



**4.2 Questions received in advance and during the August 11, 2020
Public Community Meeting:**

PLANNING

QUESTION – ANGULAR PLANES AND PLANNING JUSTIFICATION

We received a question about the reason behind the Zoning By-law application and the proposed building height as well as angular plane. Could you tell us a bit more about this, and talk about other policies and considerations from the PPS that were considered in putting forward this proposal?

RESPONSE

From a planning policy perspective, the site's location is appropriate for intensification.

- Provincial policy (Growth Plan and PPS) require municipalities to intensify within the existing boundaries and to identify strategic growth areas where new development is directed
- The UHOP identifies this corridor as a strategic growth area, a primary corridor where intensification is directed.
- The site is one of the largest along this corridor and can achieve the additional height being requested.
- The UHOP requires new development to be compatible with the surrounding context.
- In our opinion, our previously submitted Planning Rationale was able to rationalize how the proposal conforms with the policies set forth in the PPS and Growth Plan and how it maintains the general intent and purpose of the UHOP and Secondary Plan.

With respect to the building height and angular plane.

- The building was designed to respond to each of its 3 street frontages.
- The purpose and intent of Angular Planes are to provide transition to adjacent parcels of land and to limit built form impacts that include light, view, and privacy.
- At grade units proposed on Dow and Cline Avenue with upper portions stepped back away from the street.



- Main Street West is identified to be an intensification corridor to promote a higher density and transit-oriented development.

Built form impacts –how will the building responds to the surrounding context:

- We have reviewed the shadow impacts and, in our opinion, do not create any unacceptable impacts on the subject site or surrounding area
- Angular planes were applied to the building from the east side of Dow and west side of Cline.
- Only projections are from the taller portion (15-storeys) along Main Street West.
- Applying the angular plane greatly reduces the shadow impact to the low rise neighbourhood to the east, west and south.

Built form and Massing

- The proposed building has been designed in line with the City’s urban design policies and guidelines, in order to achieve an active and pedestrian oriented place, which responds to the Main Street Primary Corridor and appropriately transitions to the surrounding stable neighbourhood.

QUESTION – BUILDING HEIGHT

Another question we received was about other buildings in the area and how specifically they relate to this application. When you looked at those other three projects (McMaster Traymore Student Residence, the Columbia International College Student Residence, and Camelot Towers), what were the types of things you considered when you looked at those projects and then evaluated this particular site?

RESPONSE

- The existing and approved buildings represent an evolving neighbourhood character with denser development along Main Street West.
- Each development is reviewed based on its own merits and how it responds to its surroundings in a compatible manner.



- In this case, this site is an appropriate location for intensification and the proposed height is based on the relationship and built form impacts to the surrounding context.
- Strategic growth area and higher density envisioned along corridor.
- Height is based on a review and analysis of built form impacts.

CULTURAL HERITAGE

QUESTION

- There's been a question about the two buildings on site and the heritage of these two buildings, their relationship to the new building, as well as the relationship to the architecture of the adjacent Adas Israel Synagogue.
- We also received a question about the Cultural Heritage Landscape of the Grace Lutheran Church, its gardens, and whether there could be a way of incorporating some of the existing landscaping into the proposal?

RESPONSE

- Both the Grace Lutheran Church and Adas Israel Synagogue are considered an "Inventoried Property", which means it is included on the "Inventory of Buildings of Architectural and/or Historical Interest" for the City of Hamilton.
- This inventory contains a list of over 6,000 properties which are identified as being of potential cultural heritage value or interest.
- They are also included on the "Inventory of Significant Places of Worship in the City of Hamilton", an ongoing project to identify and document heritage sites and structures throughout Hamilton, a city which is undergoing continuous change.
- Both properties are subject to heritage policies of the Urban Hamilton Official Plan.
- Metropolitan Design Ltd. Is the heritage consultant that forms part of the consultant team and they worked closely with the architect to design the project.
- As part of the application a Cultural heritage impact assessment was submitted in support of the application.
- The report concludes the proposal conforms to the UHOP policies and is an appropriate response.



- The resubmission includes an updated cultural heritage impact assessment, which addresses the comments received from the City and Municipal Heritage Committee.

ARCHITECTURE AND DESIGN

Building's Users

- There has also been a question about whether this development has been designed for students, and generally who are the intended users of this building?

RESPONSE

- The proposal has not been designed or intended for student rentals.

Unit Sizes

- We received a question regarding the average sizes of the building's units. Could you speak to what standard was used when determining the proposed unit sizes in this building?

RESPONSE

- The proposed mix of units is provided in Table 1 above. Additionally, the average unit sizes being proposed are as follows:

Bachelor Unit – 355 SF

1 Bed Unit – 495 SF

1 Bed + Den Unit – 515 SF

2 Bed Unit – 750 SF

2 Bed + Den Unit – 800 SF

3 Bed Unit – 900 SF

3 Bed + Den Unit – 1000 SF

Design / Aesthetics

- When it comes to the inspiration for the building's design, could you tell us a bit more about that? For example, going through what design elements you've incorporated to reflect the context and character of the local neighbourhood and surrounding buildings.

