

1065 Paramount Drive, City of Hamilton – Second Submission Response Matrix

File No: ZAC-23-006, UHOPA-23-005
Submitted by: Arcadis Inc. on behalf of Mikmada Homes
Agent: Arcadis
Date: September 12th, 2023

The submission response matrix addresses the following commenting letters and emails received for the first submission made on November 18th, 2022 and deemed complete on December 13th, 2022:

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The following studies will be included with most recent submission:

Technical Report/Drawing	Prepared by:
Traffic Impact Study and Transport Demand Study	Paradigm
Geotechnical Study (April 27, 2022)	Soil-Mat Engineers and Consultants
Pedestrian Level Wind Study	SLR
Rendering	KNYMH
Conceptual Site Plan	Arcadis
Architectural Design Site - Site Plan (turning plan) - Underground Parking Plan - Elevation Drawings	KNYMH Architects
Functional Servicing/Storm Water Management Report	Arcadis Inc.
Watermain Hydraulic Analysis	Arcadis Inc./Aquacom
Hydrogeological brief	Within Geotechnical--
Archeological Study Approval	The Archaeologists Inc.
Tree Protection Plan (November 17, 2022)	Adesso
Draft Plan of Condominium	To be provided at Site Plan Application
Open House Response Summary No. 1	Arcadis
Open House Response Summary No. 2	Arcadis

The following departments have no comments and therefore will not be included within the comment matrix:

- Built Heritage/Cultural Heritage Landscapes
- CDSB

#	Development Planning (Letter from James Van Rooi)	Consultant Response
1	<p>Staff request further justification indicating how the proposal promotes and supports design which enhances and respects the character of existing neighbourhoods refer to the Neighbourhood goals above with specific focus on policies E.3.1.4 and E.3.1.5.</p> <p>There are existing dwellings along Paramount Drive that have 4-5 metre setbacks from the shared property line/street line, staff request that the two townhouse blocks at the northern end (currently setback at 3.53 and 3.94 metres) of the site be pulled away from the street line to allow for a 4-5 metre setback.</p>	<p>Please refer to Section 4 of the Planning Justification Addendum Report ("PJA") for further justification of why the subject lands are an opportune location for residential intensification conforming to policies E.3.1.4 and E.3.1.5. The layout of the proposed development with the higher density residential building situated in the north-west corner, surrounded by stacked townhouse blocks ensure compatibility with the neighbouring built form, while intensifying the lands at an appropriate scale.</p> <p>There are no residential dwellings along the western side of Paramount Drive, therefore there are no setbacks to maintain along the streetscape. The two townhouse blocks at the northern end of the subject lands are currently setback at 3.0 & 3.5 metres, from the stairs to the townhouse buildings. The actual building is setback approximately 5.3 and 6.9 metres from the property line.</p>
2	<p>Staff do have comments with respect to the Function and Scale policies noted above. With regards to Design, the multiple dwelling is not above 12 storeys, however, staff recommend Policy E.3.6.7. b) be implemented by reducing the height of the multiple dwelling or through the use step backs to improve transition and scale from Paramount Drive. Staff also request a Visual Impact Assessment to assess the views from different sections of Paramount Drive and from Albion Estates Park.</p>	<p>As recommended The proposed apartment building has been revised to provide step backs above the third, fifth, sixth and seventh storeys, which will improve the transition and scale along Paramount Drive in line with Policy E.3.6.7.</p> <p>A Visual Impact Assessment may be required in support of a development application to demonstrate that the location, massing and height of a proposed building will not have a significant impact on important public views and vistas of urban and natural landscapes (emphasis added) The UHOP notes that examples of significant vistas include the panorama of the Niagara Escarpment, Hamilton Harbour and the Downtown skyline, while examples of views include significant historic buildings,</p>

		<p>established streetscapes, and natural heritage features.</p> <p>As such, we are of the opinion that a Visual Impact Assessment is not required as the proposed apartment building is less than 12 storeys, there are no significant historical or public buildings in the area nor is the subject lands in visual proximity to the Niagara Escarpment etc. The subject lands are a pocket of vacant lands that are adjacent to existing schools and residential areas and represents an excellent location for infill development which minimizes impact to the surrounding community.</p> <p>However, to illustrate character or adjacent or contextual streetscape as viewed by the public at eye level, renderings have been included as part of the submission that illustrate the different viewpoints along Paramount Drive.</p>
3	<p>In reviewing against UHOP policy E.3.6.7 f), staff note that the definition of 'sensitive land use' includes institutional uses. Staff have concerns with the height/massing of the proposed 8 storey building adjacent to Billy Green Elementary School, in particular, the kindergarten outdoor play area of Billy Green Elementary School. Staff recommend a reduction in building height and/or step backs to reduce shadowing on this area.</p>	<p>As recommended by staff, the updated Architectural Set now proposes building step backs at the to the apartment building to improve the transition to the Billy Green Elementary School. Additionally, the interior side yard setback and landscaped area has been increased by 1.5m. The proposed interior setback is now 7.5m which is greater than the required setback for dwelling groups under the RM3 zone of the Stoney Creek Zoning By-law 3692-92.</p> <p>The updated Sun/Shadow Study demonstrated that the proposed development continues to meet and exceed the City's guideline in terms of continuous sun on the school yard, especially during the times when school is in session (September to June). However, cognizant of the community's discussions, Arcadis has engaged in discussions with the Hamilton Wentworth District School Board if they would entertain an alternate area for the kindergarten play area north of the existing play area,</p>

		while the current play area would be created into a butterfly garden or similar.
4	Staff also request a Wind Study to assess and recommend any necessary mitigation measures for potential impacts of this proposed development on wind conditions in pedestrian areas.	An updated Wind Study has been included within the most recent submission and discussed in section 6.5 of the PJA.
5	Development Planning staff are supportive of maintaining the access/walkway from Paramount Drive to St. Paul's Elementary School. The draft Zoning By-law needs to be updated to zone this strip of land to reflect the intended use. Development Planning staff suggest the Conservation/Hazard Land (P4) Zone under Zoning By-law No. 05-200. Furthermore, Development Planning staff suggest additional discussions with Public Works at the UHOPA/ZBA stage to determine ownership/design requirements for this pathway prior to finalizing the width of this pathway.	As requested, the walkway will be dedicated to the City of Hamilton as a part of this application. We are of the opinion that the existing "Institutional" zone is appropriate as the walkway is neither conservation lands nor hazard lands.
6	Staff request a Traffic Impact Study with a parking review to confirm that adequate parking is provided for the proposed development.	A revised Traffic Impact Study and Parking Justification has been included with the submission and is discussed in section 6.3 of the PJA.

#	Urban Design (Letter from Edward Winter)	Consultant Response
1	<p>Improve transition around 8-storey building with stepping back the top portion and improve the site setback along the north & west property lines to better address shadow, landscaping, and pedestrian amenity space.</p>	<p>As recommended by staff, the updated Architectural Set now proposes an increased north side yard setback and building stepbacks for the apartment building. The side yard setback along the northern boundary of the subject lands have been increased from 6.0 metres to 7.5 metres, providing an increased distance and a wider landscaping strip from Billy Green Elementary School and the proposed 8-storey building. The apartment building will include stepbacks above third, fifth, sixth and seventh storeys, which will result in improved shadowing conditions onto Billy Green Elementary School.</p> <p>Currently, the Sun/Shadow Study has demonstrated that the proposed development meets and exceeds the City's guideline in terms of continuous sun on the school yard, especially during the times when school is in session (September to June). However, cognizant of the community's discussions, Arcadis has engaged in ongoing discussions with the Hamilton Wentworth District School Board to provide an alternate fenced in area for the kindergarten classes north of the existing building, while the current playground would be cleared and replanted with a butterfly garden.</p>
2	<p>Improve site layout south side of 8-storey building to permit landscaping and a more comfortable pedestrian area / sidewalk adjacent to the north vehicle entrance</p>	<p>As recommended by staff, the landscaped area south of the building has been revised to include a ground floor terrace facing Paramount Drive and a landscaped area and walkway north of the driveway creating a comfortable pedestrian area. Further design of this area will be part of the detailed design during the site plan approval stage.</p>

