

RELEVANT CONSULTATION

Departments and Agencies		
<ul style="list-style-type: none"> • Asset Management Section, Engineering Services Division, Public Works Department; • Construction Section, Engineering Services Division, Public Works Department; and, • Hydro One Networks Inc. 		No Comment
	Comment	Staff Response
Development Engineering Approvals Section, Growth Management Division, Planning and Economic Development Department	<p>Roadways and Sidewalks</p> <ul style="list-style-type: none"> • All cul-de-sacs, permanent and temporary, are to be constructed to the City’s permanent standard and require 1.5 metre sidewalks around the bulbs; • There are existing sidewalks on both sides of existing Cyprus Drive that need to be extended around the proposed Cyprus Drive cul-de-sac to provide access to the Block 2 Condominium and Park lands (as shown on the Concept Plan attached as Appendix “F” attached to Report PED21221). Staff will permit a non-standard pavement radius on the proposed cul-de-sac of 9 metre vs. the 13 metre standard which matches the existing Dolphin Place cul-de-sac, complete with a 2.75 metre wide boulevard for the installation of curbing, a 1.5 metre wide sidewalk, and to accommodate snow storage and utilities. The Applicant will need acquire a portion of the City owned lands for nominal consideration for the easterly portion of the proposed Cyprus Drive cul-de-sac; • The temporary turning circle proposed on the lands located at 289 Stone Church Road East shall be dedicated to the City as a public highway prior to registration of the subdivision plan. In addition, the 0.3 metre reserve will need to be around the perimeter of the temporary turning circle right-of-way (ROW). The Applicant shall provide a reference plan and supporting 	<ul style="list-style-type: none"> • Sidewalks, the Cyprus Drive cul-de-sac, the temporary turning circle at the terminus of Street “A”, and the extension of Crerar Drive are addressed as Condition Nos. 9 - 12 and 14 - 16 of Appendix “H” attached to Report PED21221; • Parking and driveway location plans are required as Condition Nos. 4 and 5 of Appendix “H” attached to Report PED21221; • The walkway from Block 3 to Block 1 will be reviewed at the future Site Plan Control stage; • Servicing, stormwater management, external drainage and grading, detailed engineering design, and sewer replacement are addressed as Condition Nos. 1, 2, 6, 7, and 17 of Appendix “H” attached to Report PED21221; • The zoning by-law amendment (attached as Appendix “C” to Report PED21221) has incorporated a definition and regulations for swales to address grading along exterior yards; • No modifications to the parent zoning districts with respect to rear yard setbacks along Crerar Drive and Street ‘A’ are proposed;

	<p>information from the adjacent landowners (i.e. signed documentation as proof they have agreed to the temporary turning circle being located on their lands and that they understand that the temporary turning circle will be dedicated to the City and remain until development of their lands);</p> <ul style="list-style-type: none"> • There are concerns that there could be on street parking deficiencies and more information is required to determine whether the 40% minimum on-street parking requirement can be met; and, • The private pathway to the woodlot (on Block 3 and adjacent to Condo Lot 8 as shown on the Concept Plan attached as Appendix “F” to Report PED21221) has been proposed with stairs to overcome the existing 1:1 and 2:1 slopes that would limit the usefulness of the woodlot access, which could create accessibility and maintenance issues. All pathways must be a hard surface (asphalt or concrete) and gravel paths are not supported. <p>Grading and Drainage</p> <ul style="list-style-type: none"> • The overland flow route being proposed from the end of Cyprus Drive to the ROW block and Park, as shown on the preliminary grading plan, prepared by S. Llewellyn & Associated and dated August 2021, does not provide sufficient detail to demonstrate whether this is a suitable outlet for the existing and proposed road/ROW. The Applicant is to provide a revised preliminary design that demonstrates a suitable outlet for the proposed and existing Cyprus Drive ROW drainage; • The proposed preliminary grading design depicts on Lots 4 to 8 (Block 2 on the Concept Plan attached as Appendix “F” to Report PED21221) that the rear yards will have a significant retaining wall (+3.5 metres) and that there will be significant regrading within the rear 7-8 metres. At the top of the retaining wall there is a proposed 0.3 metre 	<ul style="list-style-type: none"> • Joint use agreements are addressed as Condition No. 3 of Appendix “H” attached to Report PED21221’ • A dust control plan is addressed as Condition No. 8 of Appendix “H” attached to Report PED21221; • Perimeter fencing is addressed as Condition No. 13 of Appendix “H” attached to Report PED21221; • A note advising the proponent that additional information pertaining to the karst inventory may be required is included as Note No. 2 on the conditions of Draft Plan of Subdivision approval attached Appendix “H” attached to Report PED21221; and, • Site Plan agreements will be addressed at the future Site Plan Control stages.
