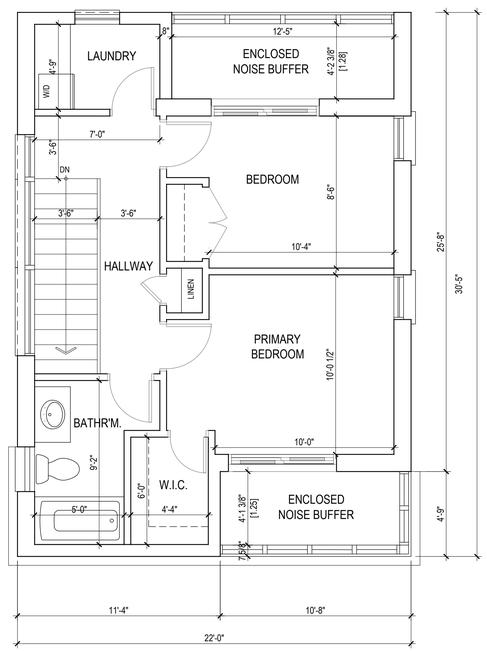
TOTAL GFA: 213.5+500.1+553.9= 1,253.20



2/A6 SECOND FLOOR PLAN

1/4"=1'-0"

SECOND FLOOR AREA: 500.1 SQ. FT.



3/A6 THIRD FLOOR PLAN

1/4"=1'-0"

THRID FLOOR AREA: 553.9 SQ. FT.

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UPDATED PER NOISE REPORT	6.	06.11.24

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PRELIMINARY

VANSITMART SINGLES

115 & 121 VANSITMART
HAMILTON, ONTARIO

DRAWING SHEET TITLE:

LOT B FLOOR PLANS

DRAWING SCALE:	PROJECT NUMBER:
1/4"=1'-0"	18053

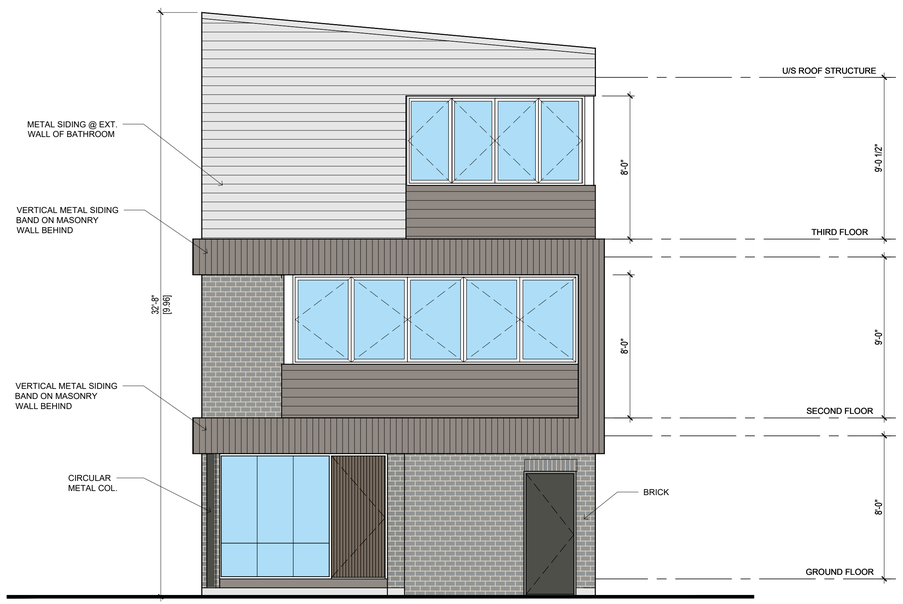
DRAWING VERSION:

PLOT DATE: December 2, 2024

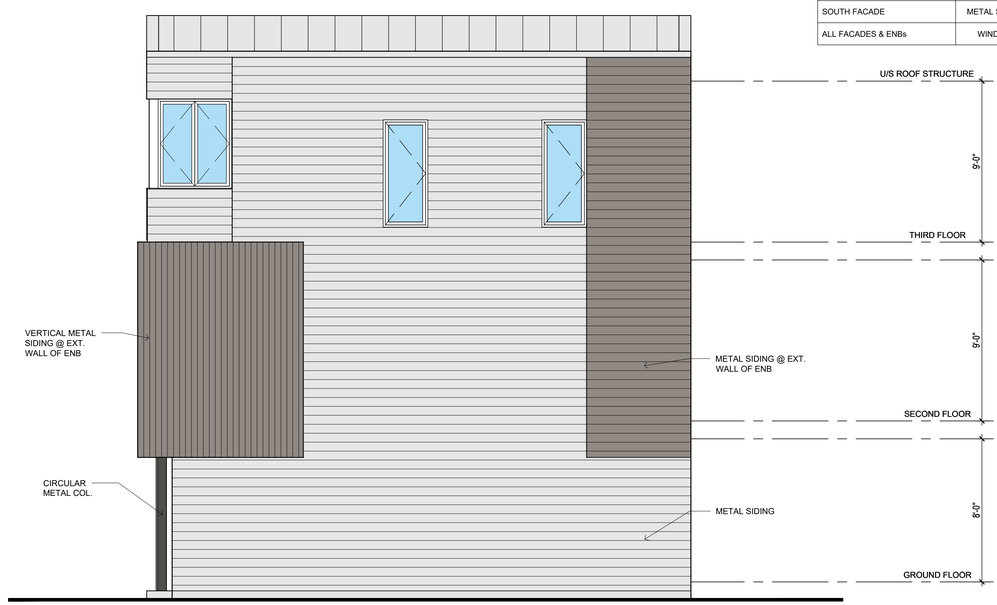
DRAWING SHEET NUMBER: A6

TIMESTAMP 12/2/2024 11:44:02 AM FILEPATH: O:\2018\18053 - 134900 Ontario Inc o\o John Kemp - Vansitmart Townhs\4. Drawings\4.03 Schematic Design\18053-Detached\18053-Detached-Lot B-2024-11-08.rtwp

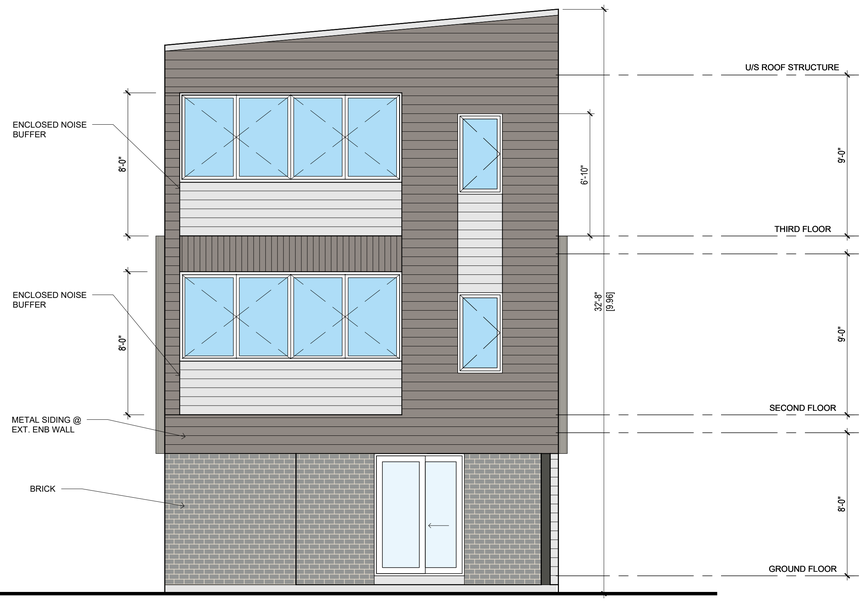
SOUND RATING		
LOCATION	WALL TAG	STC
LOT B		
NORTH, WEST, & EAST FACADES	BRICK/MASONRY (EW1)	54
ENB EXTERIOR WALL	METAL SIDING (EW2)	44
ENB INTERIOR WALL	BRICK/MASONRY (EW1)	54
SOUTH FACADE	METAL SIDING	N/A
ALL FACADES & ENBs	WINDOW	33



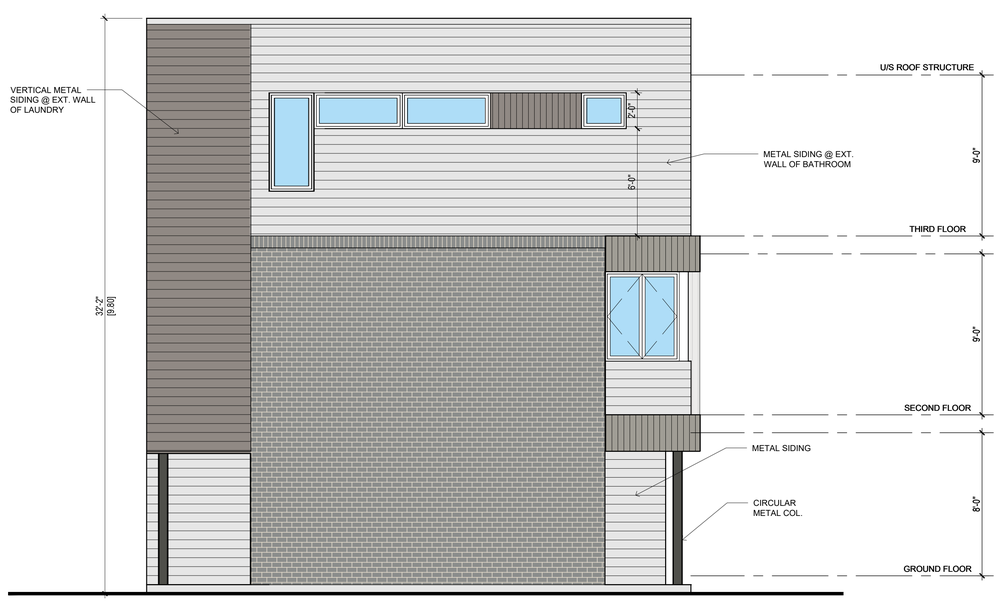
1 A7 WEST ELEVATION
1/4"=1'-0"



2 A7 SOUTH ELEVATION
1/4"=1'-0"



3 A7 EAST ELEVATION
1/4"=1'-0"



4 A7 NORTH ELEVATION
1/4"=1'-0"

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No. DRAWING SHEET NUMBER

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VANSITMART SINGLES

115 & 121 VANSITMART
HAMILTON, ONTARIO

DRAWING SHEET TITLE:
LOT B ELEVATIONS

DRAWING SCALE: 1/4"=1'-0"
PROJECT NUMBER: 18053

DRAWING VERSION:
PLOT DATE: December 2, 2024
DRAWING SHEET NUMBER: A7

TIMESTAMP: 12/2/2024 11:44:03 AM FILEPATH: O:\2018\18053 - 134N010 Ontario Inc c\o John Kemp - Vansitmart Towns\4. Drawings\4.03 Schematic Design\18053 Detached\18053 Detached -Lot B-2024-11-08.dwg

Appendix C: Traffic Data

System Engineering
Engineering Services

1 Administration Road
Concord, ON, L4K 1B9
T: 905.669.3264
F: 905.760.3406

Train Count Data

TRANSMITTAL

To: *Destinataire :*	Thorton Tomasetti 23-366 Revus Avenue, Mississauga, ON L5G 4S5	*Project :*	GRM- 40.49 Kenilworth Avenue N Hamilton ON
Att'n:	Robert Fuller	*Routing:*	RFuller@ThorntonTomasetti.com
From: *Expéditeur :*	Umair Naveed	*Date:*	09/27/2022
Cc:	Adjacent Development CN via e-mail		

☐ Urgent ☐ For Your Use ☐ For Review ■ For Your Information ☐ Confidential

Re: Train Traffic Data – CN Grimsby Subdivision near Kenilworth Avenue N in Hamilton, ON

Please find attached the requested Train Traffic Data; this data does not reflect GO Metrolinx Traffic. The application fee in the amount of **$500.00** +HST will be invoiced.

Should you have any questions, please do not hesitate to contact the undersigned at permits.gld@cn.ca.

Sincerely,

Umair Naveed

Umair Naveed
Officer Public Works – Eastern Canada
Permits.gld@cn.ca

Date: 2022/09/27 Project Number: GRM –40.49- Kenilworth Avenue N , Hamilton, ON

Dear Robert:

Re: Train Traffic Data – CN Grimsby Subdivision near Kenilworth Avenue N in Hamilton, ON

The following is provided in response to Robert's 2022/06/20 request for information regarding rail traffic in the vicinity of grade separation at Kenilworth Avenue N in Hamilton, ON at approximately Mile 40.49 on CN's Grimsby Subdivision.

Typical daily traffic volumes are recorded below. However, traffic volumes may fluctuate due to overall economic conditions, varying traffic demands, weather conditions, track maintenance programs, statutory holidays and traffic detours that when required may be heavy although temporary. For the purpose of noise and vibration reports, train volumes must be escalated by 2.5% per annum for a 10-year period.

Typical daily traffic volumes at this site location are as follows:

***Maximum train speed is given in Miles per Hour**

	0700-2300			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	4	140	30	4
Way Freight	0	25	30	4
Passenger	2	10	30	2

	2300-0700			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	0	140	30	4
Way Freight	2	25	30	4
Passenger	0	10	30	2

The volumes recorded reflect westbound and eastbound freight and passenger operations on CN's Grimsby Subdivision.

Except where anti-whistling bylaws are in effect, engine-warning whistles and bells are normally sounded at all at-grade crossings. There are 3(Three) at-grade crossing in the immediate vicinity of the study area at Mile 39.50 Parkdale Avenue, Mile 41.02 Ottawa Street and Mile 41.54 Gage Avenue. Anti-whistling bylaws are in effect at these crossings. Please note that engine warning whistles may be sounded in cases of emergency, as a safety and or warning precaution at station locations and pedestrian crossings and occasionally for operating requirements.

With respect to equipment restrictions, the gross weight of the heaviest permissible car is 286,000 lbs.

The double mainline track is considered continuously welded rail throughout the study area. This location is near CN's Hamilton yard. Be advised, that any development within 1000m of a yard should take extra measures to understand and assess noise impacts and the creation of noise due to CN operations within the yard as this is not reflected in the data provided.

The Canadian National Railway continues to be strongly opposed to locating developments near railway facilities and rights-of-way due to potential safety and environmental conflicts. Development adjacent to the Railway Right-of-Way is not appropriate without sound impact mitigation measures to reduce the incompatibility. For confirmation of the applicable rail noise, vibration and safety standards, Adjacent Development, Canadian National Railway Properties at Proximity@cn.ca should be contacted directly.

I trust the above information will satisfy your current request.

Sincerely,

Umair Naveed

Umair Naveed
Officer Public Works – Eastern Canada
Permits.gld@cn.ca

Fuller, Robert

From: Rail Data Requests <RailDataRequests@metrolinx.com>
Sent: Monday, November 28, 2022 10:25 AM
To: Fuller, Robert
Subject: RE: Train Volume Data Request - Kenilworth Avenue North & Vansitmart Avenue

[External Sender]

Good morning,
Further to your request dated November 23, 2022, the subject lands (121 Vansitmart Avenue, Hamilton) are located within 300 metres of the CN Grimsby Subdivision (which carries Lakeshore West GO rail service).

It's anticipated that GO rail service on this Subdivision will be comprised of diesel trains. The GO rail fleet combination on this Subdivision will consist of up to 2 locomotives and 12 passenger cars. The typical GO rail weekday train volume forecast near the subject lands, including both revenue and equipment trips is in the order of 93 trains. The planned detailed trip breakdown is listed below:

	1 Diesel Locomotive	2 Diesel Locomotives		1 Diesel Locomotive	2 Diesel Locomotives
Day (0700-2300)	81	7	Night (2300-0700)	3	2

The current track design speed near the subject lands is 30 mph (48 km/h).

There are *anti-whistling by-laws* in affect near the subject lands at Wellington St, and Victoria Ave.
Operational information is subject to change and may be influenced by, among other factors, service planning priorities, operational considerations, funding availability and passenger demand.

It should be noted that this information only pertains to Metrolinx rail service. It would be prudent to contact other rail operators in the area directly for rail traffic information pertaining to non-Metrolinx rail service.

I trust this information is useful. Should you have any questions or concerns, please do not hesitate to contact me.
Regards,
Tara

Tara Kamal Ahmadi
Junior Analyst
Third Party Projects Review, Capital Projects Group
Metrolinx | 20 Bay Street | Suite 600 | Toronto | Ontario | M5J 2W3

METROLINX

From: Fuller, Robert <RFuller@ThorntonTomasetti.com>
Sent: November 22, 2022 1:56 PM
To: Rail Data Requests <RailDataRequests@metrolinx.com>
Subject: Train Volume Data Request - Kenilworth Avenue North & Vansitmart Avenue

You don't often get email from rfuller@thorntontomasetti.com. Learn why this is important

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good afternoon,

I'm writing to request train volume data in relation to a noise study for a proposed residential development in the vicinity of the Lakeshore West GO Train line (121 Vansitmart Avenue, Hamilton, in the vicinity of the intersection of Kenilworth Avenue North & Vansitmart Avenue).

The following train data is requested for the Metrolinx train volumes on this rail line:

Requested Train Data:
· Number of trains per day during daytime (07:00-23:00)
· Number of trains per day during night-time (23:00-07:00)
· Types of trains
· Annual growth rate for train volume
· Number of train cars
· Number of locomotives
· Speed of trains
· Any whistle signals in the area

Please let us know if there is any fee required to obtain the train volume data and the payment method.

Sincerely,

Robert Fuller, P.Eng. | Project Engineer
Thornton Tomasetti | 23-366 Revus Avenue, Mississauga, ON L5G 4S5, Canada
Direct +1.905.629.3583 | **Main** +1.905.271.7888 | **Cell** +1.647.769.7161
RFuller@ThorntonTomasetti.com | www.ThorntonTomasetti.com

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

Appendix D: Transportation Noise Predictions

```
STAMSON 5.0        NORMAL REPORT        Date: 06-10-2023 10:43:01
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: POW1R.te             Time Period: Day/Night 16/8 hours
Description:


Rail data, segment # 1: CNRail (day/night)
-----------------------------------------
Train            ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type             !             !(km/h) !/Train!/Train! type !weld
-----------------+-------------+-------+------+------+------+----
* 1. Freight     !   5.4/0.0   !  50.0 !  4.0 !140.0 !Diesel! Yes
* 2. WayFreight  !   0.0/2.7   !  50.0 !  4.0 ! 25.0 !Diesel! Yes
* 3. Passenger   !   2.7/0.0   !  50.0 !  2.0 ! 10.0 !Diesel! Yes
* 4. GO          !  88.0/5.0   !  50.0 !  2.0 ! 12.0 !Diesel! Yes

* The identified number of trains have been adjusted for
  future growth using the following parameters:

Train type:         ! Unadj. ! Annual % ! Years of !
 No  Name           ! Trains ! Increase !  Growth  !
--------------------+--------+----------+----------+
  1. Freight        !   4.0/0.0   !    2.50  !   12.00  !
  2. WayFreight     !   0.0/2.0   !    2.50  !   12.00  !
  3. Passenger      !   2.0/0.0   !    2.50  !   12.00  !
  4. GO             !  88.0/5.0   !    2.50  !    0.00  !

Data for Segment # 1: CNRail (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  49.00 / 49.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle           :   0.00

Results segment # 1: CNRail (day)
---------------------------------

LOCOMOTIVE (0.00 + 65.39 + 0.00) = 65.39 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -90     90   0.41  73.60  -7.22  -0.99   0.00   0.00   0.00  65.39
-------------------------------------------------------------------

WHEEL (0.00 + 55.68 + 0.00) = 55.68 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -90     90   0.51  64.64  -7.76  -1.19   0.00   0.00   0.00  55.68
-------------------------------------------------------------------

Segment Leq : 65.83 dBA
```

Total Leq All Segments: 65.83 dBA

Results segment # 1: CNRail (night)

LOCOMOTIVE (0.00 + 57.79 + 0.00) = 57.79 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	66.01	-7.22	-0.99	0.00	0.00	0.00	57.79

WHEEL (0.00 + 47.30 + 0.00) = 47.30 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	56.26	-7.76	-1.19	0.00	0.00	0.00	47.30

Segment Leq : 58.16 dBA

Total Leq All Segments: 58.16 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.83
(NIGHT): 58.16

```
STAMSON 5.0        NORMAL REPORT        Date: 06-10-2023 10:45:33
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: POW2R.te             Time Period: Day/Night 16/8 hours
Description:


Rail data, segment # 1: CNRail (day/night)
-----------------------------------------
Train            ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type             !             !(km/h) !/Train!/Train! type !weld
-----------------+-------------+-------+------+------+------+----
* 1. Freight     !   5.4/0.0   !  50.0 !  4.0 !140.0 !Diesel! Yes
* 2. WayFreight  !   0.0/2.7   !  50.0 !  4.0 ! 25.0 !Diesel! Yes
* 3. Passenger   !   2.7/0.0   !  50.0 !  2.0 ! 10.0 !Diesel! Yes
* 4. GO          !  88.0/5.0   !  50.0 !  2.0 ! 12.0 !Diesel! Yes

* The identified number of trains have been adjusted for
  future growth using the following parameters:

Train type:         ! Unadj. ! Annual % ! Years of !
 No  Name           ! Trains ! Increase !  Growth  !
--------------------+--------+----------+----------+
  1. Freight        !   4.0/0.0   !    2.50  !   12.00  !
  2. WayFreight     !   0.0/2.0   !    2.50  !   12.00  !
  3. Passenger      !   2.0/0.0   !    2.50  !   12.00  !
  4. GO             !  88.0/5.0   !    2.50  !    0.00  !

Data for Segment # 1: CNRail (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  49.00 / 49.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle           :   0.00

Results segment # 1: CNRail (day)
---------------------------------

LOCOMOTIVE (0.00 + 65.39 + 0.00) = 65.39 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -90     90   0.41  73.60  -7.22  -0.99   0.00   0.00   0.00  65.39
-------------------------------------------------------------------

WHEEL (0.00 + 55.68 + 0.00) = 55.68 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -90     90   0.51  64.64  -7.76  -1.19   0.00   0.00   0.00  55.68
-------------------------------------------------------------------

Segment Leq : 65.83 dBA
```

```
Total Leq All Segments: 65.83 dBA

Results segment # 1: CNRail (night)
-----------------------------------

LOCOMOTIVE (0.00 + 57.79 + 0.00) = 57.79 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90     90   0.41  66.01  -7.22  -0.99   0.00   0.00   0.00  57.79
-------------------------------------------------------------------------

WHEEL (0.00 + 47.30 + 0.00) = 47.30 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90     90   0.51  56.26  -7.76  -1.19   0.00   0.00   0.00  47.30
-------------------------------------------------------------------------

Segment Leq : 58.16 dBA

Total Leq All Segments: 58.16 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.83
                           (NIGHT): 58.16
```

```
STAMSON 5.0        NORMAL REPORT        Date: 06-10-2023 10:46:22
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: POW3R.te             Time Period: Day/Night 16/8 hours
Description:


Rail data, segment # 1: CNRail (day/night)
-----------------------------------------
Train            ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type             !             !(km/h) !/Train!/Train! type !weld
-----------------+-------------+-------+------+------+------+----
* 1. Freight     !   5.4/0.0   !  50.0 !  4.0 !140.0 !Diesel! Yes
* 2. WayFreight  !   0.0/2.7   !  50.0 !  4.0 ! 25.0 !Diesel! Yes
* 3. Passenger   !   2.7/0.0   !  50.0 !  2.0 ! 10.0 !Diesel! Yes
* 4. GO          !  88.0/5.0   !  50.0 !  2.0 ! 12.0 !Diesel! Yes

* The identified number of trains have been adjusted for
  future growth using the following parameters:

Train type:         ! Unadj. ! Annual % ! Years of !
 No  Name           ! Trains ! Increase !  Growth  !
--------------------+--------+----------+----------+
  1. Freight        !   4.0/0.0   !    2.50  !   12.00  !
  2. WayFreight     !   0.0/2.0   !    2.50  !   12.00  !
  3. Passenger      !   2.0/0.0   !    2.50  !   12.00  !
  4. GO             !  88.0/5.0   !    2.50  !    0.00  !

Data for Segment # 1: CNRail (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 105.00 / 105.00 m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle           :   0.00

Results segment # 1: CNRail (day)
---------------------------------

LOCOMOTIVE (0.00 + 60.74 + 0.00) = 60.74 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -90     90   0.41  73.60 -11.87  -0.99   0.00   0.00   0.00  60.74
-------------------------------------------------------------------

WHEEL (0.00 + 50.68 + 0.00) = 50.68 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------
   -90     90   0.51  64.64 -12.76  -1.19   0.00   0.00   0.00  50.68
-------------------------------------------------------------------

Segment Leq : 61.15 dBA
```

Total Leq All Segments: 61.15 dBA

Results segment # 1: CNRail (night)

LOCOMOTIVE (0.00 + 53.14 + 0.00) = 53.14 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	66.01	-11.87	-0.99	0.00	0.00	0.00	53.14

WHEEL (0.00 + 42.30 + 0.00) = 42.30 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	56.26	-12.76	-1.19	0.00	0.00	0.00	42.30

Segment Leq : 53.48 dBA

Total Leq All Segments: 53.48 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.15
(NIGHT): 53.48

```
STAMSON 5.0        NORMAL REPORT        Date: 26-07-2024 13:32:37
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: OLA1.te              Time Period: Day/Night 16/8 hours
Description:

Rail data, segment # 1: CNRail (day/night)
-------------------------------------------
Train            ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type             !             !(km/h) !/Train!/Train! type !weld
-----------------+-------------+-------+------+------+------+----
* 1. Freight     !   5.4/0.0   !  50.0 !  4.0 !140.0 !Diesel! Yes
* 2. WayFreight  !   0.0/2.7   !  50.0 !  4.0 ! 25.0 !Diesel! Yes
* 3. Passenger   !   2.7/0.0   !  50.0 !  2.0 ! 10.0 !Diesel! Yes
* 4. GO          !  88.0/5.0   !  50.0 !  2.0 ! 12.0 !Diesel! Yes

* The identified number of trains have been adjusted for
  future growth using the following parameters:

Train type:         ! Unadj. ! Annual % ! Years of !
 No  Name           ! Trains ! Increase !  Growth  !
--------------------+--------+----------+----------+
  1. Freight        !   4.0/0.0   !    2.50  !   12.00  !
  2. WayFreight     !   0.0/2.0   !    2.50  !   12.00  !
  3. Passenger      !   2.0/0.0   !    2.50  !   12.00  !
  4. GO             !  88.0/5.0   !    2.50  !    0.00  !

Data for Segment # 1: CNRail (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 151.00 / 151.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
No Whistle
Barrier angle1            : -90.00 deg   Angle2 : 0.00 deg
Barrier height            :   5.00 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00

Results segment # 1: CNRail (day)
---------------------------------

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       4.00 !        1.50 !        1.55 !         1.55
       0.50 !        1.50 !        1.48 !         1.48

LOCOMOTIVE (0.00 + 41.86 + 53.36) = 53.66 dBA
```

```
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90      0   0.28  73.60 -12.89  -3.75   0.00   0.00 -15.11  41.86
-------------------------------------------------------------------------
     0     90   0.58  73.60 -15.90  -4.34   0.00   0.00   0.00  53.36
-------------------------------------------------------------------------

WHEEL (0.00 + 31.44 + 43.52) = 43.78 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90      0   0.39  64.64 -13.94  -3.97   0.00   0.00 -15.28  31.44
-------------------------------------------------------------------------
     0     90   0.66  64.64 -16.65  -4.47   0.00   0.00   0.00  43.52
-------------------------------------------------------------------------

Segment Leq : 54.08 dBA

Total Leq All Segments: 54.08 dBA

Results segment # 1: CNRail (night)
-----------------------------------

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       4.00 !        1.50 !        1.55 !         1.55
       0.50 !        1.50 !        1.48 !         1.48

LOCOMOTIVE (0.00 + 34.26 + 45.77) = 46.07 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90      0   0.28  66.01 -12.89  -3.75   0.00   0.00 -15.11  34.26
-------------------------------------------------------------------------
     0     90   0.58  66.01 -15.90  -4.34   0.00   0.00   0.00  45.77
-------------------------------------------------------------------------

WHEEL (0.00 + 23.06 + 35.14) = 35.40 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90      0   0.39  56.26 -13.94  -3.97   0.00   0.00 -15.28  23.06
-------------------------------------------------------------------------
     0     90   0.66  56.26 -16.65  -4.47   0.00   0.00   0.00  35.14
-------------------------------------------------------------------------

Segment Leq : 46.43 dBA

Total Leq All Segments: 46.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.08
                           (NIGHT): 46.43
```

Appendix E: Measured Sound Levels

Weather Conditions

Prevailing weather conditions at the time of sound level measurements were as follows, based on information recorded at the Hamilton Airport weather station operated by NAVCAN, obtained by TT from Environment and Climate Change Canada's *Historical Data* portal.

