

## Community Consultation – Responses to Questions Received from Webinar

**\*Note: Based on the comments and questions received from the community and the comments from City staff (only partial comments have been received to date), the project team and owner are working on revisions to the proposed development.**

**To balance the input from the community and City staff, the owner is refining the project at 354 King Street West. In response to the feedback received:**

- the project is being adapted to be more inclusive and will now feature market-rate residential units which will appeal to a broad cross-section of the Hamilton community. The changes under consideration do not impact the proposed 12-storey hotel.**
- Although the height of the proposed residential apartment building remains unchanged at 25 storeys, the overall density will be decreased through a decrease in units and bedrooms. These proposed units will be 1- and 2-bedroom units (exact unit count and bedroom breakdown TBD).**
- Additional step-backs on the south and west sides of the project reduce the overall floor plate size for the tower to the City's preferred 750 square meter range.**

**These changes better align the project with the King Street West Corridor Planning guidelines, the tall building design guidelines, and with the parking requirements under the TOC-1 zone with the decrease in units/unit size/number of bedrooms. Note that with the pivot away from the exclusively student residence use, balconies are now expected to be part of the design.**

**The project team is currently working on preparing revised architectural drawings and updating all reports to reflect these changes (i.e. traffic study, shadow study, etc.). These updated drawings will be available on the project website once completed.**

**Please note that the referenced changes have evolved as the project team reviewed the community comments, and addressed the many questions received. As such, the responses below to the questions/comments submitted based on the building design presented in the webinar may already be dated in some instances. The project web site will provide an updated summary of the project statistics as the design is completed and those statistics become available.**

	Name	Question	Response
<b>Traffic</b>			
1.	Wayne MacPhail (SSD)	Strathcona residents are aware that a lot of traffic cuts through the neighbourhood during the afternoon and early evening hours. The Vrancor traffic study is based on computer traffic models, but there was no on-the-ground field study to determine the actual current traffic patterns and density. Why not? How can the Vrancor study be acceptable in the absence of accurate site-specific validation?	<p><b>Paradigm:</b> The Traffic Study used existing traffic count provided by the City of Hamilton. For intersections without sufficient traffic data provided by the City, counts in 2019 were completed by Paradigm. The Traffic Study is based on existing traffic data counts for the analysis (i.e. field studies).</p> <p>In terms of future traffic patterns, based on input received from the City of Hamilton a modified roadway network was developed that consisted of:</p> <ul style="list-style-type: none"> <li>• King Street West from Margaret Street to Ray Street North will have one (1) westbound traffic lane and one (1) eastbound traffic lane.</li> <li>• Due to the alignment of the LRT, eastbound traffic on King Street West will be required to turn right and travel southbound on Ray Street North;</li> <li>• King Street West from Ray Street North to Queen Street North will have one (1) westbound traffic lane on the north side;</li> <li>• No left turns will be permitted into or out of the development from King Street West;</li> </ul> <p>The traffic assignment for the development takes into consideration the altered road network will have implications on existing traffic patterns.</p>
2.	Wayne MacPhail (SSD)	Is Vrancor/GSP aware of the number of vehicles that currently travel eastbound and westbound along Peter and Napier Streets? Have they actually been counted at that location?	<p><b>Paradigm:</b> Paradigm completed a traffic count in 2019 at Napier Street and Pearl Street, two-way Volumes along Napier Street, are 65 vehicles during the weekday AM Peak Hour and 95 vehicles during the weekday PM peak hour.</p>
3.	Wayne MacPhail (SSD)	Drivers do seek alternate routes due to the significant queuing of vehicles on Queen St. North backing up from King St. West all the way to Napier, Peter and occasionally to York. Vehicles seeking alternate routes westward turn right on Napier and Peter especially in the p.m. peak hours. These vehicles try to get to King St West on Ray, Pearl and Locke Streets. The Transportation Study does not identify and quantify the impact on the Strathcona community of this existing situation.	<p><b>Paradigm:</b> Vehicles diverting to Market Street and Napier Street to avoid the King Street intersection was not apparent during a field visit in 2019. Based on the 2019 traffic counts completed by Paradigm, the volumes tend to agree within these observations as the southbound right turning volume from Queen Street onto Napier Street is 28 vehicles while Queen Street at Market Street is noted to be 12 vehicles during the weekday PM peak hour. The volumes do not indicate vehicles are seeking an alternative route to the west to by-pass the intersection of King Street and Queen Street.</p> <p>However, as this is an existing issue identified by the Strathcona community, further review by the City of Hamilton is suggested to confirm the level of inflill traffic occurring and review potential traffic management measures if warranted. This will be reflected in an updated transportation study.</p> <p>The diagrams illustrate traffic counts at two intersections:</p> <ul style="list-style-type: none"> <li><b>Left Diagram (Queen Street &amp; Napier Street):</b> Shows traffic counts for Queen Street (vertical) and Napier Street (horizontal). Queen Street counts: 28 (left), 865 (right), 41 (left), 934 (right), 0 (top), 917 (bottom). Napier Street counts: 7 (right), 29 (down), 36 (right), 48 (right), 15 (left), 23 (left), 38 (left), 43 (left).</li> <li><b>Right Diagram (Queen Street &amp; Market Street):</b> Shows traffic counts for Queen Street (vertical) and Market Street (horizontal). Queen Street counts: 12 (left), 853 (right), 54 (left), 902 (bottom). Market Street counts: 11 (right), 32 (left), 43 (left), 24 (right), 61 (right), 23 (left), 7 (right), 17 (down).</li> </ul>

	Name	Question	Response
4.	Wayne MacPhail (SSD)	Vrancor's Transportation Impact and Traffic Demand Management (TDM) study does not have research to examine how additional vehicles will move through Strathcona when the buildings are occupied. How do you plan to address street traffic on the narrow roads in the surrounding area?	<p><b>Paradigm:</b> The existing local area intersections within the neighbourhood that will see the largest increase in traffic is Ray Street at Market Street. The Traffic Impact Study noted that with the expected increase in traffic, there is a no significant increase in delay. The intersection is still projected to operate with acceptable operations. In terms of traffic north of the study area. The development will add 10-20 two-way vehicle trips to these roadways. With the expected increase in traffic to the Strathcona community, other stop-controlled intersections within the neighbourhood, such as Peter Street and Pearl Street will not have the operations of these intersections changed by this low increase in additional traffic.</p> <p>We are currently looking into potential traffic calming measures along Market Street to discourage development traffic from navigating the neighbourhood to the west.</p>
5.	Wayne MacPhail (SSD)	In Section 5.3 - Queue Assessment, the study looked at predicted queue lengths — line-ups of cars —but limited the study to the closest 'unsignalized' intersections beside 354 King. From real-life experience we know that traffic already gets backed up along Queen St. North, particularly in the afternoon rush hour. The Paradigm Study also expects this intersection to degrade from Level of Service B to LOS D (failing grade) during the weekday morning rush. Why is the signalized intersection at Queen and King omitted from the queue assessment?	<p><b>Paradigm:</b> The queue analysis for the signalized intersection of King Street West and Queen Street North is contained in Appendix G of the Transportation Impact Study. The future 95th percentile queue estimates (i.e. 5% chance of exceeding) with build-out of the development for the southbound approach at King Street West and Queen Street North is projected at 60 metres during the weekday AM peak hour, 69 metres during the weekday PM peak hour and, 49 metres during the Saturday peak hour.</p>
6.	Wayne MacPhail (SSD)	Re: Section 5.2.2 of the Transportation Study. Given the traffic congestion identified at the Ray N and King W intersection, the report acknowledges that 'drivers may seek an alternative route via Napier Street and Locke Street North'. Another heavily used alternative route follows Pearl Street North to turn onto King. Why is the effect of this on the more distant parts of the neighbourhood not considered in the Paradigm Report?	<p><b>Paradigm:</b> Based on the low volume of vehicles performing a right turn onto King Street West, a queue length no greater than 4 vehicles and a review of the SimTraffic Simulation indicating delay is most likely overstated, we do not expect a significant number of vehicle will favour an alternative route.</p> <p>The existing local area intersections within the neighbourhood that will see the largest increase in traffic is Ray Street at Market Street. The Traffic Impact Study noted that with the expected increase in traffic, there is a no significant increase in delay. The intersection is still projected to operate with acceptable operations. In terms of traffic north of the study area. The development will add 10-20 two-way vehicle trips to these roadways. The low volume increase will not have a significant impact on traffic operations north of Market Street.</p> <p>Market Street has pedestrian sidewalks on both sides of the streets and reasonable sight distances for safe operations and proper traffic control at intersections. Recognizing these conditions, the expected future traffic is not expected to create a traffic safety problem. We are currently looking into potential traffic calming measures along Market Street to discourage development traffic from navigating the neighbourhood to the west.</p>
7.	Theo Van Kooten	Additionally to question 7, there is already significant through traffic westbound on Market street during afternoon rush hour to bypass the right turn onto Queen. Frustration from backup of traffic south bound on Queen? And there have been a few fender benders between south bound Ray Street vehicles and left turning westbound from Market onto Ray (rolling through stop sign) accidents. How do you propose the City mitigate this hazard? Especially since pedestrians and bicycle should be the priority along Market Street.	<p>Market Street has pedestrian sidewalks on both sides of the streets and reasonable sight distances for safe operations and proper traffic control at intersections. Recognizing these conditions, the expected future traffic is not expected to create a traffic safety problem. We are currently looking into potential traffic calming measures along Market Street to discourage development traffic from navigating the neighbourhood to the west.</p>
8.	Wayne MacPhail (SSD)	Vrancor's Transportation Impact and Traffic Demand Management (TDM) study: <ul style="list-style-type: none"> <li>is limited to the intersections King St W &amp; Queen St N, King St W &amp; Ray St, Ray St &amp; Market St. and Driveways A,B,C &amp; D.</li> <li>projects that up to 393 new trips will be added to the area roadways during the respective peak hours.</li> <li>has an executive summary that makes reference to only "AM Peak Hour Traffic Volumes", as if that is the only important timeframe. But, a closer look at data presented for the "PM Peak Hour Traffic Volumes", indicates a significantly higher volume for the PM. (PM to AM ratios: At Queen N &amp; Market, southbound (105/88); West side at King St W &amp; Queen St N, westbound (252/125)</li> </ul>	<p><b>Paradigm:</b> Study area was confirmed with the City of Hamilton prior to commencing work. The development will add to the area roadways, 233 new trips during the weekday AM peak hour, 393 trips during the weekday PM peak hour and 111 new trips during the Saturday peak hour. The executive summary highlighted operational issues. Operational issues are not projected to occur during the weekday PM and Saturday peak hours.</p>