3	Improve end elevations of the town houses so they offer more visibility, and visual interest especially at ground level	Please refer to the proposed renderings which display the visual interest from ground level. Elevations have been updated in line with revisions to built form.
4	The site plan drawing does not include the footprint of neighboring dwellings or the adjacent school	Please refer to updated site plan that include neighboring footprints of dwellings existing city owned lands and the Billy Green Elementary School.
5	The setback from the 8-storey building to the school yard/park appears undersized and may not provide adequate space for landscape/amenity space and accommodations for shadow impacts.	<p>As discussed earlier, the side yard setback along the northern boundary of the subject lands have been increased from 6.0 metres to 7.5 metres, providing an increased distance and a wider landscaping strip between Billy Green Elementary School and the proposed 8-storey building. Please refer to the Landscape Concept Plan. A cross section of the interface between the proposed apartment building and Billy Green Elementary School has been included as Figure 4-2 of the PJA.</p> <p>An updated Sun/Shadow Impact Study has been included as part of this submission.</p>
6	The northern-most private road placement and townhome configuration do not afford a yard between the 8-storey building and sidewalk – it is recommended to revise in order to provide greater separation from building to road providing a comfortable pedestrian environment and permit landscaping.	A 2.0 metre sidewalk and a landscaped area is now shown in front of the apartment building. The wider walkway will provide a comfortable pedestrian walking environment allowing for two-way movement on the walkway.
7	Confirm if the garbage staging area is for both the 8-storey building as well as for the town houses.	The waste staging area is proposed for the building and the 4 storey stacked townhouses. It is anticipated that the 3.5 storey townhomes will have individual waste collection. Further details for waste collection will be detailed during the Site Plan approval process.
8	Confirm what the object is on the north end of the 4-stall parking island.	It is a mechanical louvre for underground parking. Typically, they are 200mm above grade
9	The 8-storey building does not provide a meaningful transition to the street, or adjacent school neighbor. Stepping-back the top section would create a better transition at the street and improve	As recommended by staff, building step backs is now proposed for the north side of the apartment building adjacent to Billy Green Elementary School, and on the east face of the apartment building adjacent to Paramount

	sunlight access to pedestrian areas.	Drive. Please see discussion addressing Urban Design comment 1, 2 and 5 above.
10	The side elevations of the town home buildings are largely blank faces and should receive additional architectural features to provide scale and rhythm, especially at the ground floor level	Noted, to be refined at SPA
11	Prime areas of consideration should be the planting and trees at the street, and the treatment along the park to the west, and the central pedestrian space created between the stacked town houses	The landscape concept plan proposes a double row of trees along Paramount Drive, which will enhance the pedestrian realm and provide a better transition in scale. Large to medium canopy deciduous trees are proposed along the park to the west, this will increase the canopy cover between the development and the park, while maintaining visual permeability and foster informal surveillance. The landscape treatment of the central pedestrian space between the stacked town houses includes upgraded decorative paving, ornamental deciduous trees, open lawn and seating to provide residents with an informal amenity space which promotes outdoor use.
12	Mid-block connections and the treatment of the existing pedestrian path should be integrated to the overall landscape concept design	The landscape plan shows enhanced landscape planting and incorporates landscape furniture such as seating and bike racks along pedestrian paths to create a cohesive environment which fosters pedestrian activities.

#	Engineering Review – Letter from Matt Bigness	Consultant Response
Water Servicing – Information Provided by Public Works – Hamilton Water		
1	The maximum day domestic water usage for the development, based on the population-based approach, has been calculated as 7.56 L/s for the multiple dwelling building and 42 stacked townhouse units, and 1.96 L/s for 60 stacked townhouse units. These calculations are acceptable	The water demand has been revised using the City's updated guidelines and provided in the Watermain Hydraulic Analysis (WHA).
2	The required fire flow (RFF) has been calculated as 9000 L/min (150 L/s) for the multiple dwelling building and 6300 L/min (105 L/s) for the largest townhouse building, using the Ontario Building Code (OBC) Fire Protection Water Supply Guideline.	The required fire flows for the proposed development using the OBC Fire Protection Water Supply Guideline have been updated and provided in the Watermain Hydraulic Analysis (WHA).
3	These calculations were based on a building footprint of 1380 m ² , a building height of 28.5 m, a water supply coefficient of 23, and a spatial coefficient of 1.1 for the multiple dwelling building, and a building footprint of 640.5 m ² a building height of 9.5 m, a water supply coefficient of 23, and a spatial coefficient of 1.4 for the townhouse building	The RFF calculations have been revised and provided in the WHA.
4	Please note that the building floor area, building height, building materials, occupancy and exposure distances should be checked to be compliant with the RFF calculations at the site plan approval and building permit stages.	The revised RFF calculations have been reviewed together with the updated site plan and provided in the WHA.
5	The City's target available fire flow (AFF) for multi-residential land uses is 150 L/s.	Noted.
6	To determine the approximate static pressure of the watermain, and collect calibration data for hydraulic modelling, a two-hydrant	A hydrant test was conducted by Aquacom on May 22, 2022. The test results were used for the model calibration

	flow test(s) should be conducted at the closest municipal hydrants by the proponent through a licensed private contractor	and provided in the WHA.
7	A watermain hydraulic analysis (WHA), identifying the modelled system pressures at pressure district level under various boundary conditions and demand scenarios, will be required to support the zoning bylaw/official plan amendment application and future site plan approval applications	A Watermain Hydraulic Analysis (WHA) has been prepared and provided. The system pressures under various boundary conditions and demand scenarios were identified in the report.
8	Please contact Winston Wang (winston.wang@hamilton.ca) for access to the City's current water model. Please contact Udo Ehrenberg (udo.ehrenberg@hamilton.ca) to confirm the required boundary conditions prior to commencing the hydraulic analysis. Please copy the development coordinator on all correspondence.	A hydraulic model was provided by Udo Ehrenberg of the City on March 1, 2023 and the model was used for the hydraulic analysis.
Sanitary Servicing		
1	FSR/SWM Report, Section 2.3. 2.7 pp/unit for the townhouse- 2 bedrooms. Please provide the source of the data.	The population densities have been updated to follow the City of Hamilton population densities by land use (pp/unit).
2	The FSR does not provide the requested design sheet update (refer to the attached FC comments), and it is understood that the development will result in at least 17 L/s of the flow increase, which account for 40% of the downstream sewer. Therefore, HW cannot support the development unless a downstream sewer capacity analysis is provided for review.	Based on the updated population densities and site statistics the development will result in a 12.16L/s increase to the sanitary sewer. The downstream sanitary analysis has been attached to the FSR/SWM package in Appendix C. .
Minor Storm Servicing		
1	Per the FSR/SWM Report, the stormwater will be controlled within site to the 5-year design storm of pre-development condition. It is understood that the flow will be less than planned, and the downstream municipal sewer will benefit from the on-site control. Therefore, HW does not have comments on this development regarding the minor stormwater servicing. HW will defer the review of the on-site control facility to the Engineering Service.	Noted.

Source Water Protection		
1	As a condition of approval to the satisfaction of Director, Hamilton Water, Source Water Protection would require a Hydrogeological Brief conducted by a qualified professional (P.Eng, P.Geo) that discusses soil/groundwater conditions to properly characterize potential dewatering needs. This brief should discuss seasonal high groundwater levels, excavation depths, dewatering calculations (on a L/s and L/day basis), and if dewatering is required, groundwater quality sampling to compare against Sewer Use Bylaw criteria. The majority of these information requests can be provided if the applicant requires a geotechnical report to support the development without duplication of effort	Noted.
2	As information, in order to comply with City of Hamilton Sewer Use Bylaw standards and Temporary Sewer Discharge Permit requirements, discharge location (manhole ID), peak dewatering rate (L/s), and representative water quality will be required. It is recommended to consult with the Superintendent of Environmental Monitoring and Enforcement Group within Hamilton Water as early as possible in the approval process, given that additional review may be required by Hamilton Water to verify the wastewater system could accept the quantity and/or quality of the discharge. Email sewerusebylaw@hamilton.ca to better understand water discharges to City infrastructure. If dewatering is expected to exceed 50,000 L/day, registration with the Environmental Activity Sector Registry or a Permit to Take Water from the Ministry of Environment, Conservation, and Parks may be required.	Noted.
3	Due to limited capacity in the sewer system among other factors, the applicant shall demonstrate that no long term dewatering (due to groundwater) will be conveyed to municipal sewer infrastructure. Foundations/subsurface structures shall be	Noted.

	designed/waterproofed accordingly.	
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#	Growth Management (Letter from Danielle Fama)	Consultant Response
1	It should be determined if there are any implications arising from Registered Plan of Subdivision, 62M-181. Staff defer to Development Planning and / or Development Engineering Approvals for further comment;	Noted.
2	It should be determined if rear yard and / or side yard easements are required for access and maintenance purposes. Staff defer to Development Planning and / or Engineering Approvals for further comment;	
3	According to information provided with the application, the intent for tenure is a Condominium. It should be confirmed if there will be one corporation or multiple corporations. Please note a PIN Abstract will be required with the submission of a future Draft Plan of Condominium application . Staff defer to Development Planning for further comment.	Noted.
4	The Owner and Agent should be made aware that the addresses / unit numbering for this proposal will be determined after conditional Site Plan approval is granted. At that time, and address will be assigned based on the location of the main residential entrance	Noted.

#	Natural Heritage (Letter from Jessica Abrahamse)	Consultant Response
1	It is important to note that the tree protection plan is not approved at this time, further information and clarification is required.	Noted. The existing walkway will be maintained, we recommend that the TPP be revisited as a part of the Site Plan Approval process.
2	Please note that written signed permission is required for the removal of tree 19. Please submit this information at your earliest convenience.	Noted. The existing walkway will be maintained, we recommend that the TPP be revisited as a part of the Site Plan Approval process.
3	Please provide further rationale as to why there is a reduction in the TPZ for the tree protection fencing for trees 35-47 and 20-32. Note that permissions are required if there is any injury proposed within the root zone of trees 35-47 and 20-32 as they are on the neighboring property	The tree protection zone along the south property boundary has been reduced in order to accommodate a pathway to maintain the access/walkway from Paramount Drive to St. Paul's Elementary School. Maintaining this pedestrian route was identified as desirable by the City and neighbourhood residents, and it's supported by the City's development planning department.
4	Based on the tree inventory list, 5 trees are required for compensation. This information is required when the landscape plan is submitted.	Noted. A detailed Landscape plan will be included during the site plan approval application.
5	It does not appear that the Tree Protection fee of \$635.00 has been submitted. Please do so at your earliest convenience.	The required Tree Protection Fee of \$635.00 has been included with this submission, under a separate cover letter.