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	<p>deep trapezoidal swale (0.6% slope). The proposed 0.6% slope is well below the minimum 1.5% slope permitted. Development Engineering is also concerned that the existing drainage being directed to the swale, flowing generally west to east from the woodlot down a steep slope ($\pm 33\%$) may continue east jumping or overtopping the wall rather than be contained and be redirected to flow north or south. The Applicant is required to demonstrate how the flows from the external lands will be contained within the intercepting swale and avoid overtopping onto the lots below;</p> <ul style="list-style-type: none"> • The retaining wall, ditch inlet manholes (DIMHs), and intercepting swale in the rear of Condo Lots 4 to 8 will need to be contained within a block to be part of the common element and maintained by the condominium corporation; • The proposed trapezoidal intercepting swale along the rear of Lots 4-8 (Block 2) is directing drainage to the north, a DIMH (#5), and south, to a 3:1 slope and swale on Block 3 which will direct the external drainage to the east to the private roadway. The drainage directed south and east will flow from the proposed Condominium on Block 2 to the lands of the adjacent proposed condominium on Block 3. There needs to be a block of suitable width to convey the drainage from the rear intercepting swale to the private road. The Owner is to provide a proposal for how the rear intercepting swales along the rear of Lots 4-8 will be maintained. There will need to be a joint use agreement between the two different condominiums on Blocks 2 and 3; • Concerned with the potential for the DIMH (#5) to become blocked and therefore we require that there be a suitable emergency overland flow route. Based on the current design it appears that the drainage may overtop the retaining wall and drain between Condo Lots 4 and 5. A 	
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	<p>block with a suitable width would be required to accommodate an emergency overland flow route for the external drainage between two dwelling structures. The overtopping of any retaining wall is not a suitable drainage solution and alternative solutions should be thoroughly explored;</p> <ul style="list-style-type: none">• The slope of the trapezoidal intercepting swale is too low (0.6%) and well below the minimum 1.5% slope permitted. Review and revise;• The proposed trapezoidal swale transitions from the rear of Block 3's 'Townhouse Block 8' to 289 Stone Church Road East roughly 115 metres south of the north limit of the site. Aerial mapping depicts the woodlot area extending approximately 140 metres south of the north limit of the site. The transition point for the trapezoidal swale should be revised to be further to the south, beyond the existing woodlot;• The proposed intercepting swale on lands located at 289 Stone Church Road East along the west limit of Block 3 will require that a permanent easement be obtained from the adjacent Owner (Bethel Gospel Tabernacle Church) in favour of the Condominium;• The revised preliminary grading plans depict there being significant regrading on 289 Stone Church Road East with grading extending approximately 14-16 metres of the property line. The Applicant is to confirm that the adjacent landowners have reviewed and thoroughly understand the scope and impact of the proposed grading and drainage measures being proposed on their lands. As part of the proof of permission, in addition to any signed documentation, there shall also be plans, showing the grading elevations and maximum limits, that are also to be signed by the adjacent landowners. The preliminary grading should depict some future conceptual grading on 289 Stone Church Road East to identify any opportunities	
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	<p>to perhaps raise (or lower) the shared property line with Block 3 so that there are not extensive retaining walls required when 289 Stone Church Road East is developed in the future. It is suspected that raising of the rear yards would help mitigate the need for future walls;</p> <ul style="list-style-type: none"> • Where there is external drainage proposed to be directed between dwellings (overland flow/emergency overland flow) there shall be a block of suitable width as demonstrated through the preliminary grading design; • A recommendation for the minimum rear yard setbacks for Lots 4 to 8 and the north side yard of Lot 4 (Block 2) is required to demonstrate that the grading required to reconcile with the properties to the west and north can be achieved within the proposed yards based on the two swales (upper and lower) and the proposed retaining wall; and, • Request that Lots 1-17 on Crerar Drive and Street ‘A’ have a minimum rear yard setback of 7.5 metres to ensure that the minimum rear yard amenity area is provided, and grading can be reconciled with the existing properties. <p>Servicing</p> <ul style="list-style-type: none"> • The sections of existing sanitary sewer on Crerar Drive that are proposed to be replaced with larger diameter sewers, as shown on the preliminary servicing plans, prepared by S. Llewellyn & Associated and dated August 2021, there appears to be multiple existing sewer services which lack adequate minimum separations to the water services. The Applicant is to provide clarification where the location information has been obtained for these services and laterals. If there are issues with achieving minimum separation this may present issues under the required MECP ECA Application for the new sewer. 	