	Name	Question	Response
9.	Wayne MacPhail (SSD)	The Traffic Executive Summary, which is generally the only thing that is read, makes no reference to the highest peak time for traffic on Queen Street N., which is ~3:30-7:00 p.m, the afternoon commute toward the mountain. From eyewitness evidence/ lived experience the report's conclusions and recommendation are faulty or inadequate. Why was PM peak time not addressed?	<p><b>Paradigm:</b> The City of Hamilton provided the traffic count at the intersection of King Street and Queen Street. The PM peak hour is occurring from 4:45PM to 5:45PM. The Transportation Impact Assessment included this time frame as the weekday PM peak hour. Based on the analysis, operational issues are not occurring or projected to occur in the future with build-out of the development.</p> <p>The executive summary highlighted specific operational issues. The executive summary further acknowledged all other intersections (including King Street at Queen Street) are projected to operate with acceptable levels of delay and queuing with build out of the proposed development.</p> <p>See Page ii of the executive summary.</p>
10.	Wayne MacPhail (SSD)	The study area puts some emphasis on the projected driveway traffic volumes but omits the intersection of Market Street and Queen Street North, a key intersection for direct access to the development. Why was this omitted?	<p><b>Paradigm:</b> Although we cannot speak for the City of Hamilton reasoning for exclusion from the traffic study, the intersection of Queen Street North and Market Street would largely limit the development to right turn movements entering and existing through the west leg of Market Street due to the one-way system of Queen Street. As the operations of right turn movements are made more efficiently than those of left turn movements, geometric improvements or upgraded traffic control would not be considered for this intersection.</p> <p>Additionally, Paradigm has reviewed the operations at this intersection as part of neighbouring development applications and can note the intersection presently operates at acceptable levels of service.</p>
11.	Wayne MacPhail (SSD)	The City's Traffic Study Guidelines also state that "The study area should extend far enough from the development to contain all municipal and provincial roadways that will be noticeably affected by the traffic generated by the proposed development." But the Paradigm study is limited to the block immediately adjacent to the development (Queen N., King W., Market and Ray N). Why were Napier, Peter, Pearl, Queen north of Market and Locke Streets, which will all be affected by changing traffic patterns, not included in the study? Given the City's own Traffic Study Guidelines, this study is inadequate and a new study, covering a wider area and including real- world analysis, should be commissioned by Vrancor.	<p><b>Paradigm:</b> The City's Traffic Impact Study Guidelines require the terms of reference (i.e. study area) be established with the City of Hamilton to review the level of detail required, to confirm the scope, and to determine data requirements and their availability. The terms of reference for the study were established that provided the study area to be examined.</p>
12.	Wayne MacPhail (SSD)	Have you studied how the additional traffic flow generated by vehicles entering and exiting the 354 King development will affect the heavy truck traffic that travels south on Queen and turns right at King?	<p><b>Paradigm:</b> Based on input received from the City of Hamilton Queen Street North between Market Street and King Street West will have two (2) southbound through lanes plus a southbound channelized right turn lane to facilitate truck movements to King Street West. The traffic analysis in the TIS completed the operational analysis and indicates the driveway connection to Queen Street North and the southbound right turn movement at King Street West and Queen Street North will operate with acceptable levels of service.</p>
13.	Theo Van Kooten	This intersection is a major corridor for heavy industrial truck traffic heading westbound from Nicola Tesla Boulevard, (former Burlington Street) heading to the 403 highway to head westbound on the 401 highway. There is no convenient route at the west end of the city from Nicola Tesla like east end has. And then your slide 3 depiction rendering, (upper right) implies that there may be a layover cutback sidewalk section on Queen by the intersection. Not sure how idealist that planning is but considering a horrible fatality occurred between a heavy truck and pedestrian a few years ago due to that semi blind spot sidewalk spot. I would reconsider your plans for the safety of any Hotel patrons.	<p><b>GSP:</b> As part of the preliminary LRT designs and the drawings provided to us by City staff, a number of intersection and road improvements, in addition to the construction of the Queen LRT stop, were proposed at Queen Street and King Street including the a southbound channelized right turn lane. We will be discussing with City staff the implications of the halted LRT on the intersection improvements.</p> <p>See number 40 in this chart which reviews the intersection improvements at King/Queen and Queen/Napier related to the Queen Street 2-way conversion which will aid in improving pedestrian safety.</p>
14.	Wayne MacPhail (SSD)	Currently, eastbound traffic from Main Street enters the area near the building site, by travelling northbound on Locke and Pearl streets, eastbound on Peter or Napier, then northbound on Ray to Market Street, where the only	<p><b>Paradigm:</b> The conversion of Queen Street from 1-way to 2-way between Aberdeen Avenue and King Street West was started on June 8, 2020. This will is expected to improve access circulation and route selection for traffic and the overall area will be realized given the degree of accessibility that can be afforded by a two-way system.</p>

	Name	Question	Response
		entrance to the residence parking lot will be located. Have you studied how this additional "student traffic" will travel from McMaster along Main Street to Queen and King, given the limitations of one-way streets?	
15.	Wayne MacPhail (SSD)	Have you studied how many additional vehicles residents can expect to see on Locke Street North, Pearl Street North, Napier Street, Peter Street and Ray Street North between York and King?	<b>Paradigm:</b> The Parking Need Analysis concluded with the provision of 255 parking spaces, the developments parking supply will be contained on-site.
16.	Wayne MacPhail (SSD)	Where is the detailed evaluation of the existing system deficiencies, specifically the existing problem with queueing on Queen St N, and the detailed evaluation of queueing avoidance on Napier, Peter, Pearl and Locke? These are the concerns of 'neighbouring residents, businesses and other stakeholders.' Why have these stakeholders not been consulted, and since they have not, how can the report be considered valid?	<p><b>Paradigm:</b> At signalized intersections in general, green time is proportioned between the various movements. During the time while the movement is receiving a red indication, vehicles arrive and form a queue, and there is no movement. Upon receiving a green indication, the queue is discharged. Signal timing plans are designed to build queues and discharge on green with no residual queue left at the end of the green cycle. At the intersection of King Street West and Queen Street, the southbound and westbound approaches have relatively heavy movements of traffic in competing directions. Queen Street during both the morning and afternoon peak hours has 60% of the green time allocated while the remainder 40% is provided to King Street. The proportion of green time provides for balanced delays at the intersection. The operational assessment at the intersection of King Street and Queen Street concluded this.</p> <p>Queues at a signalized intersection are inevitable. A Queue length assessment at a signalized intersection measures the physical space vehicles will occupy while waiting to proceed through an intersection. It is commonly used to assess the amount of storage required for turn lanes. Due to close intersection spacing along Queen Street, vehicle queue spillback for southbound approach on Queen Street will occur. Field observations in 2019 indicated that queues generally did not extend through the Napier Street intersection and queues discharged relatively quickly at the start of a green interval. This queue was exceeded only a few times during the afternoon peak hour and observations of vehicles diverting to Market Street and Napier Street to avoid the King Street intersection was not apparent. Traffic volumes along Market Street and Napier Street support this observation.</p> <p>The queue analysis for the signalized intersection of King Street West and Queen Street North is contained in Appendix G of the Transportation Impact Study. With improvements implemented to the King Street West and Queen Street North intersection as identified by the City, the future 95th percentile queue estimates with build-out of the development for the southbound approach at King Street West and Queen Street North is projected at 60 metres during the weekday AM peak hour, 69 metres during the weekday PM peak hour and, 49 metres during the Saturday peak hour.</p>
17.	Wayne MacPhail (SSD)	How do Vrancor's plans address the requirement that "adequate internal traffic circulation, parking, loading and manoeuvring facilities and facilities for active transportation shall be accommodated on-site," as required by Hamilton's Official Plan?	<p><b>Paradigm:</b> The main access to the development for visitors is from King Street West through two driveway connections that will be limited to right turns only as King Street West is configured as one-way. As there is reduced spacing between the intersection of King Street West and Queen Street South, the easterly access was configured to provide for outbound movements to not create any operational issues along King Street West while still maintaining adequate circulation within the surface parking area. Visitors will enter the site through the westerly connection and exit through either the easterly or westerly connection.</p> <p>The main access to the development for hotel guests is from Queen Street North through a single driveway that will be limited to right turns as Queen Street North is configured as one-way. Hotel Guests will enter the development by travelling south on Queen Street North and exit the development by travelling south on Queen Street North. This portion of Queen Street, north of King Street West has also been documented as a possibility for two-way conversion. In the event conversion of this section of Queen Street North occurs, improved access circulation and route selection for hotel guests would occur given the degree of accessibility that can be afforded by a two-way system.</p>

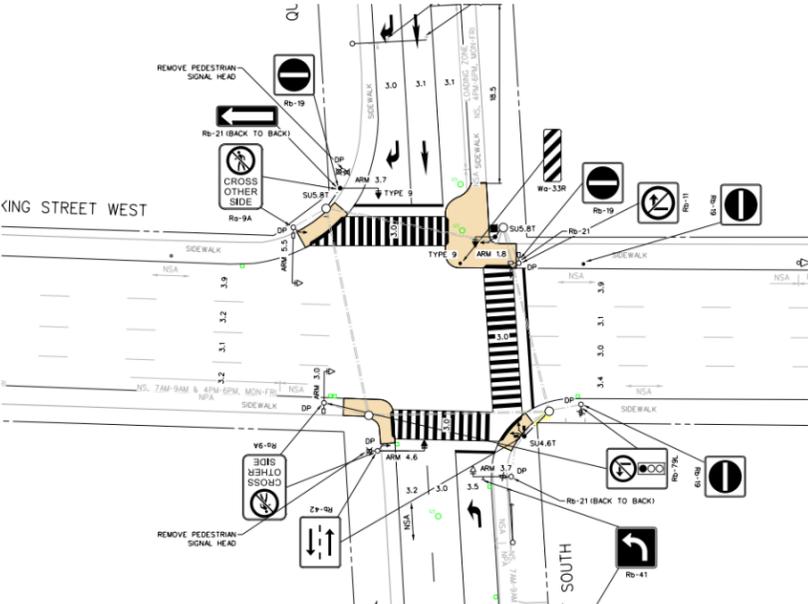
	Name	Question	Response
			<p>The main access to the development for residents is from Market Street through a single connection. The City has advised Queen Street South between King Street West and Main Street will be converted from one-way to two-way operations in 2020. Improved access circulation and route selection for residential traffic and the overall area will be realized given the degree of accessibility that can be afforded by a two-way system. The development caters to the following design elements as related to internal traffic circulation, parking, loading and manoeuvring facilities and facilities for active transportation:</p> <ul style="list-style-type: none"> <li>• The distance between site driveways and intersections are maximized to create safe turning movements.</li> <li>• -Driveways are separated to provide ease of access and egress for hotel guests, visitors, and residents.</li> <li>• Walking is encouraged by the provision of a pedestrian-friendly site layout that features an extensive network of sidewalks and entrances at key points both within the site and connecting to the existing pedestrian network. The majority of the site is provided with direct public access for pedestrians via three street level entrances from King Street West, Queen Street North and Market Street.</li> <li>• Presently Napier Street a portion of Market Street, Locke Street and Caroline Street is signed as an on-street bike route. The site has the potential to be served by bicycle modes given the present network. - Loading areas are oriented away from public street views and screened from the street by building mass.</li> <li>• Truck access to service and loading areas are designed with sufficient space so that truck movements will not disrupt other vehicular and pedestrian access. On-site circulation for trucks has been designed to avoid reversing or maneuvering on city streets.</li> <li>• Parking areas area located in close proximity to building entrances and provide an easily identifiable pathway to the building entrance. The parking areas are located behind the building mass allowing the building to be located closer to the street and reinforce the City's objective of creating attractive, pedestrian-oriented streets. For parking areas that cannot be located behind the building mass, parking is limited to a single aisle (i.e. limited hotel surface parking).</li> </ul>
18.	Wayne MacPhail (SSD)	Under Recommendations, it is suggested that the city should optimize the signal lights at King and Queen. Why does the developer put the onus on the City, rather than own up to and mitigate problems in their design?	<p><b>Paradigm:</b> When undertaking a capacity analysis, there are a number of measures of effectiveness (MOE) that are calculated to evaluate operations at an intersection: volume/capacity ratio, approach delay/LOS, intersection delay and, queue length. When determining if mitigation measures are required, consideration of the overall impacts is reviewed.</p> <p>It is recognized that increased delay is projected for the stop-controlled movements of Ray Street and the driveway connection to King Street West., however it is also recognized that these approaches have spare capacity and the level of delay will create extensive queue lengths (i.e. a queue length of less than 4 vehicles is projected).</p> <p>It is also important to look at the future transportation landscape for this area. The City of Hamilton has discussed the potential to convert the portion of Queen Street, north of King Street West from one-way to two-way operation. This will provide for improved operations at a number of the unsignalized intersections (i.e. King Street West and Ray Street North) by redistributing northbound traffic from the local roadway network to the arterial network.</p>
19.	Theo Van Kooten	In one part of your Study you recommend that City Traffic revise the phasing of the traffic lights at King and Queen intersection, but traffic volumes in both South and West directions must be close to peak "as is" that allowing for pedestrian crossing safely, there is not much that can be changed to improve traffic flow. Do you propose the city add additional traffic lights along Queen North? Or extend west bound red light durations at Hess Street?	
20.	Andrew Hall	The NEW proposal will increase total density in Strathcona about 14% with this 1 development. Vrancor suggests this will NOT affect the community??. I do not see adding 1 person for every 6 in the neighborhood WON'T change traffic general congestion and noise . Where is data for assertion that this is within community standards?	
21.	Wayne MacPhail (SSD)	The driveways on King St. and intersection at Ray and King are expected to see an increased delay, giving them a Level of Service rating of 'E' — a failing grade. In the transportation report, this is excused by the fact that the simulation used does not take into account the gaps in traffic caused by the lights at Queen. However, in real life those gaps often are taken up by	