RESPONSE

- The design of the proposed building is a result of a number of considerations, including materials found in the neighbourhood, an evolving architecture within



the neighbourhood that includes a mix of styles and more recently the introduction of modern buildings.

Balconies

- SRM has designed other buildings in the City without balconies, why does this building have balconies?
- Do you anticipate there will be concerns or noise complaints due to the uses that would be adjacent to the residential building? Will those uses (for example, the synagogue) limit the functionality of the balconies?

RESPONSE

- Buildings without balconies tend to be designed for student residence buildings and office buildings.
- Balconies have been provided for additional personal amenity space for each unit.
- There is no anticipation that there will be any concerns or noise complaints due to the balconies, since it is common, planned, permitted and encouraged to have balconies on mid-rise and tall buildings along intensification corridors within the urban area and near other sensitive uses (residential and institutional uses).

Playground

- We had a question about whether there would be any impacts (e.g. shadowing) on the synagogue's playground?

RESPONSE

- Due to the orientation of the proposal, no shadow impacts are proposed to interfere with the synagogue's playground.

AMENITY SPACE

There was a question regarding the amount of indoor/outdoor amenity space that's provided, what the amenity spaces are like, as well as how this all relates to the zoning by-law requirements?

RESPONSE:

- The Zoning By-law requires:
 - An area of 4.0 square metres for each dwelling unit less than 50 square metres;



- An area of 6.0 square metres for each dwelling unit more than 50 square metres;
- The zoning bylaw defines an amenity area as either outdoor or indoor:
- Shall mean the area of a lot intended for recreational purposes, and shall include areas that are landscaped, patios, privacy areas, balconies, communal lounges, swimming pools, play areas and similar uses, located on the same lot, but shall not include a building's service areas, parking lots, aisles or access driveways, or Planting Strip.
- The proposal exceeds the zoning requirements and provides:
 - A large indoor amenity room (+/-1,000 sq. ft.)
 - Large landscape courtyard (+/-480 sq. m/5,200 sq. ft.)
 - As well as private balconies and terraces.

OTHER QUESTIONS

MEETING WITH NEIGHBOURHOOD ASSOCIATIONS

There was a question regarding the November 2019 meeting with neighbourhood associations, and the community feedback and discussion at this meeting with regards to a height increase from 13-storeys to 15-storeys. Could you clarify that meeting for us and the proposed design changes that followed from that meeting?

RESPONSE

- We (consultant team, ownership group, and Rabbi Green) met with representatives from the Ainslie-Wood Westdale Community Association and Ainslie Wood Community Association.
- At that time the proposal was for a 13-storey building with 2-levels of underground parking. At that meeting some of the representatives stated that they understood that Main Street West is an intensification corridor and that they accept that height is appropriate at certain locations like this one.
- They also the discussed the need for additional parking and economically the additional level of underground parking would require additional saleable area.
- Based on this feedback the proposal was revised to increase the height and add a level of underground parking.

COMMERCIAL USES



There was a question about the types of businesses and tenants that the applicant is thinking of for the retail/commercial component of the project, as well as some questions about why there are no designated parking spaces for this commercial component.

RESPONSE

- The types of businesses and tenants that will occupy the commercial space of the proposal will be market driven. Local uses that can operate in the space being provided will ultimately be the types of businesses and tenants that will be selected.
- No designated parking has been provided for the commercial component due to the urban and pedestrian focused nature of the built form. It is common practice that commercial/retail uses that front onto an intensification corridor such as Main Street West would provide no dedicated parking.
- In addition, it is anticipated that the residential visitor and commercial parking will be shared between the two uses.

TRAFFIC AND PARKING

- Another question we received is whether parking spots in the underground garage of the proposed building might be rented out to McMaster students or other non-residents of the building?
- Question regarding the 8 proposed at-grade parking spaces along Cline and Dow for the townhouse units, which will be permit parking. Can you share a bit about the rationale for including these parking spaces at-grade and not in the proposed underground parking garage?
- Some are also wondering about the school drop-off and parking plan on Cline and Dow. Could you explain this a bit more?

RESPONSE

- The proposed vehicular parking is intended for the residents and visitors of the proposed building. Utilizing the parking as a "commercial parking facility" to be used by other uses in the area is not proposed and, as such, would not comply with the Zoning By-law.
- The proposal was revised and the on-street layby parking was removed from both Cline and Dow.



QUESTIONS/COMMENTS DURING THE MEETING:

There were a number of questions asked during the community meeting, the following is a summary of the questions and our responses. Questions that are answered above have not been repeated here. We have grouped the questions into categories to better answer the concerns being raised.

Building/Built Form

- Are floor plans available to view?
- A "mid-rise" building is defined by the City of Toronto as 5-6 stories, with a maximum of 11 stories. The proposed building is not a "mid-rise" building.