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	<p>Other</p> <ul style="list-style-type: none"> • Agreements for joint use between the proposed condominium blocks are required; • Perimeter fencing along adjacent developed lands is required; • Karst features have been identified in the vicinity of the property, however a karst assessment has not been provided. Development Engineering defers this matter to Natural Heritage Planning staff; and, • Site Plan agreements will be required for each of Block 2 and Block 3. 	
Forestry and Horticulture Section, Environmental Services Division, Public Works Department	<ul style="list-style-type: none"> • The Tree Management Plan, prepared by Adesso Design and dated August 13, 2021, is not approved requiring revisions to clarify on the plan and table whether Tree #14 is being retained or removed. Forestry staff assume Tree #14 is being retained and the table shall be updated accordingly; • It is noted that the appraised value of Trees #1 through #13 and #166, located along the City-owned strip of land adjacent to the northeast portion of the site and proposed to be removed, is \$173,663.01; • Public trees within the Crerar Natural Space northwest of the subject lands are not impacted by the proposed development; and, • A revised Landscape Plan, prepared and signed by a certified Landscape Architect, is required. 	<ul style="list-style-type: none"> • A revised Tree Management Plan is addressed as Condition No. 20 of Appendix “H” attached to Report PED21221; and, • A Landscape Plan is addressed as Condition 2.8 of the City’s Standard Conditions of Subdivision Approval. The condition of Street Tree Planting will be cleared upon receipt of a plan depicting new trees and payment of permit, loss of tree canopy, and street tree planting fees.
Growth Planning Section, Growth Management Division, Planning and Economic Development Department	<ul style="list-style-type: none"> • Easements for access to the rear yards may be required; • Street naming and municipal addressing for the lots and blocks within the proposed subdivision will be determined after Draft Plan approval is granted, and for the condominium blocks will be determined when a Site Plan Control Application is submitted; and, • Requested that a note be included in the draft plan conditions indicating that draft plan approval shall lapse if 	<ul style="list-style-type: none"> • Easements will be addressed through future Draft Plan of Condominium and Part Lot Control Application(s) required to create individual lots for each unit; • Addressing of the lots/blocks within the subdivision is addressed as Condition No. 26 of Appendix “H” attached to Report PED21221;

	<p>the plan is not given final approval within three years or an extension has been granted.</p>	<ul style="list-style-type: none"> • Lot/Unit addressing within the condominium blocks will be addressed at the future Site Plan Control stages; and, • Approval limitation has been added as Note No. 1 on the conditions of Draft Plan of Subdivision approval (See Appendix “H” attached to Report PED21221) and will be included as a note to the conditions of Draft Plan of Condominium approvals.