	Name	Question	Response
		vehicles making a right turn on the red. Instead of making excuses, why doesn't the developer mitigate the problem by reducing the size of the project?	
22.	Wayne MacPhail (SSD)	The transportation study proposes, in Section 3.3, "a future lay-by along Queen Street North could be considered within the city's right of way." Why does the developer put the onus on the city, rather than incorporating a proper entrance way with lay-by into its design?	<b>Paradigm:</b> At this time, the City's preferred improvement option for the intersection of King Street West and Queen Street North will conflict with the provision of a lay-by (either on the owner's property or not) along Queen Street North. As such, a lay-by cannot be considered at this time.
23.	Wayne MacPhail (SSD)	Fire trucks from the station at Ray and George use Ray St. as a thoroughfare to York Blvd and Queen St. (notably to Queens Gardens and the Queen Elizabeth apartment bldg). Ray Street is narrow and lined with parking on the west side. What effect will increased traffic on Ray street have on emergency response times?	<b>Paradigm:</b> Drivers should be practicing safe driving procedures (i.e. slow down or move over when safe to do so) near emergency vehicles with sirens or lights flashing.
24.	Wayne MacPhail (SSD)	There are regulations that say that driveways must be at certain distances from intersections. In the case of Driveway B on King St, the clearance from Queen Street North does not satisfy the required 70 metres, and Driveway C on Queen Street North does not satisfy the requirement of 70 metres from King Street West and 35 metres from Market Street. This is an instance where the developer is not in compliance with the city.	<p><b>Paradigm:</b> For clarification, the proposed locations of the driveways were agreed upon and supported by the City of Hamilton as part of "Phase 1" for this site, including the relocation of the existing bus shelter (to be moved slightly west along King Street).</p> <p>The TIS acknowledged the reduced corner clearances, reviewed them and deemed them supportable. As stated in the TIS, with the restricted movements of Driveway B and Driveway C, one-way operations along King Street West and Queen Street North and the driveways located at the farthest limit of the property while still maintaining sufficient space between adjacent connections, the provided corner clearances are acceptable.</p> <p>The acceptability of reduced corner clearances is further outlined by the Transportation Association of Canada (TAC) 'Due to small corner parcel sizes and the legal requirements for access provision, it is not always feasible to provide the suggested minimum corner clearances. The suggested corner clearances are guidelines, engineering judgement and a good understanding of traffic operations are needed to determine the most suitable access layout and related roadway provisions for the prevailing conditions.'</p>
25.	Wayne MacPhail (SSD)	It is estimated that from the student residence, 161 in/out trips will be generated in the morning peak hour. That is roughly 16% of the 1000+ students. Presumably the other students will also have morning classes. Has any account been taken of the effect of increased pedestrian/bicycle traffic on the Level of Service of Driveways A and B and the corner of Ray North and King (already rated 'E')?	<b>Paradigm:</b> Time-of-day distribution data for Off-Campus Student Apartment notes the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 5:15 and 6:15 p.m., respectively. During the peak hours of the adjacent roadways (7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m.), 17%-30% of daily traffic generated by the Off-Campus Student Apartment is generated during these time periods.
26.	Wayne MacPhail (SSD)	The trip generation calculations in the Vrancor Rationale for Development are based on the Institute of Transportation Engineers Trip Generation Manual, and its Land Use Codes. The land Use Code for Off-Campus Student Apartment refers to a property located nearby and within walking distance of a college campus. The Vrancor site is actually kilometres from McMaster — not a distance most students would consider walking distance. Was this increased distance from campus taken into consideration when estimating the number of vehicles exiting the development at peak times?	<p>Yes, Land Use Code for Off-Campus Student Apartment data included in this land use has been stratified into two setting/location types: (1) adjacent to campus and (2) over 0.8 km from campus. The analysis used in the TIS used the second setting/location type (over 0.8 km from campus) and reflects distinct trip generation characteristics with this distance.</p> <p><b>Note: The report and above analysis will need to be updated based on the proposed changes from a student residence to market-rate units.</b></p>
27.	Wayne MacPhail (SSD)	In the Transportation Study executive summary, the development is described as 154 hotel suites and 322 student residence units. But these units will house over a thousand beds. That appears to be an attempt to downplay the true number of occupants in this development.	

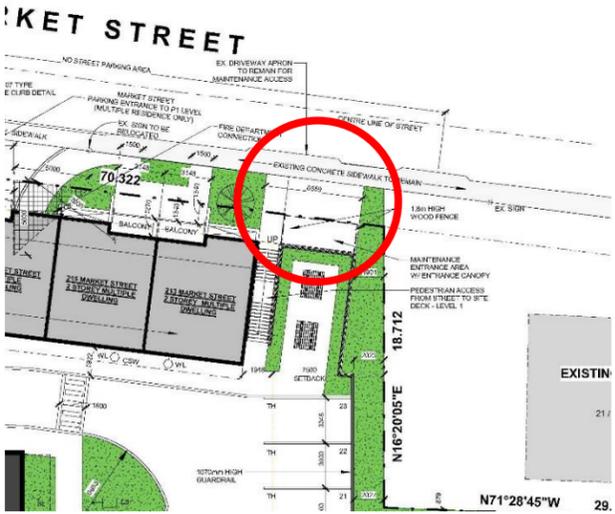
	Name	Question	Response
28.	Wayne MacPhail (SSD)	In section 4.1.2 Site specific growth, traffic associated with 200 Market St. South is included in traffic projections. But the number of units on that site is given as 150. We now know that that is not the Developer's intention. Why were the traffic projections not based on the much greater density of the development on Market St. that Vrancor is actually planning to build?	<b>Paradigm:</b> Pre-consultation with the City of Hamilton was completed prior to carrying out the TIS. The City identified all known <i>approved</i> developments that are to be included within the background projections. When we look at background traffic estimates, approved developments are typically only included as there is no guarantee a future application will be approved or developed. If the application is not approved and we included the estimates, the traffic volumes will be overestimated. If 200 Market applies for an increased in density at some point in the future, a full and separate TIS will be required for that development site to identify any deficiencies in the road system.
29.	Wayne MacPhail (SSD)	In Section 6.1.1 - Density, the GSP/Vrancor report states: "Increased densities generally shorten the distance people travel and provide greater options for the mode of travel they choose." But clearly this is only the case if the development is close to where people need to be, and if those different modes of travel are available for the denser population. Have the HSR and GO transit been consulted about increasing their service levels?	<b>Paradigm:</b> As part of the planning process, Hamilton Street Railway (HSR) is being consulted. We are not aware of any formal comments that have been provided.  <b>GSP:</b> The owner has had several meetings with Metrolinx and the City's former LRT office (which is no longer in existence) since 2018 to discuss implications of the proposal on transit service (including the ultimate 25-storey design). The development applications were submitted in December 2019 to the City within a couple days of the LRT being halted in December 2019. Discussions with Metrolinx, City staff, and HSR will continue through the application process and these agencies will be circulated the applications to review and comment on.
30.	Wayne MacPhail (SSD)	Section 7.2 - Recommendations - The GSP/Vrancor report recommends that the variances for the development be approved. But given: a. the small study area, b. the fact that the 200 Market St project is not included in this study, c. the fact that Pearl, Peter, Napier and Locke Streets will be affected is acknowledged but not considered, d. the reliance on simulation without field studies, and e. the lack opportunity for input from the Strathcona community  it is evident that Paradigm did not live up to the requirements of Hamilton's "Traffic Impact Study Guidelines". GSP/Vrancor must take the following steps to: <ul style="list-style-type: none"> <li>• Provide a rational basis on which to evaluate if the type and scale of the development is appropriate for a specific site and what improvements may be necessary to provide safe and efficient traffic, pedestrian, cycling and transit flow.</li> <li>• Provide a basis for determining existing or future transportation system deficiencies that should be addressed (they left this up to the City).</li> <li>• Address in any meaningful way transportation-related issues associated with 'development proposals that may be of concern to neighbouring residents, businesses and other stakeholders'.</li> </ul> Furthermore, it is apparent on reading the study that whenever something arises that is not in the developer's favour, it is downplayed, brushed off or passed off to the City. 1. Will GPS reject this study and commission another more thorough and less biased study?	<b>Paradigm:</b> a. The study area was confirmed with the City of Hamilton. b. The conditionally-approved development at 200 Market Street is included in the background traffic projections c. The study projected the development would add 10-15 two-way vehicle trips to the area roadways north of the development. The local study areas are not likely to experience any significant change in operations due to this development. d. The TIS was completed adhering to the City's TIS guidelines. Traffic data has been collected at the study area intersections in 2019 to provide for base year volumes. Existing signal timings as supplied by the City of Hamilton at the intersection of King Street West and Queen Street North have been utilized. Trip generation for the development is based on ITE industry standard rates and are accepted by the City of Hamilton. Trip distribution is based on data collected by the Transportation Tomorrow Survey (TTS) and is accepted by the City of Hamilton.  <ul style="list-style-type: none"> <li>• The study area was agreed upon with the City of Hamilton. The proposed development is estimated to generate 111-393 peak hour vehicle trips. The trip generation can be reduced further when modal split is considered. After the directional in/out distribution and trip assignment is completed the upstream and downstream intersections, intersections outside of the study area are not likely to experience any significant change in v/c ratio for the through movements.</li> <li>• As previously stated, mitigation measures are not warranted at the study area intersections as a result of the proposed development.</li> <li>• The existing intersection in the neighbourhood that will see an increase in traffic associated from the proposed development is Ray Street North at Market Street. The traffic assessment in the TIS noted that this intersection currently operates at acceptable level of service conditions during the peak hours. With the expected increase in traffic due to development, there is a negligible increase in delay during the peak hours with the intersection still projected to operate with acceptable level of service conditions.</li> </ul>

	Name	Question	Response
			<ul style="list-style-type: none"> <li>In terms of traffic to intersections north of the study area. The development will add 10-15 two-way vehicle trips to these area roadways. The trip generation can be reduced further when modal split is considered. After further distribution and assignment additional study areas are expected to see a low increase in traffic without any significant change in operations.</li> <li>The existing neighbourhood street have pedestrian sidewalks on both sides of the streets and reasonable sight distances for safe operations and proper traffic control at intersections. The residential lots adjacent to the streets all have direct driveway connections to these streets and are well located to avoid locations with poor visibility. On-street parking is provided on at least one-side of the roadway provide for a reduction in the available roadway width available for vehicle movements. The effect of using on-street parking to narrow the effective roadway space is to reduce vehicle speeds and to reduce possible short-cutting or through traffic and is a recognized traffic calming measure. Recognizing these conditions, the expected future traffic is not expected to create a traffic safety problem.</li> <li>The proposed locations of the driveways were agreed upon and supported by the City of Hamilton as part of the approved development application for this site. The TIS acknowledged the reduced corner clearances, reviewed them and deemed them supportable. As stated previously, the analysis at the unsignalized intersection of King Street West at Ray Street North does not consider gaps which will be available on King Street West due to the downstream traffic signal at Queen Street. Based on the low volume of vehicles performing a right turn from Ray Street North onto King Street West, a queue length no greater than 4 vehicles and a review of the SimTraffic Simulation indicating delay is likely overstated, we do not expect a significant number of vehicle will favour an alternative route.</li> </ul>
31.	Wayne MacPhail (SSD)	In a letter dated June 26 2019 from Sandra Lucas of Transportation Planning (City of Hamilton) to Ashley Paton at GSP Group, Ms. Lucas requests (section 4c.) that the Transportation Impact Study determine how vehicles will travel on 'any other routes that are necessary for movements to north, south, east and westbound destinations.' This would broaden the scope of the study beyond the block bounded by Queen, King, Ray and Market. If this had been done, many of the residents' questions and concerns would be addressed. Why was this not done?	<p><b>Paradigm:</b> The trip distribution table as outlined in Table 3.2 of the TIS outlines how these movements will be accommodate through the different land use and directional distribution as a result of future modifications to the transportation network. In terms of traffic to intersections north of the study area. The development will add 10-15 two-way vehicle trips to these area roadways. The trip generation can be reduced further when modal split is considered. After further distribution and assignment additional study areas are expected to see a low increase in traffic without any significant change in operations.</p> <p>The agreed upon terms of reference also note what specific intersections are to be included and consisted of the following:</p> <ul style="list-style-type: none"> <li>King Street West at Queen Street North (signalized);</li> <li>King Street West at Ray Street North/South (unsignalized);</li> <li>Market Street at Ray Street North (unsignalized); and</li> </ul>
32.	Theo Van Kooten	Appendix D, page 2 Information, 3: States an ultimate Market Street road widening allowance of 20.117 m. Presently being based on side street historical width of 15.2m. Road widening is not required based on assumption of "older urban area". Yet your plans include the parking garage entrance which will significantly increase traffic flow. What do you expect the City to do to accommodate this extra traffic flow? Ban parking? Install a street crossing crosswalk as shown in Slide 3 bottom rendering photo?	<p><b>Paradigm:</b> According to the analysis within the Traffic Study, there are no current or projected capacity deficiencies along Market Street adjacent to the proposed development. Additionally, no auxiliary turn lanes along Market Street are required. There is no need for widening of the ROW along Market Street for traffic capacity reasons.</p> <p><b>GSP:</b> This road width along Market Street was approved by the City during the initial Site Plan Approval stage and Paradigm has determined that the width is still appropriate given the anticipated increase in traffic flow due to the requested increase in units. Section 4.6 of the City of Hamilton's City-Wide Corridor Planning Principles and Design Guidelines encourages vehicular accesses to be from side streets versus arterial streets (i.e. Market Street).</p>
<b>Parking</b>			