#	Sustainable Communities (Letter from Melanie Pham)	Consultant Response
General Policies		
1	7.6.1.1 Residential development shall be permitted only when full urban services are available.	Noted. Full urban services are available for this proposal.
Residential Designation		
2	7.6.2.4 Section E.3.6 – High Density Residential of Volume 1 shall apply to lands designated High Density Residential 1 on Map B.7.6-1 – West Mountain (Heritage Green) – Land Use Plan. (OPA 85)	Noted.
Institutional Designation		
3	7.6.6.1 Sections B.3.5 – Community Facilities/Services Policies, E.3.10 – Community Facilities/Services, and E.6.0 – Institutional Designation shall apply to the lands designated Institutional on Map B.7.1-1 – West Mountain (Heritage Green) – Land Use Plan.	Noted. The walkway being dedicated to the City will remain in an “Institutional” designation.
Transportation Policies		
4	<p>7.6.8.3 A bikeway and pedestrian system to provide for the use of and safe access to open space areas and other community facilities is identified on Map B.7.6-1 - West Mountain Area (Heritage Green) - Land Use Plan. The following policies shall guide the development of the bikeway and pedestrian system:</p> <p>a) On-Street Bikeway - A bikeway shall be located within arterial and collector rights-of-way and shall be spatially separated from motorized traffic and pedestrians and paved with an approximate width of 2 metres. Any addition or deletion to this system will require an Official Plan Amendment. However, minor alterations necessary to improve the efficiency of the system will not require an amendment to the Plan.</p>	Noted. There are no alterations to the existing bikeway proposed as a part of this application.

#	Transportation Review (Letter from Bart Brosseau)	Consultant Response
Transportation – Official Plan Amendment		
1	Transportation Planning can support the Official Plan Amendment UHOPA-23- 005 as the proposed development can be supported by the surrounding road network without concerns.	Noted.
Transportation – Zoning By-law Amendment		
2	Transportation Planning can support the Zoning By-law Amendment ZAC-23-006 as the proposed development can be supported by the surrounding road network without concerns	Noted. The surrounding road network is capable of supporting the proposed development
Transportation Impact Study Requirements		
3	<p>A Transportation Impact Study (TIS) is to be submitted to the satisfaction and approval of the Manager, Transportation Planning. The Transportation Consultant is to provide a proposed scope for review and approval by Transportation Planning prior to commencement of the study.</p> <p>a. All email correspondence is to have the City development application number (UHOPA-23-005 & ZAC-23-006) and municipal address (1065 Paramount Drive)</p> <p>b. Full guidelines can be found at https://www.hamilton.ca/developproperty/policies-guidelines/traffic-impact-study-guidelines</p>	A TIS dated September 2023 is provided for review and comment with the application in keeping with the approved Terms of Reference approved by the City in March 2023.

	<p>c. The Transportation Consultant is to contact the planner on file, to obtain the approved developments in the study area.</p> <p>d. The Transportation Consultant is permitted to use other TIS reports for background developments. They are to calculate their own trip generation and use no other data from the reports.</p> <p>e. The City may have useable traffic volume counts available for purchase. The traffic consultant is to contact trafficops@hamilton.ca.</p> <p>f. Any analysis within the TIS must use the existing signal timings. Optimized signal timings are permissible only when existing timing analysis is also provided in the review. For information on existing traffic signal timings contact trafficops@hamilton.ca.</p>	
Transportation Demand Study Management & Transit Oriented Design – Measures Required		
<p>4</p>	<p>The following TDM and TOD measures are required:</p> <p>a. Provide short-term bicycle parking within the property limits as per the City of Hamilton Zoning By-Law 05-200 for the proposed land use type. Residential Multiple Dwelling five (5) short-term bicycle parking spaces.</p> <p>b. Provide long-term bicycle parking that is secure and shielded from the elements as per the City of Hamilton Zoning By-Law 05-200 for the proposed land use type. Residential Multiple Dwelling 0.5 per dwelling unit x 197 dwelling units = 98.5 round down 98 long-term bicycle parking spaces are required</p>	<p>Bicycle parking is detailed on site plan.</p> <p>Adjustments to the site’s bicycle parking supply (location and quantity) can be made at SPA.</p>
Special Conditions of Future Site Plan Approval		

5	As a Special Condition of Site Plan Approval, prior to the application for any building permits, a letter certifying the design of the parking garage ramps shall be required, to be provided and signed by a Licensed Architect or Engineer, to the satisfaction of the Manager, Transportation Planning.	Noted. This will be determined at Site Plan Approval.
6	As a Special Condition of Site Plan Approval, prior to the application for any building permits, the Applicant/Owner must certify that the path/sidewalk to the school is to remain accessible to the school, to the satisfaction of the Manager, Transportation Planning.	Noted. Pathway is detailed on the site plan and is to be dedicated to the City of Hamilton.
Site Plan – Future Requirements		
7	The Applicant/Owner must maintain the path to the school along the south portion of the property.	Noted. Pathway is detailed on the site plan and is to be dedicated to the City of Hamilton.
8	5.0 metres x 5.0 metres visibility triangles must be provided for each driveway access. They must be illustrated, dimensioned and identified on the site plan. Visibility triangles are between the driveway limits and the ultimate property line (right-of-way limit). No object or mature vegetation can exceed a height of 0.6 metres above the corresponding perpendicular centreline elevation of the adjacent street.	Visibility triangles are detailed on the site plan.
9	The underground garage ramp shall have a maximum grade of 10%, with transitions at the top and bottom of the ramp. The transitions shall be for a minimum of 7.5 metres at a maximum of 5% grade.	Noted. Ramp design to be certified by a Licensed Architect or Engineer
10	As per City standards, the driveway accesses must be 7.5 metres wide at the property line. The internal road can be reduced to 6.0 metres on private property.	Driveway width a property line is dimensioned at 7.5 m at the property line. All internal drive aisles measure at least 6.00 m in width.

11	A turning plan must be illustrated on the site plan, demonstrating how large trucks will maneuver in and out of the site without any limitations.	This will be confirmed at the Site Plan stage.
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#	Waste Review (Letter from Diane Butterworth)	Consultant Response
1	A multi-residential building which will require front-end bin service for collection of garbage, recyclable containers, recyclable papers, and organic waste.	Waste Pick up Staging allows for Front End loading on surface
2	The stacked townhouses will require front-end garbage bin service and cart collection for recycling and organic material.	Waste Pick up Staging allows for Front End loading on surface
3	<p>The development is not serviceable as currently designed. Additional information is required to determine the proposed waste collection method for the development.</p> <p>Multi-Residential Building (197 units, 8 storey)</p> <ul style="list-style-type: none"> The site plan does illustrate a waste chute system for the building. Large multi-residential buildings are required to have a waste separation system that includes three separate chutes, one for the separate collection of recyclable containers, recyclable papers, organic waste, and garbage. The chute for recyclable material must be equipped with a bi-sorter to divide material into fibres and containers. Additional information shall be provided on the proposed method to collect the four waste streams. The chute system will require appropriate safety measures and shall be restricted from public access. 	Building Floor Plans indicate three chute system, can be revised to two chute (bi-sorters) at SPA.
4	<p>A development with 197 residential units will require sufficient waste containers to service all units as follows:</p> <ul style="list-style-type: none"> 8 front-end bin containers (3 cubic yard size) for recycling collection. Separate front-end bin containers shall be 	<p>Garbage Storage is provided per the following;</p> <p>2x 3-Yrd Organic Bins 5x 3-Yrd Garbage Bins 9x 3-Yrd Recycling Bins 10s.m Bulk Storage</p>

	<p>provided for the collection of recyclable paper materials and recyclable container materials.</p> <ul style="list-style-type: none"> • 2 front-end bin containers (2 cubic yard size) for organic waste collection. • 5 front-end bin containers (3 cubic yard size) for compacted garbage. 	
5	<p>The site plan does not indicate the location or dimensions of the internal waste storage area for the building. The internal waste storage area for the building must be sufficiently sized to store the required waste containers based on the number of dwelling units in the building. A building with 197 residential units will require an internal waste storage room that is 85 m², which includes the space required to store the waste containers and 10 m² of space to store bulk waste and cardboard.</p>	90S.M provided in underground inclusive of 10s.m for bulk storage
6	<p>The site plan illustrates a waste staging area but does not provide the dimensions of the staging area to temporarily store the front-end bins on the waste collection day. The staging area for the building requires at least 5 m² of space for each front-end bin container</p>	44s.m staging area provided per site plan
Waste Loading Area		
7	<p>The proposed waste loading area for the building requires a vertical clearance of 7.0 metres</p>	Waste area is outdoors
8	<p>The site plan indicates the size of the waste loading area is 3.5 metres wide by 13 metres long, which meets the City's requirements.</p>	Noted
9	<p>The loading area for each building must permit one of the following options for waste collection vehicle(s):</p> <ul style="list-style-type: none"> • A turnaround area allowing for a maximum three-point turn of not more than one truck length; • An area which the waste collection vehicle may drive through in a continuous forward motion. 	.3 point turn method is proposed.