RESPONSE

- A website has been created for the project, which provides a all of the submission materials and will provide updates and any resubmission materials. (<https://www.1107mainhamilton.com/>)
- The City of Toronto's mid-rise guidelines define a mid-rise building as generally relating at a 1:1 ratio to the street in which it fronts, which in most cases significantly exceeds 5-6 storeys. The City of Hamilton Tall Building Guidelines identifies that a "Mid-Rise" building is a building ranging in 6-12 storeys on a lot depth of approximately 32.6 - 44.6 metres. The subject site has a depth of approximately 58-86 metres. Furthermore, only 3- storeys of the proposal, of which have been drastically reduced in floorplate site and drawn close to the Main Street West frontage are in excess of a "mid-rise" building per the City Tall Building Guidelines. In addition, the large depth of the subject site also allows for the additional height where being proposed with no negative impacts to the residential neighbourhood. It is our opinion that the proposal maintains the general intent of a "mid-rise" building.

Where is garbage collected and how is it picked up? How do you ensure that garbage is not strewn on the streets and does not interfere with daily school drop off and pick up. How do you ensure that garbage does not impact neighbourhood - especially with mice and rats.

RESPONSE

- Garbage pickup and storage is provided internal to the building and not on the street.



- Details related to garbage will be addressed during the required Site plan control stage.

Being an owner of 3 homes on Dow. Comment on the sewage please. We are all having back up issues because there is only one line. This building would add to the problem.

RESPONSE

- A Functional Service Report has been prepared and is in support of the proposal, which addresses sewage capacity. City staff are reviewing the report and proposal to ensure it complies with the City's requirements.

Traffic/Parking

- There are presently markings on Cline at Main pavement that appear to lay out a lane reduction measure. Is that part of your considerations on traffic?
- How many cars can wait to make a turn at the north end of Cline between the project's driveway and Main? At sometimes there is a solid line of eastbound vehicles across the ends of Cline and Dow.
- The study by the City done in 2018 concluded that some of the immediate intersection are operation close to the capacity and that was before the application was submitted.
- Will any streets end up being made into "one way" streets?
- What are the plans to address the traffic flow in and out of Dow avenue? Already in the school months its difficult to turn off of main street , in school hours Dow avenue turns into a one way street
- There is already surge of traffic at drop off and pick up time of HHA school children. Having difficulty accessing court at the back of school. How will the applicant ensure that we will not be negatively affected with an increased congestion?

RESPONSE

- There markings do not relate to the subject proposal.
- The driveway on Cline was moved south to provide additional queuing.
- A transportation Impact Study was submitted with the application and concluded that the traffic generated by the proposed development does not add adverse impacts on the nearby road network and no road improvements are triggered as a result.



- No changes to the street system are proposed, including any directional conversions.
- The underground parking is accessed from the driveway on Cline Ave. S., which will help alleviate the traffic on Dow.

Miscellaneous/already answered above

- How will property tax be assessed? Is there any modification since religious institutions occupied the site or are involved in ownership?
- Aside from commercial and residential use, will the common areas include anything that will be a meeting room or "cultural" uses.
- Concerned about the very limited commercial parking spaces. Since we do not know of the businesses that will come in to the neighborhood how do you plan of accommodating a proper/sufficient parking?
- Are you aware of other developments to higher density that this project will lead or has led the way, located on Dow or Cline?
- There is a concern regarding the traffic entering the complex from Main St. Street onto Cline and conversely exiting the complex from Cline onto Main St. How is this being addressed?
- I live in the immediate neighbourhood and find it difficult to access my neighbourhood either entering or exiting. Will the city of Hamilton be installing traffic lights on both Cline and Dow Ave.?
- How will the Applicant reconcile the fact that proposed development assumes the residents will use bikes as a mode of transportation when there is a significant lack of bike lanes on Main St? Since there are no immediate plans to develop new bike lanes by the City, how will the safety be assured?
- How many mature trees can be preserved?
- This question is for Mr. Falletta: In slide 1.4, you referred to this plan area of mixed use being for 6-8 storeys, which seems far more reasonable. How can 15 storeys fit here?
- Being an owner of 3 homes on Dow. Comment on the sewage please. We are all having back up issues because there is only one line. This building would add to the problem.
- What steps are included in the proposed development to make it consistent with the city council's declaration of a climate emergency and its commitment to net zero greenhouse gas emissions from Hamilton by 2050? For example, are the parking spots to allow installing charging stations for electric cars?



RESPONSE:

- It is our understanding that the property will be assessed like all other mixed use buildings.
- The revised proposal includes a large 158 square metre (1,700 square feet) indoor amenity area space that can be utilized for a community room/party room for the residents of the building.
- The City's Zoning By-law provides a parking ratio for local commercial uses in mixed-use buildings. These tend to be lower, since the uses are typically utilized by neighbourhood residents that walk.
- The application included the submission of a tree protection plan, which identified existing tree resources on site and within the abutting right of ways as well as a plan for their protection. Existing trees in the centre of the site are proposed to be replaced as part of the redevelopment.
- Redevelopment of lands within the urban boundary and in an area well served by public transit provides a significant opportunity to reduce greenhouse gases. In addition, at the future site plan and building permit stages the detailed architectural plans will review the proposal and determine opportunities to further reduce greenhouse gas emissions and provide charging stations.