	Name	Question	Response
33.	Wayne MacPhail (SSD)	Vrancor's own planning study (Paradigm Transportation Solutions: Parking Needs Analysis, page 7) states that parking sites for the two buildings at 354 King is 136 sites short of requirement. Given that Vrancor have has already built the parking level, how will the shortfall be addressed if the zoning change is denied? Will Vrancor build fewer floors?	<p><b>Paradigm:</b> Data collected supports a lower level of parking demand than what is proposed under both the TOC1 (existing) and DZ (Downtown) requirements.</p> <p><b>GSP:</b> Correct - as per the current zoning for the site, the proposed number of units would require 380 spaces whereas 255 are proposed - a shortfall of 126. Based on Paradigm's justification letter, there are a number of considerations (i.e. proximity to transit, Downtown, active transportation routes) to justify a lower parking rate and that providing the full 380 spaces would result in a significant oversupply in parking.</p> <p>City transportation staff are currently reviewing the traffic study. Once comments are received, updates to the study may be required.</p>
34.	Wayne MacPhail (SSD)	Currently, the parking spots on Market, Ray Street North and Napier are fully occupied overnight by residents' cars. Where will overflow vehicles form 354 King park?	<b>Paradigm:</b> Based the parking analysis, the provided parking is sufficient to contain all parking on-site.
35.	Wayne MacPhail (SSD)	When you start work on the 200 Market Street development, what is the plan to deal with the lack of parking on that site during construction? Where will the folks who currently park there go?	<b>Vrancor:</b> Vrancor has built a 618 space Parking Garage on the corner of George and Caroline. (operated by Canada Wide Parking). Of those spaces, 390 are designated as Public Parking, where vehicles from 200 Market Street can park.
36.	Wayne MacPhail (SSD)	Is your intention to use all or part of the 200 Market Street development as a parking garage?	We are currently reviewing our plans and options and have not yet formalized a decision.
<b>Transit/Cycling/Pedestrians</b>			
37.	Wayne MacPhail (SSD)	Could Vrancor/GSP explain how the two driveways (A & B) that exit into the heavy traffic on King Street, all within 100 metres of the corner of Queen and King, do not compromise the safe, efficient and comfortable movement of hundreds of student pedestrians as well as other residents, on this stretch of King Street?	<b>Paradigm:</b> Driveway B (the one closest to King/Queen intersection) will be restricted to right-in/right-out. Compared to all-turns accesses, right-in/right-out accesses are very simple intersections and can therefore tolerate a smaller distance separating them from other accesses. The number of conflict points at a driveway and a public road influence the safety of motorists.
38.	Wayne MacPhail (SSD)	How does this development create a comfortable, active and visually stimulating walking environment for pedestrians, as required in Hamilton's Official Plan?	<p><b>SRM:</b> The transformation of the existing site has been planned to enhance the pedestrian realm at along both King and Queens Streets in several ways noted below:</p> <ul style="list-style-type: none"> <li>• The paved sidewalk area along King Street fronting the proposed residential tower will have an increased width.</li> <li>• A mix of commercial and residential frontage along King Street at the grade level of the proposed residential building provide for an active frontage engaging the public and through community presence a safer and more comfortable pedestrian thoroughfare and transit stop location.</li> <li>• A large site-specific daylight triangle provided at the corner of King and Queen Streets provides opportunity for future landscape elements, seating and a pedestrian meeting point. The area also provides for enhanced visibility for traffic turning onto King Street W. from Queen Street.</li> <li>• The proposed building Architecture for both the 12 Storey Hotel and 25 Storey Tower provide a landmark on the edge of the Hamilton City Core and utilize a mix of curved and straight line facades and overhead architectural features to provide visual interest at the pedestrian level.</li> <li>• Outdoor amenity space between the residential Tower and Hotel further enhance an active street front along King.</li> <li>• The internals of the site are provided pedestrian access at 3 locations along Queen Street and 2 locations along King Street via paved walkways, and stairs suiting at grade conditions.</li> </ul>
39.	Wayne MacPhail (SSD)	What plans have been made to mitigate the hazards caused by the combination of milling student pedestrians outside their residence, multiple HSR and GO buses stopping to collect and disgorge passengers, the expected flow of traffic associated with the development itself, as well as the	<b>Paradigm:</b> A Collision and Safety Analysis was not requested as part of the Transportation Impact Study. Ontario Traffic Manual Book 15 provides a hierarchy of Pedestrian Crossing Treatment Systems for Pedestrian Crossings in relation to the complexity of the roadway environmental. A traffic control signal is the highest treatment for

	Name	Question	Response
40.	Wayne MacPhail (SSD)	<p>heavy truck traffic turning from Queen to King, along with three driveways within 100 metres of the corner?</p> <p>There are no references to pedestrian/car/truck/bicycle accidents that happen at King and Queen. Why have these not been considered?</p>	<p>pedestrian crossings as it provides pedestrians added protection through the use of controlled crossings. A traffic control signal is provided at King Street West and Queen Street North.</p> <p><b>GSP:</b> Safety for all road users is a priority for Vrancor and the entire project team and as mentioned above there are a number of intersection and road improvements proposed by the City including the conversion of Queen Street into a 2-way street for which construction began on June 8, 2020. New traffic signals <a href="#">will be installed</a> by the City at Queen Street N and Napier Street (anticipated Oct-Nov. 2020). At the intersection of King and Queen, the City will be constructing:</p> <ul style="list-style-type: none"> <li>• concrete bump-outs are proposed which will distance for pedestrians to travel across the road</li> <li>• New audible pedestrian push buttons and count-down timers will be installed at each corner. Full drawing can be viewed <a href="#">here</a>.</li> </ul>  <p>The preliminary drawings for the LRT would have resulted in a more pedestrian-friendly streetscape by reducing the number of traffic lanes on King and providing median refuge islands. <b>We will be discussing with City staff the implications of halting/cancelling the LRT on the intersection improvements and how pedestrian safety within the City's right-of-way.</b></p> <p>Although there was a tragic fatality between a cement truck and cyclist at this intersection in August 2018, reporting for pedestrian and cyclist collisions at the King and Queen Intersection remains very low to nil (less than 2) as per the City's Annual Collision reports for 2017 and 2018. The intersection saw 9 vehicle collisions in 2018 (none with pedestrians/cyclists). 2018 was an anomaly and the five year total (2014-2018) continues to rank comparatively low to other intersections in the City. These reports can be viewed at here (<a href="#">2017</a> and <a href="#">2018</a>).</p>
41.	Wayne MacPhail (SSD)	Where will taxis drop students and hotel residents? Is this drop-off/lay-by for parking, loading and manoeuvring accommodated within the 354 King development site?	<p><b>Paradigm:</b> The critical time period for traffic generated by a given project is directly associated with the peaking characteristics of both the development related traffic and the transportation system traffic. The weekday AM and</p>

	Name	Question	Response
42.	Wayne MacPhail (SSD)	There is no mention in the Transportation Study of provision for students moving in in September/out in May. What provision has been made for higher traffic volume at these times?	PM peak traffic period will constitute the "worst case" combination of site related and background traffic for residential developments.
43.	Wayne MacPhail (SSD)	What provision has been made for frequent deliveries such as Amazon/Skip the Dishes/Pizza? What about garbage and recycling trucks?	<p><b>GSP/SRM:</b> For the hotel, short-term parking spaces are proposed directly off Queen Street for hotel guests checking in/out and for pick-ups/drop-offs. This area has been designed to allow cars to enter, back-up and exit (convex mirrors will be included to ensure pedestrian safety and sightlines which have already been discussed and approved by City transportation staff)</p> <p>For the apartment, the surface parking provides ample space for short-term pick-ups and drop-offs for car-sharing/food deliveries etc. including visitor parking.</p> 

	Name	Question	Response
			<p>: Garbage and Recycling: the apartment will be serviced through a private collection service and will be collected in an interior room on the ground floor. The trucks will access this collection room via the entrances on King Street.</p>  <p>The hotel will be serviced through a private collection service and will be collected in a room on level P1. A loading area has been included along Market Street. The waste collector will load the waste and recycling from the interior room to the trucks.</p> 

**Streetscape**

44.	Wayne MacPhail (SSD)	Could you explain what aspects of the development at 354 King enhance streetscaping, landscaping, park enhancements, public art, pedestrian,	<b>GSP:</b> The Hotel is setback 0.5 m from the property line along Queen Street N. This is in addition to 3.0 m strip of land already transferred to the City which means there is 8.5 m between the edge of the road to the property line
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	Name	Question	Response
		cycling, and transit amenities as recommended in Hamilton's Urban Official Plan?	which is inclusive of the ~2.0 m existing sidewalk. As approved by City staff through the Site Plan approval stage, pedestrian walkways with decorative paving and street trees will be planted in front of the hotel entrance within this 8.5 m area (at the owner's expense). Also, the Owner is required to install a new depressed concrete sidewalk along Queen Street.
45.	Wayne MacPhail (SSD)	In Section 6.1.2 - Pedestrian Sidewalks, the GSP/Vrancor report boasts about the development's 'walkability' and connection to existing sidewalk networks. This is disingenuous considering the forbidding height of the tower and the wind problems it will create. What provisions have been made to ensure the sidewalk is wide enough to accommodate the number of new pedestrians outside the residence?	Along King Street West, there is currently 4 m from the edge of the road until the property line which includes the existing ~2.0 m sidewalk. In front of the apartment building, an additional 2.0 m of pedestrian amenity space will be provided and will provide a continuous paving between the sidewalk and the area in front of the apartment building. This totals a setback of 6.0 m between the edge of the road and the building face.
46.	Wayne MacPhail (SSD)	How does the increased height on the west side of Queen respect and maintain or enhance the streetscape patterns including setbacks and building separations?	The sidewalks along King Street W will remain at their existing width as they are on City property. Upgrades to the sidewalks as well as the city-owned land at the corner of King Street W and Queen Street N were anticipated as part of the LRT construction. The sidewalks along Queen Street North and King Street West are shown as they are at the request of the City, anticipating that further changes were likely to occur as more detailed LRT station drawings were released.
47.	Wayne MacPhail (SSD)	What is the setback of the hotel from Queen Street North? How wide is the sidewalk?	
48.	Wayne MacPhail (SSD)	What is the setback of the residence from King Street? How wide is the sidewalk?	
49.	Wayne MacPhail (SSD)	Can Vrancor/GSP describe how the design of this development ensures that the pedestrians at this corner emerging onto King Street do not hamper the flow of heavy truck traffic, turning from Queen Street northbound to King Street westbound, as well as through-traffic on King Street West?	For the corner area currently shown in green at the south east corner of the Site (which is City-owned), the City requested that no landscaping/pedestrian amenity space be proposed at this corner in anticipation at the time that in 1-2 years the LRT construction would require it to be removed. The owner and GSP Group's landscape team had proposed a small square-like seating area with benches, shrubs, and decorative paving which we were told would not be feasible given the LRT.
50.	Wayne MacPhail (SSD)	How does the proposed development at 354 King St. West, that has frontage on a major arterial as well as a minor arterial road, provide pedestrian amenities, such as an adequate sidewalk, on site, as required by the Strathcona Secondary Plan?	<p><b>We will discuss with City staff as to what will happen at this corner and for the sidewalks now that the LRT has been cancelled and whether the owner will reintroduce the seating area/parkette.</b></p> <p>Intersection improvements to be made at King/Queen and Queen/Napier (associated with the conversion of Queen Street from a 1-way to a 2-way) are discussed in number 40 of this chart.</p> <p>Additional paved and landscaped spaces between the building face and the edge of the road are proposed, allowing additional room for people to walk and use mobility devices, so they are located further away from moving vehicles within the roadway.</p> <p>Regarding the walkability and impact on wind conditions at the pedestrian level - although the proposed development will result in slight changes to the "comfort" level, the anticipated conditions in the Summer remain in the higher end of the comfort categories (i.e. ideal for sitting and standing). The anticipated conditions in the Winter will improve in the public-realm areas (i.e. at Napier at Queen) but will decline in some areas, mainly in between the apartment and hotel which will only be experienced by motorists accessing the parking area.</p> <p>The safety exceedances shown in the anticipated winter condition figure in the wind study were said to be <i>borderline</i> and can be mitigated further through including more landscaping additional fencing as well as changes in the proposed design at 200 Market Street (which was included in the wind tunnel study)</p> <p><b>Paradigm:</b> The City of Hamilton's minimum sidewalk width of 1.5 m can generally accommodate the needs of two people walking side by side. An existing 2.0m sidewalk is provided along King Street West while the Applicant is providing for a 2.0m sidewalk along Queen Street North and a 1.5m sidewalk along Market Street. Pedestrian</p>