	<p>Information is missing concerning the proposed travel route for the waste collection vehicles. The proposed travel route for the waste collection vehicles must allow the vehicles to move in a continuous forward motion. The travel route requires the following information:</p> <ul style="list-style-type: none"> • The size of the waste vehicle shall be illustrated; • The plan illustrates a 13-metre turning radii from the centre line for all internal roads which meets the City's requirements. • The site plan illustrates a 6-metre route access width from the centre line for all internal roads which meets the City's requirements. • Access routes shall have a minimum overhead clearance of 4.4 metres 	Please refer to drawings prepared by Paradigm.
Site Plan Waste Collections Comments		
10	<p>An internal storage room that is ventilated, rodent-proof and separate from the living space with adequate space to hold the waste containers required for the building. The storage room must comply with the Ontario Building Code. Waste containers for collection of recyclable materials, organic waste and garbage must be placed near one another in a clean and well-lit location.</p>	Noted.
11	Chutes will have lock-out and washing mechanisms.	Noted
12	If a garbage compactor is proposed, it will be inaccessible to residents	Noted
13	<p>If an external garbage enclosure is proposed, it shall include the following requirements:</p> <ul style="list-style-type: none"> • Enclosure for a single front-end garbage bin – clearance width of 4.25 metres • Enclosure with two gates for two front-end garbage bins – clearance width of 8.5 metres • The outside gates of the garbage enclosure shall swing open 135 degrees 	No external enclosure is proposed

	<ul style="list-style-type: none"> The garbage enclosure shall have free and clear overhead access with a minimum of 7.0 metres of overhead clearance. 	
14	<p>Loading and staging area shall meet the following requirements:</p> <ul style="list-style-type: none"> Minimum loading area size requirements is 3.5 metres wide by 13 metres long The loading area must have a vertical clearance of at least 7 metres throughout The staging area requires at least 5 m² of space for each front-end bin container The staging pad shall be at grade or not more than 1.0 metres above the loading area The loading and staging area shall be in an area which avoids potential conflicts with pedestrian or vehicle traffic 	Noted
15	<p>Access roads shall meet the following requirements:</p> <ul style="list-style-type: none"> Internal roads must have a minimum width of 6.0 metres for two-way traffic or 3.0 metres for one-way traffic Internal roads must have a 13 metre turning radii from the centre line. Access routes have a maximum grade of 8% Access routes have a minimum overhead clearance of 4.4 metres 	Noted
16	The road base over a supported structure must support of minimum of 35,000 kilograms and 6,000 kilograms point load.	Noted
17	The loading area shall be constructed with a minimum of 0.02 metres of reinforced concrete.	Noted
18	Road layout must be designed to allow continuous forward movement of the collection vehicles exclusive of parking spaces and/or stored snow. The anticipated movement of the waste collection vehicle must be shown on the site plan using AutoTURN or other similar software.	Please refer to drawings prepared by Paradigm.
19	The collection area must be designed to allow a waste collection	Noted

	vehicle to drive forward onto the site, collect the waste, and exit without the need to back up onto a municipal road. The internal roadway towards the collection area must be level (i.e. +/-2%), and the same width as the collection area at minimum.	
20	No parking and other required traffic safety signage must be posted along the access route.	Noted.
Stacked Townhouse Buildings – Waste Specifics		
21	<p>Information is not provided on the proposed method to collect waste materials from the development. A development with 102 residential units will require waste containers to service all units as follows:</p> <ul style="list-style-type: none"> • At least 24 recycling carts. Each recycling cart requires a minimum storage space of 1.1 m² • At least 13 organic waste carts. Each green cart requires a minimum storage space of 0.53 m² • 12 front-end bin containers (3 cubic yard size) for uncompacted garbage collection. Each front-end bin requires a minimum storage space of 5.0 m². 	Noted. Please refer to the underground plan for the waste storage area for the proposed apartment building and stacked townhouses. The 3.5 storey townhouse will be curbside pick-up.
22	The Stacked Townhouse Buildings will require a fully enclosed shared waste storage area which can be a dedicated room attached to the building, a dedicated room within a parking structure, or a fully enclosed accessory structure. The site plan is missing information regarding the shared waste storage area. The shared waste storage area must be sufficiently sized to store the required waste containers based on the number of residential units.	Please refer to the underground plan for waste storage area
23	Access to the shared storage area must be convenient for all dwelling units with no occupant having to travel more than 100 metres on a round trip.	Please refer to the underground plan and Site Plan, which shows the dimensions of the shared water collection area.
24	The site plan does not include information concerning the location or size of the external waste storage area which is	Please refer to the proposed Site Plan, prepared by Arcadis.

	required to determine if the enclosure is sufficiently sized to contain the required front-end bin containers, recycling carts and organic waste carts for all Stacked Townhouse Buildings.	
25	The site plan must show how front-end bins for the Stacked Townhouse Buildings will be moved to the loading area for collection.	Bin will be moved using tractor same as 8 storey building
26	<p>The site plan does not illustrate a separate waste loading area and staging pad for the Stacked Townhouse Buildings. The Applicant is required to clarify if the intent for the Stacked Townhouse Buildings is to share the loading area and staging pad illustrated for the Multi-Residential Building to receive front-end bin collection services. The sharing of facilities will be contingent on the following:</p> <p>The site plan must clearly indicate that the Stacked Townhouse Buildings will be using the Multi-Residential Building's loading area and staging pad.</p> <p>That the staging pad is large enough to accommodate the front-end containers for all buildings being proposed to use it at the same time.</p> <p>The waste loading area must be 3.5 metres wide by 13 metres long.</p> <p>The waste loading area requires a vertical clearance of 7.0 metres.</p> <p>The loading area must permit one of the following options for waste collection vehicle(s):</p> <p>A turnaround area allowing for a maximum three-point turn of not more than one truck length;</p> <p>An area which the waste collection vehicle may drive through in a continuous forward motion.</p>	Waste Staging and Loading Area is shared between the Apartment and 4 storey stacked townhouses.

27	<p>Information is missing concerning the proposed travel route for the waste collection vehicles. The proposed travel route for the waste collection vehicles must allow the vehicles to move in a continuous forward motion. The travel route requires the following information:</p> <ul style="list-style-type: none"> • The size of the waste vehicle shall be illustrated; • The plan illustrates a 13-metre turning radii from the centre line for all internal roads which meets the City's requirements. • The site plan illustrates a 6-metre route access width from the centre line for all internal roads which meets the City's requirements. • Access routes shall have a minimum overhead clearance of 4.4 metres 	Overhead clearances are not required as staging areas are located outside.
28	The site plan must include a location adjacent to the road for the curbside collection of recycling carts and organic waste carts which meets the space requirements set out in this Memorandum.	Please refer to the Site Plan, prepared by Arcadis.
29	Common piles for waste collection are not permitted in new developments.	Noted
Stacked Townhouse Site Plan Specifics – Waste Collection		
30	An internal storage room that is ventilated, rodent-proof and separate from the living space with adequate space to hold a front-end bin container for garbage and the appropriate number of carts. The storage room must comply with the Ontario Building Code. Recycling carts, green carts, and garbage containers must be placed near one another in a clean and well-lit location which is accessible for residents.	Please refer to the underground plan
31	A curbside set out area within the property line for recycling carts and green carts with adequate space to hold all carts on the waste collection day. Carts must not be set out on sidewalks	Please refer to the underground plan for the waste storage area for the proposed apartment building and stacked townhouses. The 3.5 storey townhouse will be curb-side pick-up.

32	<p>If an external garbage enclosure is proposed, it shall include the following requirements: Enclosure for a single front-end garbage bin – clearance width of 4.25 metres Enclosure with two gates for two front-end garbage bins – clearance width of 8.5 metres The outside gates of the garbage enclosure shall swing open 135 degrees The garbage enclosure shall have free and clear overhead access with a minimum of 7.0 metres of overhead clearance.</p>	An open outdoor waste staging area is proposed.
33	<p>Loading and staging area shall meet the following requirements: Minimum loading area size requirements is 3.5 metres wide by 13 metres long The loading area must have a vertical clearance of at least 7 metres throughout The staging area requires at least 5 m² of space for each front-end bin container The staging pad shall be at grade or not more than 1.0 metres above the loading area The loading and staging area shall be in an area which avoids potential conflicts with pedestrian or vehicle traffic</p>	This will provided at detailed Site Plan Stage.
34	<p>Access roads shall meet the following requirements: Internal roads must have a minimum width of 6.0 metres for two-way traffic or 3.0 metres for one-way traffic Internal roads must have a 13 metre turning radii from the centre line. Access routes have a maximum grade of 8%. Access routes have a minimum overhead clearance of 4.4 metres</p>	Please refer to the Site Plan, prepared by Arcadis.
35	The road base over a supported structure must support of minimum of 35,000 kilograms and 6,000 kilograms point load.	Noted.
36	The loading area shall be constructed with a minimum of 0.02 metres of reinforced concrete.	Noted.