<p>Hamilton Conservation Authority (HCA)</p>	<p>Natural Heritage</p> <ul style="list-style-type: none"> • There are few native species included in the plan, and HCA encourages greater use of native species appropriate to the area due to the proximity to a significant natural area; • The landscape plan discusses the removal of invasive species and mentions that Japanese Knotweed is present on site, but methods for removal are not given and should be included. A detailed and comprehensive invasive species control program is recommended to be implemented for the site; and, • The homeowner stewardship guide, prepared by Adesso Design, should correct the reference to Hill’s Oak, which is not an endangered species as indicated in the brochure, include information to discourage the dumping of yard waste into the forest and avoid planting highly invasive species. <p>Grading and Drainage</p> <ul style="list-style-type: none"> • HCA is concerned that the quality control concept in the revised Functional Servicing Report, prepared by S. Llewellyn & Associated and dated August 2021, proposes two oil-grit separator (OGS) units in parallel covering the northerly portion of the site with no quality control of the southerly portion and external areas discharging to the southerly lands, which has not addressed the HCA 	<ul style="list-style-type: none"> • Revisions to the landscape plan and stewardship brochure are addressed as Condition Nos. 23 and 24 of Appendix “H” attached to Report PED21221; • As the City is assuming ownership of Block 1, invasive species management will be the responsibility of the City; and, • A detailed stormwater management (SWM) report and related grading, servicing and erosion and sediment control plans to address quality control is addressed as Condition No. 27 of Appendix “H” attached to Report PED21221.

	<p>recommendation that a true treatment train approach be adopted for the site. OGS calculations need to be reviewed / revised accordingly; and,</p> <ul style="list-style-type: none"> • HCA suggests erosion and sediment control plans supporting pre-grading and initial construction stages are separated and that the pre-grading plan includes sediment trapping within blocks exceeding 2 ha in area. A mud mat and revised siltation control fencing details should be provided. 	
<p>Landscape Architectural Services (LAS), Strategic Planning Division, Public Works Department</p>	<ul style="list-style-type: none"> • Trails are not permitted to be developed through an area identified as a Core Area (Significant Woodland). LAS requests that a privately owned fence along this property line be provided as well as chain link fencing along the edges of Block 1 prior to it being dedicated to the City. The access walkway from Block 3 (block townhouse and maisonette dwellings) to the Natural Heritage/Park block (Block 1) is recommended to be removed; and, • LAS circulated comments to the Parkland Advisory Review Committee (PARC) and received no contrary comments. 	<ul style="list-style-type: none"> • Fencing is addressed through the Edge Management Plan required as Condition No. 22 of Appendix “H” attached to Report PED21221. The walkway from Block 3 to Block 1 will be reviewed at the future Site Plan Control stage; and, • A walkway is proposed through the City-owned strip of land adjacent to the northeast portion of the site from the sidewalk along Cyprus Drive to the internal sidewalk through the medium density residential lands (Block 3 on the Concept Plan attached as Appendix “F” attached to Report PED21221). An easement will be established along the internal sidewalk to grant public access through Block 3 to Crerar Drive to complete the public connection through the west side of the neighbourhood. These are addressed as Condition Nos. 25 and 28 of Appendix “H” attached to Report PED21221.
<p>Recycling and Waste Disposal Section, Environmental Services Division, Public Works Department</p>	<ul style="list-style-type: none"> • This development is eligible for municipal waste collection service subject to meeting the City’s requirements. The property owner must contact the City to request waste collection service to complete a site visit to determine if the property complies with the City’s waste collection requirements; 	<ul style="list-style-type: none"> • Waste collection requirements are addressed as Note No. 3 on the conditions of Draft Plan of Subdivision approval (see Appendix “H” attached to Report PED21221); • Should any Block within the proposed development be unserviceable for municipal waste collection, such as Block 2, a private waste

	<ul style="list-style-type: none"> As currently designed, Block 2 on the Concept Plan (attached as Appendix “F” to Report PED21221) is not serviceable as it does not allow for continuous forward motion for the waste vehicles in front of Lots 4 through 8 and the length in front of these lots exceeds the maximum length per the City’s Solid Waste Collection Design Guidelines for Developments; and, Common piles for waste collection are not permitted in new developments. 	<p>hauler must be arranged for the removal of all waste materials; and,</p> <ul style="list-style-type: none"> These matters will be addressed at future Site Plan Control and Draft Plan of Condominium stages.
Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department	<ul style="list-style-type: none"> Transportation Planning conducted traffic signal analyses and have determined a traffic signal is warranted at the intersection of Stone Church Road East and Brigade Drive/Crerar Drive extension, which shall be designed and constructed at one third of the Owner’s expense. This intersection has good spacing from other traffic signals and is a suitable location for installation. The entire Crerar neighbourhood will benefit from an additional and safe access to Stone Church Road East as was envisioned through the Crerar Neighbourhood Plan; Revisions to the Transportation Impact Study, prepared by NexTrans Consulting Engineers and dated August 2021, are required to address the extension of Crerar Drive to Stone Church Road East, traffic signal design and installation, and turning lanes; It is not feasible to align the centreline of the right-of-way of Crerar Drive extension with the centreline of Brigade Drive on the opposite side of Stone Church Road East. Accordingly, a plan is required to show the ultimate right-of-way and daylighting limits of the four quadrants of the intersection and the existing road and sidewalk limits. The plan shall demonstrate that the paved roadways, travel paths, and pavement markings are aligned to ensure safe movements within the intersection, with different boulevard widths on either side of Crerar Drive; 	<ul style="list-style-type: none"> A revised Transportation Impact Study is addressed as Condition No. 32 of Appendix “H” attached to Report PED21221, with all required infrastructure improvements to be addressed at the detailed design stage; Right-of-way alignment plans for Crerar Drive and Cyprus Drive and right-of-way and daylighting triangle dedications have been discussed above and are addressed as Condition Nos. 29 - 31 of Appendix “H” attached to Report PED21221; The temporary turnaround at the west end of Street ‘A’ is addressed as Condition No. 14 of Appendix “H” attached to Report PED21221; Sightline analysis, detailed pavement markings, traffic signs, traffic signal plans, funding for speed cushions, signage, and crosswalks, and driveway advisories are addressed as Condition Nos. 33 - 38 of Appendix “H” attached to Report PED21221; A revised on-street parking plan is addressed as Condition No. 4 of Appendix “H” attached to Report PED21221; The extension of the Cyprus Drive cul-de-sac is addressed as Condition Nos. 10 - 12 of Appendix “H” attached to Report PED21221; and,

	<ul style="list-style-type: none"> • Approximately 5.0 metres are to be dedicated to the right-of-way at 311 Stone Church Road East, per Schedule C-2 – Future Right-of-Way Dedications of the Urban Hamilton Official Plan (UHOP); • Crerar Drive at the intersection of Stone Church Road East functions as a midblock collector road connecting the local internal neighbourhood road network to the external arterial road, with a right-of-way width of 26.213 metres up to Street ‘A’. The remainder of Crerar Drive is classified as a local road and shall match the existing width of Crerar Drive (± 20.12 metres). A reduced 9.60 metre x 9.60 metre daylighting triangle at the northwest corner of Stone Church Road East and Crerar Drive is supported; • Street ‘A’ is classified as a local road with a right-of-way width of 20.12 metres. Confirmation that the proposed temporary turnaround will be constructed at the west end of Street ‘A’ is required. 4.57 metre x 4.57 metre daylighting triangles at the northwest and southwest corners of the intersection of Crerar Drive and Street ‘A’ is required; • Several traffic calming and transportation management measures are required: <ul style="list-style-type: none"> ○ The Traffic Calming section of the TIS identified placement of two speed cushions along Crerar Drive. The owner is required to contribute \$6 K per speed cushion; and, ○ Detailed pavement markings, traffic signs and traffic signal plans are required for bicycle lanes and transit stops along Stone Church Road East, southbound and northbound left turn lanes on Brigade Drive and Crerar Drive, centre median islands, and school crossing guard crosswalks. The ultimate crosswalk location(s) shall be confirmed once the Crerar Drive extension is open and children’s walking patterns are determined; 	<ul style="list-style-type: none"> • Detailed design of the condominium blocks (Blocks 2 and 3 on the Concept Plan attached as Appendix “F” attached to Report PED21221) will be addressed at the future Draft Plan of Condominium and Site Plan Control stages.
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	<ul style="list-style-type: none"> • Sightline analysis and advisory statements to prospective purchasers are required for driveways proposed along Crerar Drive. TIS approval is required prior to approval of the on-street parking plan to address sightline issues and separation from intersections; and, • The proposed cul-de-sac at the south end of Cyprus Drive does not meet current City standards; however, a modified cul-de-sac with carriageway dimensions of the existing Dolphin Court, complete with a 1.5 metre clear width municipal sidewalk, can be supported. 	