Parameter	Conditions (October 27, 2022)
Wind Direction	North
Wind Speed	11 km/h
Relative Humidity	67%
Pressure	99.91 kPa
Temperature	6 °C
Cloud Cover	Cloudy
Precipitation	None

Instrumentation

Measurements were conducted using a Brüel & Kjær model 2250 Sound Level Meter / Analyzer, serial number 3007997 fitted with a Brüel & Kjær model 4189 free-field microphone transducer, serial number 2983426.

A wind screen was used for all outdoor measurements. All equipment was within its laboratory calibration window, and was field calibrated before and after measurements using a Bruel & Kjaer Type 4231 calibrator, serial number 2623794.

Measurement Methodology

Measurement methodology was based on the procedures identified in NPC-103 and NPC-300, specifically:

Steady Noise Sources:

NPC-103 defines a steady noise as having a maximum difference of 6 dB between the lowest and highest observed sound levels.

NPC-103 requires that measurements of steady noise to be conducted using slow response, and A-weighting, with a minimum of six (6) 15 second observations of the minimum, average, and maximum sound level. The one-hour equivalent sound level (Leq) to be reported is the arithmetic average of the observed average sound pressure level readings.

TT's sound level meter was configured to log 15 second readings for a period of 2 minutes (8 readings). The logged data included slow response maximum and minimum values in 1/3 octave bands and dBA broadband, as well as Leq values in 1/3 octave bands and dBA broadband. The values used for the purposes of modelling noise impacts were the arithmetic average of Leq results from each reading, in each 1/3 octave band.

Impulse Noise Sources:

NPC-103 requires that measurements of impulse noise be conducted using impulse response, and A-weighting. If at least one impulse occurs in every 5-minute period over the course of 20 minutes, then a

minimum of twenty (20) impulse events should be recorded, and the logarithmic mean impulse sound level (LLM) to be reported is the combined log average of the impulse peaks recorded. Otherwise, individual impulse event peaks should be measured and reported separately.

Due to the infrequent nature of the rail yard activities, individual impulse events were recorded separately.

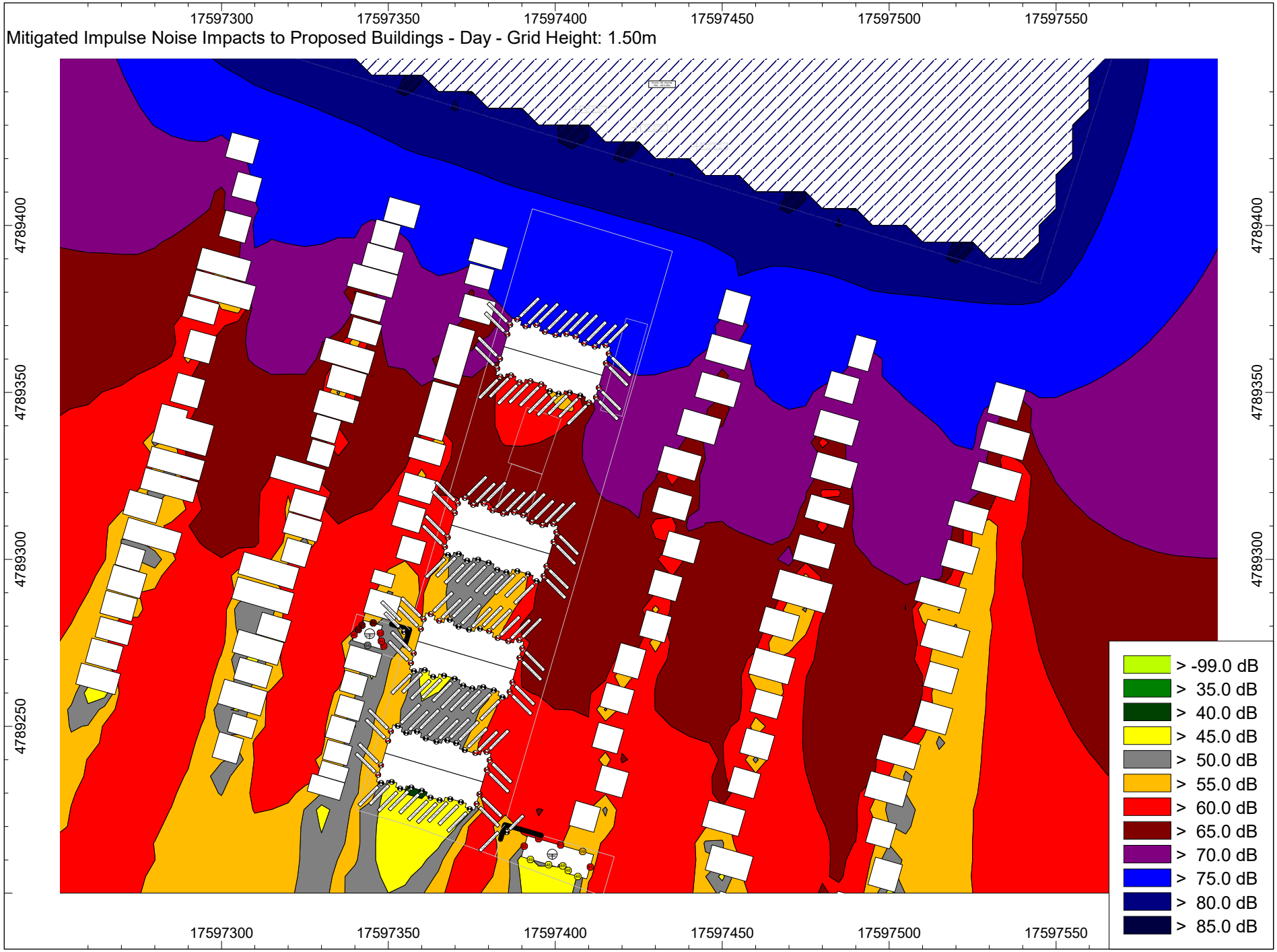
Measurement Results

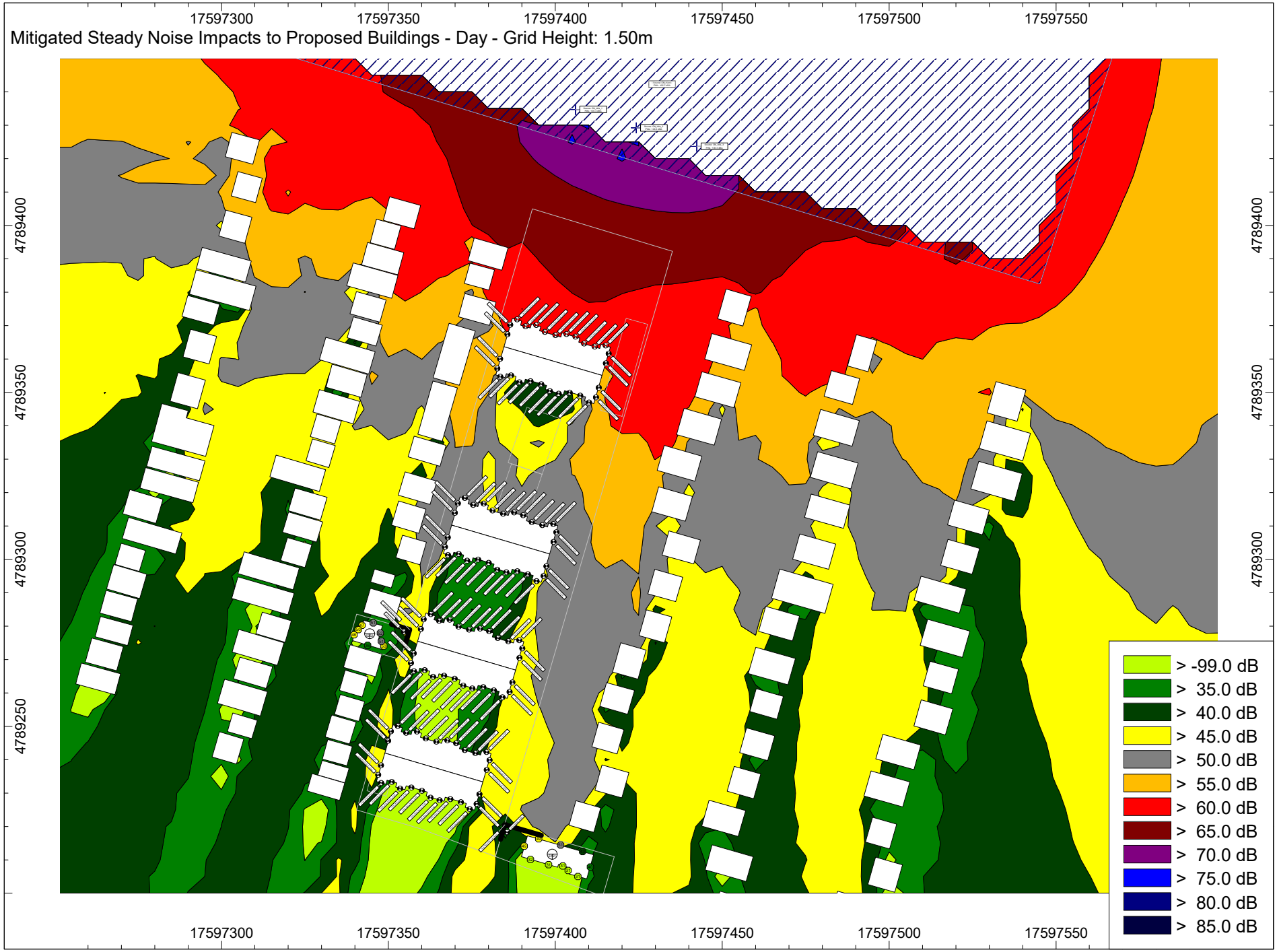
The following table provides a summary of the reported results from each sound level measurement.

Reading ID	Start Time	Description	Octave Band (Hz)	Sound Pressure Level (dB)
SNS-01	2022/09/21 14:52	Steady noise observed from the Project site.	31.5	62.9
			63	63.6
			125	59.1
			250	56.8
			500	49.7
			1000	48.5
			2000	51.4
			4000	45.4
			8000	29.5
			Total (L_{eq}, dBA)	56.3
INS-01	2022/09/21 14:52	Train coupling noise.	31.5	85.7
			63	83.8
			125	80.9
			250	69.4
			500	64.4
			1000	65.9
			2000	65.1
			4000	56.4
			8000	39.8
			Total (dBAI)	71.8
INS-02	2022/09/21 14:52	Train departure (slack-taking) noise.	31.5	94.0
			63	93.7
			125	91.7
			250	84.6
			500	76.1
			1000	78.1
			2000	78.9
			4000	73.3
			8000	64.4
			Total (dBAI)	85.8

Appendix F: CadnaA Calculation Output

Mitigated Impulse Noise Impacts to Proposed Buildings - Day - Grid Height: 1.50m




Mitigated Steady Noise Impacts to Proposed Buildings - Day - Grid Height: 1.50m
17597300
17597350
17597400
17597450
17597500
17597550
4789400
4789350
4789300
4789250
> -99.0 dB
> 35.0 dB
> 40.0 dB
> 45.0 dB
> 50.0 dB
> 55.0 dB
> 60.0 dB
> 65.0 dB
> 70.0 dB
> 75.0 dB
> 80.0 dB
> 85.0 dB

Appendix G: Other Correspondence

Fuller, Robert

From: Proximity <proximity@cn.ca>
Sent: Wednesday, November 27, 2024 10:32 AM
To: sbeedie@urbansolutions.info
Cc: jules.calzavara@dentons.com; max.reedijk@dentons.com; Matt Johnston; Fuller, Robert; DinaG@knymh.com
Subject: 2024-11-27_architectural plans and update Noise study_121 Vansitmart Avenue
Attachments: 18053-Vansitmart-Lot A-Detached-Architectural-24-11-08.pdf; 18053-Vansitmart-Lot B-Detached-Architectural-24-11-08.pdf; 18053-Vansitmart-Townhouses-Architectural-24-11-08.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

[External Sender]

Hello Scott,

CN reviewed the attached architectural plans. The mitigation included in our September 25, 2024 peer review letter are shown correctly on the attached plans.

Please update the noise study to reflect the peer review comments and the attached architectural plans.

Thank you

Ashkan Matlabi, Urb. OUQ. MCIP, MBA

Urbaniste sénior / Senior Planner (CN Proximity)
Planning, Landscape Architecture and Urban Design
Urbanisme, architecture de paysage et design urbain

E : proximity@cn.ca

From: Scott Beedie <sbeedie@urbansolutions.info>
Sent: November 14, 2024 11:05 AM
To: Dalila Giusti <dalila@jadeacoustics.com>; Proximity <proximity@cn.ca>
Cc: Matt Johnston <mjohnston@urbansolutions.info>; Dina Ghaly <DinaG@knymh.com>; Fuller, Robert <RFuller@ThorntonTomasetti.com>; Przemyslaw Myszkowski <ShemM@knymh.com>
Subject: 2024-09-18_121 Vansitmart Avenue Noise Peer Review

Hi Dalila,

In keeping with our discussions during our October 18th meeting, attached is the draft updated Architectural drawings for your preliminary review to ensure they are satisfactory. Once you confirm the proposed mitigation measures address any outstanding concerns, we will finalize and formally submit – along with the updated Noise Study for the subject lands.

Kindly advise how long you will need to conduct your review.

Thanks,
Scott

Scott Beedie, MCIP, RPP
Planner

URBAN SOLUTIONS est. 2014 10 Years
PLANNING & LAND DEVELOPMENT

3 Studebaker Place, Unit 1, Hamilton, ON L8L 0C8
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February 27, 2023

CN
c/o WSP
1600 Boulevard Rene-Levesque West, 11th Floor
Montreal, Quebec
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Attention: Mr. Ashkan Matlabi/Ms. Saadia Jamil

VIA E-MAIL
proximity@cn.ca

Re: Noise and Vibration Impact Study
Peer Review
Proposed Residential Development
121 Vansitmart Avenue
City of Hamilton
Our File: 17-142

As requested, we have reviewed the *Noise and Vibration Impact Study*, dated November 28, 2022, prepared by Thornton Tomasetti on behalf of Urban Solutions.

Peer review comments were previously provided to the proponent in November, 2017 regarding the *Environmental Noise and Vibration Impact Study* dated June 2017, prepared by dBA Acoustical Consultants Inc. In addition, peer review comments dated March 16, 2022, were provided regarding the *Environmental Noise and Vibration Impact Study* dated January, 2021, also prepared by dBA Acoustical Consultants.

We have reviewed the report with respect to noise/vibration issues related to rail traffic and CN. Other sources of noise/vibration have not been evaluated as part of this peer review. The CN, the Federation of Canadian Municipalities (FCM) and Railway Association of Canada (RAC) "Guidelines for New Development in Proximity to Railway Operations" (RAC/FCM guidelines) and the Ministry of the Environment, Conservation and Parks (MOE) guidelines have been used in this review. Only sources associated with CN facilities have been reviewed. No original analyses have been conducted.

The proposed development is comprised of four back-to-back townhouse residential buildings. No outdoor amenity areas are proposed for this development. The site is located north of Vansitmart Avenue between Cope Street and Tragina Avenue North in the City of Hamilton. The CN Guelph Subdivision right-of-way (ROW) is located to the north of the proposed development. The CN Parkdale Yard is located 75 m to the north of the CN Guelph Subdivision. The report should provide confirmation of the distance between the proposed buildings and the CN ROW.

The CN Parkdale Yard is used for transloading of steel between rail cars and trucks. The yard operates 24-hours per day. The yard operations included:

- Train movements in the yard;
- Offloading/loading of steel;
- Shunting of railcars to make up trains;
- Coupling of locomotives to railcars; and
- Idling of locomotives.

We find that the November 2022 report has not appropriately assessed the acoustic environment with respect to the guidelines. Our comments are provided below.

Noise

1. The analysis conducted with respect to the rail yard is not complete. We acknowledge that the consultant has contacted CN on several occasions to obtain information regarding the rail operations. This information was not provided to the consultant. As a result, the consultant has relied on sound measurements conducted of the rail yard. We have now confirmed the operations in the Parkdale Yard, as summarized above. Additional details regarding the yard operations are provided in this peer review for use in updating the acoustic model.

   While conducting sound measurements is appropriate to supplement the analysis, in many cases it is not sufficient to represent the full or future operations.

2. The peer review comments dated March 16, 2022, did indicate that idling locomotives should be included in the analysis. This activity has not been included in the assessment. This type of activity occurs regularly in a rail yard, is a significant noise source, particularly at the low frequencies, and needs to be assessed.

3. The report indicates that sound measurements were conducted of the yard operations but that the consultant was not able to identify the specific steady noise that was measured. They were able to identify the impulsive noise.

4. The RAC/FCM guidelines and MOE guidelines indicate that no residential development should occur within 300 m of a rail yard. However, if it is found that residential development within 300 m is permitted, the numerical limits of NPC-300 need to be achieved. As the rail yard is a stationary source of noise, the numerical limits need to be met at the façades of the residential dwellings as there are no indoor sound level limits for stationary sources. Therefore, upgraded windows and upgraded exterior walls and inclusion of central air conditioning are not sufficient to meet the MOE guidelines and are not considered "on-building or receptor based" mitigation in the context of NPC-300 and stationary sources. This method of mitigation is referenced in various sections of the report and will need to be corrected.

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5. If it is not feasible to meet the sound level limits at the façades of the proposed dwellings, different built forms such as blank walls, no windows into habitable spaces and/or single-loaded corridors may need to be considered.

6. The notes to Table 15 assess the acoustic impact assuming that only two impulses would occur per hour for some of the rail operations. This is not accurate. As this is a rail yard, there is no accurate way to determine the number of impulses that do or can occur in any hour. Therefore, it should always be assumed that frequent impulses (9 or more) can occur in any hour.

7. MOE does permit the use of Enclosed Noise Buffers (ENBs) if the development is designated as a Class 4 development. It should be noted that Class 4 does not benefit CN as CN does not require provincial approval (ECA) to operate. However, the designation of the site as Class 4 does permit on-building mitigation as described in NPC-300. Therefore, CN would need to consider if the use of Class 4 within 75 m of the rail yard is acceptable.

8. If ENBs are to be used, the Class 4 sound level limits apply at the "interior" wall of the ENB not at the exterior wall adjacent to the source.

9. A Class 4 designation is proposed for this development. However, the recommendations included in the noise report are not permitted to be used to meet the stationary source requirements and need to be modified as noted in the points above. These comments were also included in our March 16, 2022 peer review letter.

10. The City of Hamilton will need to confirm if the site will be designated Class 4 as it will impact the permitted mitigation measures.

11. The report discusses ENBs as a possible mitigation solution but does not provide any details regarding the design or implementation of this mitigation measure. As NPC-300 does not permit the mitigation measures outlined in Section 6.5.1 of the noise report, the only viable options to consider are ENBs, or the options outlined in Item 5 of this letter. The buildings will need to be redesigned to incorporate the ENBs or alternative mitigation as discussed in Item 5 of this letter.

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12. The report references Table C-9 of NPC-300 as the applicable guidelines for rail noise. This is not correct. These guidelines are considered supplementary guidelines and only apply to transportation sources, not stationary sources. The applicable guidelines for stationary sources are provided in Tables C-5 to C-8, inclusive. For transportation sources, the correct guidelines are in Table C-2.

13. As the site is proposed to be designated Class 4, all dwellings are required to be provided with mandatory central air conditioning as per NPC-300. In addition, a Class 4 warning clause, similar to Type F warning clause in NPC-300 will be needed.

14. The STAMSON calculations account for the proposed 2.5 m high berm. The potential attenuation provided by the berm is typically not included in the assessment of the façade sound levels to determine the mitigation measures. In this situation the inclusion of the 2.5 m high berm does not impact the results due to the receptor height.

15. Based on the CN requirements, the north, east and west façades of Block 1 will need to have exterior walls constructed of brick veneer or masonry to address the through trains. This needs to be corrected in various sections of the report.

16. Table 7 of the report indicates that the "Equivalent STC" of the exterior walls can be STC 40. The reference to STC 40 for the north, east and west façades of Block 1 should be deleted and replaced with "brick veneer or masonry equivalent".

17. The following comments apply to the STAMSON analysis:

    - The analysis shows 4 freight trains at night. Based on the CN rail data, there are no freight trains at night;

- the number of trains, both for freight and GO trains is not consistent in each segment; and
- the speed used for the GO trains is not consistent with the information provided by Metrolinx;

Acoustic Model Updates re Stationary Sources in the Rail Yard

1. Source identified as SNS-1 should be assessed as an area source encompassing the polygon outlined in Figure 5. The following inputs should be used:
   - PWL as measured for SNS-01;
   - spectrum measured for SNS-01;
   - source height of 2.0 m.
2. The coupling impulses and slack/stretching impulses should be treated as an area source, within the polygon area shown on Figure 5. The following inputs should be used:
   - PWL to be used should be the LIm of the measured data for INS-01 and INS-02;
   - spectrum measured for the INS-02; and
   - source height of 2.0 m.
3. While locomotives do not idle for protracted periods of time on a daily basis, they can occur as trains are waiting to leave the yard. Therefore, idling locomotives should be assessed, accounting for:
   - three idling locomotives;
   - 30 minutes each (in any hour);
   - PWL of 106 dBA per locomotive;

- locomotives should be placed at the location marked as INS-01 (as three point sources) on Figure 5 of the report.

The following spectrum should be used for the idling locomotives:

Freq (Hz)	31.5	63	125	250	500	1K	2K	4K	8K	A	Linear
	117.4	113.1	109.0	97.1	103.6	102.0	98.8	92.2	89.3	106.3	119.5

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Vibration

The vibration measurements conducted by TT, indicate that there is no exceedance above the RAC/FCM guidelines. However, the dBA Acoustical Consultants report indicated exceedances and recommended vibration mitigation. In addition, the difference between the dBA and TT measurements is significant.

We do note that the train speeds provided by CN used in the dBA Acoustical Consultants report are higher than those provided by CN to TT for their report. This difference in speed may contribute to the difference in measured vibration velocities.

The dBA measurements were conducted at 30 m from the property line which represented the closest building façade.

It is not clear from the TT report the distance to the vibration measurement locations relative to the CN property line. In addition, the measurements conducted by TT are at one location at the closest proposed building. However, based on the TT report there are no exceedances and vibration mitigation is not required.

The following is required to confirm/validate the vibration measurements:

1. Drawing indicating the distance between the vibration measurement locations and the CN property line in the TT report; and

2. Additional measurements parallel to the tracks, in line with the façade of Block 1. We would suggest that measurements be conducted at three (3) locations parallel to the CN ROW.

Conclusion/Recommendations

Based on our review, the report has not fully assessed the rail yard. In addition, there are some inconstancies in the transportation source analysis. Therefore, we cannot conclude that the report has demonstrated that the RAC/FCM guidelines or MOE guidelines have been met.

1. We recommend that the analyses be updated to incorporate comments included in this peer review and that the mitigation measures required to meet NPC-300 be determined.

2. We recommend that the acoustic model be updated to incorporate the operational information for the Parkdale Rail Yard and sound power data as provided in this peer review letter.

3. In addition to any other required mitigation measures required to meet the guidelines, due to the proximity of the development to the rail yard, all dwellings should be constructed of brick veneer or acoustically equivalent masonry.

4. The standard CN warning clause will be needed for all dwellings within 1,000 m of the Parkdale Rail Yard.

5. Confirmation should be obtained from the City of Hamilton regarding the Class 4 designation as it will impact the type of mitigation measures that can be used to meet NPC-300.

6. If the Class 4 designation is approved by the City of Hamilton, a Class 4 warning clause, similar to Warning Clause "F" in NPC-300 and mandatory central air conditioning will be required for all dwellings.

7. Clarification and additional measurements are required regarding the vibration assessment.

8. The noise and vibration report should be updated to address these peer review comments.

The report indicates that a 2.5 m high berm will be built along the north property line. As this berm is not required to meet the sound level limits, CN should be contacted to confirm if the extent of the berm is appropriate and if any returns are required to satisfy the safety requirements.

Once the report has been updated, it should be circulated to CN for review.

If there are any questions or if additional information is required, please call.

Yours truly,

JADE ACOUSTICS INC.

Per: _____
Dalila C. Giusti, P.Eng.

JADE ACOUSTICS

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February 26, 2024

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c/o WSP
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Montreal, Quebec
H3H 1P9

VIA E-MAIL
proximity@cn.ca

Attention: Ashkan Matlabi

Re: Noise and Vibration Impact Study
Peer Review
Proposed Residential Development
121 Vansitmart Avenue
City of Hamilton
Our File: 17-142

As requested, we have reviewed the *Noise and Vibration Impact Study,* dated October 13, 2023, prepared by Thornton Tomasetti on behalf of Urban Solutions.

Peer review comments were previously provided in November, 2017 regarding the *Environmental Noise and Vibration Impact Study* dated June 2017, prepared by dBA Acoustical Consultants Inc. Peer review comments dated March 16, 2022, were provided regarding the *Environmental Noise and Vibration Impact Study* dated January, 2021, also prepared by dBA Acoustical Consultants. In addition, peer review comments dated February 27, 2023, were provided regarding the *Environmental Noise and Vibration Impact Study* dated November 28, 2022, prepared by Thornton Tomasetti.

We have also reviewed the CadnaA software acoustic model provided by Thornton Tomasetti on December 12, 2023.

The proposed development is comprised of four (4) back-to-back townhouse residential blocks. No outdoor amenity areas are proposed for this development. The site is located north of Vansitmart Avenue between Cope Street and Tragina Avenue North in the City of Hamilton. The CN Guelph Subdivision right-of-way (ROW) is located to the north of the proposed development. The CN Parkdale Yard is located 60 m to the north of the proposed development.

We understand based on information provided by Dentons, legal counsel to CN, that the City of Hamilton approved the Zoning By-law Amendment and Official Plan Amendment on June 27, 2018. Subsequent to this approval the City granted conditional approval for Site Plan Control on June 27, 2019, with two (2) conditions relating to CN Rail, as follows:

1. The owner shall enter into an agreement with the Canadian National Railway stipulating how the Canadian National Railways concerns will be resolved and will pay the Canadian National Railways reasonable costs in preparing and negotiating the agreement; and

2. The owner shall be required to grant the Canadian National Railway an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of the Canadian National Railway, to the satisfaction of the Canadian National Railway.

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In the summer of 2023, the developer applied to the City to designate the site from a Class 1 area to Class 4 as defined by NPC-300. This approval is still pending as the City requested specific conditions be met prior to providing the Class 4 designation.

This peer review letter provides comments regarding the noise report to satisfy the City of Hamilton's conditions of approval and designation of the subject site to Class 4.

We have reviewed the report with respect to noise/vibration issues related to rail traffic and CN. Other sources of noise/vibration have not been evaluated as part of this peer review. The CN guidelines, the Federation of Canadian Municipalities (FCM) and Railway Association of Canada (RAC) "Guidelines for New Development in Proximity to Railway Operations" (RAC/FCM guidelines) and the Ministry of the Environment, Conservation and Parks (MOE) guidelines have been used in this review. No original analyses have been conducted.

This peer review consists of a review of the approach, source information, and analysis methods used, as well as the required/recommended noise mitigation measures determined by the acoustical consultant that prepared the noise and vibration impact study.

Subject to the comments set out below, we find that the October 13, 2023 study has appropriately assessed the acoustic environment with respect to rail traffic, CN and the applicable guidelines. Our comments regarding the proposed mitigation measures are provided below.

Noise

1. The study includes the standard CN warning clause. The following Metrolinx/GO Transit standard warning clause is also required for all proposed townhouse blocks/units.

   "Purchasers/tenants are advised that Metrolinx/GO Transit or its assigns or successors in interest has or have a right-of-way and facilities within 300 m from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuation measures in the design of the development and individual dwelling(s). Metrolinx/GO Transit will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid facility and right-of-way."

2. CN may also require a specific warning clause related to the Parkdale Rail Yard.

3. The study recommends that the proposed residential development be designated as a Class 4 development following the MOE NPC-300 guidelines and subject to approval of the relevant Land Use Panning Authority. The City of Hamilton will need to confirm if the site will be designated Class 4. As noted above, the City of Hamilton indicated in their Recommendation Report dated July 11, 2023, that a decision will be made pending receipt of additional information and CN's comments.

   As it is not feasible to meet the Class 1 sound level limits, a Class 4 designation, with the appropriate mitigation measures, is required to meet the MOE guidelines.