	Name	Question	Response
			signal heads with push buttons and crosswalk marking are provided at the signalized intersection of King Street West and Queen Street North.
<b>Amendments and Scale of Development (OPA/ZBA)</b>			
51.	Wayne MacPhail (SSD)	Will Vrancor apply for similar changes for the 200 Market Street development?	<b>GSP:</b> An additional Official Plan and Zoning By-law Amendment is anticipated to be submitted but is in the preliminary design stages at this point.
52.	Wayne MacPhail (SSD)	Why did Vrancor's representatives (GSP Group) not tell the Strathcona Community Council, when they met in January, that it wanted significant changes to the official plan, the Strathcona Neighbourhood Plan and the Transit Oriented Corridor Plan?	<b>GSP:</b> GSP Group attended a Strathcona Community Council Executive Meeting on January 20 <sup>th</sup> and provided attendees with a 2-page handout summarizing the requested changes and applications (can provide additional copies upon request). These handouts clearly state that the Official Plan and Zoning By-law Amendment applications were submitted in December 2019 and deemed complete by the City on January 17, 2020. To keep the handout concise, we provided a summary the requested changes rather than going into details about the amendments.
53.	Wayne MacPhail (SSD)	Why did you not inform the Strathcona Community Council executive in January 2020 that in December 2019 you had petitioned the city to change the Urban Hamilton Official Plan, the Strathcona Secondary Plan and Hamilton Zoning by-laws?	
54.	Wayne MacPhail (SSD)	Vrancor has publicly stated that they believe this 25-storey building will contribute to a solution for the housing crisis in Hamilton. What would prevent you from changing your mind about the use of the buildings?	<b>Vrancor:</b> The building is being developed as a residential building and would require significant changes in order to alter the use. Given a hotel is being built next door, there are little other alternative uses that could be proposed.
55.	Wayne MacPhail (SSD)	Why isn't Vrancor building appropriately sized buildings that are compatible with our neighbourhood and welcomed by our community?	<b>GSP:</b> Is our professional planning opinion that the proposed height increase to the hotel and apartment building are compatible with the neighbourhood. This Site is distinct and distinguished from the internal area of the Strathcona neighbourhood as it sits at the periphery of the neighbourhood where the neighbourhood meets and abuts the Downtown Hamilton planning boundary. The King Street West corridor is mixed use in character with taller buildings, converted dwellings for commercial activities, and purpose-built commercial and residential buildings. The Official Plan is clear in defining what "compatible" means: <i>"land uses and building forms that are mutually tolerant and capable of existing together in harmony within an area. Compatibility or compatible should not be narrowly interpreted to mean "the same as" or even as "being similar to".</i> The Site is located on a designated "primary corridor", fronts two arterial roads at a signalized intersection, and is of sufficient depth and area to accommodate a sizable building footprint. The portion of the site where the tall building is located, abuts commercial development to the south, west and east. Considerable set back is proposed from the tower to existing low rise development to the west along Market Street. Through the guidance of the Tall Buildings Guidelines the application of the City-Wide corridor Planning Principles and Design Guidelines, and general planning principles, the proposed intensification of the Site is considered appropriate in the context of this and its abutting neighbourhood. (See #65 for discussion on applicability of the Tall Building Guidelines).  The proposed height does not conform to the current height restrictions in the Official Plan or Secondary Plan which is the purpose of the requested amendments – but based on our Planning analysis and review of the applicable Provincial Policy including updated provincial legislation introduced in 2019 and 2020 the design as-approved (6-storey apartment and 10-storey hotel) could be further intensified and still meet the intent of Provincial Policies.  An Official Plan is a guiding document – It should not be regarded as a static or inflexible document for the planning period – in this case 30 years, but rather one that is expected to change over time to respond to evolving economic, social, and environmental factors. Applications to amend the Official Plan and Zoning By-law are allowed under the Planning Act by the City in order to acknowledge that city-wide or neighbourhood-level policy, despite extensive public input, cannot anticipate every circumstance related to a specific site or a development. Official Plan and Zoning By-law Amendments are not uncommon.
56.	Wayne MacPhail (SSD)	Vrancor has applied for a zoning by-law amendment for the development at King & Queen. Why does Vrancor believe that they should be allowed an exemption from the Hamilton Official Plan, the Strathcona Secondary Plan, and all other planning documents? What is Vrancor bringing to the neighbourhood that outweighs the years of work and expertise that anchors these plans?	
57.	Wayne MacPhail (SSD)	Vrancor wants to make significant unilateral site-specific changes to the city's official plan, the Strathcona Neighbourhood plan, and zoning for the Transit Oriented Corridor. Why should the priorities and needs of a single developer trump the years of careful consultation with all stakeholders that went into those plans, requirements and limitations?	
58.	Wayne MacPhail (SSD)	Hamilton's Urban Official Plan "Recognize(s) the value of modest improvements and changes." It says: "A desire for quick and simple solutions often nurtures "big project" responses, however, modest actions by individuals, small businesses and community organizations are also important and can have significant cumulative impacts." While we all agree that development and intensification are desirable, we would like you to tell us why the city should allow a tower of this scale and density instead of the original 6-storey building, in an existing historic neighbourhood?	
59.	Wayne MacPhail (SSD)	Could Vrancor/GSP explain why the city should favour this request for a variance over the protection of an existing quality residential neighbourhood that helps make Hamilton's neighbouring downtown liveable and friendly?	
60.	Wayne MacPhail (SSD)	In Strathcona we have witnessed ongoing and spontaneous rejuvenation of existing housing as well as the construction of new homes. These people appreciate their community and are demonstrating a deep commitment to it. They all agree that development is a good thing as long as it is appropriate	

	Name	Question	Response
		in scale and density. Why should the opposition of these people – who might accept a 6-storey residence and 10-storey hotel,– be overlooked in favour of a 25-storey tower?	Related to the adjacent historical neighbourhood, a heritage impact assessment was completed by McCallum Sather Architects and submitted to the City as part of the applications. This assessment states: <i>“In this report we have balanced the desire to respect history and continuity of the streetscape with the City’s initiative and plans for developing the community with increased density....The character of the proposed development is in alignment with other proposals in the area, such as 15 Queen Street South and provides a contemporary, and sympathetic contrast to the Scottish Rite Club to the South and the varied existing surrounding built context, while not physically impacting any adjacent cultural heritage properties.”</i> It also states: <i>“The site used to hold a civic and institutional use, prior to the approved development. The proposal will not change from the approved mixed-use which is consistent with the adjacent medium and high density apartments, and commercial space. Mixed-use medium density along King street is consistent with the Strathcona Secondary Plan vision....The proposed material composition (solid and glazed) of the podium levels highlighted by the parapet and roof line, helps them stand out to make the connection to the Hamilton context, at the pedestrian level. There are no significant impacts to heritage resources.”</i>
61.	Wayne MacPhail (SSD)	Concerning established historical neighbourhoods, Hamilton's Official Plan says that the city shall protect established historical neighbourhoods, by ensuring new construction and development should be "sympathetic" to the existing neighbourhoods. The original building at 354 King was a brick orphanage with a treed, grassy lawn. Could Vrancor/GSP explain how a 25-storey building built adjacent to 2-storey homes is sympathetic to the existing historic neighbourhood?	
62.	Wayne MacPhail (SSD)	The GSP report says that based on their analysis, the proposed development is aligned with the secondary plan, with exception of the height (and parking). This seems to be a contradictory statement because the development shows ineffective transitions between tall and 1-2 storey homes (a most basic and fundamental principle in urban planning). Please explain how this basic principle can be clearly ignored, yet still be in alignment with any official plan.	<p><b>GSP:</b> Regarding transition to abutting 1-2 storey homes: transition between high profile developments and low-rise houses is important and required to be addressed as per the Official Plan. The Official Plan clarifies that transition can be achieved through either:</p> <ul style="list-style-type: none"> <li>• An intervening land use such as townhouses or other medium density form;</li> <li>• Or separation distance in combination with screening and other design features</li> </ul> <p>In order to address transition, the building has been designed to step down in height from 25 storeys near the centre of the site to 15 storeys along the western portion of the building. Beyond the 15 storey portion of the building, a setback of about 12 metres is provided which includes a driveway and landscaped area which will have a number of trees and plantings.</p> <p>The distance between the western property line and the tallest portion of the building is proposed at 25 metres.</p> <p>Also, for the portion of the Site that abuts the residential property to the west, a 2 m –high solid-board fence will be provided along with plantings and trees to ensure privacy for those property owners directly abutting the site. The approved 2-storey townhouses on Market Street also represent a transition in height and built form between the tower of the apartment building and the existing houses on Market Street.</p> <p>Official Plan and Zoning By-law Amendment processes are iterative processes and we are still awaiting staff comments. Although our planning report concludes that we believe this transition is appropriate given these different elements, if City staff disagree or think that changes are needed to allow for a greater degree of transition, we will need to discuss potential changes to the design or height with the owner and architect to reach an agreement.</p> <p><b>Based on the City staff and community comments received to date, additional setbacks are being contemplated along the western portion of the building to facilitate additional transition in height and massing.</b></p>
63.	Wayne MacPhail (SSD)	The approved 6-storey student residence building was a good example of an appropriate transition in height between the Downtown Zone on the east side of Queen Street and the Strathcona neighbourhood on the west side. How does the proposed increased height fulfil the requirement of Hamilton's Urban Official Plan for "transitions in height and density to adjacent existing historic residential buildings?"	

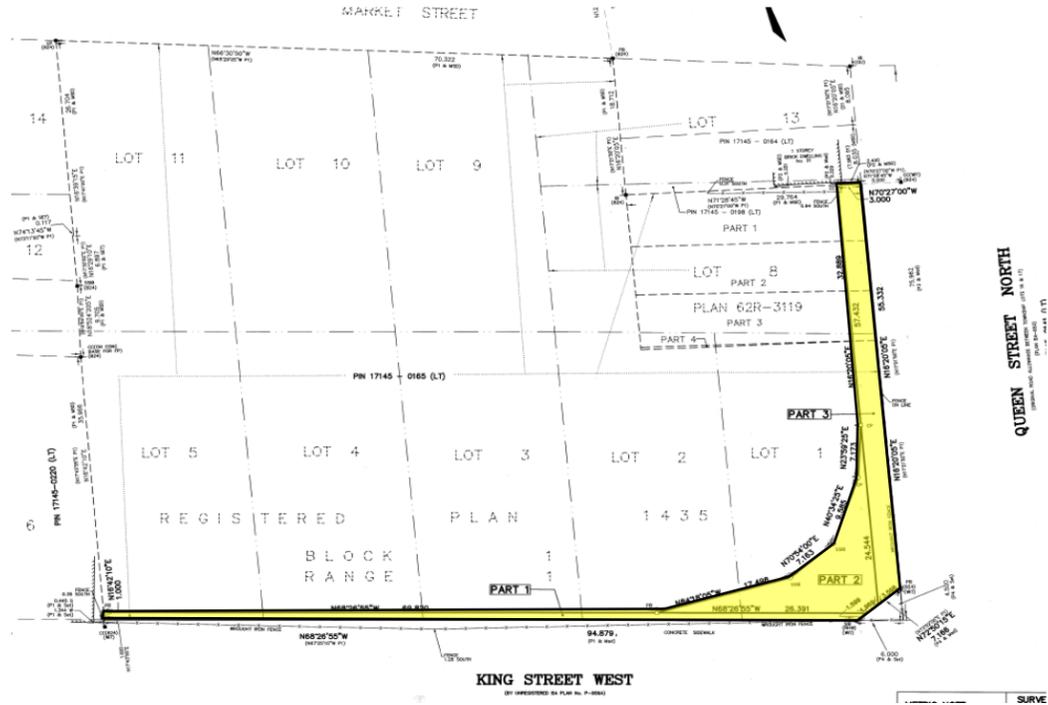
	Name	Question	Response
64.	Wayne MacPhail (SSD)	Could Vrancor/GSP explain how impacts of shadow, wind and density caused by the increase in height of the residence from 6 storeys to 25 storeys and hotel from 10 to 12 at 354 King, have been mitigated on adjacent lands designated Low Density Residential, as required by Hamilton's Official Plan? (in section 6.6.6.1 Mixed Use – Medium Density Designation)?	<p><b>GSP:</b> Mitigate, by definition, means to “make less severe, serious, or painful” and does not mean “eliminate” or that there will be “no impact”. The applicant has completed both Sun Shadow and Wind studies following the City’s terms of references for these studies to determine where, if any, mitigation measures are required.</p> <p><b>Shadow (SRM):</b> Section 4 of the Sun-Shadow Study Analysis (Summary and Mitigation Measures) outlines how the proposed building design mitigates shadow impacts. In summary, this includes: <i>“The orientation of this tower and step-back at Level 16 mitigate the shadow effect to the north of the site on Market Street and in turn the largest portions of the shadows cast fall to the east of the site in the downtown core where existing tall buildings currently shroud the majority of the shadow path of the proposed development. The proposed 2 storey massing along Market street to the north has minimal impact on the periphery of the site and cast shadow typical of a 2-storey dwelling with a northern facing exposure. Height has been limited on the proposed 2 storey mass to adhere to the minimum height requirements set out in the zoning by-law for this development and a flat roof has been utilized on this massing which reduces the shadowing caused by taller pitched or sloped roof systems. Located at the Southeast corner of the site the 3rd mass proposed is a 12 storey Hotel Building with maximum height of +/- 41.8 meters to the top of the highest parapet. Any shadow impact during morning hours is intercepted by the adjacent proposed 25 storey Tower to the west. Shadow impacts affecting peripheral areas outside of the proposed development are typically received after solar noon and are overshadowed by the adjacent proposed 25 storey tower.”</i> (pg. 4 of SRM's the sun shadow study analysis)</p> <p><b>Wind (RWDI):</b> The Wind Study shows that the anticipated summer and winter conditions (with the additional building height) around the lands designated low-density residential (along Ray Street and Napier) will either <i>maintain</i> current levels (comfortable for sitting, standing, and strolling) or be slightly affected (i.e. moving from comfortable sitting level to comfortable standing level). A number of mitigation measures have already been incorporated into the site design (i.e. landscaping, fencing, entrance door orientation).</p>
65.	Wayne MacPhail (SSD)	Do the Tall Building Guidelines apply to this Site or is it GSP/Vrancor's “position” that they do?	<p><b>GSP:</b> Downtown Hamilton’s The Tall Buildings Guidelines dated February 2018 state, on page 1 that: <i>“The Study Area denotes the boundary for the Tall Buildings Study and was defined in order to conduct site analysis in a more comprehensive manner. Several approved Secondary Plans interface with the study area for the Tall Buildings Study (e.g., Strathcona Secondary Plan, Setting Sail Secondary Plan) and the James Street North Mobility Hub Study.”</i> In this regard, the City included the site within the boundaries of the Study. The Study further notes (page 2) that the “Guidelines are to be read in conjunction with related documents including but not limited to...the Strathcona Secondary Plan Urban Design Guidelines (2013). The Site was included within the Tall Building Guidelines <u>Study Boundary</u> in order for the study to be conducted in a more comprehensive manner (instead of just looking at the Downtown).</p> <p>While you are correct in stating that the Tall Building Guidelines are only <i>required</i> by policy for buildings within the Downtown Secondary Plan, City Planning staff has consistently required developers to apply the Tall Buildings Guidelines to development applications that include tall buildings, regardless of whether the proposed building is located within the Downtown Secondary Plan area or elsewhere within the City. Specifically, developers have been required to demonstrate how a proposed tall building meets the intent of the guidelines.</p> <p>So, although the Guidelines are not required by planning policy for properties outside of the Downtown Hamilton Secondary Plan, City staff have consistently required that <i>all</i> tall buildings throughout the City meet the intent of the guidelines which is why we have included them in our discussion.</p>