Alectra Utilities Corporation	<ul style="list-style-type: none"> • Advised that the Developer needs to contact their Engineering Design Department to facilitate development. The developer shall be responsible for the cost of installation, relocation, modification, or removal of hydro facilities. In order to prepare a design and procure the materials required to service this site in a timely manner, a minimum of six months notification is required. 	<ul style="list-style-type: none"> • This requirement is addressed as Condition No. 39 of Appendix “H” attached to Report PED21221.
Canada Post	<ul style="list-style-type: none"> • Owners / developers are required to notify purchasers of Centralized Mailbox locations; and, • Provided their requirements for the Centralized Mailbox locations. 	<ul style="list-style-type: none"> • This requirement is addressed as Condition No. 40 of Appendix “H” attached to Report PED21221.
Canadian Radio & Telecommunication Commission (CRTC) and Bell Canada	<ul style="list-style-type: none"> • Requested that as a condition of final approval, the owner agrees that should any conflict arise with existing facilities, the Owner shall be responsible for the relocation of such facilities or easements at their own cost. 	<ul style="list-style-type: none"> • This requirement and standard conditions from CRTC are addressed as Condition Nos. 41 - 43 of Appendix “H” attached to Report PED21221.
Enbridge Gas Inc.	<ul style="list-style-type: none"> • Requested that as a condition of final approval, the owner is required to provide the necessary easements and/or agreements required for the provision of gas services for this project, in a form satisfactory to them. 	<ul style="list-style-type: none"> • This requirement is a Standard Condition of Draft Approval.

Public Consultation		
	Comment	Staff Response
Development Layout and Approved Crerar Neighbourhood Plan Road Network	<ul style="list-style-type: none"> • The Neighbourhood Plan identifies the completion of Crerar Drive as a ring road with connection to Cyprus Drive to provide access to Crerar Neighbourhood Park and Crerar Natural Open Space. The proposal consists of private condominium roads which essentially cut off the northern and southern parts of the Crerar Neighbourhood; and, • One area resident appreciates that Cyprus Drive will not be a through street, to help maintain low traffic volumes. 	<ul style="list-style-type: none"> • In lieu of a public roadway to complete the public connection through the west side of the neighbourhood, a walkway is proposed through the City-owned strip of land adjacent to the northeast portion of the site from the sidewalk along Cyprus Drive to the internal sidewalk through the medium density residential lands (Block 3 on the Concept Plan attached as Appendix “F” to Report PED21221), and an easement will be established along the internal sidewalk to grant public access through Block 3 to Crerar Drive, which are addressed as Condition Nos. 25 and 28 of Appendix “H” attached to Report PED21221.
Built Form and Density	<ul style="list-style-type: none"> • The Neighbourhood Plan designates the subject lands as “Single and Double”, which would allow development of 30 to 40 single detached dwellings along public roads. The proposal is for 221 new dwelling units, which is excessive density in a neighbourhood consisting of predominantly single detached dwellings; • The lot coverage of the proposed dwellings and private streets, along with the proposed zoning modifications for setbacks, is excessive, with little landscape and green area to allow for stormwater infiltration, or to minimize impacts on adjacent properties; and, • The perimeter of Crerar Neighbourhood is developed with several higher density residential uses and community facilities/services with direct access to arterial roads. 	<ul style="list-style-type: none"> • The neighbourhood contains a mixture of low and medium density developments and community facilities/services. The medium density residential lands (Block 3 on the Concept Plan attached as Appendix “F” to Report PED21221) gain access to a collector road (Crerar Drive) and a minor arterial road (Stone Church Road East) via local roads (Crerar Drive and Street ‘A’) with a small number of low density residential dwellings located on that portion of the roads. The proposed development would not be out of character with the existing context. The proposed zoning modifications are discussed in Appendix “E” attached to Report PED21221, focusing on compatibility of the proposed development with surrounding uses and the general intent and purpose of the Zoning By-law.

<p>Setbacks Abutting Dolphin Place Rear Lot Lines</p>	<ul style="list-style-type: none"> • There are concerns with the proposed interior side yard setback of 1.2 metres abutting the rear property lines of Dolphin Place and whether this is considered compatible development. Requested that a minimum 6.0 metre setback be provided, and that the “T” configuration of common element condominium enclave (Block 2 on the Concept Plan attached as Appendix “F” to Report PED21221) be reconfigured. 	<ul style="list-style-type: none"> • The initial proposal had provided a minimum side yard of 1.2 metres. In response to these concerns, the Applicant has agreed to increase the proposed setback to 2.4 metres, as included in the proposed Zoning By-law Amendment attached as Appendix “C” to Report PED21221. Compatibility has been discussed in greater detail above.