4. As Class 4 is being recommended for all dwellings, central air conditioning is required for all dwellings. The text, mitigation table and mitigation figure need to be updated to reflect this requirement.

5. The noise mitigation measure proposed in the study includes Enclosed Noise Buffers (ENBs) to address the rail yard but does not provide any details regarding the design or implementation of this mitigation measure. In addition, the typical floor layouts shown on Figure 3 do not include any Enclosed Noise Buffers.

   As the proposed residential development is comprised of townhouse blocks, preliminary floor plan and elevation concepts incorporating the ENBs should be provided to ensure that the envisioned townhouse designs are feasible. Additional information is required.

Due to the proximity of the proposed development and the high predicted sound level, the outdoor windows of the ENBs and the windows and doors of the inner portion of the ENBs should be constructed of STC 36 windows and doors. The glass configuration should include glass of different thickness. The outer and inner windows and doors should be constructed of different glass configurations from each other.

The exterior walls of the ENBs and the interior walls of the ENBs should be constructed of brick veneer or masonry equivalent for all façades with exposure to the rail yard.

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Vibration

The vibration guidelines included in Section 7.1 are consistent with the CN and FCM/RAC guidelines. However, based on the information included in Table 18 and presented in Appendix E, the applicable guidelines may have not been used correctly.

To evaluate the compliance, the vibration velocity limit of 0.14 mm/s RMS is to be compared with the measured overall vibration velocity within the frequency range between 4 Hz and 200 Hz. The limit is not applicable to each one-third octave band centre frequency within the same frequency range which seems to be the approach used in the study.

Additional information is needed to clarify the vibration compliance investigation.

Conclusion/Recommendations

Based on our review we can conclude the proposed residential development is feasible, with the Class 4 designation and the appropriate mitigation measures, to meet the MOE, CN and RAC/FCM guidelines and requirements.

The noise and vibration impact study should be updated to incorporate these peer review comments and summarize the proposed noise mitigation measures in one (1) table as the study will be used to prepare the CN Agreement.

Architectural plans should be provided which clearly show where and how the Enclosed Noise Buffers will be constructed and which identify the required wall, windows and doors construction requirements.

The report indicates that a crash berm will be built along the north property line. As this berm is not required to meet the sound level limits, CN should be contacted to confirm if the height of the berm, the extent of the berm is appropriate and if any returns are required to satisfy the safety requirements.

Once the study and the architectural drawings have been updated, they should be circulated to CN for review.

Yours truly,

JADE ACOUSTICS INC.

Per: _____
Davor Sikic, P.Eng.

LICENSED PROFESSIONAL ENGINEER
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SUMMARY OF POLICY REVIEW

The following policies, amongst others, apply to the proposal.

Theme and Policy	Summary of Policy or Issue	Staff Response
Provincial Planning Statement		
Land Use Compatibility Policy 3.5.1 and 3.5.2	Major facilities and sensitive land uses shall be planned and developed to minimize potential adverse effects from noise, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards, and procedures. Planning authorities shall protect the long-term viability of existing or planned major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse effects to the proposed sensitive land use are minimized and mitigated, and potential impacts to major facilities are minimized and mitigated in accordance with provincial guidelines, standards, and procedures.	The proposed development is for the establishment of 40 back-to-back townhouse dwellings and two single detached dwellings on the subject lands, which represent a sensitive land use. The subject lands are in proximity to an existing Canadian National Railway yard, which constitutes a major facility. The policies require that impacts, including noise, be minimized and that sensitive land uses only be permitted if adverse impacts are minimized and mitigated. Noise and Vibration Impact Studies, prepared by Thornton Tomasetti dated November 28, 2022, and December 5, 2024, and addendum January 25, 2023, have been undertaken to review the noise impacts of the existing rail yard on the proposed sensitive land use, and the Noise and Vibration Impact Studies, prepared by Jade Acoustics dated February 27, 2023 and February 26, 2024, were peer reviewed by an acoustical consultant retained by Canadian National Railway. Canadian National Railway has stated that they have no objection to designating the lands as a Class 4 Area, subject to the proponent entering into a development agreement with CNR and granting an environmental easement. Noise mitigation measures have been identified in the Noise and Vibration Impact Study, including central air

Theme and Policy	Summary of Policy or Issue	Staff Response
		conditioning, noise barriers, warning clauses and enclosed noise buffers. The mitigation measures will ensure that the proposed residential development will be in accordance with provincial guidelines, standards and procedures based on the lands being designated as a Class 4 Area. These mitigation measures will be implemented through the Site Plan Control process. The proposal is consistent with these policies.
Urban Hamilton Official Plan		
General Policies for Noise and Vibration Emissions Policy B.3.6.3.1	Development of noise sensitive land uses in the vicinity of highways, parkways, arterial roads, railway lines, railway yard, or uses considered to be noise generators shall comply with all applicable provincial and municipal guidelines and standards.	A noise sensitive land use is proposed for the subject lands and is in the vicinity of a railway line and railway yard. A Noise and Vibration Impact Study, prepared by Thornton Tomasetti dated December 5, 2024, has been undertaken demonstrating that the proposed sensitive land use complies with all applicable provincial and municipal guidelines for a residential use within a Class 4 Area. The proposal complies with this policy.
Railway Corridors and Yards General Policies Policy B.3.6.3.14, B.3.6.3.15, B.3.6.3.16, and B.3.6.3.17	A noise study shall be submitted prior to or at the time of application submission, for development of residential uses on lands within 400 metres of a rail yard. The City shall consult with and circulate all noise studies to the appropriate railway company due to proximity to railway lines or yards.	The subject property is located immediately adjacent to a rail yard and therefore the proposed residential development is within 400 metres of a rail yard. As part of the Urban Hamilton Official Plan Amendment application UHOPA-17-026, Zoning By-law Amendment application ZAC-16-046, and Site Plan Control application DA-19-015, an evaluation of the noise studies occurred. After the completion of the Urban Hamilton Official Plan Amendment and Zoning By-law Amendment applications, and the Site Plan Control

Theme and Policy	Summary of Policy or Issue	Staff Response
	All proposed development adjacent to railways or railway yards shall ensure the appropriate safety measures are provided to the satisfaction of the City and in consultation with the railway company. As a condition of approval of a development application in proximity to a railway line or railway yard, appropriate warning clauses shall be included.	application was conditionally approved, an updated noise study recommending Class 4 Area designation was submitted and evaluated. The City has consulted Canadian National Railway and circulated the Noise and Vibration Impact Studies for their review. Comments from Canadian National Railway stating that they do not have an objection to the re-designation of the lands to a Class 4 Area have been received by the staff (see Appendix I to Report PED23172a). Noise and Vibration Impact Studies that have been undertaken have identified required mitigation measures and warning clauses that will need to be implemented through the Site Plan Control application process. The proposal complies with these policies.
Noise, Vibration and other Emissions from Stationary Sources, Including Railway Yards Policy B.3.6.3.18 and B.3.6.3.19	The City shall ensure that development with the potential to create conflicts between sensitive land uses and point sources or fugitive air emissions, complies with all applicable provincial legislation, provincial and municipal standards, and guidelines. The City may require proponents of such proposals to submit a noise feasibility study. Development with the potential to create conflict between sensitive land uses and a noise point source may include development of sensitive land uses in the vicinity of facilities including railway yards.	The proposal is for a sensitive land use in the vicinity of a railway yard facility. The applicant has demonstrated through the submission of a Noise and Vibration Impact Study that the proposed sensitive land use will comply with provincial legislation and the provincial standards of the Ministry of the Environment, Conservation and Parks, Environmental Noise Guideline (NPC-300). The Noise and Vibration Impact Study has identified noise mitigation measures and noise warning clauses that will need to be implemented to mitigate potential conflicts between the existing railway yard and the proposed sensitive land use. The proposal complies with these policies.

Theme and Policy	Summary of Policy or Issue	Staff Response
Environmental Noise Guidelines (NPC-300)		
Noise Classification Area	Class 1 Area means an area with an acoustical environment typical of a major population centre where the background sound level is dominated by the activities of people, usually road traffic, often referred to as “urban hum”. Class 4 Area means an area or specific site that would otherwise be defined as Class 1 or 2 Area and which: • Is an area intended for development with new noise sensitive land uses that are not yet built; • Is in proximity to existing, lawfully established stationary sources; and, • Has formal confirmation from the land use planning authority with the Class 4 Area classification, which is determined during the land use planning process.	A federally regulated railway yard is a stationary noise source that may not require Ministry of the Environment, Conservation and Parks approval as per the definition of stationary sources in NPC-300. The use of Class 4 Area is meant to be a tool to allow municipalities to approve a noise sensitive land use with alternative noise limit levels in an area of existing stationary noise sources. The proposal is for a new sensitive land use (residential) that is not yet developed on the subject lands and there are no existing sensitive land uses on-site. The subject property is in proximity to an existing lawfully established stationary noise source (rail yard), and the applicant is seeking authorization from Council for a change from a Class 1 Area to a Class 4 Area noise classification. It has been demonstrated through the Noise and Vibration Impact Study, prepared by Thornton Tomasetti dated December 5, 2024, that subject to the establishment of noise mitigation measures, the proposed development will comply with the criteria for a Class 4 Area.
Stationary Noise Source	In the Environmental Noise Guidelines (NPC-300), a federally regulated railway yard represents a stationary noise source that may not require Ministry of the Environment, Conservation and Parks approval. Whether provincial approvals are required or not, a federally regulated	The existing Canadian National Railway yard is a federally regulated railway yard and therefore the noise source may not require Ministry of the Environment, Conservation and Parks approval. While the railway yard may not require approval from the Ministry of the Environment, Conservation and Parks, it is subject to the maximum noise levels of the Environmental Noise Guidelines (NPC-300). By extension the establishment of new sensitive land uses in proximity to a federally regulated railway yard is required to comply with the

Theme and Policy	Summary of Policy or Issue	Staff Response
	railway yard is subject to the sound level limits in the guidelines.	maximum permitted noise levels in the provincial guidelines (NPC-300).
Stationary Noise Source Maximum Noise Levels	Maximum sound level for stationary noise sources of 50 dBA daytime and 45 dBA nighttime for the plane of the window for a Class 1 Area. Maximum sound level for stationary noise sources of 60 dBA daytime and 55 dBA nighttime for the plane of the window for a Class 4 Area.	The Noise Impact Study, prepared by Thornton Tomasetti c/o Robert Fuller dated December 5, 2024, (see Appendix D to Report PED23172a) identified that the proposed development will include mitigation measures including enclosed noise buffers. The highest predicted noise impact from the rail yard is 76 dBA, and the proposed enclosed noise buffer with a minimum Sound Transmission Class rating of 28 (STC-28) will achieve a noise level of 55 dBA for the exterior plane of the window that is interior to the enclosed noise buffer and will comply with maximum permitted nighttime noise level. The 55 dBA noise level at the exterior plane of the window would exceed the 50 dBA daytime and 45 dBA nighttime noise level at the plane of window for a Class 1 Area but would comply with the 60 dBA daytime and 55 dBA nighttime level for the plane of the window for a Class 4 Area.
Indoor Sound Level Limits	Maximum indoor sound level from rail noise sources is 40 dBA for living and dining areas, and 35 dBA for sleeping areas.	The acoustical consultant, Thornton Tomasetti c/o Robert Fuller, has confirmed that the interior sound level for both living areas and sleeping areas are expected to be below 35 dBA.
Enclosed Noise Buffer	In NPC-300 an enclosed noise buffer is an enclosed area outside the exterior wall of the building such as a balcony to buffer windows of noise sensitive spaces.	The proposed development is seeking to utilize enclosed noise buffers to mitigate the stationary noise from the adjacent Canadian National Railway rail yard. Based on the definition for enclosed noise buffers, they can only be used within the context of the Ministry of the Environment, Conservation and Parks approval in a

Theme and Policy	Summary of Policy or Issue	Staff Response
Enclosed Noise Buffer		Class 4 Area. The proposed use of enclosed noise buffers is part of the rationale for the request to re-designate the lands from a Class 1 Area to a Class 4 area. The Class 4 Area designation will help to formalize the use of enclosed noise buffers as a mitigation measure so that Canadian National Railway can rely on these mitigation measures, and that the measures will be implemented and maintained. The proposed enclosed noise buffers represent a noise mitigation measure that was mutually agreed to between the applicant and Canadian National Railway and represents a common mitigation measure for new residential development in the vicinity of rail yards.
Determination of Area Class	Class 4 Area classification is based on the principle of formal confirmation of the classification by the land use planning authority. Such confirmation would be issued at the discretion of the land use planning authority and under the procedures developed by the land use planning authority, in the exercise of its responsibility and authority under the *Planning Act*.	The Environmental Noise Guidelines (NPC-300) place the authority to authorize the classification of a property as a Class 4 Area to land use planning authorities. The proposed request for reclassification is seeking authorization from Council to be considered a Class 4 Area in accordance with the NPC-300 Guidelines.

HISTORICAL BACKGROUND

Report Fact Sheet

Application Details	
Owner:	1349010 Ontario Limited
Applicant/Agent:	UrbanSolutions Planning & Land Development Consultants Inc. c/o Matt Johnston
File Number:	N/A
Type of Applications:	N/A
Proposal:	On March 16, 2023, the applicant made a delegation request to Planning Committee to change the noise classification of the subject lands from a Class 1 Area to a Class 4 Area to facilitate four residential buildings containing a total of 40 back-to-back townhouse dwelling units and two single detached dwellings.

Application Details	
Property Details	
Municipal Address:	115 and 121 Vansitmart Avenue
Lot Area:	0.76 hectares.
Servicing:	Existing municipal services.
Existing Use:	Vacant Industrial Use.
Documents	
Provincial Planning Statement:	The proposal is consistent with the Provincial Planning Statement (2024).
Official Plan Existing:	“Neighbourhoods” on Schedule E-1 – Urban Land Use Designations.
Official Plan Proposed:	N/A
Zoning Existing:	“RT-20-H/S-1762” (Townhouse – Maisonette) District, Modified, Holding, “C-H/S-1762 C/S-1822” (Urban Protected Residential, Etc.) District, Modified, Holding, and Low Density Residential – Small Lot (R1a) Zone.
Zoning Proposed:	N/A

Processing Details	
Received:	March 16, 2023
Processing Details	
Staff and Agency Comments:	Staff and agency comments have been summarized in Appendix I attached to Report PED23172a.

CONSULTATION – DEPARTMENTS AND AGENCIES

Department or Agency	Comment	Staff Response
Canadian National Railway	Canadian National Railway advised that they do not object to the designation of the subject lands as a Class 4 Area under Environmental Noise Guidelines NPC-300. Canadian National Railway requires that the owner of the subject lands to satisfy the conditions required for it to obtain final Site Plan Approval under application DA-19-015, which include: 1) The owner shall enter into an Agreement with Canadian National Railway stipulating how Canadian National Railway's concerns will be resolved and will pay Canadian National Railway reasonable costs in preparing and negotiating the agreement; and, 2) The owner shall be required to grant Canadian National Railway an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of Canadian National Railway, to the satisfaction of Canadian National Railway.	The comments from Canadian National Railway provide support for the change in designation from a Class 1 Area to a Class 4 Area. The conditions for the owner to enter into an agreement with Canadian National Railway, and to grant an environmental easement in favour of Canadian National Railway have been included as conditions of approval of Site Plan Control application DA-19-015 and will need to be cleared by Canadian National Railway prior to final Site Plan Approval being granted.

City of Hamilton
Report for Consideration

To:	Chair and Members Planning Committee
Date:	June 10, 2025
Report No:	PED25145
Subject/Title:	Barton Street and Fifty Road Improvements Municipal Class Environmental Assessment Environmental Study Report
Ward(s) Affected:	Ward 10

Recommendations

1. That the Environmental Study Report respecting the Municipal Class Environmental Assessments for Barton Street and Fifty Road Improvements (Phases 3 and 4), and Fifty Road / CN Rail Crossing (Phases 1 and 2), included as Appendix A to PED25145**, BE APPROVED**; and that the General Manager of Planning and Economic Development be authorized to place the Environmental Study Report out for minimum 30-day public review.

   Due to the volume of the Environmental Study Report, materials can be viewed via the following link is provided: engage.hamilton.ca/bartonfiftyea

Key Facts

- The Stoney Creek Urban Boundary Expansion Transportation Master Plan (2008) recommended improvements to Barton Street between Fruitland Road and Fifty Road, and Fifty Road between South Service Road and Highway 8 to accommodate planned population growth in the Stoney Creek Urban Boundary Expansion Area (refer to Study Area Map included as Appendix B to report PED25145).

- Through the Study process, improvements for Barton Street and Fifty Road were developed considering Complete Street Design principles.

- Barton Street and Fifty Road form part of the B-Line rapid transit network connecting to Winona Crossing. Upgrading Barton Street and Fifty Road corridor will facilitate improved transit service along this corridor.

- The study exceeded legislated public engagement requirements for projects subject to the Municipal Class Environmental Assessment process.

- Stakeholder input resulted in tangible improvements to the recommended alternatives.

- Barton Street and Fifty Road Improvements are strategic growth projects. As such, each project is included in the Capital Budget.

Financial Considerations

As Development Charge funded projects, costs for the recommended improvements to Barton Street and Fifty Road have been derived from the City's 2024 Strategic Transportation Network Review which was used to inform the 2024 Development Charges Background Study and By-Law. The estimated costs and funding sources are as follows:

1. Barton Street Improvements – Preferred Alternative (Fruitland Road to Fifty Road)

   Capital Cost: $53.9M * Includes design / construction / land.
   a. Development Charge Contributions = $32.3M
   b. Levy Contribution = $21.6M

The Barton Steet Improvements project has been included in the Capital Budget as Project ID 4032480481. Currently, $3.4M is approved and is intended to be used to start the land acquisition process starting this year. Construction is expected to be staged and is being targeted for construction starting in 2028.

2. Fifty Road Improvements – Preferred Alternative (South Service Road to Highway 8)

   Capital Cost: $5.2M * Includes design / construction / land.
   a. Development Charge Contributions = $4.4M
   b. Levy Contribution = $0.8M

The Fifty Road Improvements project has been included in the Capital Budget forecast as Project ID 4032980685. The project is currently budgeted for design and construction starting in 2029; however, upon approval of the Study, staff will look to coordinate this project with other planned work on Fifty Road which include temporary pedestrian upgrades south of the Canadian National Rail line (Rail line), sidewalks across the QEW, and signalization of the Fifty Road ramp terminals at the QEW. This could result in advancing the project before 2029.

Background

The Stoney Creek Urban Boundary Expansion Transportation Master Plan (2008) recommended improvements to the road corridors for Barton Street and Fifty Road to support planned population growth in the Stoney Creek Boundary Expansion Area. Both Barton Street and Fifty Road were recommended to be widened to 3 lanes (one lane in each direction with a centre turn lane). The Transportation Master Plan fulfilled the requirements of Phases 1 and 2 of the Barton Street and Fifty Road process for this Study.

In accordance with the Official Plan, Barton Street is designated as a 40.576m wide arterial road; Fifty Road is designated as a 26.213m wide arterial road. The existing road allowance on Barton Street east of Fruitland Road varies between approximately 20m and 36m. As development along Barton Street has proceeded, the City has been gradually acquiring lands to establish the designated road allowance through land dedications at the time of development. The existing road allowance on Fifty Road varies from approximately 20m to 23m with only limited land dedication occurring on the west side of the road north of Barton Street.

The Fruitland-Winona Secondary Plan (2014) recommended that Barton Street include a 4m wide Promenade on the south side of the corridor between Fruitland Road and Fifty Road, increasing the original road allowance designation from 36.576m to 40.576m.

The Barton Street and Fifty Road Improvements Municipal Class Environmental Assessment A (the Study) commenced in 2018 (refer to Study Area Map in Appendix B of report PED25145). As part of the Study an updated Transportation Study was conducted to confirm results of the 2008 Transportation Master Plan and to address any changes since approval of the Secondary Plan in 2014. Through the analysis it was determined that east-west lane traffic demand and future transit would be more appropriately serviced with 4 lanes on Barton Street rather than 4 lanes on Highway 8. This outcome has been reflected in the 2024 Strategic Transportation Network Review which was approved as part of the 2024 DC By-Law as well as the ongoing Highway 8 Improvements Municipal Class Environmental Assessment process.

In the future, Barton Street and Highway 8 will accommodate growing travel demands and multi-modal needs consistent with the City's transportation goals, i.e. a complete street for an appropriate level of service for vehicular traffic (goods movement, personal vehicles, and transit), as well as active transportation – cycling and pedestrians. Vision Zero and the Complete Street Design Manual informed the development and design of alternatives considered in the study.

Analysis

Derived from study findings in the 2018 Transportation Master Plan, the Study's Problem and Opportunity statement recognized a need for additional vehicle capacity for goods movement, personal vehicles, and future transit needs.

Currently, both Barton Street and Fifty Road corridors have a rural cross-section with roadside ditches and lack proper drainage and pedestrian facilities. Existing sidewalk alternates from one side of the road to the other on Barton Street and are non-existent on Fifty Road. Both corridors are also substandard as it relates to conformance with Complete Streets principles. Currently, Fifty Road crosses the Canadian National Rail (Rail) line at-grade just south of South Service Road. Traffic control on both corridors is limited to all-way stop controls at major intersections, traffic signals on Barton Street at Fruitland Road, on Fifty Road at South Service Road and Highway 8, and active rail signals with gates on Fifty Road at the Rail line.

Consistent with the Municipal Class Environmental Assessment process, the proposed improvements were evaluated against criteria related to transportation service, engineering, cost, socioeconomics, cultural environment, and natural environment factors.

Various technical studies were completed to assess the existing conditions and potential impacts of the alternatives being considered. Studies included: Transportation Analysis, Natural Heritage, Built Heritage and Cultural Heritage Landscape Assessment, Stage 1 Archaeological Assessment, Stormwater Management, Environmental Noise Study and Geotechnical Investigations. The findings of these studies along with feedback from the public, agencies and Indigenous Nations was incorporated into the evaluation of alternative solutions.

Through multiple stakeholder engagement and public consultation events, the proposed Barton Street and Fifty Road improvements were further refined to address feedback received. Refer to Appendix D of report PED25145 for Public Consultation details.

Barton Street (Phases 3 and 4 Municipal Class Environmental Assessment)

In its ultimate configuration, Barton Street is recommended to carry two lanes of travel in each direction with left turning lanes interchangeable with planted medians (five lanes in total).

The Study considered the following alternatives for the Barton Street corridor:

- Horizonal alignment options, e.g. different locations for the road within the corridor that would provide for the recommended lane capacity, active transportation, the Promenade, and minimize property impacts.
- Cross-section options, e.g. alternative locations for active transportation facilities including their offset from the driving portion of the road. A staged implementation of the recommended alternative was also assessed east of Lewis Road that would result in constructing one lane in each direction in its first stage of implementation as

a way of reducing impacts to properties as the area transitions from a rural to urban community.

- Traffic control at major intersections including roundabouts, stop signs, and traffic signals.

Analysis and evaluation of alternatives for Barton Street resulted in the following recommendations for the corridor:

1. A cross-section with five lanes between Fruitland Road and Fifty Road. This section would to be phased with three lanes east of Lewis Road in the first stage of construction.
2. Minor shifts of the road centre line throughout the corridor as a result of improvements to the design and to minimize property impacts.
3. Sidewalk on the north side of the road throughout the corridor and a multi-use path on the south side of the road throughout the corridor to be employed as the Promenade contemplated in the Secondary Plan.
4. Incorporation of the Promenade (4m) into the existing road allowance reducing the required width of the corridor from 40.6m to 36.6m.
5. Traffic signal controls at all major intersections. Note, roundabouts are not recommended due to size/property impact requirements, and pedestrian and cyclist safety considerations.
6. A design that is consistent with the City's Complete Streets Design Manual.

Refer to Appendix C of report PED25145 for a graphical depiction of the recommended cross-sections for Barton Street.

Fifty Road (Phases 3 and 4 Municipal Class Environmental Assessment)

Fifty Road is recommended to carry two lanes of travel in each direction north of Barton Street to South Service Road (four lanes total) and one lane of travel in each direction with a continuous centre turn lane south of Barton Street to Highway 8 (three lanes total) in its ultimate configuration.

The Study considered and evaluated, the following alternatives for the Fifty Road corridor:

- Horizonal alignment options, i.e. different locations for the road within the corridor that would provide for the recommended lane capacity, active transportation, and minimization of property impacts. For the section north of Barton Street a widening of the corridor from approximately 26 to 30 metres was considered because of the limited space to fit the recommended four lanes with active transportation facilities and grading constraints.
- Cross-section options, i.e. alternate locations for active transportation facilities including their offset from the driving portion of the road.

- Intersection improvements at Highway 8: different options to address the substandard horizontal skew (i.e. not at 90 degrees).

Analysis and evaluation of alternatives for Fifty Road resulted in the following recommendations for the corridor:

1. A four-metre shift of the road centre line to the east, to minimize residential property impacts on the west side of the corridor.
2. Widening of the designated road allowance north of Barton Street from approximately 26m to 30m.
3. A multi-use-path on the west side throughout the corridor.
4. An intersection realignment at Highway 8 to improve intersection safety and bring the intersection angle closer to 90 degrees.
5. A design that is consistent with the City's Complete Street Design Manual.

Notwithstanding that the limits of the Study was South Service Road; it is recognized that there are deficiencies on Fifty Road north of South Service Road. Specifically, this segment of Fifty Road, which includes the interchange with the QEW, lacks pedestrian and cycling facilities and is a barrier for people walking and cycling between the waterfront and the commercial node (Winona Common). Capacity deficiencies have also been identified for the eastbound and westbound QEW ramp terminals. Through a separate project, Transportation Planning staff are working to advance solutions to address these issues.

Refer to Appendix C of report PED25145 for a graphical depiction of the recommended cross-sections for Fifty Road.

Canadian National Rail Crossing at Fifty Road (Phases 1 and 2 Municipal Class Environmental Assessment)

Through the study process for Fifty Road feedback from the public triggered additional scope into the need for improvements to the level of service and safety at the Fifty Road crossing at the Rail line. Based strictly on the projected growth in road traffic expected on Fifty Road, it is not anticipated that a grade-separation of the Rail line is warranted based on the road exposure index used to assess such improvements. Physically separating rail traffic from road traffic with a bridge over or under the tracks will improve safety for both rail and vehicular traffic as well as users of active transportation (pedestrian and cycling). The analysis of alternatives for the crossing included:

- Assessment of existing and future road and rail volumes at the crossing to determine the need and timing of a grade-separation.
- Proximity of the intersection at South Service Road and hydro towers on the north side of the Rail line.

- Grade separation options which looked at the feasibility and potential land requirements of Fifty Road extending over or under the Rail line.

Analysis and evaluation of alternatives for the Rail crossing at Fifty Road resulted in the following recommendation for future study following the Phase 3 and 4 Class EA process to confirm the need for, and scope of, improvement:

- Potential new grade-separation with Fifty Road extending under the Rail line.
- Assess the impacts of alternative designs, including property requirements and the cost to construct.

In that the Study indicates that Fifty Road traffic would not likely be the primary driver for grade-separating the crossing, the future grade-separation study may be initiated by provincial interests for expansion of rail service to Niagara Region.

Public Consultation Driven Changes (also refer to Appendix D of Report PED25145)

Stakeholder input through the study was extensive and informed changes to the alternatives being considered and resulted in tangible changes to the recommended alternatives and plans for implementation.

For example, feedback received regarding property impacts, speeding, and pedestrian safety resulted in vehicular lanes being narrowed to promote slower speeds and combining bike lanes with pedestrian facilities into a multi-use path on the south side of Barton Street to limit potential conflicts between residential driveways and road users.

The planned four-metre Promenade on Barton Street recommended in the Secondary Plan was also re-envisioned given its implementation would require more than 50 full buyouts of existing homes. A review of opportunities in the corridor allowed the Promenade to be incorporated into the original existing designated 36.576m road allowance (prior to approval of the Fruitland Winona Secondary Plan) eliminating the need to acquire homes in the community to establish it.

Lastly, east of Lewis Road the road will be widened to three lanes. Based on a review of future traffic it was determined that the implementation of five-lanes east of Lewis Road can be deferred until the future when travel demand warrants it. Given the number of homes along this stretch of road it will allow residents time to adjust to changes in the area as it transitions from a rural area to one that is more urban.

Summary Description of Recommended Improvements and Future Work

The enhancement of both Barton Street and Fifty Road contemplates a multi-modal facility with a Complete Streets Design and will include facilities for active transportation on both sides of the street, street lighting, tree-planted boulevards, space for bus stop/shelters, snow storage and green infrastructure.