37	Road layout must be designed to allow continuous forward movement of the collection vehicles exclusive of parking spaces and/or stored snow. The anticipated movement of the waste collection vehicle must be shown on the site plan using AutoTURN or other similar software.	Noted.
38	The collection area must be designed to allow a waste collection vehicle to drive forward onto the site, collect the waste, and exit without the need to back up onto a municipal road. The internal roadway towards the collection area must be level (i.e. +/-2%), and the same width as the collection area at minimum	Noted.
39	No parking and other required traffic safety signage must be posted along the access route.	
40	Information concerning the City's requirements for waste management services for new developments is available in the "City of Hamilton Solid Waste Requirements for Design of New Developments and Collection". Each user of this document is responsible for ensuring they are referencing the current version. This document is available as Appendix 20 at the following link: https://www.hamilton.ca/develop-property/policies-guidelines/site-plan-guidelines	Noted.
41	Change of Service Notice: On June 3, 2021, the Ontario Ministry of Environment, Conservation and Parks approved the regulation under the Resource Recovery and Circular Economy Act, 2016 that will make producers responsible for blue box programs as part of the Province's full producer responsibility framework. The Province is also proposing to make amendments to Regulation 101/94: Recycling and Composting of Municipal Waste to sunset municipal obligations to run blue box systems after transition to full producer responsibility (ERO #019-2579). Subject to the potential changes in the future Blue Box Program as directed by the Province, the City of Hamilton cannot confirm that it will be the recycling service provider for this development upon the completion of City of Hamilton's Blue Box program transition, which is anticipated to occur in 2025.	Noted.

	Please contact the undersigned if further information regarding City waste management service is required.	
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#	Cultural Heritage (Letter from Chloe Richer)	Consultant Response
Archaeology		
1	<p>The subject property meets two (2) of the ten criteria used by the City of Hamilton and Ministry of Heritage, Sport, Tourism and Culture Industries for determining archaeological potential:</p> <p>1) In the vicinity of distinctive or unusual landforms; and, 2) In areas of pioneer EuroCanadian settlement.</p> <p>These criteria define the property as having archaeological potential. Accordingly, Section 2 (d) of the Planning Act and Section 2.6.2 of the Provincial Policy Statement apply to the subject application.</p> <p>A Stage 1 and 2 archaeological assessment report (P124-0179-2022) has been submitted to the City of Hamilton and the Ministry of Citizenship and Multiculturalism. While the Provincial interest has yet to be signed off by the Ministry, Staff concur with the recommendations made in the report, and the archaeology condition for the subject application has been met to the satisfaction of municipal heritage planning staff. Staff request a copy of the letter from the Ministry when available</p>	<p>A letter from the Ministry of Citizenship and Multiculturalism (formerly Ministry of Heritage, Sport, Tourism and Culture Industries) dated March 30, 2023 received confirming that the Stage1/2 Archaeological report has been entered in the Ontario Public Register of Archaeological Reports.</p> <p>A copy of their letter is included for the City's records as part of the resubmission.</p>

#	Public comments #1 from February 2023	Consultant Response
	<p>The public comments received in February of 2023 have been consolidated below. Individual topics and themes have been identified to outline and address main concerns. Main concerns include but are not limited to a loss of character (i.e., in regard to density and height), increased traffic congestion, safety (i.e. from construction, increased population, and traffic), and servicing and infrastructure capacity. Detailed comments can be found apart of the Open House Summary 1 as part of the submission.</p>	
Character		
1	<p>The proposal is unprecedented and does not respect the existing character nor is consistent with the surrounding environment. As the character of the neighbourhood is described as a “small community” and a “mature and established community”, the residents believe that the high-density urban proposal does not apply to the suburban nature and there is nothing similar in Stoney Creek.</p>	<p>The Urban Hamilton Official Plan (UHOP) Section B-Communities provides specific design guidelines for the urban area of the City including lands within the West Mountain Area Secondary Plan. Being within an urban area, urban design goals contained within Section B3.3.1 are referenced which promote creating unique spaces that are in areas supported by transit and are pedestrian oriented. The Citys’ Urban Design Goals promote intensification that “<i>makes appropriate and innovative use of sites and is compatible in form and function to the character of the existing neighbourhood</i>”. The existing neighbourhood is largely residential. The application proposes to provide residential intensification within a vacant parcel of land that is located on a designated Collector Road within 350m (4-5 min walk) to Mud St., a designated Major Arterial Road. Built forms within the proposed concept site plan are located and organized on the site to minimize impacts on neighbouring buildings and sensitive spaces.</p> <p>As recommended by City Planning Staff, modifications to the proposed apartment building have been made to incorporate step backs on the north and east elevations to soften massing, improve transition and improve sun/shadow impacts.</p>

		<p>An updated Urban Design Brief has been submitted with this application that speaks to urban design policy direction found within the UHOP. Please refer to the Urban Design Brief for further discussion regarding built form, streetscape, massing and height and landscape design.</p>
2	<p>A comment was made in regard to Policy 1.1.3.4 of the PPS that it is extremely inappropriate to put the proposed building types in the centre of a mature neighbourhood and that it is "completely unacceptable" to put 3 storey stacked townhouses adjacent to single family homes. Specifically, a comment was made that the PJR contradicts Section 3.3.1 of the UHOP stating that "High Density housing is to be on the outskirts of the community, not on the Interior which is exactly where it is being proposed".</p>	<p>Section 1.1.3.4 of the PPS, 2020 states that, "<i>Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.</i>"</p> <p>The proposed application is tested to avoid risks to public health and safety, the application is supported by technical reports as required by the City through the planning process. The subject property is not located on lands subject to any natural hazards or man-made hazards that would pose a risk to public health. A construction management plan will be required as a part of the site plan approval process which will address appropriate traffic and construction safety measures that will mitigate construction conflicts with the existing neighbourhood and vehicle and pedestrian traffic.</p> <p>Section 3.3.1 of the UHOP provides flexibility for the locations of low density and higher density dwelling forms noting that land uses should generally follow this direction, however the policy does not prohibit higher density forms being located more interior in a neighbourhood, rather the UHOP provides additional criteria to ensure that high density residential uses are "<i>located in safe and convenient walking distance of existing and planned community facilities/services including public transit, schools and active or passive recreational facilities</i>" (Chapter E, Section 3.6.4 of the</p>

		<p>UHOP)</p> <p>The proposed development is located on a designated collector road that is serviced by transit (Route 11, and 43), is across the street from commercial services and adjacent to 2 elementary schools, and the Albion Estates Park. Several community services are located within a 6 min (750m) walk including Hamilton Fire Station No. 17, Heritage Green Sports Park, Paramount Park and Felker Falls Conservation Area. A regional commercial centre located west of Winterberry Drive is within a 1.5 km drive from the proposed development. As such, the proposal for high density development on the subject lands conform to policies contained within Sections 3.3 – Residential Policies and Section 3.6 High Density Residential of the UHOP.</p> <p>Traffic is expected to increase by approximately 129 new AM peak hour and 144 new PM peak hour trips.</p> <p>As noted by City Staff, the surrounding road network is capable of supporting the proposed development.</p> <p>A Traffic Management Plan should be developed by the School board to address the existing operational issues and concerns with school traffic generated by the Billy Green Elementary School.</p> <p>To discourage drivers from stopping in the on-street bike lane, the city should consider adding additional protection for cyclists by buffering the bike lanes across the site's frontage.</p>
Intensification		
3	A high rise in an established neighbourhood is unreasonable as the urban boundary has been expanded by 2200 hectares. As	OPA 167 to the UHOP was approved by Council on June 8, 2022 and approved by the Minister on November 20,

	<p>“80,000 new homes are already slated for development (and currently underway) in Elfrida, which is in addition to the very large new developments adjacent the Eramosa Karst and along Rymal Road”, there are concerns that the area cannot support increase the proposed development.</p>	<p>2022.</p>
4	<p>A comment was made that Policy 1.1.2 of the PPS is “inadmissible as it is based on intensification targets “which shall be established through a future Amendment to the UHOP”.</p>	<p>The Ministers Modification 6 revised the policy to provide that residential intensification targets be established through future Amendment to this plan as a part of the current municipal comprehensive review and further identified that the residential intensification target is a minimum percentage.</p> <p>The modification of the policy was to permit the City to revisit the original aggressive intensification target given the expansion of the urban boundary however, the modification does not conclude that intensification is no longer desirable.</p> <p>Ministers Modification 9, 12 continue to speak to planned growth being directed through intensification throughout the Urban Area with at least 30% of the residential intensification target anticipated to occur within Neighbourhoods as illustrated on Schedule E of the UHOP.</p> <p>The PPS, 2020 supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. Review of the PPS, 2020 is done in its entirety. City and Province together through the approval of OPA 167 has ensured that sufficient land to accommodate the projected growth identified in Amendment 1 of the Growth Plan has been made available. Further Policy 1.1.2 of the PPS, 2020 requires that sufficient land shall be made available through intensification and redevelopment.</p> <p>The proposed intensification of the subject lands meets the overarching policy direction within the PPS, 2020 and Growth Plan, 2019 which promotes compact</p>

		development within built up areas, that is transit supportive, creates efficiencies in existing infrastructure and provides a range and mix of housing to assist with the current provincial housing crisis.
Urban Design		
5	The development "will affect the aesthetic of the entire area" and is an "eyesore". The building would dominate the skyline of the community.	An updated Urban Design Brief has been included in the submission that speaks to policy direction contained within the UHOP with regard to built form, streetscape, massing and height and landscape design.
6	A comment was made in reference to the UDR that "the transition between a 3 storey stacked townhouse and a single family home is not a "comfortable" transition at all".	
7	Stacked townhouses are not in alignment with the existing street. The style and height of single family homes and townhouses that are already on Paramount Drive would be aligned properly.	
Traffic		
8	There will be increased traffic congestion (e.g. gridlock at most of the intersections at Paramount Drive) especially during rush hour, as there are only two ways to enter or exit the area. The drop off and pick up times of the schools already result in traffic concerns (i.e. school busses) and there is also high traffic volume from the plaza across the street. Traffic calming measures, speed, and safety are disregarded.	As required to support the application, a Traffic Impact Study and Parking Justification assessment has been completed as part of the application. The conclusions of the updated TIS are discussed in Section 6.3 of the PJA. Additionally, the City of Hamilton requires the submission and approval of a Construction Management Plan which will mitigate conflicts with vehicular and pedestrian traffic, dust and noise. These reports will be required as a part of a future site plan approval application.
9	The flow of traffic will be exacerbated as there is only one entrance and exit on Paramount.	
10	Traffic on the Red Hill Valley Parkway and the Lincoln Alexander Parkway will increase.	
11	What are additional safety precautions for students? How will the City protect children on their walks to school, on residential roads that do not support such traffic influx?	
12	How will truck traffic move along a single lane during construction without restricting or endangering normal car traffic?	
13	The medians planted with perennials on Paramount Drive restrict the view and direction of traffic.	
14	A resident is seeking comments from the HCA regarding the use of Bruce Trail as a means to ease traffic.	
Parking		