<p>Traffic and Parking</p>	<ul style="list-style-type: none"> • There are concerns that the existing neighbourhood streets are narrow and insufficient to accommodate existing traffic, and there is existing traffic congestion in the surrounding road network; • The new Crerar Drive connection from Stone Church Road East will benefit the proposed private development and will exacerbate existing traffic and parking issues along the entrance roads to the neighbourhood and with bussing and student population around the existing school and the accumulation of snow windrows; • There are concerns with connecting Crerar Drive to Stone Church Road East inviting through traffic into this area of the neighbourhood; • There are concerns that parking from the proposed development will overflow onto the adjacent roadways, as the development provides two tandem parking spaces per unit (garage and driveway). Residents are concerned that garages will be used for storage instead of the parking of vehicles; and, • There is concern that more vehicles will generate more pollution. 	<ul style="list-style-type: none"> • Revisions to the Transportation Impact Study, prepared by NexTrans Consulting Engineers and dated August 2021, will provide for signalization of the Crerar Drive and Stone Church Road East intersection. Traffic calming and transportation management measures will be provided along the extension of Crerar Drive to improve overall traffic operations within the neighbourhood. These revisions are addressed as Condition No. 35 of Appendix “H” attached to Report PED21221; • The new Crerar Drive connection from Stone Church Road East will benefit the entire Crerar Neighbourhood by providing an additional and safe access to Stone Church Road East as was envisioned through the Crerar Neighbourhood Plan; and, • The proposed zoning by-law regulations require 1.25 parking spaces plus 0.25 visitor parking spaces per unit. The current requirement is for 1.3 parking spaces and 0.3 visitor parking spaces per dwelling unit. The Transportation Impact Study - Addendum, prepared by NexTrans Consulting Engineering and dated August 2021, concludes that the proposed development will meet the requirements for both resident and visitor parking. The proposed parking ratio is sufficient to meet the needs of future residents and visitors. Warning clauses regarding the use of garages for the parking of vehicles will be addressed through conditions of the future Draft Plan of Condominium approvals. Opportunities to support alternative modes of transportation through development is encouraged.

<p>Significant Woodland and Surrounding Trees, Agricultural Lands, and Wildlife</p>	<ul style="list-style-type: none"> • One area resident appreciates that a sizable portion of land being dedicated as a naturalized area, noting that area forms part of the Eramosa karst and the exposed rock and overall forested landscape is rare to see in an urban setting and makes Crerar Neighbourhood unique; • Residents have inquired if pedestrian access will be provided to the wooded area; • The proposed development will remove existing vegetation from Crerar Neighbourhood, and there is concern with blasting or other forms of rock removal within the bedrock; • A Butternut (tree #132) in good condition is located within the building envelope and is identified for removal upon approval from MNRF. Butternuts are endangered species protected under the <i>Endangered Species Act</i>; • Several significantly large Bur Oaks, including one (tree #12) that is 114 cm DBH and approximately 275 years old in good condition, are located straight off the end of Cyprus Drive, and residents wonder why they are proposed to be removed and further measures aren't being taken to protect them; and, • The woodlot and surrounding agricultural lands support wildlife habitat. 	<ul style="list-style-type: none"> • A 1.15 ha portion of the existing woodlot is being preserved as Significant Woodland and will be dedicated to the City. As the remaining woodlot will be preserved in its natural state, pedestrian access will be discouraged. The woodlot being maintained is contiguous with the existing Crerar Natural Open Space and will support habitat for wildlife. Opportunities to further preserve any existing natural features will be explored during the detailed design stage; • Butternut is regulated under the <i>Endangered Species Act</i> (2007), which is under the jurisdiction of the Ministry of Environment, Conservation, and Parks (MOECP), and requires to be assessed by a qualified Butternut Health assessor which is addressed as Condition No. 21 of Appendix “H” attached to Report PED21221; • The Geotechnical Investigation, prepared by Landtek Limited and dated September 4, 2020, notes that the dolostone / limestone bedrock will require the use of more unconventional, heavier excavation equipment such as a rock chisel/breaker or a rock-ripping (tiger teeth-fitted) excavator bucket, particularly as the competence of dolostone / limestone bedrock tends to improve very quickly with depth. The dolostone / limestone bedrock is expected to remain relatively stable at near vertical slopes for short periods of time. Blasting has not been proposed; and, • As shown in the Tree Management Plan, prepared by Adesso Design and dated August 13, 2021, the Bur Oaks are on City owned lands and are proposed to be removed as a retaining wall is proposed within the root zone. The Forestry and Horticulture Section is in a position to approve the Tree Management Plan, subject to minor revisions.