All major intersections along both corridors will be signalized. The intersection of Fifty Road at Highway 8 will be realigned to improve traffic safety and the need for grade-separation for Fifty Road at the Rail crossing will be assessed further in the future when

an increase in rail traffic warrants its consideration. Note this study may be initiated by provincial interests in expanding rail service to Niagara Region.

The recommended improvements for Barton Street and Fifty Road fulfil recommendations of the Stoney Creek Boundary Expansion Transportation Master Plan (2008), Citywide Transportation Master Plan (2018), comply with City of Hamilton Climate Change Strategy, Complete Street Design Manual, Vision Zero, Fruitland-Winona Secondary Plan/Urban Hamilton Official Plan, Rural Hamilton Official Plan policies, Block 3 Servicing Strategy, and are consistent with the findings of the Strategic Transportation Network Review (2024).

Completion of the Class EA process for Barton Street and Fifty Road (Phases 3 and 4) including the potential for a grade separation of the CN Rail Crossing at Fifty Road (Phases 1 and 2) fulfilled the legislated requirements of the Environmental Assessment Act and the Municipal Class Environmental Assessment (2023). Approval of the Study by Council and completion of the final public engagement 30-day minimum review period (subject to Section 16 appeals based on Indigenous Rights and Treaties) will ultimately result in the filing of the Environmental Study Report with the Ministry of Environment, Conservation and Parks which will allow the City to proceed to detailed design and construction of the recommended improvements.

Alternatives

Council can choose not to approve Report (PED25145) and not authorize posting of the Environmental Study Report for 30-day public review. Not approving the recommended improvements for the Barton Street and Fifty Road corridors would prevent the City from initiating the improvement of Barton Street and Fifty Road to provide additional multi-modal capacity to accommodate planned growth as most recently approved in the City-wide Strategic Transportation Network Assessment (2024).

An alternative to increasing lane capacity by widening the roads would be to upgrade them in their current two-lane configuration to a new urban cross-section consistent with Complete Streets Design principles. This would still require the additional land to establish the ultimate corridor. It would be similar to the Do-Nothing Alternative considered which was not recommended in the Environmental Study Report. While this alternative would provide an improvement in level of service and user safety in the short term, it would not serve the longer-term growth needs in the community as it relates to vehicular and transit level of service, and corridor safety.

Not improving the roads would likely trigger the need to address poor level of service (unreliable travel and transit service, road safety, etc.) before it’s end-of-life which could result in having to disrupt the corridor again to implement the improvements in a manner that matches the community’s needs. This would result not only in throw away costs, but negatively impact residents and businesses in the area.

Finally, not approving the Environmental Study Report to be posted for the required minimum 30-day public review will result in the Municipal Class Environmental Assessment process being incomplete. Given the level of effort and involvement of the

community in the planning for these roads there is the risk of negatively impacting the public's trust in the foregoing process.

Relationship to Council Strategic Priorities

Discuss how the recommendation(s) will strategically enforce/improve that priority (why this report is being brought forward).

See 2022-2026 Council Priorities, Outcomes & Measures of Success | City of Hamilton for more information on Council's Priorities.

1.Sustainable Economic & Ecological Development

1.1 Reduce the burden on residential taxpayers

1.2 Facilitate the growth of key sectors

Since Barton Street provides access to both residential growth and the Stoney Creek Business Park, the project will accommodate improved transportation for all road users. Fifty Road provides access to and from QEW for goods movement, across the Rail line, to and from the commercial area at the south-west corner of QEW and South Service Road, as well as connectivity to Barton Street and Highway 8, as a vital corridor for goods movement as well as all other modes of transportation.

1.3 Accelerate our response to climate change: measures of success pertinent to this Study are:

- **Accelerated reduction in the City's GHG emissions.**
- **Assessment of infrastructure projects against their impact on the City's climate resilience and readiness**

The Study recommendations are consistent with Complete Street principles and the above-mentioned Climate Change considerations in that they will provide for greater accessibility and active modes of transportation, transit use, as viable alternatives to personal vehicle use. These facilities are not in place today.

Green infrastructure will be considered in the design of Barton Street and Fifty Road, intended to control both quality and quantity of stormwater thus providing adaptation and mitigation measures for flooding conditions exacerbated by climate change.

1.4 Protect green space and waterways: measures of success pertinent to this Study are:

- **Increased tree canopy by 20,000 trees per year**
- **Increased inventory of municipally owned natural areas and preservation of farmland, greenspace, woodlots, and watersheds.**

This Study addresses the above as follows:

- New tree plantings will take place on both sides of each roadway, as well as, planted medians on Barton Street, where feasible.
- On the South side of Barton Street, the Multi-Use-Path/Promenade is intended to meander between new landscaping / additional trees at full build out.
- For the interim scenario along Barton Street, east of Lewis Road, trees will be strategically located such that they will be able to stay in place when the need to increase the number of travel lanes arises in the longer term.

2. Safe & Thriving Neighbourhoods:

Outcome 2: Make sure people can safely and efficiently move around by foot, bike, transit or car. Measures of success pertinent to this are:

- **Expanded and upgraded active transportation networks.**
- **Increased transit ridership and accessibility.**
- **Application of Vision Zero principles to eliminate road injuries and death.**
- **Maintained roads and sidewalks.**

To meet the above success measures, the design will provide for safe and efficient movement for all modes of transportation. Active transportation facilities are intended to be maintained throughout the year.

The Barton Steet and Fifty Road cross-sections provide for space for transit shelters and will accommodate current and future bus service along the B-Line, including increased frequency bus connecting to Winona Crossing at south-west corner of Fifty Road and South Service Road.

3. Responsiveness & Transparency

Outcome 2: Get more people involved in decision making and problem solving: measures of success pertinent to this Study are:

- **Expanded stakeholder engagement with public, private, Indigenous and not-for-profit partners through collaborative problem solving around City priorities,**
- **Measurement and expansion of demographic representation of those engaged in City processes, identifying, and reducing barriers to participation.**
- **Consistently apply public engagement practices on City initiatives**

To meet the above measures of success this Study fulfilled the requirements of the Municipal Class Environmental Assessment process (Phases 3 and 4 for Barton Street and Fifty Road, and Phases 1 & 2 for Fifty Road Rail line crossing) and was consistent with relevant corporate public engagement practices. As

such, the Study engaged with all stakeholders at key decision points/prior to each public meeting via methods which met and went beyond the above-mentioned Legislative requirements, including:

- Formed a Community Liaison Committee made up of residents, businesses, and developers, created specifically for this project.
- Used Engage.Hamilton.ca to increase engagement opportunities.
- Sent hard copy Notices via direct mail to landowners within 120m of study area.
- Used City's social media accounts to share information.
- Published Notices in newspapers (Stoney Creek News and Hamilton Spectator one and two weeks prior to each public engagement event).
- Notices e-mailed to all pertinent Agencies, and Indigenous Nations.
- Indigenous Nations received Nation-specific letters, and up to 3 phone calls per notice.
- All materials and meetings fulfilled requirements of Accessibility for Ontarians with Disabilities Act, and respective Corporate Policies.

Additionally,

- Alternative solutions created for the Study addressed the Problem and Opportunity Statement, used the broad definition of "environment" as prescribed in the Environmental Assessment Act, as a means of formulating evaluation criteria, and provided an evaluation of all alternatives as well as how the recommended alternative/solutions were arrived at.
- This study's recommendations were presented at the last Public Information Centre to the public, agencies, Indigenous Nations, and other stakeholders prior to Council.
- There were many changes made due to public input, chief of which was the narrowing of the ultimate Barton Street Road allowance from 40.6m to 36.6m which will result in significantly less property impacts.
- One more opportunity for comment and a Section 16 (appeal) based on Indigenous Rights and Treaties will be provided after Council approval, for the Ministry of the Environment, Conservation and Parks to deem it complete / filed.

Previous Reports Submitted

Links to Related Reports Previously Submitted (in alphabetical order):

- Development Charges Study (2024)
  https://www.hamilton.ca/sites/default/files/2025-03/planning-development-charges-report-appendix-h-services-related-highway-transit.pdf

- Stoney Creek Urban Boundary Transportation Master Plan (2008)
  https://www.hamilton.ca/sites/default/files/2022-08/scube-tmp-study-report.pdf

- Strategic Transportation Network Review (2024) https://www.hamilton.ca/city-council/plans-strategies/master-plans-studies/strategic-transportation-network-review

- Urban Hamilton Official Plan Fruitland-Winona Secondary Plan "Land Use Plan Map B.7.4-1, Natural Heritage Systems Map B.7.4-2, Transportation Classification Map B.7.4-3, Block Servicing Strategy Area Delineation Map B.7.4-4." https://www.hamilton.ca/sites/default/files/2024-12/uhop-vol2-mapb-7-4-1-tomapb7-4-4-fruitlandwinona-secplan-nov2024.pdf

- Urban Hamilton Official Plan Fruitland-Winona Secondary Plan Policies (s. 7.4, electronic page 15): https://www.hamilton.ca/sites/default/files/2025-03/uhop-vol2-chapterb7-stoneycreeksecondaryplans-jan2025.pdf

- Urban Hamilton Official Plan: "Schedule C-2 Future Road Dedications": https://www.hamilton.ca/sites/default/files/2022-07/uhop-volume1-schedule-c-2-futurerowdedications-feb2021.pdf

Consultation

Prior to each phase of the study process, City staff across the organization were notified per standard internal protocols. The core Study Team consisted of staff in the following Departments:

1. Planning and Economic Development Divisions:
   - Growth Management
   - Planning
   - Economic Development and Real Estate
   - Transportation Planning and Parking.
2. Public Works
   - Hamilton Water
   - Environmental Services
   - Engineering Services
   - Transportation
3. Healthy and Safe Communities Divisions:
   - Healthy Environments
   - Indigenous Relations

The following staff were consulted on preparation of Report PED25145:

- Planning and Economic Development Department:
  - Jennifer DiDomenico, Senior Project Manager, Indigenous Relations

- Alissa Golden, Program Lead, Heritage, and Urban Design
- Mark Hartley, Senior Engineer, Infrastructure Planning
- Trevor Imhoff, Senior Project Manager, Climate Change Initiatives
- Melissa Kiddie, Natural Heritage Planner, Heritage, and Urban Design
- Melanie Pham, Acting Manager, Sustainable Committees
- James Van Rooi, Senior Planner, Planning Division
- Steve Molloy, Manager, Transportation Planning
- Monir Moniruzzaman, Manager, Development Engineering

- Public Works Department:
  - Sam Brush, Urban Forestry Health Technician, Environmental Services
  - Kara Bunn, Manager Cemeteries, Environmental Services
  - Hanna Daniels, Manager, Systems Planning, Hamilton Water
  - Chris Day, Superintendent, Roadway Safety, Transportation
  - Udo Ehrenberg, SPM, Water and Wastewater Planning, Hamilton Water
  - Mike Field, Manager, Transportation Operations
  - Mushfiqur Rahman, Superintendent, Transportation Engineering
  - Megan Stewart, Supervisor, Landscape Architectural Services

Also refer to Appendix D of Report PED25145 for Public Consultations details.

Appendices and Schedules Attached

Appendix A: Barton Street and Fifty Road Improvements Class Environmental Assessment Environmental Study Report

Appendix B: Study Area Map

Appendix C: Barton Street and Fifty Road Recommended Cross-Sections.

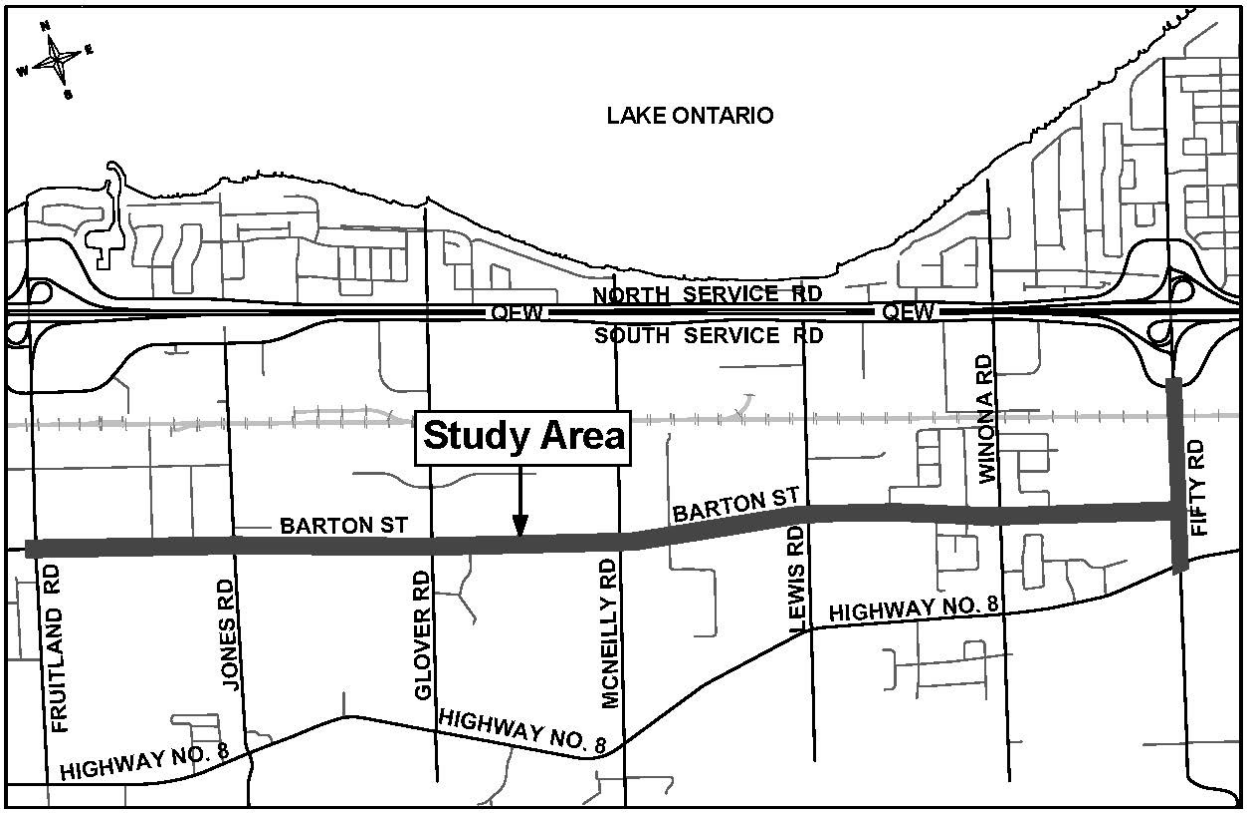
Appendix D: Public Consultation

Prepared by:	Margaret Fazio, Senior Project Manager, Growth Management Division Planning and Economic Development Department
Submitted and recommended by:	Ashraf Hanna, Chief Development Engineer and Director of Growth Management Planning and Economic Development Department, Growth Management Division

Barton Street and Fifty Road Improvements Class Environmental Assessment Environmental Study Report –

engage.hamilton.ca/bartonfiftyea

Study Area Map



Barton Street and Fifty Road Recommended Cross-Sections.

Barton Street from Fruitland Road to Fifty Road – Ultimate Configuration

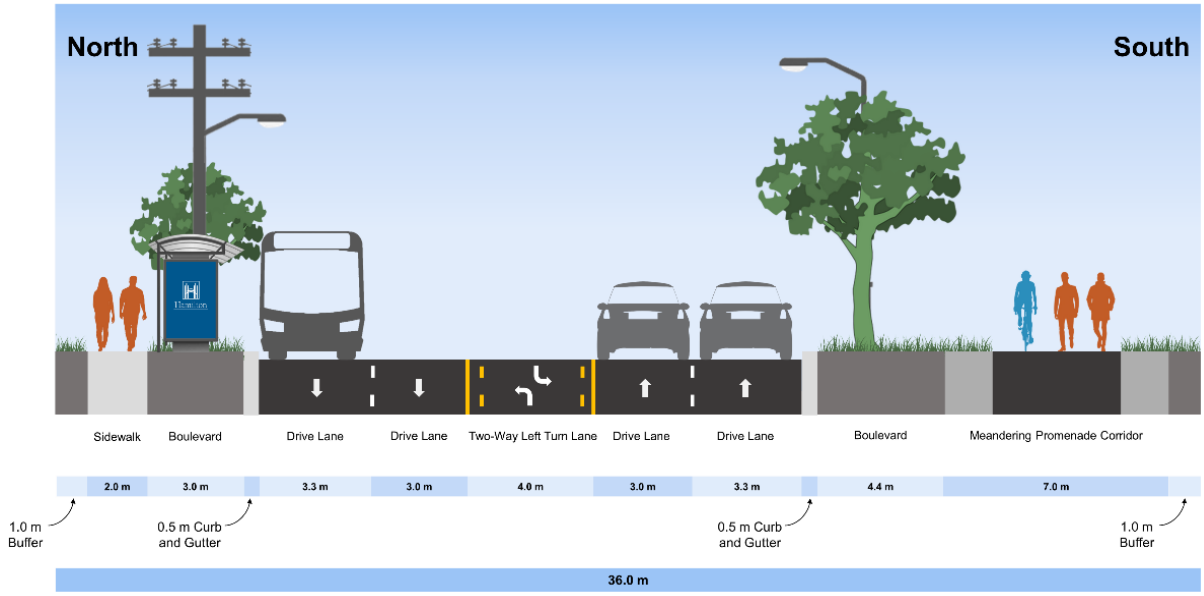


Figure 1. Recommended Design Concept for Barton Street from Fruitland Road to Fifty Road

Barton Street from Lewis Road to Fifty Road – Interim Configuration

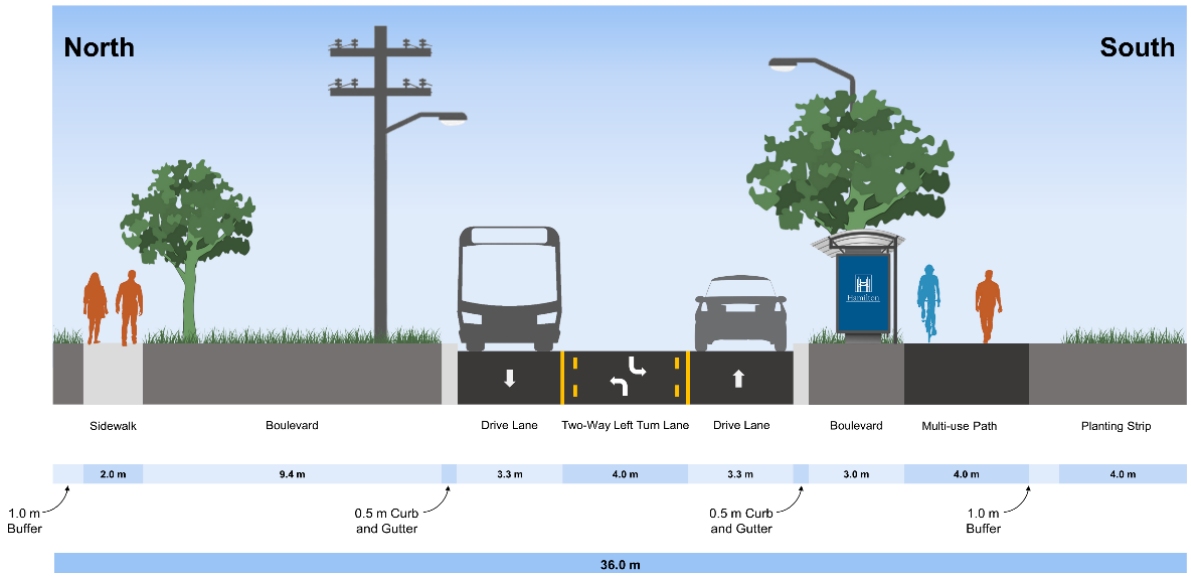


Figure 2. Recommended Design Concept for Barton Street from Lewis Road to Fifty Road

Fifty Road from Highway 8 to Barton Street – Ultimate Configuration

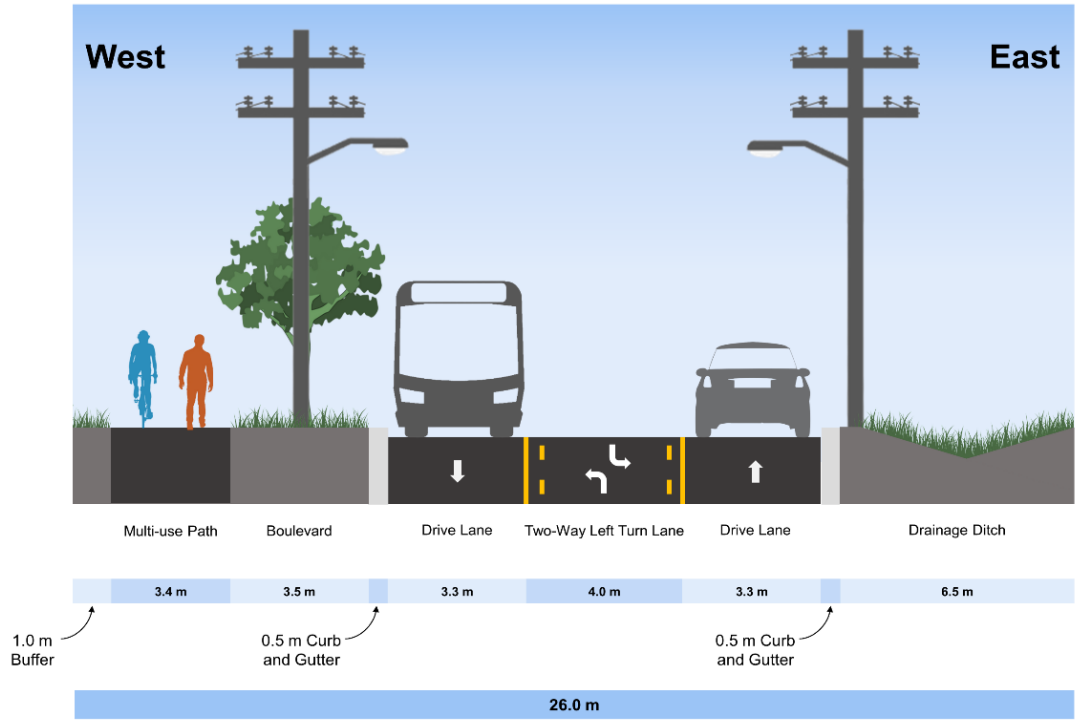


Figure 3. Recommended Design Concept for Fifty Road from Highway 8 to Barton Street

Fifty Road from Barton Street to South Service Road – Ultimate Configuration

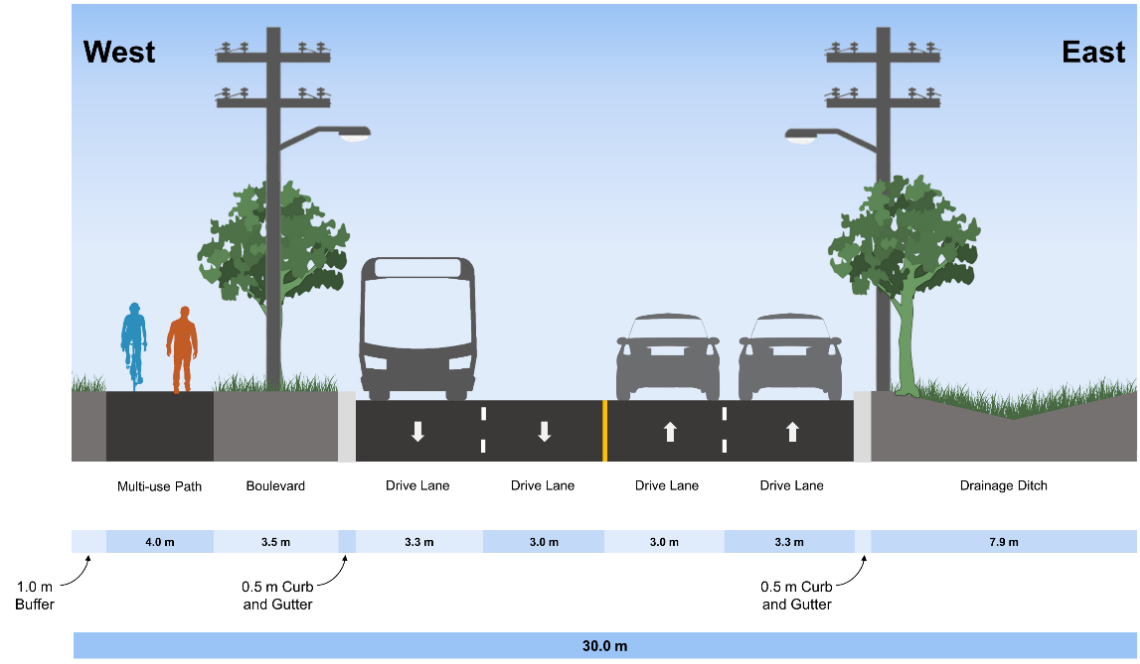


Figure 4. Recommended Design Concept for Fifty Road from Barton Street to South Service Road

Public Consultation

Public engagement that took place as part of this study fulfilled and exceeded the requirements of the Municipal Class Environmental Assessment process. For each of Barton Steet and Fifty Road study components there was a requirement for one public meeting to address design alternatives, and for the Canadian National Rail (Rail) Crossing there was a mandatory public meeting to discuss the need for/alternatives to discuss traffic/train interaction and resulting congestion over time. Each project benefitted from combined three public meetings.

Throughout the Study process, questions were received and responded to, and comments were received from various stakeholders, including Indigenous Nations, businesses, developers, and impacted residents. Record of written correspondence with the Public, Agencies and Indigenous nations is contained in Appendices A through C of the Environmental Study Report (ESR). Refer to Appendix A to Report PED25145 for hyperlink to the ESR.

Engagement Highlights are as follows:

- A Committee Liaison Committee was created at the start to ensure that businesses, residents, and developers all had input into the project and also feedback could be received before bringing study findings to the general public, agencies, and Indigenous Nations. Membership was determined based on an open call, via advertisement in Stoney Creek News, City of Hamilton's social media accounts, and Hamilton Spectator as well as direct mail to all abutting study area landowners.
- A Technical Agency Committee was created comprised of agencies most impacted by the Rail crossing, e.g. Ministry of Transportation of Ontario and Hydro One.
- September 22, 2017 – A Public Information Update was held in an open house in-person format after fieldwork and background information was assembled and the problem and opportunity statement was drafted for public, agency, Indigenous and other stakeholder input.
- June 2021 - Public Information Centre (PIC) #1 was the second consultation event and the first mandatory public meeting. The purpose of this meeting was to provide a set of alternative solutions for Barton Street, Fifty Road, and the Rail crossing, the evaluation, and recommended preferred solutions. This meeting was virtual, due to COVID-19 restrictions, and comments received as a result of this meeting changed the recommended alternative for Barton Street.
- June 20, 2024 - PIC #2 was the third public consultation event. This public meeting was added to the project process to address public comments, adjustments made and final recommendations and implementation strategy.
- All Notices released followed both legislated the Municipal Class Environmental Assessment Process and Corporate notification requirements:
    - Notices were published in Stoney Creek News and Hamilton Spectator one and two weeks prior to the event as well as on the City's social media

accounts (Stoney Creek News was no longer available after Covid, i.e. PIC#2).
    - Notices and public meeting information was available on Hamilton.ca and Engage.Hamilton.ca when available.
    - All landowners within 120m of centre line of each roadway received direct hard copy mail notifications.
- The public comment period for each public meeting was two weeks prior to Covid. Post-Covid a three-week commenting period was used. Notwithstanding, questions and comments were received and answered outside of those windows throughout the study process.
- All Treaty Indigenous Nations have been contacted and have been provided the opportunity to engage at key project points. One Indigenous Nation responded. They requested specific information / data which was made available to them.

The Public Information Update – This meeting took place in person, and there were forty-one attendees that signed in (additional attendees were present but did not wish to sign-in). Materials and comments from that events are available in Appendix A, with four written comments received in total.

Public Information Centre #1 - This meeting took place during Covid restrictions and was therefore held virtually with 41 attendees as well as many more interactions online with the material, summarized in Appendix A of the ESR**.** Concerns raised at this meeting included:

- The project should minimize property impacts and impacts on the natural environment and surrounding trees.
- Concerns were raised about the impact that the 40-metre right-of-way would have on properties, particularly the potential for a large number (>50) of full properties takes to implement the design.
- Drainage and flooding issues within the study area.
- Concerns about safety at the Rail Crossing at Fifty Road.
- Noise concerns with transport trucks travelling on Barton Street, specifically when trucks pass over manhole covers.
- The volume of traffic on Barton Street makes it difficult for some residents to get in and out of their driveways.

