

Applicant's Responses to Public Comments Received

Question and Answer Period:

#	Question Submitted	Summary of Project Team Response
1.	<p>Has anyone considered the traffic on Parkside drive with this addition housing??? Traffic is already a problem on Parkside drive? What are they going to do with this additional housing?</p> <p>Follow-up: Traffic is already an issue on Parkside, how can you say it is minor?</p>	<p>Traffic impacts from the proposed development were found to be minor in the traffic study. Comments received on the initial submission from City Transportation staff agree that any traffic impacts will be minor. The proposed development and associated traffic study did not hit the City's threshold where further study would be required. The forecasted number of trips is minor and can be accommodated by the existing road network.</p> <p>Councillor – Once the Waterdown By-Pass construction is complete, traffic on Parkside will be significantly reduced.</p>
2.	<p>This is great that you are proposing additional affordable housing. But, had anyone thought about the amount of people in one small area? There is no way that 42 housing units will fit in this small area? It may look great on paper, but we live here? We are the ones that have to live with these changes!</p>	<p>The proposed development incorporates a density of 36 units per hectare, which is within the range that City of Hamilton permits within the low-density land-use designation of the Official Plan. Prior to the Waterdown Community Node Secondary Plan, the proposed density was too low according to former City policies.</p> <p>We have made all efforts to ensure the proposed development's impact on neighboring properties is minimal. Traffic is not a large concern, integrated traffic calming within the site, and the community garden on Kelly Street will reduce vehicular access. The proposed development meets the minimum setback requirements, and we are proposing additional landscaping and setbacks from neighboring properties to further mitigate privacy concerns and the impact on surrounding properties.</p>
3.	<p>What is the percentage of greenspace?</p> <p>Follow-up: It used to be a requirement of 10% greenspace...</p>	<p>The current proposed greenspace is 38%, which exceeds the City's minimum requirement of 10% of the lot area.</p>
4.	<p>How many parking spots for Sunday worship, and will visitors be allowed to park in church members parking spots?</p>	<p>A total of 94 parking spaces are proposed to serve the Subject Lands, including 44 spaces for the residential units (1.0 per unit) and 50 spaces for the existing place of worship. While the City's Zoning By-law does not require the provision of visitor parking spaces, it is acknowledged that the place of worship spaces may be</p>

		utilized for visitor parking when not utilized for place of worship functions. The Urban Transportation Considerations Study prepared by BA Group included a review of existing parking demand on site to understand the requirements of the place of worship. This study found that a maximum parking demand of 21 spaces was observed during peak periods, confirming the proposed 50 spaces are more than sufficient to satisfy peak demand as well as a shared visitor parking function. As the site is proposed to remain within the ownership of the United Church, and all units are proposed as rental units, parking demand will be further managed in coordination with the place of worship by property management to ensure impacts on the surrounding neighbourhood are minimized, and arrangements are made in the event greater parking demand is anticipated for a specific function.
5.	There is talk about new plantings! What is going to be done with the existing mature trees on site? Follow-up: Can you tell us where the trees are?	There are 74 trees total on site, and the goal is to retain as many as possible. Approximately 5-6 trees will be removed for the construction of the fire access driveway. There will be a strong attempt to mitigate any impacts to trees from the development, and we will be implementing additional permeable surfaces to reduce potential impacts and improve growing conditions.
6.	Once the application is approved, when will the building of the homes begin and what is the time frame?	We are currently at the Zoning By-law Amendment stage in the planning process, with the target to have a Committee date at the end of this year/early next year. Then we will need to go through Site Plan process, ideally will take about 12 months. We are looking to move as fast as we can, as is reasonable. Aim to start construction after Site Plan approved. Construction anticipated to take 1.5-2 years.
7.	Any consideration for car-share on site especially for use by affordable unit residents?	Car-share is not currently proposed, but could be something that can be examined and would be dependent on having a car-share provider who is interested. Councillor – There is a City partnership with a car-share program, with more locations in City being added each year. The Councillor's office continues to advocate for locations in Waterdown.
8.	How did you come to the amount of buildings on site?	The first step is to look at the existing site layout, then consider what the community need is. It is a balance of what can reasonably fit on the site and what is reasonable within surrounding neighbourhood. Another factor is balancing Kindred Works' housing objectives and CMHC objectives. The end goal is to