15	The proposal does not accommodate enough parking spaces as “most people commute to and from work” and “have at least 2 cars per household, townhouses included” as “there are very few employers in the area”. Parking calculations were made by residents based on the Canadian average, and it was determined that the development would be 200 spaces short which does not take into account visitor parking.	The required Traffic Impact Study includes a Parking Justification Study to address concerns regarding the proposal to provide reduced parking. Please see the recommendations of this report for further detail
16	There concerns as to where the 200 plus cars will park (i.e. on nearby streets, the school parking lots, or the strip plaza as there is no parking on Paramount Drive, Amberwood, and Canfield). There are also parking issues due to overflow on the streets from people visiting Felker’s Falls and Paramount Park. Furthermore, there are already problems with parked cars during snow removal and concerns about garbage trucks.	However, the revised concept plan has increased the overall parking allocation for the site. Please see Section 3 of the PJA for the revisions to the concept plan. As required by the Stoney Creek Zoning By-law, 1% of the total parking stalls are to be barrier free spaces. The proposed concept plan provides the required number of barrier free spaces. A future site plan approval application will provide required detailed design for the parking areas.
17	A comment was made in reference to Policy 1.1.1 f) of the PPS that there is an insufficient number of Physically Challenged Parking spots as 37 are required but only 6 are provided, which will impact future residents as the proposal is “targeting seniors to retire there”.	
Public Transit		
18	The available public transit (HSR) on Paramount Drive is not sufficient to support the increased population as it is lengthy, the routes are extremely limited, and most people drive. The community is also not close to major job markets.	Transportation Planning has been circulated with the proposed application and their comments dated January 27, 2023 support the proposed OPA and ZBLA provided a Traffic Impact Study is completed as per their direction, and transportation demand measures providing bike parking for both short term and long term are provided as part of the development. A Traffic Impact Study is included as part of the application and short term and long term bike parking spaces proposed on the concept site plan exceed the recommendations of the City. Future site plan approval requirements have been identified and will be addressed in a future site plan approval application.

Safety		
19	The location between two elementary schools will create safety and security issues for the students. For example, "children will be in close proximity to heavy machinery and hazardous materials". There is no way to "avoid debris falling into the adjoining kindergarten playground". How will the City ensure nails and harmful objects are not entering children's school yards and surrounding walkways?	<p>The Hamilton Wentworth Catholic District School Board and the Hamilton District School Board has been circulated with the application and are in support. The HWCDSB has requested the retention of the 1.5m walkway to remain in place to provide continued access from Paramount Drive. As discussed in the PJA, the walkway is proposed to be dedicated to the City to ensure continued access in perpetuity.</p> <p>The construction site is located approximately 14.0m from Billy Green Elementary School and will be contained within construction fencing. The aforementioned submission and approval of a Construction Management Plan will detail the precautionary measures to ensure the safety of the both the construction site and the adjoining land uses is addressed.</p>
20	The traffic will pose a safety issue for the students, specifically during drop off and pick up times. Who will be liable when children are harmed?	A Traffic Impact Study has been submitted that includes a Site Visit in March 2023 to examine the traffic conditions around the school bell times.
21	There are safety concerns for pedestrians and cyclists.	<p>Paramount Drive includes sidewalks on both sides of the road, and is part of the designated on-street bikeway as shown on Map B.7.6.1-West Mountain/Heritage Green-Land Use Plan.</p> <p>Liability for road accidents will fall under the jurisdiction of the Criminal Code of Canada, RSC, 1985.</p>
22	Underground parking will create safety issues and structural damage. For example, blasting will be required as the area is rock based. Clarification regarding the material of the rock (i.e. limestone).	A Geotechnical Study prepared by Soil-Mat Engineers and Consultants has been submitted as part of this application which will be reviewed by Development Engineering.
23	There are questions as to whether existing houses and structures will be damaged during construction and who will be responsible for the damage.	The geotechnical report identifies that the area is considered very competent in terms of the excavation and

		<p>foundation requirements and provides recommendations for foundation considerations. The report notes that all excavations must comply to the Occupational Health and Safety Act and Regulations for Construction Projects.</p> <p>It is also recommended in the report that a pre-construction condition survey of the adjacent structures be conducted by the developer prior to the start of excavations.</p>
24	<p>Additional dwellings and people will result in an unsafe neighbourhood (home invasions, vehicle break-ins, and store robberies). For example, the increased population will “likely attract more criminal activity than a less populated area would” and the park will require additional security. There is a “high potential for nefarious activity and congregation of violent people / groups in the public areas, trails and nearby commercial plazas”.</p>	<p>The application proposes infilling an underutilized parcel within an area that is well serviced by emergency services.</p> <p>Additionally design strategies using the core principals of CEPTED-Crime Prevention through Environmental Design have been used to create safer spaces by strategically designing condominium owned units to face the back of the Albion Estates Park maximizing observation. Blank walls and closed spaces with no natural surveillance has been minimized throughout the proposed development thereby lessening opportunities for criminal activity.</p>
Servicing/Infrastructure		
25	<p>There are concerns whether the existing water and sewer systems would be able to support the increased density as the systems were constructed for single dwelling units (e.g. where would stormwater go). It was asked if physical testing, line pressure drops, and condition based inspections were completed. Moreover, there is an understanding from some individuals that the servicing studies have not been completed.</p>	Please refer to the revised Functional Servicing Report.
26	<p>The proposed development would possibly lead to water and sewer issues as the City already deals with them. Will the City be held accountable?</p>	
27	<p>Who will pay once the sewer, hydro, and water lines are installed?</p>	
28	<p>There are also concerns that the road infrastructure would not be</p>	A Traffic Impact Study has been submitted alongside

	able to support the addition traffic.	this re-submission.
29	Will the project cover all costs and the City assume no costs to any road rework?	
30	There are questions regarding the impact on the electrical distribution as the neighbourhood already experiences power interruptions.	The application was circulated to Alectra Utilities, who did not have any concerns.
Cultural Heritage		
31	The proposal does not recognize or protect the cultural history nor conserve or respect the existing built heritage features.	<p>The application has been circulated to the City's Cultural Heritage division. The comments received require a Stage 1 and Stage 2 Archeological Assessment report to be submitted to the City and to the Ministry of Citizenship and Multiculturalism.</p> <p>The City did not have any further comments regarding Built Heritage/Cultural Heritage Landscape.</p> <p>The required reports have been completed and have recommended that no further study is required. A letter was received from the Ministry of Citizenship and Multiculturalism dated March 30, 2023 confirming that the reports have been entered into the registry. The letter is included in this submission.</p>
Green Space		
32	There will be a loss of green space and conservation areas.	The subject lands are currently designated Institutional in the West Mountain/Heritage Green Secondary plan contains no conservation or natural heritage areas.
33	Negative consequences on Felker's Falls and the existing natural park.	
34	"There is already an influx of mountain bikes racing through sensitive nature areas and there will be even more destruction of bird and insect habitats with the amount of units being suggested"	
Landscaping		
35	In response to a comment from the UDB regarding the "south boundary being defined by residential single dwellings screened by a densely planted landscape buffer", the following comment was made, "The trees on the SW corner of the development are tall enough to provide privacy to a 3 level townhouse. However	The walkway to St. Pauls Catholic Elementary School will be dedicated to the City. Planting along the southern site boundary is not viable in order to maintain the access/walkway from Paramount Drive to St. Paul's Elementary School. Maintaining this pedestrian route was