Public Information Centre #2 - The project team hosted an open format meeting on June 20, 2024, from 6:00 to 8:00 pm at the Stoney Creek Municipal Service Centre. A narrated video of the panels was uploaded on the City's YouTube account, while a copy of the display panels and draft roll plans, were placed on the Engage Hamilton online platform.

Participants provided feedback, questions, and comments to staff members, posted sticky notes with site-specific comments on the roll plans and completed the comment form either on hardcopy or provided comments via email following the meeting. There were 38 (signed-in) attendees present at this drop-in event. Engagement statistics and consultation summary can be found in Appendix A of the Environmental Study Report..

Comments received through the comment forms, on the roll plans and through staff discussions focused on major themes and significant areas of concern or support. Some of the key themes are summarized below:

- Continued concerns with property impacts and request for the City to re-consider the design rather than buying out multiple residential properties.
- Concerns with cyclist safety on Fifty Road from Highway 8 to South Service Road as the draft multi-use path design is offset north and south of Barton Street.
- Concern that safety risks will be heightened with the addition of a promenade and the added lanes as residents need to back out of their driveways.
- Continued concerns with trucks causing vibration and noise impacts.

Hamilton

Barton Street and Fifty Road Improvements
RECOMMENDATION REPORT
PED25145

Planning Committee

Tuesday, June 10, 2025

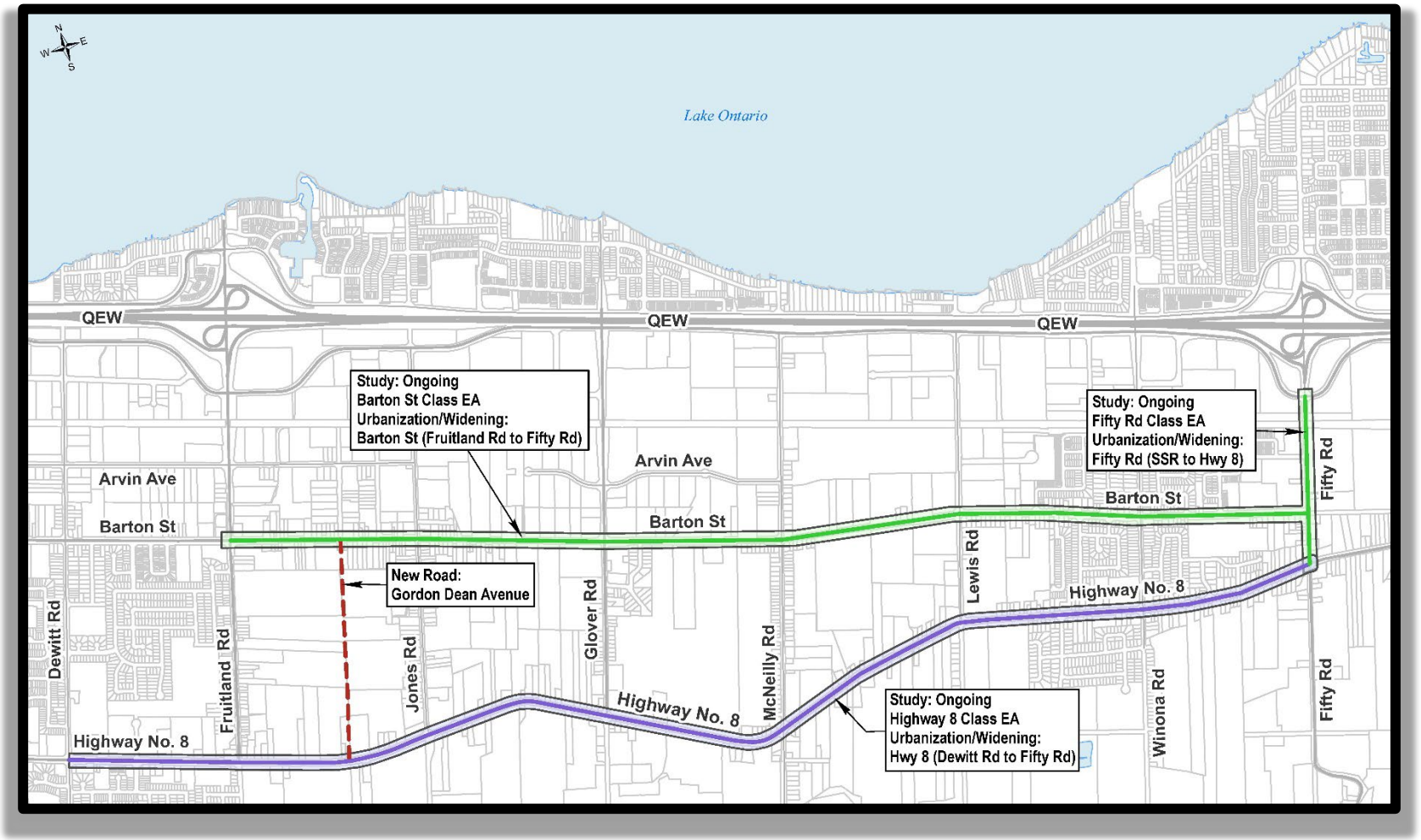
Barton Street and Fifty Road Improvements

Agenda

1. **Background:**
   - Fruitland-Winona Secondary Plan Overview
   - Study Area
   - Project Process
2. **Recommendations FOR APPROVAL**
   - Study Recommendations
   - 30-Day Public Review
3. **Next Steps**

Barton Street and Fifty Road Improvements

Study Area – Bird's Eye View



4 Barton Street and Fifty Road Improvements

Fruitland-Winona Secondary Plan

Barton Street and Fifty Road Improvements

Study Process and Timeline

We are here!

1 Transportation Master Plan – Phases 1 & 2 of Process — 2008

2 Background Studies and **Public Information Update** — 2017

3 Alternative Solutions evaluation and **Public Information Centre #1** — 2021

4 Updated Alternative Solutions and **Public Information Centre #2** — 2024

5 Environmental Study Report — 2025

Barton Street and Fifty Road Improvements
Study Objectives

- **Provide safe, comfortable, accessible, and efficient pedestrian and cycling facilities.**
- **Improve connectivity.**
- **Improve safety and reduce delays at intersections, for all vehicles and modes of transportation.**
- **Create an innovative, landscaped, linear green space along the south side of Barton Street.**
- **Ensure both commuter and recreational transportation needs are met across all age groups and transportation modes.**

City of Hamilton's Community Vision

Community Engagement and Participation

Economic Prosperity and Growth

Healthy and Safe Communities

Clean and Green

Built Environment and Infrastructure

Culture and Diversity

Barton Street and Fifty Road Improvements

Public and Stakeholder Engagement (MCEA process)

Stakeholders list included:

- **Community Liaison Committee** (residents/landowners, businesses and developers)
- **Indigenous Peoples** (All Treaty Nations)
- **Regulatory Agencies** (e.g., Ministry of Transportation, Ontario Hydro, Hamilton Conservation Authority)
- **Study Area Landowners** (120m on each side)

Methods included:

In person and Virtual Meetings, Public Information Centre, Social Media, Direct Mail, Newspapers

Barton Street and Fifty Road Improvements

Alternative Solutions Evaluation

Alternatives Considered:

1. Horizontal alignments (location of the road within the corridor).
2. Cross-sections (where the roadway elements will be in relation to each other – pedestrian, cycling, transit, boulevards, trees, and vehicular traffic)
3. Intersection Control
   - roundabouts / signalization / stop signs
   - rail crossing – need for grade separation

Multimodal Transportation Services

Socio Economic & Cultural Environment

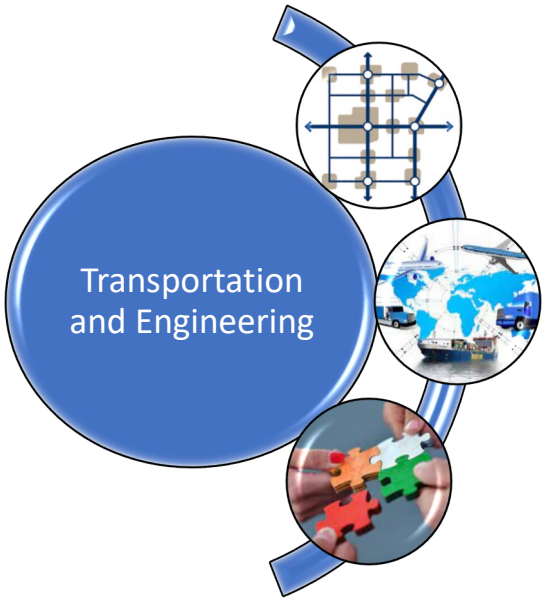
Natural Environment

Engineering

Cost

Barton Street and Fifty Road Improvements

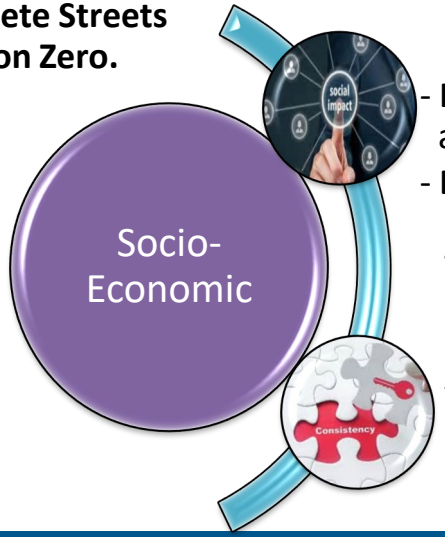
Evaluation Criteria



- C**onnectivity** for all modalities
- Stormwater management
- **Noise** Study

- Efficient movement of **goods, and people**
- All road user **safety**
- Corridor **capacity**

- Compatibility with **Fruitland Winona Secondary Plan Policies, Official Plan, Complete Streets Guidelines and Vision Zero.**

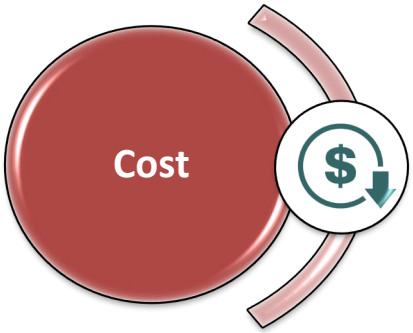


- **Impact** on **residences and** existing area business
- **Emergency service** impacts

- **Consistency** with planned land uses, City-wide Transportation Master Plan, Strategic Network Assessment Plan.

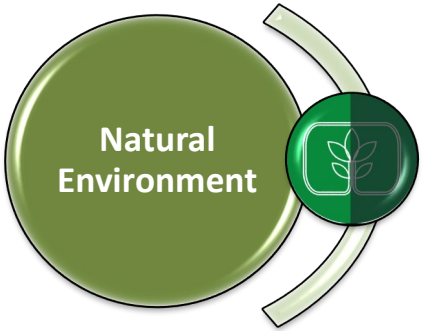
Barton Street and Fifty Road Improvements

Evaluation Criteria Cont'd



- **Cost-effective** infrastructure planning
- **Capital cost**
- **Property** acquisition

- **Archaeology** and **built heritage** (Stage 1 completed, Stage 2 (where needed) at Detailed Design).
- **Cultural features** and landscapes (Streetscape Master Plan to be carried out during Detailed Design).



- **Natural Environment** impacts based on field work.
  (This work is to be updated during Detailed Design for Barton and Fifty Road and in subsequent studies for Rail Crossing)
- **Climate Change considerations included** trees in their final locations.

Barton Street and Fifty Road Improvements

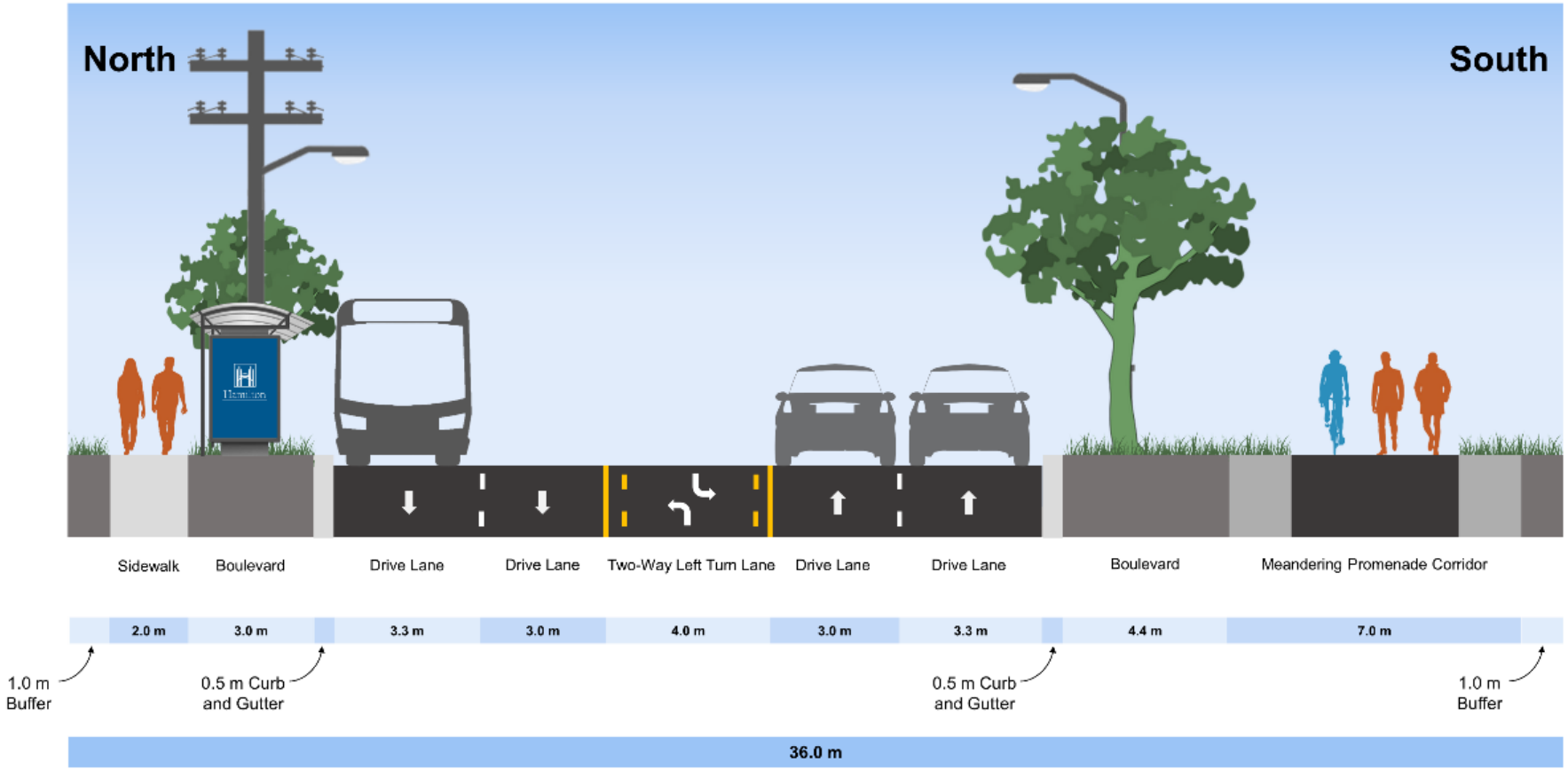
Barton Street

1. **Two-lanes** of vehicular traffic in each direction with a centre turning lane, and medians where feasible.
2. **Sidewalk** on the north side and a meandering **Multi-Use-Path / Promenade** on the south side throughout.
3. **Boulevards** on both sides of the road, with **trees** and **street lighting**.
4. **36.6m** right-of-way.
5. Consistent with the **Complete Street Design Guidelines Manual**.

Barton Street and Fifty Road Improvements

Barton Street

Fruitland Road to Fifty Road – Ultimate Configuration



Barton Street and Fifty Road Improvements

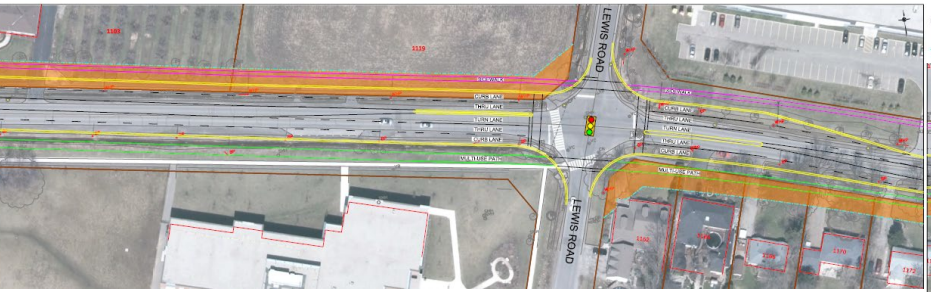
Barton Street

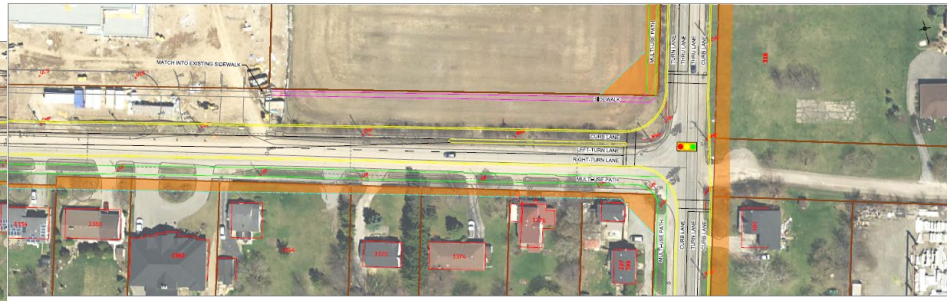
Changes to the recommended design concept driven through public consultation:

- Right-of-way width **decreased** from 40.6m to 36.6m.
- Corridor safety **improved** through combining active transportation features into Multi-use-Path on south side of road
- **Interim configuration to be implemented in the first stage of construction (short to medium term) east of Lewis Road.**

Barton Street and Fifty Road Improvements

Barton Street - Property Impacts East of Lewis Road for Preferred Design

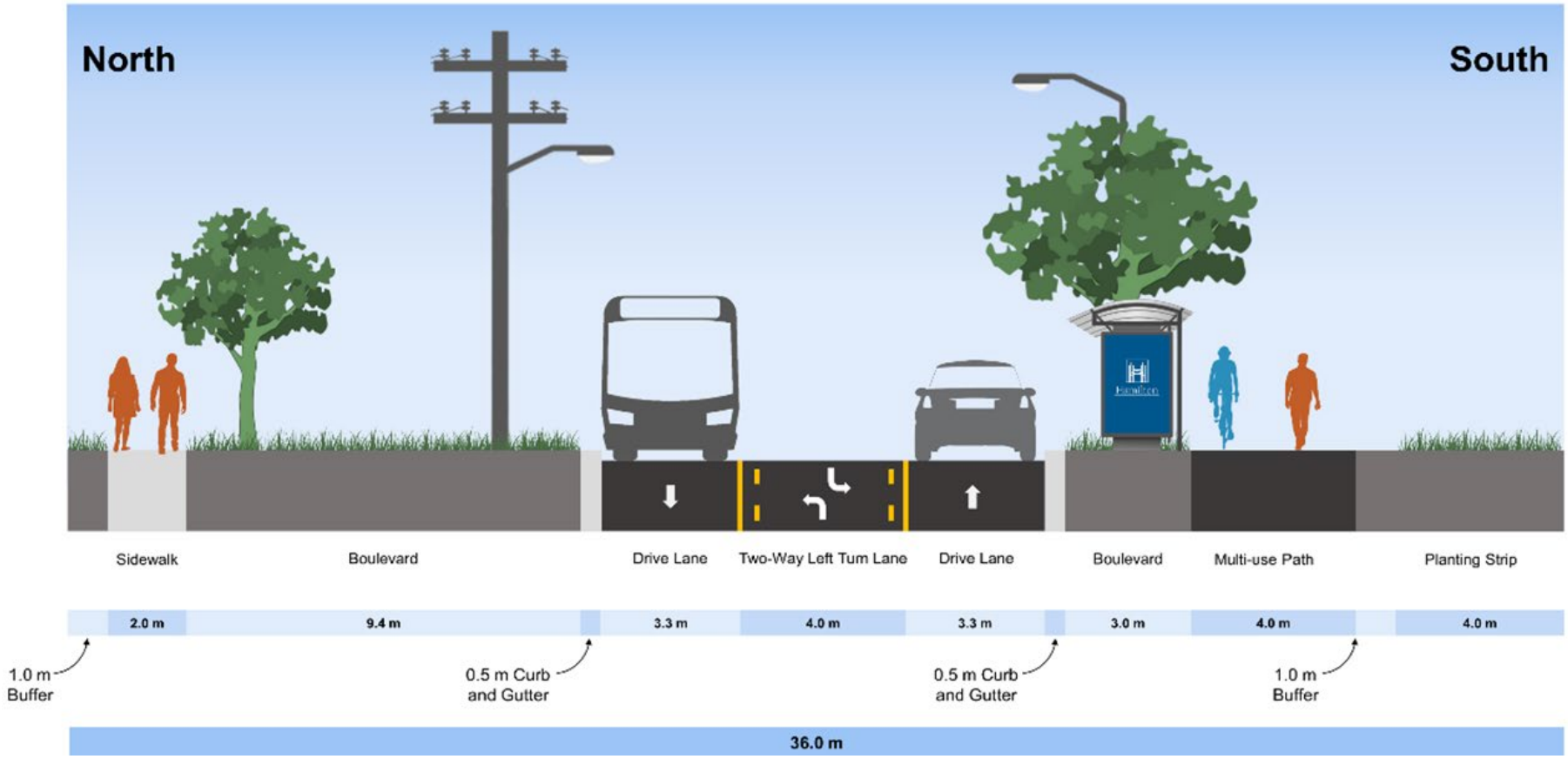




Barton Street and Fifty Road Improvements

Barton Street

Lewis Road to Fifty Road – Interim Configuration



Barton Street and Fifty Road Improvements

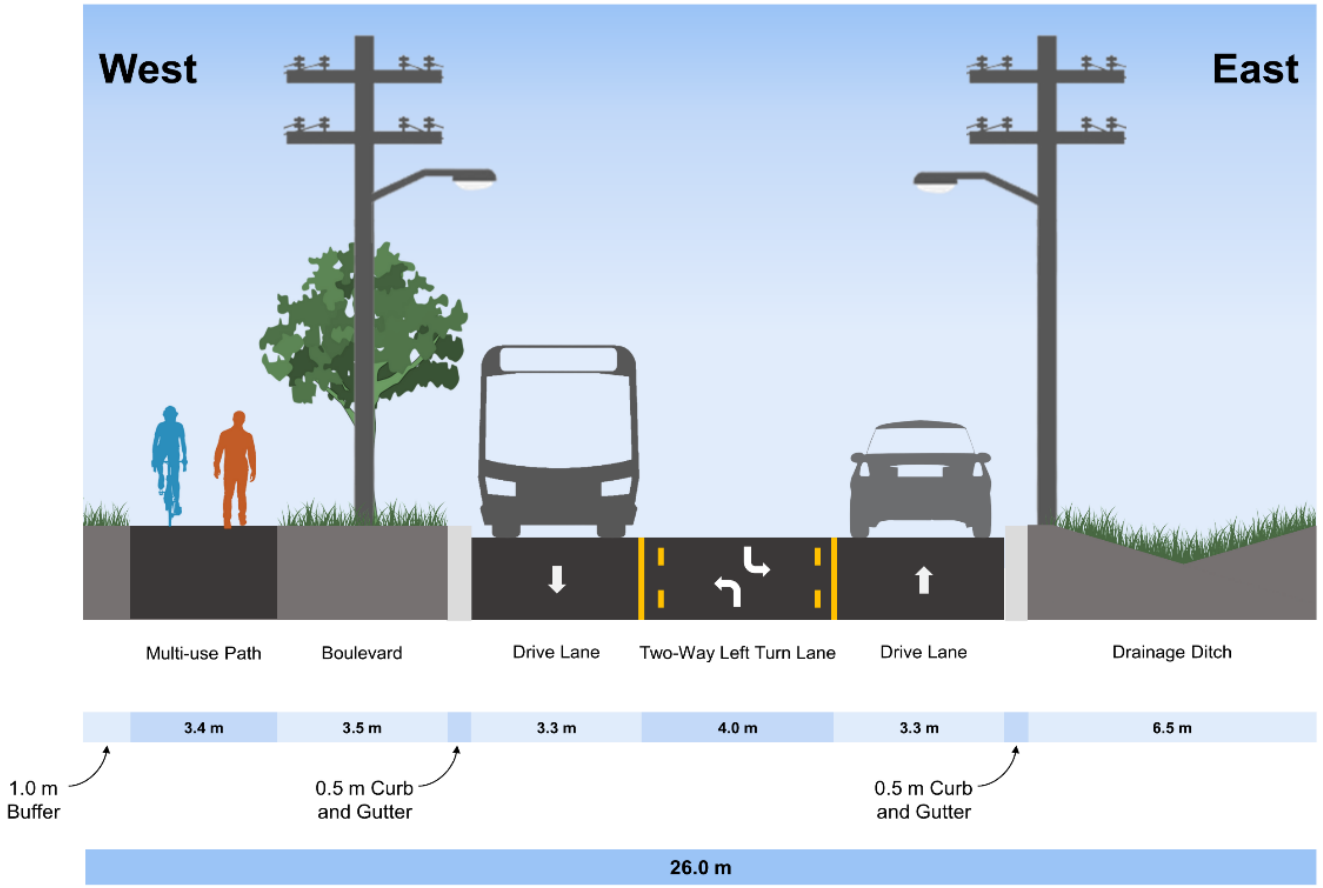
Fifty Road

1. A shift of the road centre line to the east.
2. South of Barton **– One-lane** of vehicular traffic in each direction with a centre turn lane south to Highway 8 (three lanes in total); **26m right-of-way**.
3. North of Barton **– Two-lanes** of vehicular traffic in each direction north to South Service Road (four lanes in total); **30m right-of-way**.
4. A **Multi-Use-Path** on the west side throughout.
5. An **intersection realignment** at Highway 8 to improve safety.
6. Consistent with the **Complete Street Design Guidelines Manual**.

Barton Street and Fifty Road Improvements

Fifty Road

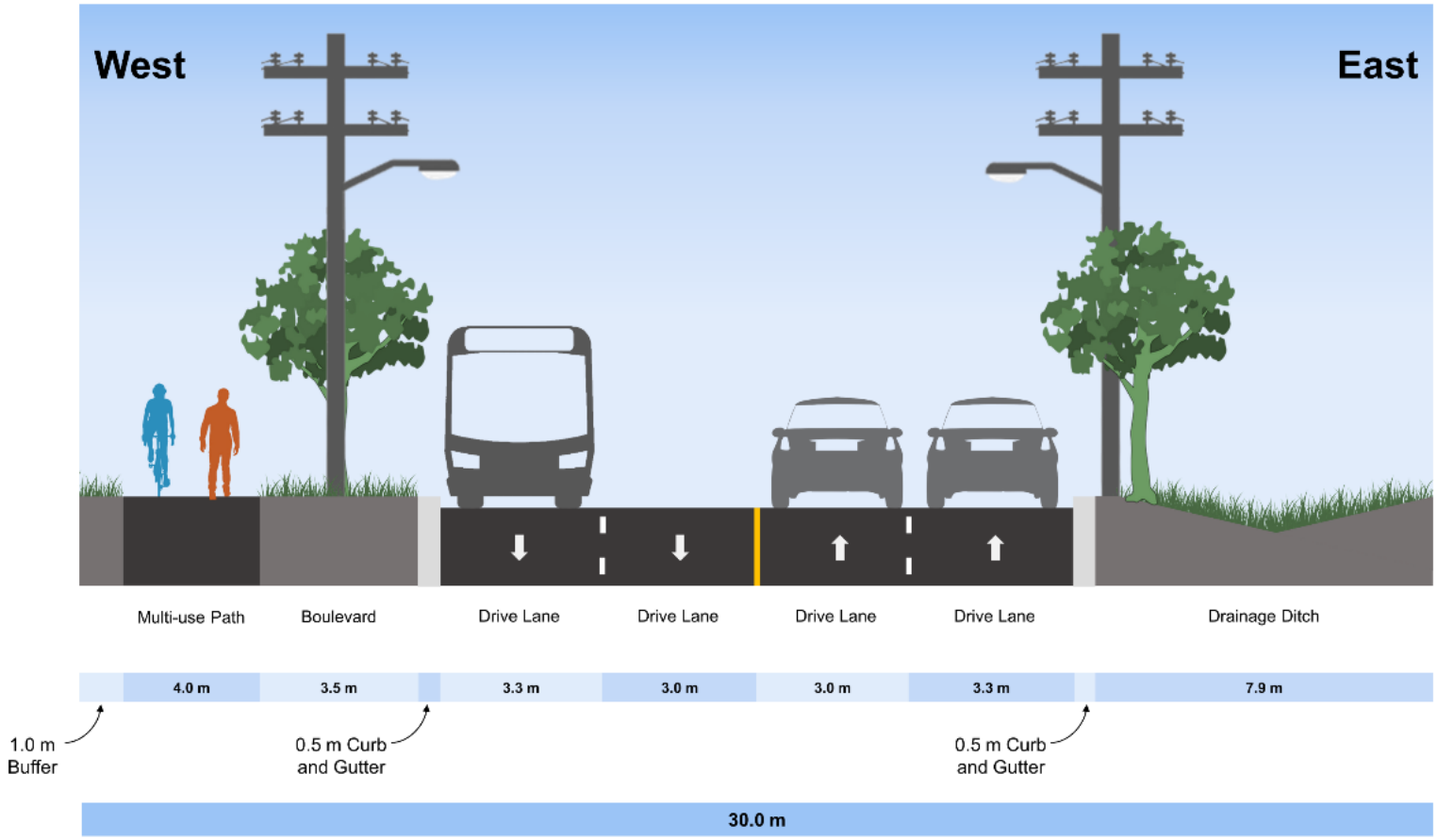
South of Barton Street – Ultimate Configuration



Barton Street and Fifty Road Improvements

Fifty Road

North of Barton Street – Ultimate Configuration



Barton Street and Fifty Road Improvements

Fifty Road

CN Rail Crossing

- Potential **new grade-separation** with Fifty Road extending under the CN Rail driven by growth in rail traffic.
- Future Class EA Study if / when **rail traffic increases.** Study would confirm need, assess impacts of alternative designs, including property requirements and cost of construction.