	Name	Question	Response
			Our inclusion of the Tall Building Guidelines and referencing the diagram recommending a “point tower” based on the lot area and frontage was not included to justify our request for additional height <i>alone</i> . The Tall Building Guidelines provide guidance for developers and architects to design tall buildings and are used by City Staff in evaluating development applications. The objective of the guidelines is to provide direction related to building height, massing, transitions, sun/shadowing, and building articulation to create appropriate building envelopes. The planning policy tests and guidance of the Tall Building Guidelines indicate that this site is a suitable site for a tall building. –Our justification is also based on the fact that the Site is located <i>adjacent</i> to the Downtown and has a strong and direct relationship to the Downtown and is located along a Primary Corridor directly adjacent to existing and planned higher-order transit. Accordingly, the additional height - beyond the approved 6-storey apartment and 10-storey hotel is justified.
<b>Wind</b>			
66.	Wayne MacPhail (SSD)	The Pedestrian Wind Report uses historical data (1987-2017) from the Hamilton Airport and wind tunnel modelling. Climate research shows that in recent years, global wind speeds have been increasing, and that aligns with lived experience in this neighbourhood. Why was no analysis done using actual wind measurements on site and on nearby streets?	<b>RWDI:</b> Short term readings at a project site is not reliable nor accurate in determining the winds at a site. The buildings are not built and long term data is required. Data from major airports are most reliable and they represent both the historic and recent wind climate  <b>GSP:</b> The City of Hamilton’s Terms of Reference for Wind Studies <i>requires</i> the long-term data to come from the airport rather than short-term, on-site measurements. This is consistent with many other area municipalities and is an industry standard and professionally-accepted practice.
67.	Andrew Hall	There seems to be little or no studies on affect of wind by adding the TALLEST and Largest building to Strathcona other than HISTORICAL studies that dont factor in 25 story buiding and 12 story sidekick. Other than historical studies where is basis for the guess of no substantive impact?	
68.	Wayne MacPhail (SSD)	The wind study predicts that wind safety limits of 90 km/h will be exceeded in four of the test locations, two on Napier St. and two on-site between the towers. What steps is Vrancor taking to mitigate hazardous wind conditions?	<b>RWDI:</b> Mitigation on site, such as wind-fencing and landscaping, has been looked at and added on the site and will continue to evolve as the design progresses. The speeds at two locations on Napier St. are considered borderline cases. Further mitigation measure can be discussed during the Site Plan Approval stage of development.
69.	Wayne MacPhail (SSD)	The wind tunnel tests include the four towers Vrancor is proposing for 200 Market, but not the 21-storey tower at the south-east corner of King and Queen? Why not? Vrancor/GSP use that development as justification for your height at King and Queen — if it is part of your rationale for your height, should it not also be part of your wind modelling, given that its height will have an impact on the winds in the neighbourhood?	<b>RWDI:</b> This tower was included as per Image 2A in the Wind Study and has shown no negative wind impacts once constructed.
70.	Wayne MacPhail (SSD)	Could Vancor/GSP tell us about the various turbulence and other wind effects from adjacent tall buildings mentioned in the wind study?	<b>RWDI:</b> Wind diagrams can show this. The comparison between the wind comfort results for the Existing and Proposed building configurations is the best way to evaluate the wind effects caused by the proposed project.
71.	Wayne MacPhail (SSD)	Why was no computer modelling done ?	<b>RWDI:</b> Wind tunnel testing provides quantitative results which are more accurate than computer simulations. This is consistent with the City’s terms of reference for the Wind Study.
72.	Wayne MacPhail (SSD)	Will Vrancor commit to undertaking a comprehensive, on-the-ground wind analysis in the community?	<b>RWDI:</b> This report has shown the wind conditions on the surrounding community with and without the proposed development and no negative impacts are shown. The need for the further wind analysis has not been demonstrated.
73.	Wayne MacPhail (SSD)	Given the poor state of the building site hoardings and fencing and the shoddy work on the 200 Market Street parking lot, how can we be assured that cladding on the towers will not be damaged by the high winds they will help create, with potentially lethal consequences?	<b>Vrancor:</b> The hoardings and fencing are temporary in nature. The cladding on the building is a permanent fixture and is designed to withstand high winds and other significant seasonal elements. Further, its installation is required to pass rigorous inspections by Structural Engineers and City inspectors.
<b>Sun/Shadow</b>			
74.	Wayne MacPhail (SSD)	While the the GSP/Vrancor wind study appropriately includes the 200 Market St. development, the sun/shadow study does not. During much of the day, the shadow impact will double after the 200 Market Street development is completed, so it is important to show the future affect of shadows from both	<b>GSP:</b> The sun-shadow study completed by SRM included the conditionally-approved 15-storey tower at 200 Market Street, as required by the City. Any future development application (i.e. Official Plan and Zoning By-law Amendment) for 200 Market Street will be required to prepare and submit a separate sun-shadow study.

	Name	Question	Response
		buildings. Will Vrancor commit to undertaking a sun/shadow study that also includes the 200 Market St development?	The sun-shadow study requires shadow impact studies to be conducted on March 21 <sup>st</sup> and September 21 <sup>st</sup> . The solstices, June 21 and December 21, represent the seasonal extremes in terms of length of daylight and altitude of the sun—June 21 being the longest day of the year with the highest sun angles and shortest shadows, and December 21 being the shortest day of the year with the lowest sun angles and longest shadows. The equinoxes, around March 21 and September 21, represent the seasonal averages.
75.	Wayne MacPhail (SSD)	Will Vrancor commit to producing an animated sun/shadow study that shows the impact of the shadows, even when they fall outside of Strathcona, from both developments during the course of a year and especially between September and March, when the sun is lowest in the sky?	
76.	Andrew Hall	shadow study is for end of month of March. As anyone knows shadows will be LONGER from Sept 21 to March 21 <sup>st</sup> . Has anyone considered what the shadows are in late fall to winter months??	
<b>Geotechnical</b>			
77.	Theo Van Kooten	Appendix D, report by Soil-Mat Engineering, 2018; Page 1 Item 1 Introduction, second paragraph; "Any significant deviations from the proposed project design may void the recommendations in this report". Why was Soil-Mat not part of the major changes in the design? This effectively makes this study of geotechnical void. And since foundation plans are based on geotechnical study brings into question the structural soundness of the foundation design being based on an invalid geotechnical study.	<b>Vrancor:</b> It's not an invalid study. Soil Mat has been continually involved in the project and provide comprehensive strength cylinder test reports every 7 days
78.	Theo Van Kooten	Soil-Mat Engineering also strongly advises that a Qualified Engineer, familiar with their study and plans, be present at various stages from site preparation through to foundation completion. And inherent in that, this Engineer(s), as required by Professional Engineering Standards, document any finding that differ from bore hole analysis, as well as document changes made during the various stages of excavation and foundation installation required to accommodate real site as-found conditions. Has Soil-Mat been involved in any way since the Work has begun on Site? Has there been any involvement by Qualified Engineers during any phase of work?	<b>Vrancor:</b> Yes, Soil Mat has been continually involved in the project. Yes, RWH Engineering is involved in the Project related to shoring and foundation and completes precision monitoring reports, as required.
<b>Heritage</b>			
79.	Wayne MacPhail (SSD)	Could Vrancor/GSP explain how building a 25-storey building "conserves individual cultural heritage properties and areas of heritage value, including streetscape features, traditional circulation patterns, and important views?"	<p><b>GSP:</b> The quote noted opposite is from Volume 1, Policy B.3.4.3.2 of the Urban Hamilton Official Plan which states: <i>"Within these downtown areas, the City shall conserve individual cultural heritage properties and areas of heritage value...."</i>. McCallum Sather Architects completed a Heritage Impact Assessment dated December 2019 which is currently under review by the City's Cultural Heritage staff. This report notes that the Site is vacant and not included in the City's Register or Inventory of Properties of Cultural Heritage Value or Interest nor is it located within any of the Cultural Heritage Landscapes identified in The Strathcona Secondary Plan. However, it is recognized that the Site is adjacent to the Arnolds' Survey and Mill's Survey (which includes the Scottish Rite) to the west and south respectively. In this regard, the proposal seeks to connect with the varied architectural typologies within the adjacent and surrounding context with a complementary and distinctly contemporary architectural design, in its massing, composition and material selection. This approach is in keeping with best conservation principles.</p> <p>Based on a review of the adjacent cultural heritage landscapes and building, section 3.1 of the Report identifies 5 design principles established to guide the development towards a contextual and sensitive response to the location including the following:</p> <ul style="list-style-type: none"> <li>• Maintain appropriate physical relationship and visual settings that contribute to the cultural significant of the original building;</li> </ul>
80.	Wayne MacPhail (SSD)	Could Vrancor/GSP describe how this proposed design for a 25-storey building "respects the design of surrounding heritage buildings" as required Hamilton's Urban Official Plan?	