		preserve the existing place of worship and maximize the provision of affordable housing, while being sensitive to surrounding land uses.
9.	How long is it likely to be before this project is finished and available for renting?	As soon as possible, due to need for affordable housing across the City.
10.	How close will the properties be to the existing properties on Kelly Street?	A 7-metre setback will be incorporated throughout entire site. Significant tree planting is also proposed and exists along the perimeter of the site.
11.	What definitions of "Affordable Housing" are you using...? Approximate rents by unit type? Follow-up: How many larger Family-Sized "Affordable Housing" units? How many bedrooms?	The proposed development is targeted to be comprised of 70% market rate rental units and 30% affordable rental units. Of the affordable units, they will be affordable at 80% of median market rent for area, which ranges from \$800-\$1400. We are also working with City to further subsidize wherever possible. The mix of unit sizes for the affordable units is not yet determined, goal is to provide a mix.
12.	Will the private road (I assume it will be private) be a one-way lane road or a two-lane road? Will there be on-road parking?	Yes, the drive aisle will be private. It will be a combination of two-way and one-way, with a minimum width of 6.0 metres to allow for sufficient fire access, and accommodate snow and garbage removal.
13.	I came in late and am not sure if this has already been addressed? Can you discuss what the process will be to ensure that affordable housing is going to those in need?	We will be working with the City's housing department on this, and will be housing those that qualify and are in need of affordable housing. Appropriate screening will be completed to ensure the affordable units are going to those in need.
14.	Will there be vehicle access to the church at the back stairs/kitchen/Fellowship Hall area for church members/community events?	The one-way loop that goes around site allows for a vehicle to stop at the back of the church, and parking spaces will be located at the back of the church.
15.	Will there be new fencing installed (consistent for the whole site), and will there be requests to share any costs?	We are still working on the specific type of fencing, but there will be no shared cost to neighbours and likely no shared costs to the City either.
16.	Is the 3 storey units a non-negotiable? I understand those units will be the affordable units, but the extra story is our main concern with privacy (neighbouring existing residents).	The proposed height of 3 storeys is permitted within the Waterdown Community Node Secondary Plan. When implementing the height permission of 3 storeys, we took into consideration the surrounding properties and tried to reduce the impact of that height by providing variation in height and building placement, the use of tree plantings, fencing, and a sufficient setback. The goal is to create pedestrian-scale development by not putting the taller walk-up units side-by-side and instead putting a townhouse in-between.

17.	The road you are proposing next to Parkside #304 looks great on your proposed map? But, there is no way that a road can exist in this small area? and there is proposed parking in front of the church, there are at least 5 mature trees there and how can a parking lot go there?	Something we are currently looking into, as it is a tight space. We need 6 metres to accommodate fire access. We are looking at different ways of treating the pavement so it doesn't read as a drive aisle – trying to make it intuitive as to what is for the church and what is for residents. The community garden in the current access from Kelly Street creates a less inviting space for vehicles – they will not be able to go through the space any longer.
18.	In one of the illustrations, there was a wall alongside the church, what is the length & height and how close to the church? Will it prevent natural light into the church?	The gymnasium wall on the church will remain as-is. The existing windows were not drawn on the plans as no alterations to the church are proposed.
19.	How many community plots will there be; we currently have 23 for the community.	We don't know exact quantity yet, and looking at sizing/spacing to ensure universal accessibility and to integrate seating. There is currently about 20 illustrated on plans, and our target is to get as close as possible to the current number. As for who uses plots of area, that process is in the works. It will likely be a mixture of church uses, and then residents of the proposed development, then open to public on a sign-up basis.
20.	Will Kelly St become all non-parking?	There is no vehicular access to the proposed development from Kelly Street. Councillor – Any changes of parking on Kelly St would be up to the residents if they want it changed to no parking.
21.	Are you able to tell us who the developer/builder will be?	Kindred Works is the developer on behalf of United Church of Canada. The construction management company, Chandos, will manage day-to-day construction operations. The ongoing property management will be provided by Kindred Works.
22.	Would traffic lights be a consideration? Currently one has to take their lives in their hands to cross Parkside.	Based on the vehicle volumes determined, the addition of a traffic light is not warranted.
23.	Having lived in a high dense housing area – snow removal looks like it will be a nightmare.	Snow removal will be provided on site.
24.	Single lane and garbage removal will possibly hold up traffic flow?	Garbage removal will be provided by municipal services. The one-way areas are still 6m wide, so you could pass a garbage truck if needed.