	<p>the other 3 houses in Canfield Court that back on to the South side of the lot offer no privacy to any structure over 2 stories. Nor is there any privacy for the homes on Paramount Drive from the street facing Apartments and Stacked Townhouses. The townhouses will be looking directly into the bedrooms on Canfield Court and both the apartments and townhouses will be looking directly into the living rooms on Paramount Drive. In time, these trees will one day die and/or be removed and then there would be absolutely no privacy for any of the existing residents mentioned above".</p>	<p>identified as desirable by the City and neighbourhood residents. Where possible, the landscape concept plan proposes trees within the foundation planting along the town house southern facades in order to increase privacy between the development and rear residential yards in Canfield Court. In addition, the proposed townhouse side onto the existing rear yard to minimize the number of windows that overlook the south.</p> <p>In addition to street trees along Paramount Drive, a row of trees is being proposed within the proposed development which will increase the landscape buffer while providing adequate visual permeability to foster eyes on the street and pedestrian safety.</p>
Wind		
36	<p>The prevailing winds will blow the pollution from the construction and traffic towards the school which will result in future health concerns.</p>	<p>The prevailing winds blow mainly from the southwesterly and northeasterly directions and so, yes, winds from the latter directions have the potential to direct any construction-borne particulates toward St. Paul Catholic Elementary School. However, winds can blow from any direction and with varying intensities depending on the time of day, the day of the year, and the time of year.</p> <p>Dust, noise and construction traffic mitigation will be detailed in a Construction Management plan to mitigate these concerns.</p>
Sun and Shadow		
37	<p>The development will cast a large shadow over the school grounds.</p>	<p>As seen in the updated Architectural Set, an increased side yard setback and building step backs have been incorporated to improve the transition to surrounding context. The apartment building will include step backs above the third, fifth, sixth and seventh stories, which will result in improved shadowing conditions onto Billy Green Elementary School.</p> <p>Currently, the Sun/Shadow Study has demonstrated that</p>

		<p>the proposed development meets and exceeds the City's guideline in terms of continuous sun on the school yard, especially during the times when school is in session (September to June). However, cognizant of the community's discussions, Arcadis has engaged in ongoing discussions with the Hamilton Wentworth District School Board to provide an alternate fenced in area for the kindergarten classes north of the existing building, while the current playground would be cleared and replanted with a butterfly garden.</p>
<p>Pollution</p>		
<p>38</p>	<p>Noise and air pollution will result as construction will take several years.</p>	<p>The subject lands are underutilized lands that have been planned for development. Dust, noise and construction traffic mitigation will be detailed in a Construction Management plan to mitigate these concerns.</p> <p>OPA 167 also provides 10 directives that are consistent to the PPS, 2020 policy foundation to the efficient use and management and land to reduce greenhouse gas emissions. The directives to guide development is included in Chapter A of the UHOP. Direction #2 notes encouraging a compatible mix of uses in neighbourhoods including a range of housing types and affordability that provide opportunities. Direction #3 notes that new development should be concentrated within existing built-up areas within the urban boundary through intensification and adaptive re-use.</p> <p>The proposed development is in keeping with several directives to manage and mitigate climate change which is consistent with OPA 167 and the PPS, 2020 directives.</p> <p>Signage within the municipal ROW is the responsibility of the City. Signage is placed according to local and Provincial standards and/or requirements.</p>
<p>39</p>	<p>Idling cars from the traffic will contribute to pollution.</p>	
<p>40</p>	<p>"Sign pollution"</p>	
<p>41</p>	<p>Nothing in the proposal will reduce greenhouse emissions or protect/enhance the natural urban environment.</p>	
<p>Social, Health, and Economic Wellbeing</p>		

42	The proposal will reduce property values for current and future residents. "As many of the homeowners in the area are seniors or approaching retirement age, this would impact the significant investment and nest egg these citizens made and threaten the potential loss of hundreds of thousands of dollars from the market worth of these homes".	The subject lands are designated for development and a proposal to redesignate underutilized lands within a built up urban area is in keeping with Provincial directives and directives contained within the UHOP.
43	The proposed development is creating mental health issues and "will get progressively worse with developments like this". How will the City prevent an impact on the mental health of students and teachers due to constant noise disruption? How will the City prevent unheard fire drills, unheard lock-down protocols, or on a less severe level, simply unheard recess bells?	
44	How will the City ensure children's education will not be affected?	The application has been circulated to the respective School Boards and both boards have no additional comments. As noted in an earlier statement, the Catholic School Board has requested that the 1.5m walkway to St. Paul's Elementary School be dedicated to the City so that pedestrian access to the school can be maintained in perpetuity. The developer has agreed to dedicating the walkway to the City.
Other		
45	The schools cannot accommodate the influx of new students (i.e. strain on infrastructure and teaching staff) which will lead to a "poorer quality of life and education for students". The "overhaul of existing structures" will disrupt students and "there is a solid case to be made that the mental health and wellbeing of students will be greatly impacted by this proposal". The schools are already overflowing with portable structures to accommodate the current population. It is possible that students will have to attend other schools outside of the neighbourhood which further exacerbates traffic.	Please see the note above regarding circulation the required School Boards.
46	Residents from the adjacent community were not notified.	Notification was provided that exceeds the requirements under the Planning Act, RSO 1990.
47	There are no amenity features.	Amenity areas are now shown on the revised site concept plan and will be further detailed during the site plan approval stages.

48	Children could no longer watch how the fields grow.	Noted.
49	Are the town houses freehold or condos?	Please see the site details on the revised site concept plan that is part of the resubmission of the application.
50	Is the eight storey building rental or condo? How many units will it contain?	
51	How many actual stacked townhouses are there? How many multiple residence are there in each stacked house?	
52	Will each residence have their own parking space?	
53	What is the estimated population of this development?	
54	What is the total square footage of said property?	
55	<p>Suggestions</p> <ul style="list-style-type: none"> • 3 storey apartment building that is similar in design to the building for seniors on the corner of Paramount Drive and Mistywood • Hotel • Nursing home • Retirement centre 	Noted.
56	<p>Recent Precedents and Comparisons</p> <ul style="list-style-type: none"> • 15 Ridgeway is 5 hectares and provides a total of 105 residential units (25 single family homes and 80 three-level townhouses), which is 21 residential units per hectare of land. This development is located 6km away from Eastgate, the nearest elementary school 	Noted.

	Public Comments #2 Received in June 2023	Consultant Response
	<p>The public comments received in June of 2023 have been consolidated below. Individual topics and themes have been identified to outline and address main concerns. Main concerns include but are not limited to a loss of character (i.e. in regard to density and height), increased traffic congestion, safety (i.e. from construction, increased population, and traffic), and servicing and infrastructure capacity. Detailed comments can be found apart of the Open House Summary 2 as part of the submission.</p>	
Character		
1	<p>The area is suburban, therefore, the proposed density is not accurate.</p>	<p>Schedule A of The Urban Hamilton Official Plan (UHOP) designations these lands to be a part of the 'Urban Area'. On Schedule E, the subject lands are designated as 'Neighbourhoods', while on Schedule E-1, the subject lands are designated as 'Institutional'. The proposed OPA seeks to re-designate the subject lands to the 'Neighbourhoods' designation on Schedule E-1.</p> <p>The Neighbourhood's designation includes prescribed densities for High-Density Residential, which is a maximum of 200 units per hectare. The proposed development complies with the maximum density for High Density Residential.</p>
2	<p>How many 8 storey apartments buildings are there in Hamilton that are built within 25 feet of an elementary school? I have searched, and cannot find any? I check the Ontario Building Code and I do not see anything? I then also checked Toronto and I cannot see any 8 storey apartment building in Toronto that has been built within 25 feet of an elementary school? How is it then, that this has even been suggested?</p>	<p>As seen in Figure 4-2 of the PJA, Billy Green Elementary School is located approximately 21.3 metres (69 feet) from the proposed face of the apartment building.</p> <p>The proposed eight-storey apartment building has been revised to include a ground floor terrace and building step-backs above the third, fifth, sixth and seventh storeys to provide an appropriate height transition,</p>

		establish a pedestrian scaled streetscape and reduce the sense of overlook. The updated Sun/Shadow Study shows that the increased side setback and building steps backs further minimizes the anticipated shadows to the Community Park and the Billy Green Elementary School, especially during the times when school is in session (September to June).
Intensification		
3	How many children will be a part of the development? How will the school accommodate? The playground is already busy and may be overused.	The application has been circulated to the respective School Boards and both boards have no additional comments. As noted in an earlier statement, the Catholic School Board has requested that the 1.5m walkway to St. Paul's Elementary School be dedicated to the City so that pedestrian access to the school can be maintained in perpetuity. The developer has agreed to dedicating the walkway to the City.
Urban Design		
4	Why can't it be a mix of single-family homes?	The application proposes an appropriate form of intensification that meets the directives from the Province and in the UHOP to provide a range and mix of housing types to meet the needs of a wide variety of households.
Traffic		
5	This development is realistically adding anywhere from 500 to 650 cars to a roadway already taxed at certain times of the day.	Please refer to the Traffic Impact Study, which indicates the site generated Traffic, and the traffic during school bell times.
6	There is already heavy traffic during school drop off and pick up times, how will more traffic be accommodated? A traffic study should address these time frames and the commute to work.	
7	There are no left turn lanes	
8	How will the snowplow be accommodated in the neighborhood with the additional vehicles on the street?	
9	I would like to receive the traffic study for the periods of 6:00 am to 9:00 am, 10:00 am to 3:00 pm, and 4:00 pm to 8:00 pm. When will the City get copies of these studies?	
10	Request for the traffic study to show more than just the results.	