Barton Street and Fifty Road Improvements

SUMMARY

Barton Street and Fifty Road Recommended Improvements:

1. **Comply with / consistent with** preceding Council-approved policies:
   - Fruitland-Winona Secondary Plan and Urban and Rural Hamilton Official Plans,
   - Complete Streets Design Guidelines Manual
   - Climate Change Strategy
   - Vision Zero Action Plan
   - Strategic Transportation Network Review

2. **Exceed the public engagement requirements** of the appropriate phases of the Municipal Class Environmental Assessment process by providing transparent and thorough decision-making process.

Barton Street and Fifty Road Improvements

RECOMMENDATIONS TO COUNCIL

1. That the Environmental Study Report respecting the Municipal Class Environmental Assessments for Barton Street and Fifty Road Improvements (Phases 3 and 4), and Fifty Road / CN Rail Crossing (Phases 1 and 2), included as Appendix A to PED25145**, BE APPROVED**; and that the General Manager of Planning and Economic Development be authorized to place the Environmental Study Report out for minimum 30-day public review.

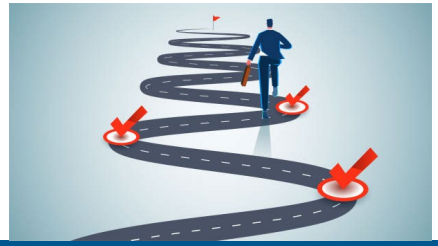
Barton Street and Fifty Road Improvements

Next Steps

1. Post Report for **Minimum 30-day Public Review**
   - Address any comments received including Section 16 Orders (appeals) based on Indigenous Rights and Treaties.
   - Minor Amendments: update Environmental Study Report, post online, notify Ward Councillor.
   - Major Amendments: update Environmental Study Report, repeat public notifications per Slide 7.

2. Detailed Design and property acquisition

3. Construction



Barton Street and Fifty Road Improvements

Questions?

City of Hamilton
Report for Consideration

To:	Chair and Members Planning Committee
Date:	June 10, 2025
Report No:	PED25147
Subject/Title:	Application to Deem Lands Being Lot 5 of Registered Plan 62M-671, known as 30 Parkmanor Drive, Stoney Creek, not to be Part of a Registered Plan of Subdivision for the Purposes of Subsection 50(3) of the *Planning Act*
Ward(s) Affected:	Ward 10

Recommendations

1) That the application to deem Lot 5 of Registered Plan 62M-671, known as 30 Parkmanor Drive, Stoney Creek, as shown on Appendix "A" to Report PED25147, not to be Part of a Registered Plan of Subdivision for the purposes of Subsection 50(3) of the *Planning Act*, **BE APPROVED**; and,

2) That the draft By-law, attached as Appendix "D" to Report PED25147, which has been prepared in a form satisfactory to the City Solicitor, **BE ENACTED**.

Key Facts

- The purpose of the application is to deem Lot 5 of Registered Plan 62M-671 (also known as 30 Parkmanor Drive) not to be part of a Registered Plan of Subdivision.
- The *Planning Act* allows lands within a Plan of Subdivision that has been registered for 8 years or more to be deemed not to be part of a Registered Plan.
- Consent application SC/B-24:45, approved on January 28, 2025, severed a portion of land from the rear of the property known as 1335 Highway 8 with the intent to merge the severed lands with 30 Parkmanor Drive (merger is required as a condition of consent approval).

- To allow for the merger to occur, 30 Parkmanor Drive (Lot 5 of 62M-671) must be deemed not to be part of a Registered Plan of Subdivision to facilitate the legal merger of the parcels.

Financial Considerations

Not applicable.

Background

Consent Application SC/B-24:45

Consent application SC/B-24:45 for the lands located at 1335 Highway 8, Stoney Creek was conditionally-approved by the Committee of Adjustment on January 28, 2025. 1335 Highway 8 is located immediately south of 30 Parkmanor Drive (the subject lands of this Report), as shown on Appendix "A" to Report PED25147. The consent application severed a parcel of land from the rear of 1335 Highway 8 (identified as Part 2 on Appendix "B" to Report PED25147) to be added to 30 Parkmanor Drive (identified as Part 3 on Appendix "B" to Report PED25147). The consent application noted that the lands identified as Part 2 are already used and accessed by the owners of 30 Parkmanor Drive (Part 3), and therefore the addition of the lands through the consent application is recognizing an existing situation.

As a condition of approval of the consent application, the severed lands (Part 2) must be merged in title with the lands at 30 Parkmanor Drive (Part 3). The current application to de-register the lands at 30 Parkmanor Drive (Lot 5 on Plan 62M-671) will facilitate this merger. It is noted that the de-registration of 30 Parkmanor Drive should not occur until after the consent application is final approved (i.e. all conditions have been cleared and the final consent certificate is issued), as the de-registration would not be warranted or required if the consent does not proceed to finalization. As such, the by-law attached as Appendix "D" to Report PED25147 includes the requirement that the by-law will not come into force and effect until after the consent is final approved and the by-law is registered at the land registry office. The applicant concurs with this order of operations.

Analysis

Proposal

The subject lands are located on the southwest corner of Parkmanor Drive and Maple Gate Drive, Stoney Creek, as identified on Appendix "A" to Report PED25147.

The Owner / Applicant has submitted an application pursuant to Subsection 50(4) of the *Planning Act,* for approval of a By-law to deem Lot 5 of Registered Plan 62M-671 (as shown on Appendix "C" to Report PED25147) not to be part of a Registered Plan of Subdivision for the purposes of Subsection 50(3) of the *Planning Act.*

The effect of the application to de-register the lands is to allow for the parcel of land (being Lot 5 of Registered Plan 62M-671) to merge with adjacent lands which were severed from the rear of 1335 Highway 8, in order to facilitate the legal merger of the parcels of land and satisfy the required condition of Consent Application SC/B-24:45.

The de-registration is required because full Lots or Blocks within a Registered Plan of Subdivision cannot legally merge with other lands as per section 50(3) of the *Planning Act* (see below).

Legislative / Policy Review

Planning Act

As prescribed under Subsection 50(4) of the *Planning Act,* the Council of a Municipality may, by By-law, designate any Plan of Subdivision, or part thereof, that has been registered for eight years or more, and deem it not to be a Registered Plan of Subdivision for the purpose of the subdivision control provisions of Subsection 50(3) of the *Planning Act.* The subject lands are located within Registered Plan 62M-671 which was registered on September 12, 1990, therefore meeting the *Planning Act* requirement of being registered for eight years or more.

Per the *Planning Act*, a Public Meeting is not required to consider a By-law to designate any Plan of Subdivision, or part thereof, that has been registered for eight years or more, and deem it not to be a Registered Plan of Subdivision for the purpose of the subdivision control provisions of Subsection 50(3) of the *Planning Act.*

The *Planning Act* requires that a copy of the By-law (Appendix “D” to Report PED25147) be lodged with the Minister of Municipal Affairs and Housing. Staff will ensure the By-law is sent to Ministry upon enactment by Council and registration.

Additionally, a certified copy or duplicate copy of the deeming By-law must be registered against the title to the lands in the Land Registry Office. This By-law shall come into force and take effect when registered in the Land Registry Office. The applicant will be required to register the By-law and provide a registered copy to the City.

Lastly, notice of passing of the By-law must be given within 30 days of the date of passing to each person appearing on the last revised assessment roll to be the owner of land to which the By-law applies.

Provincial Planning Statement (2024)

The application has been reviewed with respect to the Provincial Planning Statement.

As the proposal will facilitate the merging of the subject lands, which are developed with a single detached dwelling within the urban area, with adjacent lands which are also

developed with a single detached dwelling, the proposal is consistent with the Provincial Planning Statement and is supported by staff.

Urban Hamilton Official Plan

The subject lands are identified as “Neighbourhoods” on Schedule “E” – Urban Structure and are designated as “Neighbourhoods” on Schedule “E-1” – Urban Land Use Designations of Volume 1 of the Urban Hamilton Official Plan. Further, the subject lands are designated “Low Density Residential 1” within the Fruitland Winona Secondary Plan.

As noted above, the proposal is to facilitate the merger of the subject lands with adjacent lands to the south, as required by the condition of consent application SC/B-24:45.

Policy F.1.14.1.5 of Volume 1 of the Urban Hamilton Official Plan (UHOP) states:

*“*If a plan of subdivision or part thereof has been registered for eight years or more and does not conform to the policies of this Plan, the City may use its authority under the *Planning Act* to deem it not be a registered plan of subdivision.”

Accordingly, the UHOP recognizes the City’s ability, in accordance with the *Planning Act*, to deem lands not to be a registered plan of subdivision provided the Plan has been registered for eight years or more. Registered Plan No. 62M-671 was registered in September 1990 and therefore conforms to the requirement of eight years or more of the plan having been registered.

Therefore, the proposal to deem Lot 5 of Registered Plan 62M-671 not to be part of a Registered Plan for the purposes of Subsection 50(3) of the *Planning Act*, in order to accommodate the merger of the subject lands with the adjacent parcel, conforms with the Urban Hamilton Official Plan and is supported by staff.

Servicing / Access Restrictions

There is an existing easement for a 300mm storm sewer and rear yard catch basin on 30 Parkmanor Drive (Lot 5 on Plan 62M-671) which is to be maintained. This easement shall be maintained with no obstructions or future proposed structures that would conflict with the easement. There are no proposed changes to the existing grading or drainage on the site as the severance is recognizing an existing situation (the lands identified as Part 2 on Appendix “B” to Report PED25147are already used and accessed by the owners of 30 Parkmanor Drive (Part 3)).

Further staff note that the existing reserves along Maple Gate Drive (adjacent to both 30 Parkmanor Drive and 1885 Highway 8) must be maintained to limit access onto Maple

Gate as it is a temporary road to be decommissioned when Parkmanor Drive is extended east.

Rationale for Recommendation

The proposal has merit and can be supported for the following reasons:

(i) It is consistent with the Provincial Planning Statement (2024);

(ii) It complies with the policies of the Urban Hamilton Official Plan; and,

(iii) The proposed By-law will facilitate the merging of the subject lands with adjacent lands in order to satisfy the condition of consent application SC/B-24:45.

Alternatives

If the application is denied, Lot 5 would remain within the existing Registered Plan of Subdivision 62M-671. The Lot would be unable to legally merge with the adjacent parcel. The condition of consent application SC/B-24:45 applicable to the lands at 1885 Highway 8 could not be cleared and the consent would not be finalized.

Relationship to Council Strategic Priorities

2. Safe & Thriving Neighbourhoods
   2.1 Increase the supply of affordable and supportive housing and reduce chronic homelessness

Consultation

Legal Services Division

Planning Division

Growth Management Division

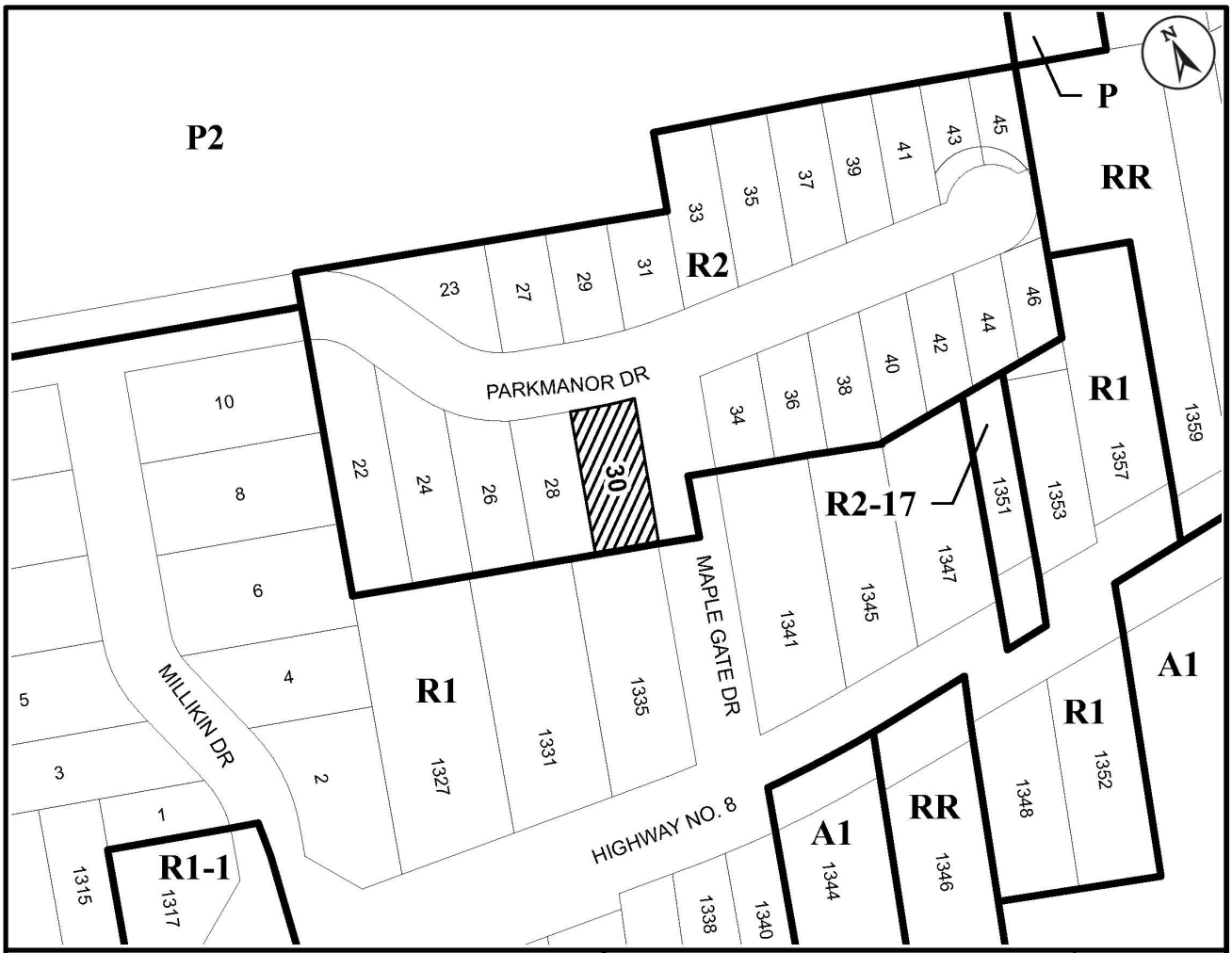
Appendices and Schedules Attached

Appendix A: Location Map
Appendix B: Severance Sketch - Consent Application SC/B-24:45
Appendix C: Registered Plan 62M-671
Appendix D: By-law to Deem Lands not to be Part of a Registered Plan

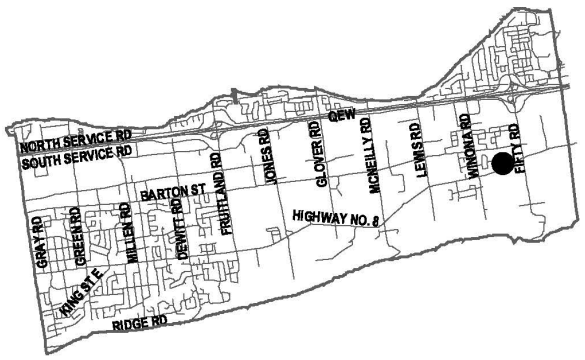
Prepared by: Heather Travis, Manager, Legislative Approvals / Staging of Development

Planning and Economic Development Department, Growth Management Division

Submitted and recommended by: Ashraf Hanna, Chief Development Engineer and Director of Growth Management
Planning and Economic Development Department, Growth Management Division



● Site Location



Key Map - Ward 10

Location Map

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

Hamilton

File Name/Number: 30 Parkmanor Dr		Date: April 24, 2025
Appendix "A"	Scale: N.T.S	Planner/Technician: HT/AL

Subject Property

30 Parkmanor Drive

Lands to be Deemed not to be Part of a Registered Plan: Lot 5, Registered Plan 62M-671 – 30 Parkmanor Drive, Stoney Creek

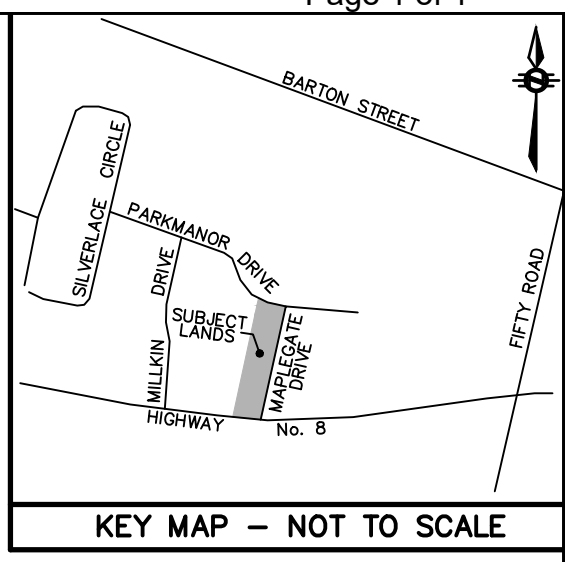
SKETCH FOR LAND DIVISION
OF
1335 HIGHWAY No. 8
IN THE
CITY OF HAMILTON

SCALE 1:400 METRIC

8 4 0 8 16 24 metres

R.A. McLAREN, O.L.S. – 2024

PARKMANOR DRIVE
(ESTABLISHED BY PLAN 62M–671)
(WIDTH VARIES)



KEY MAP – NOT TO SCALE

BLOCK 25
(0.305 RESERVE)
BY PLAN 62M–671

R=161.1±
A=15.4±
C=15.4±
3.9±

EXISTING RESIDENTIAL

PART 3
LANDS TO BE
MERGED WITH
SEVERED LANDS
AREA: 819.7m²±

42.7±
43.4±

PART 7
PLAN 62R–11415

LOT 3 — LOT 4 — LOT 5

BLOCK 21

BLOCK 23
(0.305 RESERVE)
BY PLAN 62M–671

PLAN 62M–671

PART 2
PLAN 62R–11415

PART 3
PLAN 62R–11415

7.5±
18.9±
26.4±

PART 2
LANDS TO
BE SEVERED
AREA: 321.6m²±

12.2±
19.7±
PART 7
62R–7326
12.2±
26.3±

BLOCK 19
(0.305 RESERVE)
BY PLAN 62M–671

LOT 3 CONCESSION 2 PLAN 62R–7326

8.0±
20.2±
7.5±
6.2±
5.9±
3.2±
3.0±
5.2±

FRAME SHED

1 STOREY
BRICK DWELLING
No. 1335

FRAME ADDITION

PART 8

66.0±

5.4±
4.7±
5.1±

1 STOREY
VINYL–SIDED
DWELLING
No. 1331

71.2±
59.0±
53.8±

5.2±

PART 1
LANDS TO
BE RETAINED
AREA: 1477.3M²±

PLAN 62R–7326

31.2±
29.7±

BLOCK 20
BY PLAN 62M–671
(0.305 RESERVE)

KNOWN AS
MAPLEGATE DRIVE
(WIDTH VARIES) (TRAVELLED ROAD)

BLOCK 22

PART 6, PLAN 62R–7326

PART 5, PLAN 62R–7326

PART 4, PLAN 62R–7326

CM(MTC)
DISTURBED
(0.041 S)

R=362.0±
A=17.8±
C=17.8±

SIB
(824)

8.7±

SIB
(P1)

HIGHWAY No.8
(ESTABLISHED BY PLAN 133 MISC.)
(WIDTH VARIES)

CAUTION:
A)THIS PLAN IS NOT A PLAN OF SURVEY AND SHALL NOT BE USED EXCEPT FOR THE PURPOSE INDICATED IN THE TITLEBLOCK.

B)THIS PLAN IS PROTECTED BY COPYRIGHT ©

METRIC NOTE:
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

NOTE:
THIS PLAN IS COMPRISED OF PART OF LOT 3, CONCESSION 5, GEOGRAPHIC TOWNSHIP OF SALTFLEET AND DISTANCES SHOWN WERE DERIVED FROM PLAN 62R–7326

OCTOBER 22, 2024
DATE

A.T. McLaren Limited
LEGAL AND ENGINEERING SURVEYS
69 JOHN STREET SOUTH, SUITE 230
HAMILTON, ONTARIO, L8N 2B9
PHONE (905) 527–8559 FAX (905) 527–0032

Drawn	Checked	Crew Chief	Scale	Dwg.No.
KM	RBM	DW	1:300	37767–SK

LOT	ARC	CHORD	BEARING	RADIUS
1	14.465	14.086	N50°49'30"W	16.171
2	10.480	10.465	N34°47'25"W	44.384
3	19.554	19.396	N54°10'55"W	44.384
4	4.826	4.824	N69°55'05"W	44.384
5	15.428	15.422	N75°46'15"W	161.364
PARK ST.	20.346	20.318	N82°07'20"W	161.364
12	15.381	15.374	N82°36'50"W	141.247
13	15.933	15.925	N76°15'55"W	141.247
14	3.420	3.418	N68°59'45"W	24.267
15	15.645	15.375	N46°29'20"W	24.267
15	30.480	29.662	N50°49'30"W	38.288
BLOCK 22	20.173	20.170	N88°17'20"W	361.188
BLOCK 21	19.727	19.714	N82°07'16"W	161.364
BLOCK 18	0.318	0.318	N89°54'50"W	361.188
BLOCK 20	0.318	0.318	N88°39'50"W	361.188

LOT	ARC	CHORD	BEARING	RADIUS
BLOCK 23	0.306	0.306	N 78°33'50"W	161.364
BLOCK 24	0.313	0.313	N 85°40'45"W	161.364
BLOCK 16	21.699	20.123	N 2°57'05"E	16.250
BLOCK 25	15.429	15.421	N 75°46'30"W	161.059

PROPERTY OF THE REGISTRY OFFICE

Lot 4 — Lot 3
Concession 2 — Township of Saltfleet

INSTRUMENT No. 42114 SALT.

PARCEL 'B' PLAN 1003

PARK STREET (PLAN 1003)

INSTRUMENT No. 58380 SALT

INSTRUMENT No. 442091 C.D.

INSTRUMENT No. 91924 HL

PLAN 1003

PART 1 62R-7325

PART 2 62R-7325

INSTRUMENT No. 196755 C.D.

INSTRUMENT No. 109231 C.D.

INSTRUMENT No. 515832 C.D.

INSTRUMENT No. 398102 C.D.

INSTRUMENT No. 5402 SALT.

INSTRUMENT No. 64005 C.D.

INSTRUMENT No. 235643 C.D.

PARCEL 1 PART 2 PLAN 62R-10363

SECTION SALT. 2 (c)

PARK STREET

BLOCK 16

BLOCK 21

BLOCK 23 (0.305 RESERVE)

BLOCK 24 (0.305 RESERVE)

BLOCK 25 (0.305 RESERVE)

BLOCK 22

BLOCK 20 (0.305 RESERVE)

BLOCK 19 (0.305 RESERVE)

BLOCK 17 (0.305 RESERVE)

BLOCK 18 (0.305 RESERVE)

PART 3

PLAN 104 (MISC.)

LIMIT OF KING'S HIGHWAY No. 8 ACCORDING

THE KING'S HIGHWAY No. 8

DEPOSITED MISC. PLAN No. 133

DETAIL (NOT TO SCALE)

PROPERTY OF THE REGISTRY OFFICE

Owner's Certificate

THIS IS TO CERTIFY THAT:

1) LOTS 1 TO 15 (BOTH INCLUSIVE), THE STREET, NAMELY PARK STREET; BLOCKS 21 AND 22; THE RESERVE, NAMELY BLOCK 16 AND THE 0.305 RESERVES NAMELY BLOCKS 17, 18, 19, 20, 23, 24 AND 25, HAVE BEEN LAID OUT IN ACCORDANCE WITH OUR INSTRUCTIONS.
2) THE STREET, NAMELY PARK STREET, IS HEREBY DEDICATED TO THE CORPORATION OF THE CITY OF STONEY CREEK AS A PUBLIC HIGHWAY.

839952 ONTARIO INC.
DATED AT HAMILTON THIS 18th DAY OF JUNE, 1990.

Peter Djeneralovic - President
I HAVE THE AUTHORITY TO BIND THE CORPORATION

APPROVED UNDER SECTION 50 OF THE PLANNING ACT, BY THE COMMISSIONER OF PLANNING AND DEVELOPMENT OF THE REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH.
THIS 18th DAY OF September, 1990

pr V.J. Abraham
COMMISSIONER OF PLANNING AND DEVELOPMENT
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
AUTHORIZED BY BY-LAW Nº R89-171

PROPERTY OF THE REGISTRY OFFICE

PLAN 62M - 621

I CERTIFY THAT THIS PLAN 62M-621 IS REGISTERED IN THE LAND REGISTRY OFFICE FOR THE LAND TITLES DIVISION OF WENTWORTH AT 11:57 O'CLOCK ON THE 12th DAY OF September 1990 AND ENTERED IN THE REGISTER FOR PARCEL Rem. 1, SECTION 62M-621 AND REQUIRED CONSENTS AND AFFIDAVITS ARE REGISTERED AS PLAN DOCUMENT No. LT 287023

M Saunter Acting
LAND REGISTRAR FOR THE LAND TITLES DIVISION OF WENTWORTH (No. 62)

THIS PLAN COMPRISES: ALL OF PARCEL 3-1, SECTION SALT. 2 (c)
SUBJECT TO RIGHTS-OF-WAY AS SET OUT IN INSTRUMENT No. 398102 C.D. AFFECTING BLOCKS 17, 18, 19, 20, 21, 22 AND 23 AND SHOWN AS PARTS 2 AND 3 ON PLAN No. 62R-10363.

PROPERTY OF THE REGISTRY OFFICE

Winona Park Estates

BEING A SUBDIVISION OF
PART OF LOTS 3 & 4 • CONCESSION 2
IN THE GEOGRAPHIC
TOWNSHIP OF SALTFLEET
NOW IN THE
CITY OF STONEY CREEK
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

SCALE 1 : 600

10 5 0 10 20 30 40 50 METRES

J. D. BARNES LIMITED
1990

Legend

BEARINGS SHOWN HEREON ARE ASTRONOMIC AND REFERRED TO THE EASTERN LIMIT OF PLAN 62R-10363, ON A COURSE OF N16°23'10"E.

□	DENOTES A PLANTED MONUMENT	O/U	DENOTES ORIGIN UNKNOWN
■	DENOTES A FOUND MONUMENT	655	DENOTES J.T. PETERS O.L.S.
SIB	DENOTES A STANDARD IRON BAR	1135	DENOTES SIDNEY W. WOODS INC.
IB	DENOTES AN IRON BAR	PLAN	DENOTES 62R-10363
IB ∅	DENOTES A ROUND IRON BAR	WIT.	DENOTES WITNESS

DISTANCES SHOWN ON CURVES INDICATE LENGTHS OF ARC.

UNLESS OTHERWISE SHOWN ALL PLANTED MONUMENTS ARE IRON BARS.
ALL FOUND MONUMENTS ARE J.D. BARNES UNLESS OTHERWISE NOTED.