	Name	Question	Response
			<ul style="list-style-type: none"> <li>• Recognize proportional rhythms in massing and fenestration along the street o strengthen contextual relationships;</li> <li>• Transition height between adjacent building through the design of the podium;</li> <li>• Set back tower from main streets to minimize visual and shadow impacts; and</li> <li>• New buildings are designed to be contemporary as per Conservation Principle 7 – Legibility.</li> </ul> <p>The Report recommends that any new work be distinguishable from the original fabric.</p> <p>Page 17 of the Report states that the “<i>proposed design takes cues from its surrounding built context and interprets these in a contemporary design solution that fits the site. The North Elevation ...illustrates the compositional patter in 275 and 285 King Street West that is carried through the design of the podium through horizontal and vertical bays. Similar to the buildings on King Street West, the podium is designed in a symmetrical composition with an entrance off the central bay and the opening follow a similar rhythm. Similar to both 17 Queen Street North and 4 Queen Street North which are more unique structures near and at the corner of Queen Street and King Street respectively the proposed design amplifies the corner through th modern interpretation of a tower...</i>”</p>
<b>Visual Impact/Views</b>			
81.	Wayne MacPhail (SSD)	The proposal will block the view of the historic Scottish Rite from all floors of Queen 75. Why is that not mentioned in the Vrancor/GSP report?	<p><b>GSP:</b> While individual property owners do not have a legal right to a view, the City considers the impact of important views from public land or “public views”. There are a number of policies in the UHOP that speak to public views and vistas (Policy B.3.3.5) addresses public views and vistas. An example of significant public vistas would be the panorama of the Niagara Escarpment. Design Policy E.3.6.7 g) of the UHOP requires that “<i>The orientation, design, and massing of a building or structure higher than six storey shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, and other part of the City as identified through secondary plans and other studies.</i>” City policy relates to maintaining Escarpment views speaks to views from streets and public spaces rather than individual residential units or buildings. Views to the Escarpment from private buildings or specific units are not required to be assessed in the Visual Impact Assessment.</p> <p>However, the City encourages buildings not to exceed the height of the Niagara Escarpment. In this regard, the requested height increases do not exceed the height of the escarpment. With respect to specific views of significant historical buildings, once again, the City looks to views taken from the public realm such as streets and sidewalks.</p> <p>The Visual Impact Assessment looked at potential impacts to:</p> <ol style="list-style-type: none"> <li>1. Public views to the Niagara Escarpment, both from a distance and up the Queen Street view corridor;</li> <li>2. Impacts on the Queen Street and King Street streetscapes including a discussion on the Scottish Rite building; and,</li> <li>3. Impacts on Victoria Park at the centre of the Strathcona neighbourhood.</li> </ol> <p>Regarding #1 - the report concludes that the buildings would not block any <b>public</b> view corridors of the Niagara Escarpment including up the Queen Street view corridor.</p> <p>Regarding #2 - Although the proposed buildings, specifically the hotel, will be highly visible from Queen Street, direct views to the Scottish Rite building are maintained looking south on Queen Street (views 5 and 6 in the VIA).</p>
82.	Wayne MacPhail (SSD)	If you go ahead with the planned four towers development at 200 Market, many residents of Queen 75 will lose their view of the escarpment. Why is that not mentioned in the Vrancor/GSP report?	

	Name	Question	Response
			Regarding #3 - From Victoria Park (Locke Street and Peter) the tower top of the 25-storey building is only marginally visible.
<b>Servicing and Stormwater Management</b>			
83.	Theo Van Kooten	Because of proposed size of development, Vrancor needs to incorporate an underground (Storm Water) Storage Tank and system. Page 9, 1st paragraph. What plans for monitoring and maintenance will be put in place to ensure this is properly maintained to prevent our neighbourhood from flooding, as the adjacent parking lot, to the north already does?	<b>MTE:</b> Maintenance frequency recommendations for the Stormwater Management Control devices have been provided under section #9 within the Notes & Details Plan (drawing C1.4), and within the manufacturers specifications which are appended to the Functional Servicing & Stormwater Management Report. Long term monitoring & maintenance of the buildings systems will be carried out by the owner.
84.	Theo Van Kooten	Page 13, 2.4, Construction Measures REQUIRED by City Standards. Why have these not been installed from the very beginning of Construction to protect the City infrastructure, neighbouring properties, streets and control sediment and runoff as dictated by an City Engineering? See Appendix D, City Correspondence.	<b>Vrancor:</b> We follow all City Standards as required .
85.	Theo Van Kooten	Appendix D City letter is based on a 10 Storey Hotel, 10 Storey Apartment. Why was the this never updated as the site plans changed? Based on the number of revisions of the main document that there ongoing changes that should be shared with City Engineering. Especially this recent significant proposal.	<b>MTE:</b> The Functional Servicing & Stormwater Management Report in reference (dated: July 2019) was prepared as part of the Site Plan process for the current zoning of the lands and was approved by the City of Hamilton in August 2019. The aforementioned report was revised/ updated in Dec. 2019 to reflect the proposed development changes as part of the current Zoning Amendment application process and has been submitted to City staff for their reviews and approval. MTE is currently working with City staff to address any comments they have on the updated Functional Servicing & Stormwater Management Report.
86.	Theo Van Kooten	Appendix D, page 1 Information, 1; States an ultimate King Street road widening allowance of 26.213 m must be dedicated into the Site plans. Why is this not incorporated into the documentation and plans as well as explanation of variances? Is the assumption that future road widening be at the expense of Scottish Rite side of the street?	<b>GSP:</b> The Urban Hamilton Official Plan identifies the future right-of-way dedications for various roads within the City. These ultimate right of way widenings are dedicated by the developer at the time of development and are generally taken <i>equally</i> from both sides of the road. In this instance, Schedule C-2 of the UHOP requires a future maximum right of way width of 26.213m from Highway 403 to Queen Street North. Further Policy C.4.5.6.3 b) notes that that " <i>where feasible, the City shall acquire land through dedication, equally from both sides of the road unless otherwise specified</i> ". In this regard, the remaining widening would be taken from the south side of the street at the time those lands are subject to development approvals. The UHOP also allows the City to waive or accept less lands to be dedicated than the maximum right of way dedication subject to appropriate justification.
87.	Theo Van Kooten	Appendix D, page 2 Information, 2: States an ultimate Queen Street road widening allowance of 26.21 m must be dedicated into the Site plans. Why is this not incorporated into the documentation and plans as well as explanation of variances? Is the assumption that future road widening be at the expense of east side of the street?	Appendix D of the Functional Servicing Report was a copy of the comments from the City's Development Engineering Department related to the 6-storey apartment building and 10-storey hotel. Pursuant to the policies mentioned, above, the comments indicated that road widenings would be required on King Street and Queen Street.  In this instance, the following road widenings/dedications have been agreed to by City staff and <b>legally transferred</b> to the City for the purposes of the LRT and intersection improvements (see image below) through the ongoing site plan approval process for the approved portion of the development: <ul style="list-style-type: none"> <li>• 1 m along King Street</li> <li>• 3 m along Queen Street</li> </ul>

	Name	Question	Response
			<ul style="list-style-type: none"> <li>Large 26 m x 24 m triangle at corner of King and Queen</li> </ul>  <p>26.213 m is the ultimate road allowance width for Queen Street N. Prior to the owner transferring the 3.0 m-wide strip, the road allowance was +/- 20.1 m meaning it was 6.1 m short. Based on the City's policy of dividing this requirement between both sides of the street - the City requested 3.0 m.</p>
<b>Questions about Presentation Slides</b>			
88.	Wayne MacPhail (SSD)	On slide 20 of the GSP presentation you show a number of tall buildings for context. Only one building over 8 storeys – Queen 75 – is in Strathcona, the rest, being on the east side of Queen Street	<b>GSP:</b> This property is on the edge of, but within, the Strathcona Secondary Plan area. Only including buildings on the west side of Queen Street N at a prominent intersection would be disingenuous to getting the full picture of the site's context and surrounding area, especially when looking at building heights. We acknowledge the abutting low-rise residential dwellings to the west and north west and we acknowledge the existing and planned buildings across the street as well. As mentioned, the property is also within the study area boundary of the Downtown Hamilton Tall Building Guidelines, which differentiates the property from the properties to the west..
89.	Wayne MacPhail (SSD)	On the notes for slide 21 you state, "Although the 25 storey tower is visible from several long distance vantage points, it is perceived together with surrounding taller buildings and will dominate those vistas". This statement doesn't make sense to us — did you mean 'will not dominate'?	<b>GSP:</b> You are correct. It should read "will <b>not</b> dominate":
90.	Wayne MacPhail (SSD)	On slide 22 you aptly demonstrate how the tower will in fact dominate the neighbourhood vista.	<p><b>GSP:</b> This image shows that the buildings <b>will</b> be highly visible along King Street W. However, as the Visual Impact Assessment found - it will not dominate any of the City's <i>significant vistas</i> (panorama of the Niagara Escarpment or Downtown Skyline).</p> <p>The City differentiates between views and vistas. Vistas are generally panoramic in nature while views usually refer to a strong individual feature often framed by its surroundings. Examples of existing significant vistas include the</p>

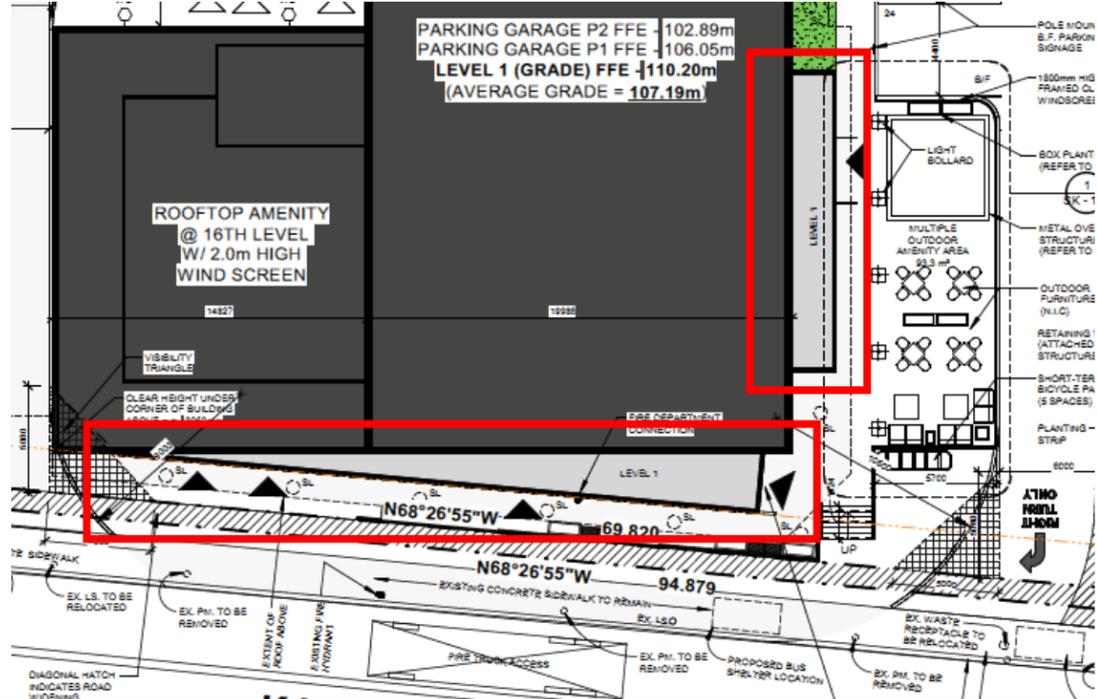
	Name	Question	Response
			<p>panorama of the Niagara Escarpment, Hamilton Harbour and the Downtown skyline as viewed from various vantage points throughout the City. These Vistas were analyzed in the Visual Impact Assessment.</p> <p>The buildings will be visible from local viewpoints and local streets but will not significantly impact any vistas (panorama of the Niagara Escarpment or Downtown Skyline).</p>
91.	Wayne MacPhail (SSD)	Despite your claims for neighbours' privacy, it is clear that someone living on the upper floors of the tower will be able to see into everyone's backyard, with or without a balcony.	<p><b>SRM:</b> Though the direct line of sight for residents in the apartment building is not specifically blocked from viewing neighbouring properties, the public outdoor spaces have been programmed to minimize overlook. Common rooftop terraces for use by the apartment building residents have guard rails that keep the occupants away from the roof edge. Limiting access to the perimeter of the rooftop terrace reduces potential overlook.</p> <p>Please also note that the Landscape plan provides for larger deciduous tree plantings along the western property boundary which will aid in shrouding views from the apartment units into adjacent backyards. With increased density privacy is often affected on many levels. Apartment units on Level 6 of the approved 6 storey plan would also have direct views to adjacent residential properties on the west side of the development.</p>
<b>Construction/Health and Safety</b>			
92.	Wayne MacPhail (SSD)	Why did Vrancor not build the construction sidewalk as it had proposed in its building permit CMP/DA 18096?	<b>Vrancor:</b> The side walk was adjusted slightly to accommodate site conditions.
93.	Wayne MacPhail (SSD)	Since Vrancor did such a shoddy and unsafe job of building the makeshift asphalt sidewalk and broken/leaning wire fence, how can we trust its safe workmanship on a 25-storey building?	<b>Vrancor:</b> See #73
94.	Wayne MacPhail (SSD)	The high population density of the development (1,301 people per hectare vs. 43 per hectare in the rest of Strathcona), gives rise to fears for the physical and mental health of both residents and neighbours especially considering the stresses already inherent in student life and for neighbouring homeowners who will be adapting to shade, wind, traffic, competition for parking spots and loss of privacy.	Comment noted
95.	Wayne MacPhail (SSD)	The current pandemic situation draws attention to the dangers of overcrowding. How will Vrancor limit occupancy to the already-high stated number of beds in the tower? What is to stop students from doubling or tripling up to save rent money?	<b>Vrancor:</b> The revisions we are contemplating to the building will result in a decrease in the overall number of bedrooms and units. Regardless of the tenure (market-rate or students), we take the health and safety of residents and the community very seriously and will ensure strict compliance to all Public Health Guidelines and Mandates.
96.	Wayne MacPhail (SSD)	According to the architectural drawings, in the 8 townhouse units on Market Street, there are 38 bedrooms, 18 of which have no windows. This being illegal, are we to assume an error in the drawings?	<b>SRM:</b> Where a bedroom within a suite is not provided with an exterior window an internal glazing can be provided where it has direct views to an exterior glazing. Less than 50% of the bedrooms within the units along Market Street have this condition. The internal bedrooms are provided with an interior glazing in conformance with the Ontario Building Code.
97.	Wayne MacPhail (SSD)	Given the poor state of the building site hoardings and fencing, and the shoddy work on the 200 Market St. Parking lot that frequently floods, how can we be assured that cladding on the towers will not be damaged by the high winds they will help create, with potentially lethal consequences?	<b>Vrancor:</b> See #73
98.	Wayne MacPhail (SSD)	Did Vrancor receive a permit to pour the foundation overnight on November 29, 2019 from 10 PM to 10 AM November 30, 2019? NOTE: According to By-law No. 11-385, Requiring a Permit 6(4) the City's Director of Parking and By-Law Services (or designated or successor) may "issue".. 6(4)(b) or "refuse"..6(4)(c) an exemption permit..NOTE: By-Law No. 11-285, "Noise Control By-Law", Prohibitions - 3(2)(h) construction or loading	<b>Vrancor:</b> Pouring is not believed to be occurring in late November.