<p>Schools</p>	<ul style="list-style-type: none"> • There are no public or private schools in this neighbourhood. 	<ul style="list-style-type: none"> • This matter is under school board jurisdiction. It is noted Guido de Brès Christian High School is located east of the subject lands.

Perceived Loss of Property Values	<ul style="list-style-type: none"> The proposed development will lower the value of homes in the area. 	<ul style="list-style-type: none"> The City is not aware of any empirical evidence to support this claim.
Safety and Crime	<ul style="list-style-type: none"> An increase in population will result in an increase in crime. 	<ul style="list-style-type: none"> It is important that development be properly designed to create safe conditions, and to note that increases in population density does not directly correlate to an increase in crime. Effectively reducing opportunities for crime is achieved through implementing Crime Prevention Through Environmental Design (CPTED) principles. The proposed development achieves these principles by providing opportunities for natural surveillance and visually legible and intuitive means of access as well as defined distinctive public and private property. In this regard, it is important that access to the Significant Woodland be discouraged by means of fencing.
Light Pollution	<ul style="list-style-type: none"> Concerns that the proposed development would create light pollution detrimental to night sky views. 	<ul style="list-style-type: none"> Site Lighting Plans will be required as conditions of Site Plan Control and shall be prepared in accordance with Section 3.9 of the City of Hamilton’s Site Plan Guidelines, which applies standards to ensure minimum light spill over onto adjacent properties.
Public Notice Sign and Circulation Area	<ul style="list-style-type: none"> Residents were concerned that as of February 25, 2021, the public notice sign hadn’t been posted on the subject lands; and, Residents were concerned that the notification radius is insufficient to provide notice to all affected property owners of the Crerar Neighbourhood. 	<ul style="list-style-type: none"> In accordance with the requirements of the <i>Planning Act</i> and the Council Approved Public Participation Policy, notice is sent within a 120 m radius of the site and a Public Notice Sign was posted on the property on February 26, 2021 notifying that a complete Application had been received.
Gated Condominium Property	<ul style="list-style-type: none"> An entrance gate is proposed across the driveway to the proposed common element condominium enclave (Block 2 on the Concept Plan attached as Appendix “F” to Report PED21221) to restrict public access to the property. 	<ul style="list-style-type: none"> The proposed common element condominium will be developed as private property. The proposed access gate will be reviewed during the future Draft Plan of Condominium and Site Plan Control stages to address any public safety issues.

<p>Construction Activities</p>	<ul style="list-style-type: none">• Residents in the area of Dolphin Place, Durrell Court, and Cyprus Drive have endured construction (i.e. mud and debris on the roadways) for several years and request construction vehicles access this development area via Stone Church Road East; and,• There are also concerns that grading activities may cause damage to adjacent fences and dwellings or their foundations.	<ul style="list-style-type: none">• To mitigate impacts of construction activities during development of the site, plans or procedures for dealing with issues concerning dust control is addressed as Condition No. 8 of Appendix "H" attached to Report PED21221 and will be further reviewed at the Site Plan Control stage; and,• The Geotechnical Investigation, prepared by Landtek Limited and dated September 4, 2020, notes that the dolostone / limestone bedrock will require the use of more unconventional, heavier excavation equipment such as a rock chisel/breaker or a rock-ripping (tiger teeth-fitted) excavator bucket, particularly as the competence of dolostone / limestone bedrock tends to improve very quickly with depth. The dolostone / limestone bedrock is expected to remain relatively stable at near vertical slopes for short periods of time. Blasting has not been proposed.
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