Surveyor's Certificate

I CERTIFY THAT:

1) THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE THEREUNDER
2) THE SURVEY WAS COMPLETED ON THE 12 th DAY OF JULY, 1990.

HAMILTON-ONTARIO
JULY 24, 1990.

M.J. Lawlor O.L.S.
MICHAEL J. LAWLOR
Ontario Land Surveyor

Metric

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

REGISTRY OFFICE

J.D. BARNES LIMITED
SURVEYING MAPPING LAND INFORMATION SERVICES
OFFICE OF ORIGIN
20 JACKSON STREET WEST · SUITE 400
HAMILTON · ONTARIO · PHONE (416) 522-3511

DRAWN BY:	CHECKED BY:	REFERENCE NO.:
RCP	JB / DC	88-29-010-0

89-29-649-00

C-4875

CITY OF HAMILTON

BY-LAW NO. _____

A By-law to Deem a Part of A Subdivision Not To Be Registered Lot 5 of Registered Plan 62M-671

WHEREAS Subsection 50(4) of the *Planning Act* R.S.O. 1190, Chapter 13, as amended, provides that the Council of a Municipality may, by By-law, designate any Plan of Subdivision, or part thereof, that has been registered for eight (8) years or more, and deem it not to be a Registered Plan of Subdivision for the purpose of the subdivision control provisions of Subsection 50(3) of the *Planning Act,*

AND WHEREAS Registered Plan 62M-671 was registered in the Land Registry Office on the 12th day of September, 1990.

AND WHEREAS Lot 5, Registered Plan 62M-671, City of Hamilton is within a Plan of Subdivision registered for more than eight (8) years;

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

1. That the following lands are designated and deemed not to be within a Registered Plan of Subdivision for the purpose of Subsection 50(3) of the *Planning Act*:

   Lot 5, Registered Plan 62M-671, City of Hamilton

2. The City Clerk is hereby authorized and directed to:

   (a) lodge a copy of this By-law with the Minister of Municipal Affairs and Housing;

   (b) register a certified copy or duplicate copy of this deeming By-law against the title to the lands in the proper registry office, and this By-law shall not take effect until this requirement has been complied with; and,

   (c) send by registered mail, notice of passing of this By-law to be given within thirty (30) days of the date of passing, to each person appearing by the last revised assessment roll to be the owner of land to which this By-law applies, which notice shall be sent to the last known address of each such person.

3. That notwithstanding S.50(27) of the *Planning Act*, this By-law No.__shall come into force and take effect upon both of the following having taken place:

   (a) The registration with the Land Registry Office as required by s. 50(28); and,

   (b) The final approval of B-24:45 by issuance of a certificate under s. 53(42).

PASSED and ENACTED this __day of __, 2025.

_____ _____

MAYOR CLERK

This is Schedule "A" to By-law No. 25-

Passed the ..... day of ....., 2025

Mayor

Clerk

Schedule "A"

Map forming Part of By-law No. 25-_____

Subject Property

30 Parkmanor Drive

Lands to be Deemed not to be Part of a Registered Plan: Lot 5, Registered Plan 62M-671 – 30 Parkmanor Drive, Stoney Creek

Scale: N.T.S	File Name/Number: 30 Parkmanor Dr
Date: April 24, 2025	Planner/Technician: HT/AL

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

Hamilton

City of Hamilton
Report for Consideration

To:	Chair and Members Planning Committee
Date:	June 10, 2025
Report No:	PED25141
Subject/Title:	Residential Drainage Assistance Program – 941 Mohawk Road E
Ward(s) Affected:	Ward 6

Recommendations

1) That with respect to the property at 941 Mohawk Road East, the City implements and funds the construction of a rear yard catch-basin drainage system (Public Portion Only) as recommended in the report prepared by AECOM, dated March 15, 2022 attached in Appendix A1; to the Report PED25141, at a cost of $19,500, including all applicable overhead and taxes) for works within the Right of Way.

2) That funding for work on the City Right of Way in Recommendation (a) estimated at $19,500, be funded from Capital Account No. 518216, in accordance with the Residential Assistance Program (RDAP).

3) That all works on private property be at the sole expense of the property owner.

4) That prior to proceeding with any work on City property, appropriate agreements with the benefiting property owner namely 941 Mohawk Road East, are entered into, to the satisfaction of the City Solicitor.

Key Facts

- This report is intended to obtain approval to proceed with the recommendations for drainage improvements identified in the Study for 941 Mohawk Road East (Ward 6) and to authorize funding for the construction of works identified within the public portion only; as well as any permits required for the recommended works on private property.
- The homeowner at 941 Mohawk Road East has raised concerns about the amount of storm runoff from rainfalls or snow melts that results in significant ponding of water within the rear yard. Photographs of the rear yard are included in Appendix B1.

- This property is located in an older neighbourhood of the City where no grading and drainage plans exist, and multiple properties are contributing to significant rear yard flooding of 941 Mohawk Road East.

- A study of the drainage area was completed, and it was determined that a drainage outlet through the adjacent properties is not feasible. The preferred and most effective solution would be to install a rear yard catch-basin at 941 Mohawk Road East.

Financial Considerations

If approved, funding for this project estimated at approximately $19,500 is to be funded from Capital Account No. 518216.

Staffing: No additional staffing would be required for the implementation of the works.

Background

The Residential Drainage Assistance Program (RDAP) was created to provide assistance to residents with lot level drainage issues that would otherwise be difficult to resolve. The RDAP became a permanent City Program in January 2016 (PED14105) to assist residents in older neighbourhoods where no drainage control plans existed at the time of development and multiple properties were impacted by a change in the landscape due to past site alterations and or excessive landscaping.

The program consists of two phases.

The Phase 1 (Engineering Assistance) study includes:

a) Reviewing neighbourhood and lot drainage in an older area of the City (typically pre 1970) which was developed with less attention to drainage than current standards;

b) Identifying the cause(s) of the neighbourhood drainage problems;

c) Identifying possible improvements on private lands to provide for better drainage on private lands;

d) Identifying possible improvements within the public Right of Way to allow for better drainage on private lands.

A Phase 2 study is initiated if the Phase 1 study identifies any Capital Improvements within the Right of Way or any contribution from Public Lands to the drainage issues on Private Lands.

The Phase 1 study for this neighbourhood did not identify any of these noted concerns and therefore a Phase 2 Study was not required.

Analysis

The homeowner at 941 Mohawk Road East, raised concerns about the amount of storm runoff from rainfalls or snow melts that results in significant ponding of water within the rear

yard. The ponding has limited the use of the property because of the soggy conditions created by a lack of drainage from the rear yard. The ponding is isolated to an area along the rear property line and requires significant pumping to be removed.

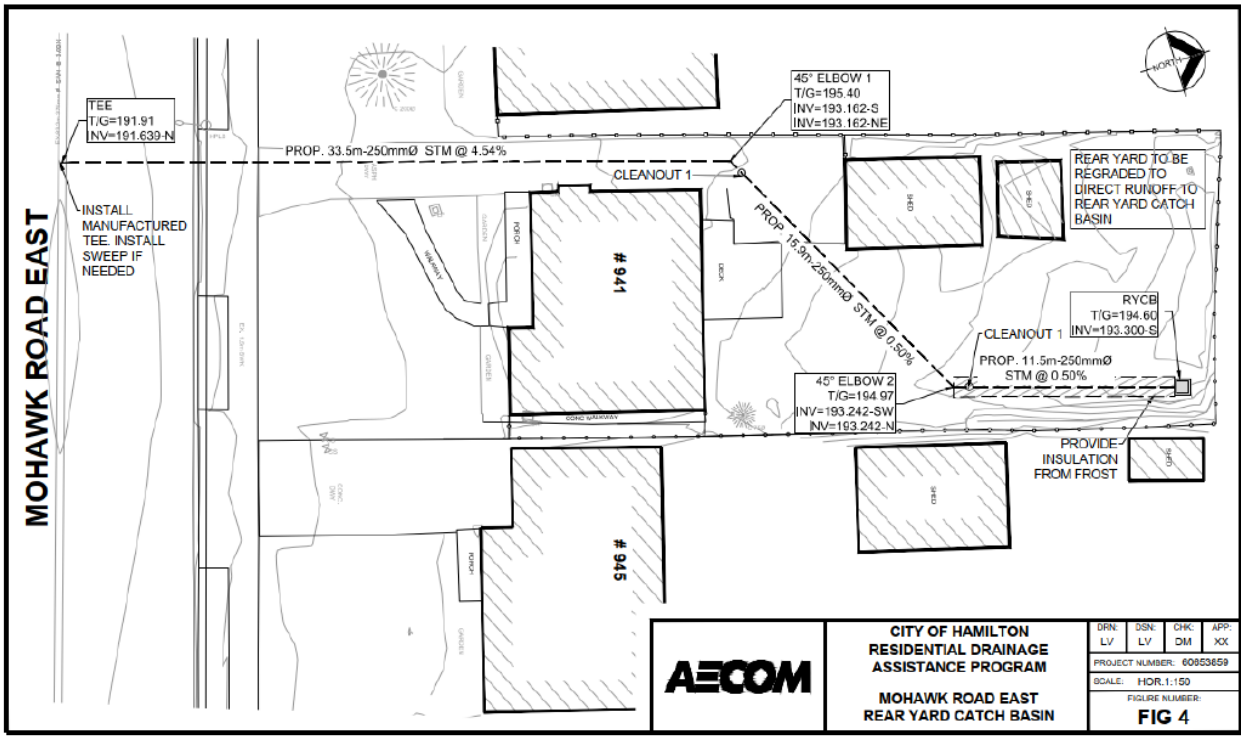
This property is in an older neighbourhood of the City where no grading and drainage plans exist. Given the absence of grading and drainage plans the City does not have the ability to enforce past or unreported changes in grade or blocked swales through any by-law enforcement tools.

To better assess the drainage concerns, the City undertook a Study through the RDAP and retained AECOM Consulting to:

- Assess the causes of the drainage issues;
- Determine if there were any mitigation measures that could be put in place to alleviate some of the flooding concerns;
- Determine if a drainage outlet solution could be put in place to eliminate or reduce the flooding concerns.

Study Recommendation

The home in the Study Area and surrounding homes are part of a mature subdivision. The rear yard is lower in elevation than the front yard and lower in elevation than the neighbouring yards. There is no apparent drainage outlet from the rear yard to the front yard or through any of the adjacent properties. There are no side yard swales that would allow the rear yard to drain to the street and therefore any storm runoff is trapped in the rear yard. The study proposed several options including the construction of a soakaway pit and a rear yard catch basin. Installing a rear yard catchbasin and connecting it to the combined sewer is the recommended solution. It would provide a year around solution to the chronic flooding issue and the resident will have full use of the rear yard.



A copy of the Study is attached in Appendix A1.

The anticipated cost of the installation of the rear yard catchbasin is approximately $19,500 for the work within the municipal Right of Way and $22,000 for works on the private side.

Staffing: No additional staffing would be required for the implementation of the works.

Legal: An appropriate agreement to the satisfaction of the City Solicitor will be required prior to the implementation or works on City property.

Alternatives

The following alternatives are available to Committee:

The City provides the Study to the residents who can collectively obtain the necessary permits and approvals for the construction of the recommended works at their own cost with no assistance from the City.

The property at 941 Mohawk Road is lower in grade than the adjacent properties and is the only property in the study area experiencing flooding in the rear yard. Consequently, the adjacent owners had no interest in participating in the study or apportioning costs for the rear yard catch basin drainage system. Without City funding for the public portion the project would become cost prohibitive for the homeowner at 941 Mohawk Road East.

Relationship to Council Strategic Priorities

The Residential Drainage Assistance Program is intended to fill a gap in the level of service provided by the City in responding to chronic, private flooding issues in older parts of the City, and where by-law enforcement was not viable and will support Council Priority 1.

1. Sustainable Economic & Ecological Development

    1.1. Reduce the burden on residential taxpayers
    1.2. Facilitate the growth of key sectors
    1.3. Accelerate our response to climate change
    1.4. Protect green space and waterways

Previous Reports Submitted

The City has a number of drainage and grading related tools and processes which can be utilized to assist property owners. Some of these are listed below along with a brief description of recent changes.

- Residential Drainage Assistance Program (RDAP) along with the Blocked Swale Program allows the City to continue to provide assistance to residents with lot level drainage issues that would otherwise be difficult to resolve. (PED14105)
- Changes to the Site Alteration By-Law (see August 2013 Staff Report PED12084(b))
- Revisions to improve the Property Standards By-Law (see May 2013 Staff Report PED13084)

- Creation of a Program for Enforcement of Blocked Swales (staffed in September 2013 by MLE as per PED13084)
- Comprehensive Development Guidelines and Financial Policies Manual 2019
- Revisions to Lot Grading Approval Process for new developments (2013) including revised communications strategy, homeowner notifications, contractor notifications, etc. (See Appendix “B” to Report PED14105.)
- Development Agreements
- Drainage Easements, Right-of-Ways

Consultation

Consultation

Growth Management staff consulted with Public Works Department, Engineering Services, Hamilton Water Division, Water and Wastewater Planning and Capital, regarding capacity restrictions in the combined sewer system. No capacity concerns were raised.

Growth Management staff consulted with Ward 6 - Councillors Office.

The homeowner at 941 Mohawk Road E study project was consulted and indicated a willingness to co-operate and utilize the Residential Drainage Assistance Program. Virtual and onsite meetings were held with the homeowner.

Appendices and Schedules Attached

Appendix A1: AECOM Study Report

Appendix B1: Backyard Pictures

Prepared by:	Carlo Ammendolia, Manager, Planning and Economic Development, Growth Management Elizabeth Panicker, Project Manager, Planning and Economic Development, Growth Management
Submitted and recommended by:	Ashraf Hanna, Director, Planning and Economic Development Department, Growth Management,

AECOM

Memorandum

City of Hamilton
Residential Drainage Assistance
Program 941 Mohawk Road E

Appendix A

AECOM

Memorandum

City of Hamilton
Residential Drainage Assistance Program
211 Mohawk Road East

AECOM

Memorandum

City of Hamilton
Residential Drainage Assistance Program

Appendix A1-: AECOM Study Report

Memorandum

To	City of Hamilton	Page	1
Subject	**Residential Drainage Assistance (RDA) Program** 941 Mohawk Road East		
Date	March 15, 2022	Project Number	60656489

1. Scope of Study

The City of Hamilton requested that AECOM complete a review of flooding concerns of the rear yards of 941 Mohawk Road East. This home will be described as the Study Area (**Fig. 1**). The review will be completed under the Residential Drainage Assistance Program.

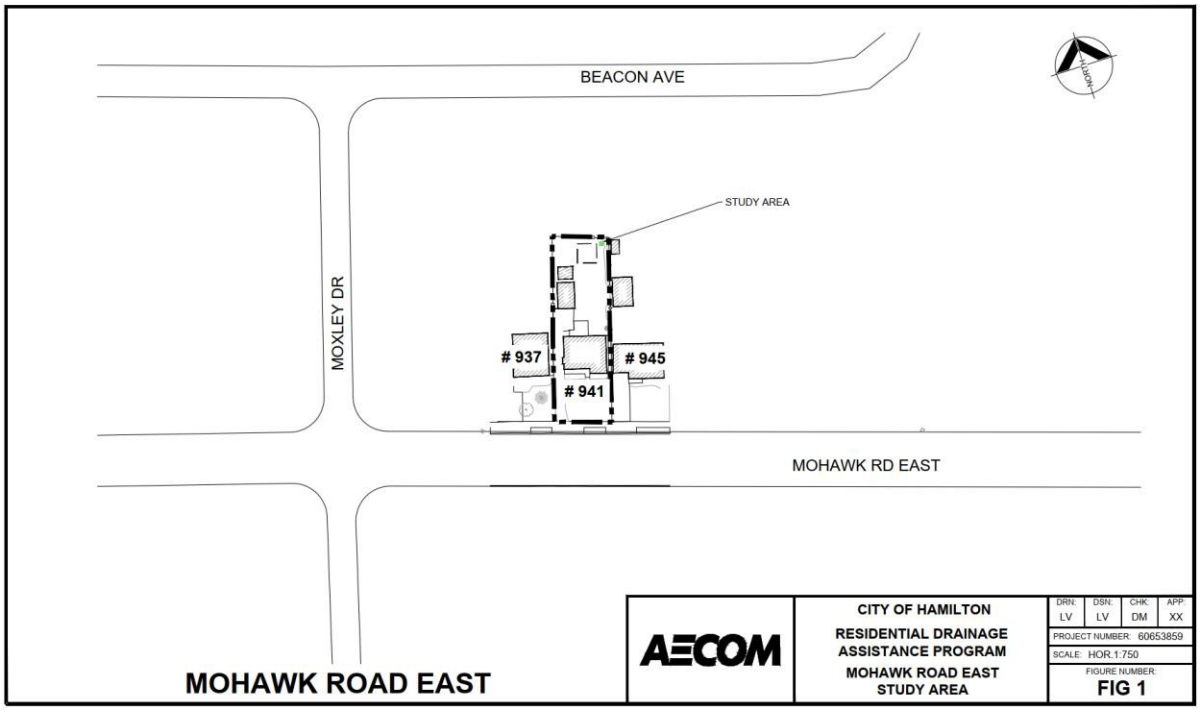


Fig.1 Study Area

The resident in the Study Area raised concerns about the amount of storm runoff from rainfalls or snow melts that is ponding within the rear yard. The ponding has limited the use of their property because of the soggy conditions created by a lack of drainage from the rear yard.

Fig. 1A Aerial View of Study Area

The City of Hamilton initiated this study:

- To assess the causes of the drainage issues;
- To determine if there were any mitigation measures that could be put in place to alleviate some of the flooding concerns; and/ or
- To determine if a drainage outlet solution could be put in place to eliminate or reduce the flooding concerns.

2. Background Information

To better assess the flooding issues, AECOM completed a number of background reviews. AECOM's survey team completed a visual and topographic survey of the properties within the Study Area. In addition, a background review of available City of Hamilton Inspection Reports and Drawings was completed to identify existing storm and sanitary sewers in the area and to determine the depth of rock within the study area. A review of the City of Hamilton Drainage Design Guidelines was completed to verify City standards. AECOM staff had a telephone interview with the resident at 941 Mohawk Road to discuss drainage issues and options.

2.1. Existing Conditions

The home within the Study Area and surrounding homes are part of a mature subdivision. The majority of homes in the neighbourhood and the Study Area have car ports, fences, decks, shrubs,

trees or other built structures that make access to the rear yards difficult. These features also hinder a conventional drainage system or neighbourhood rear yard drainage swales. The rear yard at 941 Mohawk Road East is lower in elevation than the front yard and there is no apparent drainage outlet from the rear yards to the front yards. The rear yard also appears to be lower in elevation than the neighbouring yards.

2.2. Topographic Survey

In November 2021, AECOM's topographic survey team visited the Study Area and completed a topographic survey (**Fig. 2**) of the rear yard to identify existing conditions. The survey team also took a series of photographs (Appendix A) to show rear yard features (gates, fences, shrubs, etc.) that may not be identified on the topographic survey. The attached Fig. 2 is a graphical representation of the survey results. In general, the survey team noted the following:

- The rear yard of the 941 Mohawk Road East is lower in elevation than the municipal street elevation. It also seems lower in elevation from the neighbouring yards. There are no side yard swales that would allow any of the rear yards to drain to the streets and therefore any storm runoff is trapped in the rear yards.

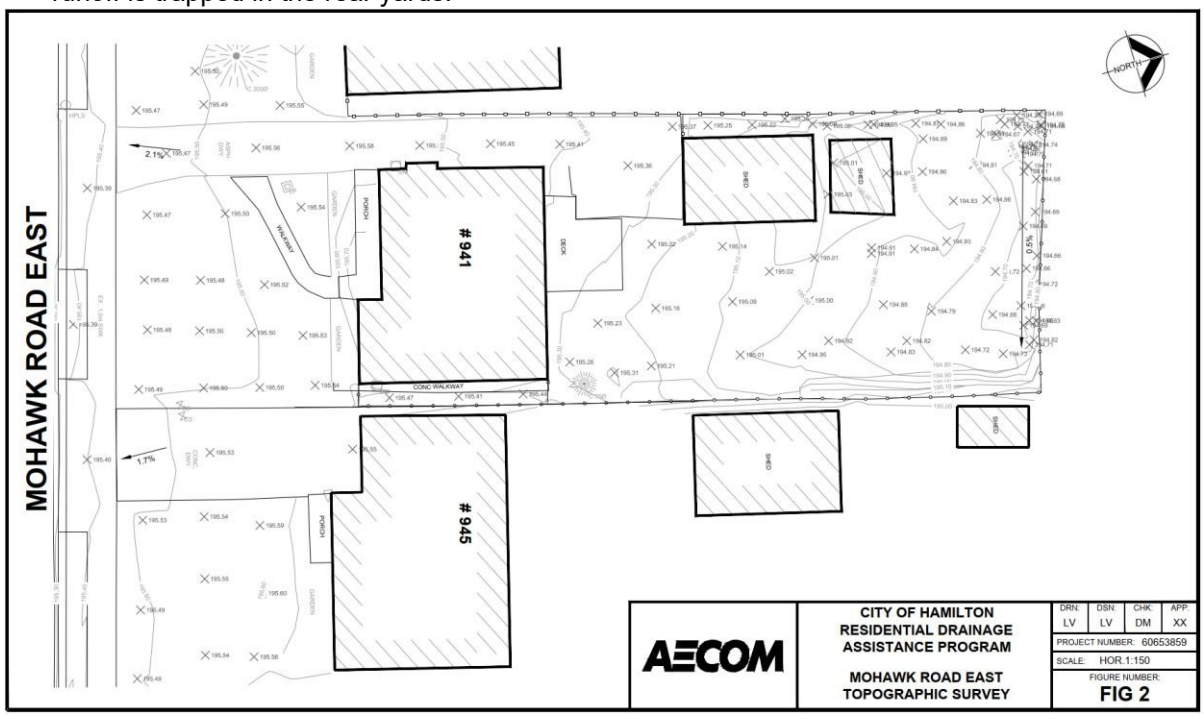


Fig 2. Topographic Survey of the Rear Yards

2.3. Background Information Review- Drawings, Reports

AECOM reviewed the Engineering drawings received from the City of Hamilton from 1972 for Mohawk Road East. These reports were prepared during the installation of the storm sewer on Mohawk Road East. The provided information indicates that the elevation of the local bedrock is approx. 192.0m.

A review of the Engineering drawings indicated that there was a combined sewer along Mohawk Road East. Connection to the combined sewer has some inherent difficulties. Municipal combined sewers are normally designed to convey sanitary flows from the local community as well as convey stormwater from the local municipal Right of Way. Adding additional stormwater flows to the combined sewers could surcharge the sewer and caused sewage backups in local homes.

The City has confirmed that the additional flows from the rear yards will not surcharge the municipal combined sewer. The existing 375mm combined sewer in the street is at elevation 192.00m(+/-) and is approx. 3.25m deep.

2.4. City of Hamilton Drainage Design Guidelines

In newer subdivisions, the grading of residential lots is governed by the City of Hamilton's "Engineering Guidelines for Servicing Lands under Development Applications". Section 2.5.2 of the Guidelines outlines the "Design Criteria" that must be followed to prepare residential lots for ready for house construction.

Drainage from rear yards is normally directed from the back of the yards to side yard swales (running along the side property line) which would convey storm runoff to the municipal street and then to the municipal catchbasin (storm sewer) system.

The intent of the guidelines is to ensure that each residential lot is independently drained thereby reducing the risk of rear yard flooding issues. Unfortunately, the age of this subdivision pre-dates the current Engineering Guidelines and the existing lot grading does not comply with the current specifications.

3. Recommended Options

3.1. Design Considerations

Subsequent to the topographic survey, the design team reviewed the following:

1. The existing drainage patterns within the rear yard;
2. Options that are available to collect storm runoff; and
3. Options for storm runoff be conveyed to the municipal storm sewer system.

3.2. Drainage Options

After discussions with the homeowners, reviewing the topographic survey information, the inspection reports and the restrictions within the rear and side yards, the following solution/measures were considered to help alleviate some of the drainage issues. The proposed solution is intended to eliminate (or reduce) soggy back yards or minor flooding issues.

3.2.1. Soak Away Pit

An option reviewed to reduce the chronic flooding issues **(Fig. 3)** included the installation of a rear yard soak away pits in resident's back yards. The rear yard drainage pit would be designed to capture a volume of storm runoff equal to 25mm of water covering the rear yard. The approximate size (approx. 3.5mx7.5m) and location of the soak away pits are described on Fig.3.

3.2.1.1. Benefits

The construction of individual drainage pit would have the following benefits:

- Since the pit would be constructed on the individual resident's property, the timing of construction could be arranged by the residents;
- The soak away pits can be placed and orientated to minimize damage existing properties (trees, building, etc.);
- After construction the residents would have full use of their rear yards; and
- The drainage pits would provide for storage of stormwater underground, for most local storms,

thereby decreasing the time for yards to return to normal usage.

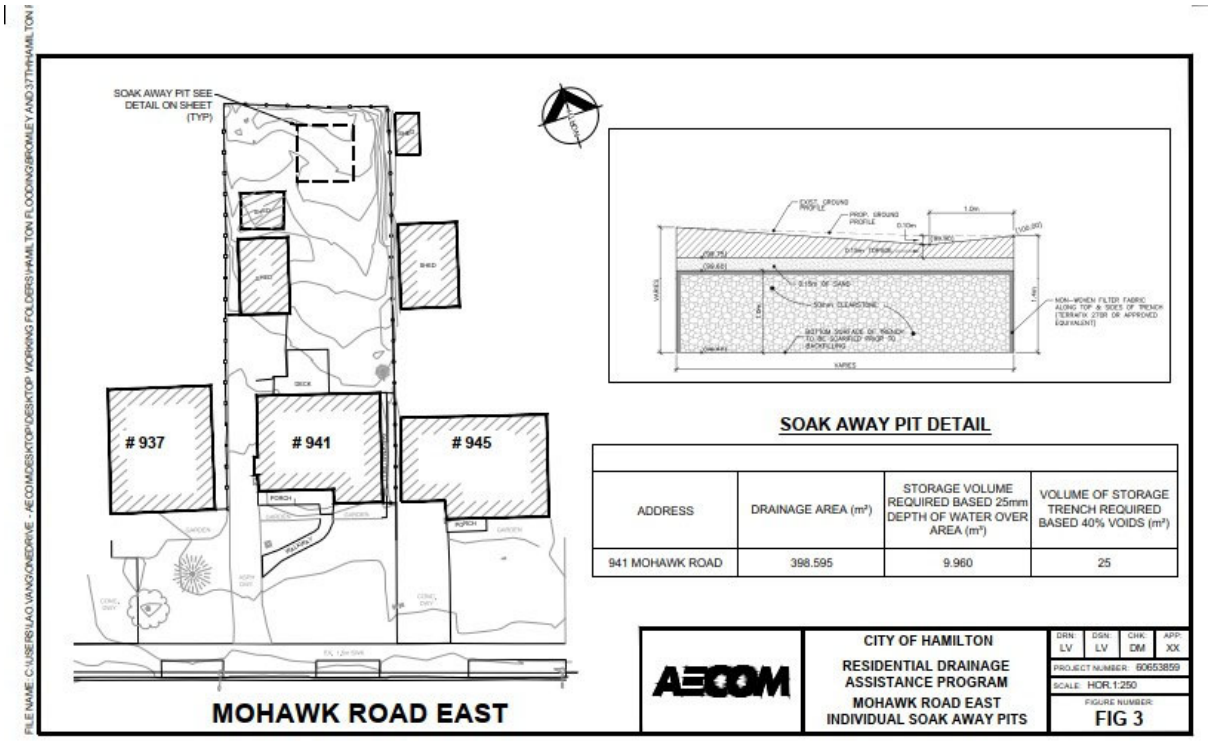


Fig. 3– Individual Soak Away Pits

3.2.1.2. Costs

The anticipated total cost of the installation of the rear yard soak away pit is approx. $6,000.00 to $9,000.00 per lot. The final costs for the construction of the soak away pit will depend on the ability of the approved contractor to gain access to the rear yard. As noted previously, the timing and construction soak away pit can be arranged by the individual residents.

The reader should note that the cost listed is an estimate only and the final costs will vary when the residents.

3.2.2. Rear Yard Catchbasin

Another potential option to reduce the amount of drainage that gets trapped in the rear yard of 941 Mohawk Road East is the installation of a rear yard catchbasin (**Fig. 4**). A rear yard catchbasin would be connected the municipal combined sewer within the municipal Right of Way.