Parking		
11	The apartment building does not provide enough parking spaces based on the Canadian average of 2 cars per household. This is a bedroom community with the majority of the residence travelling by automobile to get to work from 16 to 70 km and chose this area because of the proximity to the expressway/highway access. Surrounding houses are multigenerational and have many cars including for the kids. Do the houses with garage also have driveways?	<p>A traffic study has been prepared and is part of the complete application. The study will be reviewed by City Staff.</p> <p>Refer to Section 6 in the traffic impact and parking study for details on the site's parking supply vs the forecast parking demand.</p>
Public Transit		
12	People within the community do not use public transportation and there is limited access to rest of Hamilton within a reasonable timeframe. The assumption that the residents of this proposed development will opt to take mass transit to work is "foolish and flawed at best". An accurate traffic study would show that it takes over an hour and a quarter just to get to the downtown core using mass transit.	A traffic study has been prepared and is part of the complete application. The study will be reviewed by City Staff.
Safety		
13	There are concerns with damages to nearby homes during construction, specifically if the blasting of bed rock is required for the underground parking.	A Geotechnical Study prepared by Soil-Mat Engineers and Consultants has been submitted as part of this application which will be reviewed by Development Engineering.
14	During the construction phase, will there be 24 hour in person surveillance on the property? Furthermore, what safety precautions will be in place to protect the children going to and returning from the two elementary schools? Traffic lights, four way stop signs, crossing guards paid for by the developer?	<p>The geotechnical report identifies that the area is considered very competent in terms of the excavation and foundation requirements and provides recommendations for foundation considerations. The report notes that all excavations must comply to the Occupational Health and Safety Act and Regulations for Construction Projects.</p> <p>It is also recommended in the report that a pre-construction condition survey of the adjacent structures be conducted by the developer prior to the start of excavations.</p>

		As part of a Condition of Site Plan Approval, a Construction Plan may be requested that will inform construction truck routes, phasing, street cleaning, maintenance and minimizing building debris
15	Privacy concerns due to the height of the buildings	<p>Where possible, the landscape concept plan proposes trees within the foundation planting along the town house southern facades in order to increase privacy between the development and rear residential yards in Canfield Court. In addition, the proposed townhouse side onto the existing rear yard to minimize the number of windows that overlook the south.</p> <p>As recommended by City Staff, the proposed apartment building has been revised to provide step backs above the third, fifth, sixth and seventh storeys, which will improve the transition and scale along Paramount Drive in line with Policy E.3.6.7.</p>
Servicing/Infrastructure		
16	Why are the homes so close to the road along Paramount Drive?	The two townhouse blocks at the northern end of the subject lands are currently setback at 3.0 & 3.5 metres, from the stairs to the townhouse buildings. The actual building is setback approximately 5.3 and 6.9 metres from the property line. Bringing the homes closer to the road along Paramount Drive is to maintain the streetscape and create an active pedestrian realm.
17	In the revised plan to the City, as the City/Developer is developing a proper walkway to and from St. Paul School which will be maintained by the City, believe that the City/Developer should also do the same for Billy Green Elementary School as that is the School that will be most impacted from any type of development (considerably more so than St. Paul School). This walkway is used by the kindergarten to get to and from class as well as by many students to get out to the Basketball courts, Playground and Play area. Who upkeepes the dedicated pathway?	The walkway between Billy Green Elementary School and the subject lands are owned by the City.

Green Space		
18	Where is the provided green space?	All stacked townhouses have roof-top amenity areas. In addition, there is abundance of green space in the surrounding area to service the proposed residents.
Wind		
19	I am told that to be accurate, wind studies are done over a period of time. I would like to see the wind study for Spring, Summer, Fall and Winter. When will the City get copies of these studies?	<p>The wind study was conducted per the City of Hamilton Development Application Guidelines Wind Study document, which calls for the results to be presented for the "Summer" (May through October) and "Winter" (November through April) seasons. The spring and fall seasons are notably encompassed within those two seasonal definitions.</p> <p>Furthermore, the study was conducted using 30 years of meteorological wind data from John C. Munroe International Airport and so it is expected that the wind conditions presented in the report will be reasonable representations of the real-world wind conditions in the near future. For further information please refer to section 6.5 of the accompanying addendum.</p>
Sun and Shadow		
20	The mental wellbeing of the children in the school will be impacted by the ongoing and distracting construction as well as the shadows on the school grounds.	As seen in Figure 4-2 of the PJA , Billy Green Elementary School is located approximately 21.3 metres (69 feet) from the proposed face of the apartment building.
21	The shadow study does not show development over neighbouring houses, just the school. Concerns with impacts to gardens.	
		The proposed eight-storey apartment building has been revised to include a ground floor terrace and building step-backs above the third, fifth, sixth and seventh storeys to provide an appropriate height transition, establish a pedestrian scaled streetscape and reduce the sense of overlook. The updated Sun/Shadow Study shows that the increased side setback and building steps backs further minimizes the anticipated shadows to the Community Park and the Billy Green Elementary School,

		especially during the times when school is in session (September to June).
Pollution		
22	Is there a noise study for the construction and can it be accessed?	A Noise Study was completed as part of the first submission.
23	The noise will disrupt the students	
24	Industrial chemicals have been used on the meadow without warning which resulted in children requiring medical care.	
Phase 1 and 2 ESAs were completed as part of the first submission.		
Social, Health, and Economic Wellbeing		
25	What is the detrimental impact on the property values of the homes within the 200m of this site? Has the City of Hamilton done a study and will our taxes be adjusted?	The subject lands are designated for development and a proposal to redesignate underutilized lands within a built up urban area is in keeping with Provincial directives and directives contained within the UHOP.
26	Construction will impact the mental health of the children.	
Other		
27	Your motive for holding these meetings concerns me since you claim they are not a requirement. When this goes to the OMB are these meetings going to be used as an argument that you tried to appease the residents?	Under the Planning Act, RSO 1990 any materials submitted as part of a planning application will be considered public information and is available to be reviewed by any interested parties.
28	Why did you limit the notice to residents living within 200m of the development? This proposal is going to impact everyone well beyond that distance and especially the parents of children living beyond 200m but having children attending one of the two schools	Notification requirements within Ontario are determined by the Planning Act. Guidelines require direct notification for residents in this case within 120 meters of the development site. The notification boundary was exceeded at 200m for this application.
29	The process has not been collaborative	
30	<p>Suggestions</p> <ul style="list-style-type: none"> • Removal of the 8-storey building • Replacement of townhouses (consider R3 Zone) • A playground should be added on site and/or other greenspace areas • Add a playground on site • Development should have a more traditional look 	Noted.

31	<p>The degree of noise alone will be traumatic, never-mind how noise will impact learning and compromise focus. The construction of this project exposes children to not only noise pollution, inhalation of air-borne debris and dust, but also places children in close proximity to heavy machinery and hazardous materials. How will the city ensure nails and harmful objects are not entering our children's school yards and surrounding walkways? How will the city ensure our children's education will not be effected? How will the city prevent impact on the mental health of students and teachers due to constant noise disruption? How will the city prevent unheard fire drills, unheard lock-down protocols, or on a less severe level, simply unheard recess bells? Who will be liable when our children are harmed?</p> <p>Following proposed construction, our children's view outside classroom windows will no longer be sky and nature. Their view will be obstructed by brick and peering eyes. When constructing high-rise buildings, privacy of the neighboring yards are protected, yet the protection of our children's privacy is not considered.</p> <p>I heard a statement of 'increased eyes brings increased safety', yet sex trafficking is an epidemic in Ontario. How will the city prevent the access to our children? How will the city ensure our children, our most vulnerable population, is not placed at-risk due to greed of monetary gain. Which in turn ironically, is the incentive that perpetuates the sexual exploitation of children.</p> <p>The moral questions I've raised are the more disturbing to me. Is the city prepared to take ownership and accountability for the risk-of-harm posed to such young lives? How will a society respond to the lack of regard of our children's safety? Who, within the board of city decision-makers, will be legally liable when a child's life or</p>	<p>A Noise Study was submitted in November 2022, which concluded that there were no significant impacts as a result of the proposed development.</p> <p>Appropriate building permits will be applied for to permit the construction of the building.</p> <p>The application has been circulated to the respective School Boards and both boards have no additional comments. As noted in an earlier statement, the Catholic School Board has requested that the 1.5m walkway to St. Paul's Elementary School be dedicated to the City so that pedestrian access to the school can be maintained in perpetuity. The developer has agreed to dedicating the walkway to the City.</p> <p>Refer to city representative for further guidance on respective matters.</p>
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	<p>a child's innocence is stolen due to greed? Should negligence of the city prevail and a child suffer at the hands of such neglect, the concerns are here, they are documented and they will be pursued.</p>	
32	<p>Lack of inclusiveness - why did the city do the bare minimum until the meeting was held to inform the community? As taxpayers, when an oversized building is being proposed and the majority of the community is not informed the optics are very bad and it showed by the sentiment in the meeting.</p> <p>What city commitments were provided to the project owners and consultants prior to spending capital on survey and geo studies etc? I ask this as there appears to be a lot that went on before the community knew anything about this. This type of process is not inclusive and goes against the morals we expect as tax payers. We are taxpayers and deserve respect from our local government. Secretly informing only the minimum amount of people is not what we expect at all. We expect better than the minimum.</p> <p>Where is the timeline of events and milestones to the rezoning application and project plan? Did not see anything on that during the meeting just guesses</p>	<p>Notification requirements within Ontario are determined by the Planning Act. Guidelines require direct notification for residents in this case within 120 meters of the development site. The notification boundary was exceeded at 200m for this application.</p>