The storm sewer from the rear yard catchbasin to the municipal combined sewer will be 250mm in diameter with 100mm cleanouts. Ideally, the sewer would be placed at a depth of 1.2m below grade (approx. frost depth). The depth will vary depending on the elevation of the yard or existing ground surfaces. Where the sewer is less than 1.2m deep, insulation over the sewer will be used to protect the sewer from freezing.

Memorandum

City of Hamilton
Residential Drainage Assistance Program

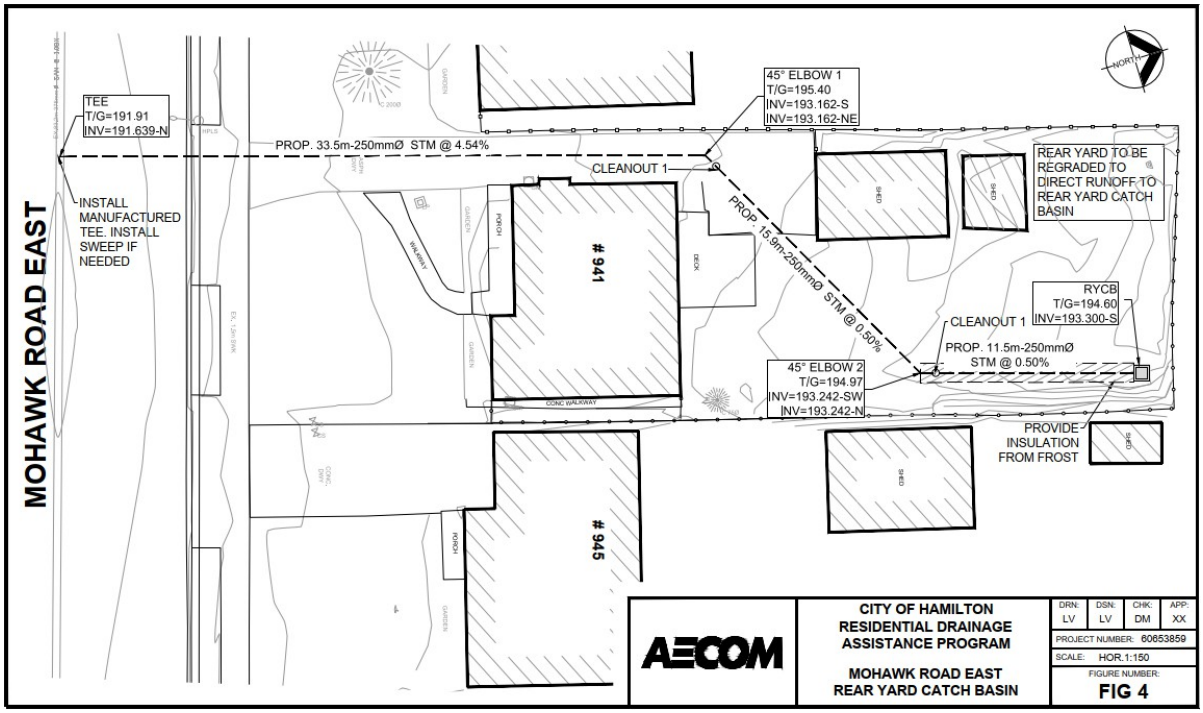


Fig. 4 – Rear Yard Catchbasin

3.2.2.1. Benefits

- The rear yard at 941 Mohawk Road is lower in elevation than the adjacent properties and is therefore collecting storm runoff from the neighbouring properties. The rear yard catchbasin system can be designed to accommodate runoff from a larger catchment area.;
- A sewer connection from the rear yard to the municipal sewer would provide a year-round connection and provide the best solution to the chronic flooding issue;
- After construction the residents would have full use of their rear yards.

3.2.2.2. Difficulties

- Adding additional storm flows to a combined sewer could result in sewer back ups.;
- The installation of a rear yard catchbasin will be require the removal and replacement of the driveway, excavation adjacent to the building foundation and regrading of the rear yards.;
- Construction of the drainage sewer from the rear yard to the street will include construction close to the garage, the deck and the foundation of the house. Excavation close to existing structures can cause damage from settlement, vibration and having equipment close to structures
- The existing driveway at 66 Bromley Road would have to be entirely reconstructed.

3.2.2.3. Costs

The anticipated total cost of the installation of the rear yard catch basin is approx. $19,500.00 for work within the municipal Right of Way and $22,000.00 for work on the private side. The final costs for the construction of the rear yard catchbasin will depend on the ability of the approved contractor to gain access to the rear yard. As noted previously, the timing and construction of the rear yard catchbasin can be arranged by the individual residents.

The reader should note that the cost listed is an estimate only and the final costs will vary when the residents.

3.2.3. Recommendation

Having discussed the options, issues with the various options with the homeowner, a rear yard catchbasin system, although more expensive than soak away pits, would provide the best solution to reduce the flooding issues at 941 Mohawk Road.

Appendix B1

Backyard Pictures of 941 Mohawk Road East

City of Hamilton
Report for Consideration

To:	Chair and Members Planning Committee
Date:	June 10, 2025
Report No:	PED25170
Subject/Title:	Approval of Funding for Request for Proposals: Review of Subdivision Process and Comprehensive Development Guidelines
Ward(s) Affected:	City Wide

Recommendations

1) That the allocation of $450,000 from the Development Fees Stabilization reserve (110086) to a new project ID which will be established to fund the forthcoming study being undertaken by the Growth Management Division on the Review of the Subdivision Process / Agreement and Comprehensive Development Guidelines, through a competitive Request for Proposals process, **BE APPROVED.**

Key Facts

- The Growth Management Division is completing a Review of the Subdivision Process / Agreement and the Comprehensive Development Guidelines to ensure the Division's processes and guidelines are reflective of industry best practices.
- A key objective of this review is to is to reduce approval times for the development community and enhance the customer experience in navigating the development approvals process. The Engineering Working Group (a subset of the Development Industry Liaison Group) will be an active participant and key stakeholder throughout this review.
- A Request for Proposals (RFP) will be issued to retain a consultant team to conduct the Review which will consist of two phases of work (Phase 1 will include a comprehensive industry scan and consultation and Phase 2 will include the development of new and updated Comprehensive Development Guidelines).

- It is anticipated that the completion of this Review may be valued at up to $450,000 given the scope of the study, including the two phases of completion. To ensure timely completion of the RFP process and the overall project, staff are requesting authorization for funding up to $450,000 through this recommendation.

Financial Considerations

Funding is to be allocated from the Development Fees Stabilization Reserve (account 110086) into a new project to accurately and efficiently manage the funds.

As per the recommendation, staff are requesting approval for up to $450,000 from the reserve to be utilized for the completion of the Subdivision Process / Agreement and Comprehensive Design Guidelines Review. However, as discussed further in the Analysis section below, the request for funding to a maximum of $450,000 is a conservative estimate to allow for additional works to be completed as part of Phase 2 of the Review without causing a project delay or project work stoppage to seek approval of additional funding later in the process. The total value of the project may therefore be less than the $450,000 being allocated through this approval and the entirety of the approved funding may therefore not be utilized.

The available balance in the Development Fees Stabilization Reserve is approximately $20 million.

Analysis

1. The Growth Management Division is commencing a review of two key components of the development approvals process: (1) Plan of Subdivision Process and Subdivision Agreements; and (2) Comprehensive Development Guidelines and Financial Policies Manual.

   In addition to ensuring that the Division's processes, agreements and guidelines are up to date and reflective of best practices, a key objective in undertaking this review is to reduce approval times for the development community and enhance the customer experience in navigating the development approvals process. It is anticipated that updates to the Subdivision Process / Agreement and the Comprehensive Development Guidelines which are identified through this review will play a key role in assisting the City with meeting its objectives to streamline development approvals and spur new and expedited growth and development. In this regard, staff have consulted with the Engineering Working Group (a subset of the Development Industry Liaison Group) about the review and this group will be an active participant and key stakeholder throughout the process.

   The two components are briefly described as follows:

a) Plan of Subdivision Process / Agreement Review:

The review of the Plan of Subdivision process will focus on the components of the process led by the Growth Management Division (issuance of conditions of Draft Plan approval, issuance of draft approval, registration of a Subdivision Agreement, engineering review and approval, servicing release, Plan registration, and ultimately the inspection and assumption of municipal infrastructure by the City). A key element in the subdivision process is the Subdivision Agreement. Subdivision Agreements are of fundamental importance to Ontario's land use planning process and are an enforceable mechanism for ensuring that municipal services and infrastructure are designed and constructed in accordance with approved engineering drawings and in conformity with City standards, policies and guidelines.

The study will include a review of the City's existing subdivision process and Agreement, an industry scan of best practices among comparator jurisdictions, identification of gaps and opportunities for improvements, and recommendations to help achieve enhanced efficiency, accountability and overall level of service.

b) Comprehensive Development Guidelines and Financial Policies (CDGFP) Manual Review:

The CDGFP is a manual for developers, land owners, municipal staff and consultants. It identifies requirements related to servicing, lot grading, road design, street lighting, financial policies and other matters, and outlines the process for engineering plan review, plans / drawings and studies to be required, construction and inspection requirements, and securities requirements. The CDGFP identifies detailed design guidelines and specifications for watermains, storm and sanitary sewers, stormwater management, roads and sidewalks, and grading design criteria. Further, the financial policies include cost sharing for infrastructure over-sizing, cost sharing for street frontage and cost recovery policies.

The review of the CDGFP Manual will proceed in two phases. Phase 1 will include a broader review of the processes, methodologies and requirements outlined in the Manual and make recommendations for updates to address gaps, reflect best practices, improve process and procedures and other improvement opportunities. Phase 2 will focus on developing and updating the specific guidelines, terms of reference, and agreement templates amongst other matters identified in Phase 1.

Staff will report to Council with the findings of the review and with appropriate recommendations upon the completion of Phase 1 and Phase 2.

2. The consultant team for this project will be retained through a Request for Proposal (RFP) process in accordance with the City's Procurement Policy. Staff anticipate working with Procurement to issue the RFP in Q3 2025 and anticipate awarding the RFP in Q4 2025. It is anticipated that the first phase of the review will be undertaken

in approximately 8 months, with completion targeted by end of Q2 2026. Phase 2 will proceed following the conclusion of Phase 1 with completion targeted by the end of 2026.

In order to ensure timely award of the Contract to the successful consultant, staff is seeking Council approval for the funding to complete the Review prior to issuance of an RFP. It is noted that this project was identified as a Division priority late in 2024 following the completion of the budget process and was therefore not included in the 2025 budget. Due to the project not being identified through the budget process, this separate request for Council authorization of the funding is required.

The ultimate value of this project is not known at present. However, given the scope of the project which includes two components as described above, the extensive consultation to be undertaken, and the two phases of work, staff anticipate that it is likely the value will be greater than $250,000. Part of the difficulty in estimating the value of the project is the unknowns associated with Phase 2. The level of required effort by the consultant team to complete the updates as part of Phase 2 will not be known until Phase 1 is completed (i.e. the specifications, agreement templates and processes requiring revision in Phase 2 will be identified through the first phase). Therefore, to be conservative, staff have requested funding to a maximum of $450,000 to allow for additional works to be completed as part of Phase 2 without requiring a project delay or project work stoppage to seek approval of additional funding later in the process. The value of the project may therefore be less than the $450,000 being allocated through this approval. Any amounts not utilized for this project will be maintained in the reserve fund upon completion of the works.

Alternatives

Council may consider the following alternatives:

1. Do not approve the request to approve up to $450,000 in funding for the review of the Subdivision Process / Agreement and the CDGFP manual.

   In this scenario, staff could proceed with different options:

   a) Staff could continue to issue the RFP for the full contract (i.e. both components of the work and both phases) but the maximum value of the project would be less than $250,000 (and therefore would not require Council approval). The risk with this scenario is that the quotes received in response to the RFP may exceed the value of $250,000. This would result in a situation where the contract could not be awarded, or alternatively, staff could seek additional approval from Council for any shortfall in funding after the close of the RFP. However, both scenarios would cause a delay in the overall process or start of the Contract.

b) Staff could issue the RFP with a reduced scope (eg. split the assignment into separate projects or complete only Phase 1 in the initial project). While this may have the outcome of reducing the value of each component of the project below $250,000, staff do not recommend this option as the overall cost would likely be higher than the cost of undertaking all the work under the same assignment. Further, this alternative will not efficiently use staff or consultant resources, would require multiple RFP processes and would delay the completion of the overall project.

c) Staff could determine not to proceed with the project. This is not recommended given the importance of completing this review to assist the City in meeting its objectives to reduce approval times for the development community and enhance the customer experience in navigating the development approvals process.

2. Approve funding in an amount less than $450,000 (but greater than $250,000). This option would allow staff to continue with RFP issuance. The risk, similar to 1(a) above, is that the quotes received in response to the RFP issuance may exceed the allocated amount, resulting in delays.

Relationship to Council Strategic Priorities

See 2022-2026 Council Priorities, Outcomes & Measures of Success | City of Hamilton for more information on Council's Priorities.

1. Sustainable Economic & Ecological Development
   1.1. Facilitate the growth of key sectors
2. Responsiveness & Transparency
   2.1. Prioritize customer service and proactive communication
   2.2. Build a high performing public service
   2.3. Modernize City systems

Consultation

Internal:

Procurement Division, Finance and Corporate Services Department

Financial Planning, Administration and Policy, Corporate Services Department

External:

Engineering Working Group (subset of the Development Industry Liaison Group)

Prepared by:	Heather Travis, Manager, Legislative Approvals / Staging of Development Planning and Economic Development Department, Growth Management Division
Submitted and recommended by:	Ashraf Hanna, Chief Development Engineer and Director of Growth Management Planning and Economic Development Department, Growth Management Division

HAMILTON MUNICIPAL HERITAGE COMMITTEE
MINUTES HMHC 25-006

12:00 p.m.
May 29, 2025
Room 192/193, 1st Floor (Hybrid)
Hamilton City Hall
71 Main Street West

Present:	A. Denham-Robinson (Chair), G. Carroll (Vice-Chair), K. Burke, A. Douglas (Virtual), L. Lunsted (Virtual), and A. MacLaren
Absent with Regrets:	Councillor C. Kroetsch – City Business S. Spolnik

1. CALL TO ORDER

Committee Chair Denham-Robinson called the meeting to order at 12:00 p.m.

2. CEREMONIAL ACTIVITIES

There were no Ceremonial Activities.

3. APPROVAL OF THE AGENDA

(Burke/MacLaren)
That the agenda for the May 29, 2025, meeting of the Hamilton Municipal Heritage Committee be approved, as presented.

CARRIED

4. DECLARATIONS OF INTEREST

There were no Declarations of Interest.

5. APPROVAL OF MINUTES OF PREVIOUS MEETING

(Carroll/Douglas)
That the Minutes of the April 25, 2025, meeting of the Hamilton Municipal Heritage Committee, be adopted as presented.

CARRIED

Please refer to the June 18, 2025, Council Minutes for the disposition of these matters.

6. DELEGATIONS

There were no Delegations.

7. ITEMS FOR INFORMATION

(Burke/MacLaren)
That the following Items for Information, be received:

7.1 PED25164
Delegated Approvals Respecting Heritage Permit Applications: HP2025-007, HP2025-012, HP2025-013, and HP2025-014 (Wards 2 and 8)

7.2 Education & Communication Working Group Meeting Notes - April 1, 2025

7.3 HPRC 25-002
Heritage Permit Review Sub-Committee Minutes from the meeting held on February 18, 2025

7.4 HPRC 25-003
Heritage Permit Review Sub-Committee Minutes from the meeting held on March 18, 2025

CARRIED

8. ITEMS FOR CONSIDERATION

8.1 PED25143
Recommendation to Designate 165-191 and 195-205 King Street East (Copp Block), under Part IV of the *Ontario Heritage Act* (Ward 2)

Maryssa Barras, Cultural Heritage Planning Technician, addressed Committee respecting Report PED25143, Recommendation to Designate 165-191 and 195-205 King Street East (Copp Block), under Part IV of the *Ontario Heritage Act* (Ward 2), with the aid of a PowerPoint presentation.

(Carroll/MacLaren)
That Report PED25143, dated May 29, 2025, respecting the Recommendation to Designate 165-191 and 195-205 King Street East (Copp Block), under Part IV of the *Ontario Heritage Act* (Ward 2), and the accompanying presentation, be received, and the following recommendations be approved:

(a) That the City Clerk BE DIRECTED to give notice of Council's intention to designate 165-191 and 195-205 King Street East, Hamilton (Copp Block), shown in Appendix A attached to Report PED25143, as properties of cultural heritage value pursuant to the

provisions of Part IV, Section 29 of the *Ontario Heritage Act*, in accordance with the Statement of Cultural Heritage Value or Interest and Description of Heritage Attributes, attached as Appendix B to Report PED25143*,* subject to the following:

(1) If no objections are received to the notice of intention to designate in accordance with the *Ontario Heritage Act*, City Council directs staff to introduce the necessary by-laws to designate the properties to be of cultural heritage value or interest to City Council;

(2) If an objection to the notice of intention to designate is received in accordance with the *Ontario Heritage Act*, City Council directs staff to report back to Planning Committee to allow Council to consider the objection and decide whether or not to withdraw the notice of intention to designate the property.

(b) That the Correspondence from Pamela Haines respecting Report PED25143, Recommendation to Designate 165-191 and 195-205 King Street East (Copp Block), under Part IV of the *Ontario Heritage Act* (Ward 2) (Item 8.1 (a)), be received.

CARRIED

8.2 PED25159
Notice of Intention to Demolish the Building Located at 21 John Street South, Hamilton, being a Non-Designated Property Listed on the Municipal Heritage Register (Ward 2)

(Douglas/Burke)
That Report PED25159, dated May 29, 2025, respecting the Notice of Intention to Demolish the Building Located at 21 John Street South, Hamilton, being a Non-Designated Property Listed on the Municipal Heritage Register (Ward 2)*,* be received, and the following recommendations be approved:

(a) That the Notice of Intention to Demolish the structure located at 21 John Street South, Hamilton, attached as Appendix B to Report PED25159, BE RECEIVED; and

(b) That the non-designated property located at 21 John Street South, Hamilton, BE REMOVED from the Municipal Heritage Register.

CARRIED

8.3 PED25162
Notice of Intention to Demolish the Buildings Located at 191 and 193 Mill Street South, Flamborough, being a Non-Designated Property Listed on the Municipal Heritage Register (Ward 15)

(MacLaren/Carroll)
That Report PED25162, dated May 29, 2025, respecting the Notice of Intention to Demolish the Buildings Located at 191 and 193 Mill Street South, Flamborough, being a Non-Designated Property Listed on the Municipal Heritage Register (Ward 15), be received, and the following recommendations be approved:

(a) That the Notice of Intention to Demolish the structures located at 191 and 193 Mill Street South, Flamborough, BE RECEIVED; and

(b) That the non-designated properties located at 191 and 193 Mill Street South, Flamborough, BE REMOVED from the Municipal Heritage Register.

CARRIED

9. MOTIONS

There were no Motions.

10. NOTICE OF MOTIONS

A. Denham-Robinson relinquished the G. Carroll in order to introduce the following Notice of Motion:

10.1 2026 Ontario Heritage Conference

(Denham-Robinson/Carroll)
That the Rules of Order be suspended in order to introduce a Motion respecting the 2026 Ontario Heritage Conference.

CARRIED on a 2/3 Majority

(Denham-Robinson/Carroll)
WHEREAS the mandate of the Hamilton Municipal Heritage Committee includes advising City staff and Council on programs and activities to increase public awareness and knowledge of heritage conservation issues, and to participate in heritage events and activities;

WHEREAS the Ontario Heritage Conference (OHC) is an annual event, facilitated by Community Heritage Ontario (CHO), a provincial umbrella organization and advisory body for Municipal Heritage Committees that offers educational, inspirational, and networking opportunities to those involved in heritage conservation; as professionals or as volunteers;

WHEREAS the OHC programming generally showcases broad spectrum issues within the context and realities of the local municipality. The conference provides an excellent opportunity for regions to showcase heritage tourism venues and heritage conservation accomplishments;

WHEREAS the inaugural Ontario Heritage Conference of 2004 was held in Hamilton, Ontario, the CHO has expressed interest in returning to Hamilton for a future Ontario Heritage Conference;

WHEREAS staff can provide some in-kind support and resources for the conference though allocations and staffing already approved to support the Hamilton Municipal Heritage Committee and aligned with ongoing Tourism and Culture initiatives; and

WHEREAS a Local Organizing Committee has been formed to plan and prepare the Ontario Heritage Conference for 2026, consisting of municipal staff (Ken Coit and Jana Kelemen), 2 members of the Hamilton Municipal Heritage Committee, members of the Hamilton Branch of the Architectural Conservancy of Ontario (Shannon Kyles, Stan Nowak and Sandra Iskandar), members of Hamilton/Burlington Society of Architects (Jennifer Kinnunen, Esther Link, and Rebecca Beatty), and a member of Canadian Association of Heritage Professionals (Megan Hobson).

THEREFORE, BE IT RESOLVED:

(a) That the Hamilton Municipal Heritage Committee supports developing a submission of a proposal to Community Heritage Ontario for Hamilton to host the Ontario Heritage Conference tentatively scheduled for June 18-20, 2026;

(b) That the Hamilton Municipal Heritage Committee will support the Local Organizing Committee in the preparation of the Ontario Heritage Conference, should the Local Organizing Committee secure that the conference is held in Hamilton; and

(c) That the following Hamilton Municipal Heritage Committee members be selected to represent the Hamilton Municipal Heritage Committee on the Local Organizing Committee for the 2026 Ontario Heritage Conference:

(i) A. Denham-Robinson
(ii) G. Carroll

CARRIED

11. GENERAL INFORMATION / OTHER BUSINESS

11.1 Verbal Update respecting the Interim Report on 18-28 King Street East Building Collapse and Preliminary Review of Enforcement Processes Relating to Building Structure Safety

Ken Coit, Director, Heritage and Urban Design, addressed Committee respecting a Verbal Update respecting the Interim Report on 18-28 King Street East Building Collapse and Preliminary Review of Enforcement Processes Relating to Building Structure Safety.

(Carroll/MacLaren)
That the verbal update from Ken Coit, Director, Heritage and Urban Design, respecting the Interim Report on 18-28 King Street East Building Collapse and Preliminary Review of Enforcement Processes Relating to Building Structure Safety, be received.

CARRIED

11.2 Heritage Buildings and Landscapes Watch List

Committee members provided brief updates on properties of interest.

(MacLaren/Carroll)
That the following updates, be received:

(a) Endangered Buildings and Landscapes (RED):
(Red = Properties where there is a perceived immediate threat to heritage resources through: demolition; neglect; vacancy; alterations, and/or, redevelopment)

Ancaster

(1) 372 Butter Road West, Andrew Sloss House (D) – S. Spolnik
(2) 1021 Garner Road East, Lampman House (D) – S. Spolnik
(3) 398 Wilson Street East, Marr House (D) – S. Spolnik

Dundas

(4) 2 Hatt Street (R) – K. Burke
(5) 216 Hatt Street (I) – K. Burke
(6) 215 King Street West (R) – K. Burke
(7) 219 King Street West (R) – K. Burke

Glanbrook

(8) 2235 Upper James Street (R) – G. Carroll

Hamilton

(9) 80-92 Barton Street East, Former Hanrahan Hotel (R) – S. Spolnik
(10) 1155-1157 Beach Boulevard, Beach Canal Lighthouse and Cottage (D) – A. Denham-Robinson
(11) 66-68 Charlton Avenue West (D) – C. Kroetsch
(12) 71 Claremont Drive, Auchmar Gate House / Claremont Lodge (R) – G. Carroll
(13) 711 Concession Street, Former Mount Hamilton Hospital, 1932 Wing (R) – G. Carroll
(14) 127 Hughson Street North, Firth Brothers Building (D) – C. Kroetsch
(15) 163 Jackson Street West, Pinehurst / Television City (D) – C. Kroetsch
(16) 108 James Street North, Tivoli (D) – C. Kroetsch
(17) 98 James Street South, Former James Street Baptist Church (D) – C. Kroetsch
(18) 378 Main Street East, Cathedral Boys School (R) – S. Spolnik
(19) 679 Main Street East / 85 Holton Street South, Former St. Giles Church (I) – G. Carroll
(20) 120 Park Street North (R) – C. Kroetsch
(21) 828 Sanatorium Road, Long and Bisby Building (D) – G. Carroll
(22) 100 West 5th Street, Century Manor (D) – G. Carroll

(b) Buildings and Landscapes of Interest (YELLOW):
(Yellow = Properties that are undergoing some type of change, such as a change in ownership or use, but are not perceived as being immediately threatened)

Dundas

(1) 64 Hatt Street, Former Valley City Manufacturing (D) – K. Burke
(2) 24 King Street West, Former Majestic Theatre (I) – K. Burke
(3) 3 Main Street, Former Masonic Lodge (D) – K. Burke
(4) 23 Melville Street, Knox Presbyterian Church (D) – K. Burke
(5) 574 Northcliffe Avenue, St. Joseph’s Motherhouse (R) – L. Lunsted

Flamborough

(6) 283 Brock Road, WF Township Hall (D) – L. Lunsted
(7) 62 6th Concession East, Hewick House (I) – L. Lunsted

Hamilton

(8) 1 Balfour Drive, Chedoke Estate / Balfour House, (R) – G. Carroll
(9) 134 Cannon Street East, Cannon Knitting Mill (NOID) – C. Kroetsch
(10) 52 Charlton Avenue West, Former Charlton Hall (D) – C. Kroetsch
(11) 2 Dartnall Road, Rymal Road Station Silos (R) – G. Carroll
(12) 54-56 Hess Street South (D) – C. Kroetsch
(13) 1284 Main Street East, Delta High School (D) – G. Carroll
(14) 311 Rymal Road East (R) – G. Carroll
(15) St. Clair Boulevard Heritage Conservation District (D) – G. Carroll
(16) 56 York Boulevard / 63-76 MacNab Street North, Coppley Building (D) – G. Carroll
(17) 84 York Boulevard, Philpott Church (NOID) – G. Carroll
(18) 175 Lawrence Road, Hamilton Pressed / Century Brick (R) – G. Carroll
(19) 65 Charlton Avenue East, Church of Ascension (D, NHS), Hamilton – G. Carroll
(20) 4 Turner Avenue, Hamilton (R) – C. Kroetsch
(21) 420 King St E, St. Patrick Roman Catholic Church (I) – S. Spolnik
(22) 206-210 King Street East, Former Bremner Grocery (I) – G. Carroll
(23) 1269 Mohawk Road, Ancaster (I) – G. Carroll
(24) 657 King Street East, Hamilton (R) – G. Carroll
(25) 665-667 King Street East, Hamilton (R) – G. Carroll
(26) 90 Markland, Hamilton (D) – C. Kroetsch
(27) 231 Bay St. N. (Gallery on the Bay/Hamilton Bridge Works Company Office) (I) – C. Kroetsch
(28) 29 Harriet Street (Felton Brush Company) (I) – C. Kroetsch
(29) 33 Bowen Street (Bradley Stable, Court House Hotel Stable) (R) – C. Kroetsch
(30) 200 Main Street East, Hamilton (First-Prilgrim United Church) – C. Kroetsch

Stoney Creek

(31) 2251 Rymal Road East, Former Elfrida Church (R) – G. Carroll

Waterdown

(32) 265 Mill Street East, Former Elfrida Church (R) – A. MacLaren

Please refer to the June 18, 2025, Council Minutes for the disposition of these matters.

(c) Heritage Properties Update (GREEN):
(Green = Properties whose status is stable)

Dundas

(1) 104 King Street West, Former Post Office (R) – K. Burke

Hamilton

(2) 46 Forest Avenue, Rastrick House (D) – G. Carroll
(3) 88 Fennell Avenue West, Auchmar (D) – A. Douglas
(4) 125 King Street East, Norwich Apartments (R) – C. Kroetsch
(5) 206 Main Street West, Arlo House (R) – C. Kroetsch
(6) 50-54 Sanders Boulevard, Binkley Property (R) – K. Burke

(d) Heritage Properties Update (BLACK):
(Black = Properties that HMHC have no control over and may be demolished)

Ancaster

(1) 442, 450 and 452 Wilson Street East (R) – S. Spolnik

Heritage Status: (I) Inventoried, (R) Registered, (D) Designated, (NOID) Notice of Intention to Designate, (NHS) National Historic Site

CARRIED

12. ADJOURNMENT

There being no further business, the Hamilton Municipal Heritage Committee meeting was adjourned, at 12:33 p.m.

Respectfully submitted,

Matt Gauthier
Legislative Coordinator
Office of the City Clerk

Alissa Denham-Robinson
Chair, Hamilton Municipal Heritage Committee