	Name	Question	Response
		that is clearly audible at the point of reception between 10 p.m. of one day and 7 a.m. of the next day	
99.	Theo Van Kooten	Having seen the excavation start without shoring along King Street, and more worrisome by the corner of Queen and King. I lost confidence in the expertise of the Contractor, completing that work. Flouting the risk and liability if one of the many heavy, fully loaded tractor trailers making the left turn onto King did not vibrate the road leading to a soil cave in. Thank goodness weeks later proper pile and lagging was installed.	<b>Vrancor:</b> Preliminary digging was for soil exploratory purposes and no permit is required for this type of work. Shoring permit was issued by the City.
100.	Theo Van Kooten	Appendix D, report by Soil-Mat Engineering, 2018; Page 1 Item 1 Introduction, second paragraph; "The geotechnical report "does NOT reflect upon the "environmental" aspects of the site." Where is the site and soil environmental study? Was there ever an environmental study of the site and soil? Is this not in violation of MOE guidelines when soil is removed and site excavated?	<b>Vrancor:</b> Soil Mat Completed a Phase 1 and a Phase 2 Environmental Study as well as a report regarding the Export of the fill from the site.
<b>Timeline</b>			
101.	Wayne MacPhail (SSD)	When does Vrancor expect to have the development at King and Queen completed?	<b>Vrancor:</b> There is no set date as we are going through the OPA /ZBA Application process on this project. As we get approvals, we will make the applications for our building permits.
102.	Wayne MacPhail (SSD)	When does Vrancor expect to complete the 10th storey of the 25-storey building on the site? Will Vrancor voluntarily stop construction when it reaches the 10th storey?	<b>Vrancor:</b> As of May 2020, Building Permits have been issued for the foundation of the apartment building and the entirety of the hotel. No construction is permitted on any additional storeys until the appropriate building permits are issued; however, no construction beyond the 6 storeys is permitted without the approval of the subject Official Plan and Zoning By-law amendment applications, followed by an amendment to the approved Site Plan for this building..
103.	Wayne MacPhail (SSD)	When does Vrancor expect to start work on the 200 Market Street development? When is it expected to be completed?	<b>Vrancor :</b> We are currently working through clearing the conditions for the 15-storey apartment building at 200 Market Street.
104.	Wayne MacPhail (SSD)	What use will the 200 Market St. development be put to?	Additional changes are proposed for 200 Market Street but are still in the preliminary stages of design and the appropriate studies are beginning/being refined.
105.	Wayne MacPhail (SSD)	Vrancor has the option of taking the city to LPAT should it not make a decision on the development by mid-May. Will Vrancor commit to stopping the clock on that "decision countdown" until after the current health emergency has passed?	<b>Vrancor:</b> We have no intention of appealing the application due to the City's indecision at this point in time.
106.	Wayne MacPhail (SSD)	What building is Vrancor currently building at King and Queen? A six-storey or a 25- storey tower? What height of building are the foundation, parking spots, water storage tank and electrical transformer at northwest corner of the site designed for?	<b>Vrancor:</b> The foundation and other "core" parts of the building (i.e. servicing, electricity) that are currently under construction have been designed to accommodate more than the approved 6-storey apartment and 10-storey hotel and includes structural capacity for additional units and storeys. Construction foundations and other systems with excess capacity is not an uncommon practice and can be found in other parts of Hamilton (i.e. Hamilton City Hall parking structure).
107.	Theo Van Kooten	The proposed development changes are significant and should have been submitted to City as the proposal evolved. Why was there no further documented follow-up?	<b>GSP:</b> The subject development has been proposed in two "phases". The first phase was based on as-of-right policy and zoning, and only subject to Site Plan approval.  The second "phase" is to request height increases and is subject to a Official Plan and Zoning By-law amendments.  The owner met with City Planning staff several times between 2017 and 2020 and with the local Councillor beginning in 2019 with the ultimate proposed design that would be subject to further development approvals. Additional meetings with City staff (i.e. transportation and planning) were held prior to submitting the applications

	Name	Question	Response
			<p>and as the design evolved asking for <i>preliminary</i> feedback/guidance on the requested height increases. However, formal comments are not prepared until such time as a formal application is submitted with all relevant required reports and studies to allow for a proper review.</p> <p>The Official Plan and Zoning By-law amendment process may require changes and refinements to the design based on City staff comments and public feedback.</p> <p>Based on staff comments and the feedback received from the community, the project team has had virtual meetings with City staff to discuss potential changes to the building design.</p>
<b>Process</b>			
108.	Wayne MacPhail (SSD)	Some residents met with city planners in good faith to discuss the previous proposals for King and Queen and 200 Market. Why did Vrancor waste the city's and its citizens' time and emotions considering and discussing buildings you did not plan to build?	<b>Vrancor:</b> We have followed procedures for making applications as per what is presently allowed as per the Official Plan and Zoning By-law and if we don't get approvals for the requested height, we will build what is presently approved.
109.	Wayne MacPhail (SSD)	Why did you not inform the community at large? Why have you not consulted with the citizens in this neighbourhood before putting in your application to amend the zoning by-laws?	<b>GSP/Vrancor:</b> It is at the discretion of individual property owners/developers whether or not to consult with the community <i>prior</i> to submitting an Official Plan and Zoning By-law Amendment applications. In this case, consultation following submission of the applications for the height increases was decided upon.
110.	Wayne MacPhail (SSD)	Why did you not hold the public meeting you promised for the previous developments you proposed for these sites?	<b>Vrancor:</b> They were not required.
111.	Wayne MacPhail (SSD)	If the City does not approve the new proposal will you actually build the six- and ten-storey development?	<p><b>GSP:</b> The owner has received Site Plan approval for a 10 storey apartment and 6 storey apartment building. This approved development is currently under construction demonstrating the Owner's intent to build the development as approved.</p> <p>The subject Official Plan and Zoning By-law amendment application process may result in changes and refinements to the design based on City staff and public feedback. The project team and Vrancor will work with the City to address major concerns which may result in changes to the design of the building above the approved 6 and 10 storey heights.</p>
112.	Wayne MacPhail (SSD)	We have seen that Vrancor has been approved to build one thing (an apartment building) and then has changed it to something else (a hotel) after construction has begun (e.g. development at Main & Walnut). How do we know that Vrancor will stick to building apartments and not switch to condos or just more hotels once the building is complete?	<b>Vrancor:</b> As mentioned earlier, given the uncertainty around the future of purpose-built student housing, we are exploring options to revise the proposal to reflect market-rate units. We are building a residential building and a hotel on site. We will follow all proper channels to obtain City Approvals and permits for our all of our developments. We build according to current market demands to add residential products to undersupplied housing market. We are proud to work with the City of Hamilton providing jobs, employment and a sustainable tax base .
113.	Wayne MacPhail (SSD)	Vrancor used the building on the southeast corner of King and Queen to justify its building a 25-storey tower at King and Queen in several areas of its Planning Justification report. Why have you omitted your intentions to build four more towers next door? We feel the collective impact of all seven towers on our neighbourhood should be considered.	<p><b>GSP:</b> As a part of GSP's Planning Justification Report the approved development at the southeast corner of King and Queen was identified to provide a contextual understanding of the intersection and support the fact that the proposed height is not an anomaly in the area.</p> <p>The future development at 200 Market Street has not been finalized, nor has a formal application been submitted. Changes to the design are ongoing and appropriate technical studies have not been completed to substantiate or support any design on this site.</p> <p>200 Market Street is currently conditionally site plan approved for a 15 storey building. While redevelopment options are in planning/design process, -it is premature to include these buildings within this specific application as changes are ongoing. Supporting studies will be required for any changes proposed to the approved 200 Market</p>

	Name	Question	Response
			Street project e.g.. visual impact, sun-shadow, transportation impact study etc.) and the collective impact of both sites will be reviewed at that time for 200 Market Street.
114.	Wayne MacPhail (SSD)	A "student residence" is not a term used in determining zoning. From that perspective, only the terminology "low density residential" and "medium density residential" have meaning. Is Vrancor's intent to convert either of these buildings into condominiums? Are you using "student residence" to avoid providing the necessary parking that would be required for condos? Is this another "bait & switch"? Is the proposed "commercial space" at 200 Market really unbundled "paid parking" for the potential condos?	<p><b>GSP:</b> The Zoning By-law 05-200 includes traditional Student Residences in the definition of "Lodging House" and "Lodging Unit". In this definition, a unit is <b>not</b> considered a lodging unit if it contains both a full kitchen and a bathroom. Traditional student residences include either shared bathroom or kitchen facilities.</p> <p>In contrast, the units originally proposed were designed as <i>independent</i> units with common amenity areas, similar to a traditional apartment building. These units were therefore considered a "Multiple Dwelling" under By-law 05-200.</p> <p>However, given the proposed changes from a student residence to a market-rate residential building, this differentiation is not relevant as all market-rate units will be considered "multiple dwelling" under Zoning By-law 05-200.</p>
<b>Questions Asked During May 14, 2020 Webinar</b>			
115.	Theo Van Kooten	Why is Market street shown so wide with no parking?	<b>SRM:</b> The renderings shown are shown for artistic impress and design intent of the space and may not necessarily be to scale.
116.	Robert Hilverth	Will phase 2 on 200 Market also have 8 2-storey townhouses?	<b>GSP:</b> The conditionally-approved development at 200 Market Street has similar 2-storey townhouses facing Market Street.
117.	Theo Van Kooten	Why has the Erosion and sediment control plan not followed?	<p><b>Vrancor/MTE:</b> An Inspection Report outlining deficiencies and repairs required to the Erosion &amp; Sediment Control measures was issued to the developer on June 3, 2020 and forwarded to the City's Engineering staff for information purposes.</p> <p>The Inspection Report was forwarded to Vrancor and the City's engineering staff for information purposes. MTE and Vrancor will work with the City on ensuring the issues are addressed, to the satisfaction of the City. Follow-up inspections by MTE may be necessary.</p>
118.	Robert Hilverth	Minor variances were confused during presentation for phase 1 & phase 2 at 200 market st.	<b>GSP:</b> Variances were approved for "phase 1" of the development at 354 King Street in both 2018 and 2019.
119.	Wayne MacPhail	If the public consultation wasn't required, why were we promised one in November of 2018?	See #109.
120.	Theo Van Kooten	What happened to shoring permits?	<b>GSP:</b> A Shoring Permit was issued by the City on July 5, 2019.
121.	Robert Hilverth	Will the studies for phase 1 be also used for phase 2?	<b>GSP:</b> Both new, additional, and updated studies were required for current application requesting height increases and reduced parking standards.
122.	Angela Macarthur	Wondering if the foundation was approved per original permit and is currently being worked on - how would that sustain all the additional proposed floors?	<b>Vrancor/SRM:</b> The foundations for the approved 6-storey apartment and 10-storey hotel have been designed to accommodate additional height. It's not an uncommon building practice to build a stronger foundation than is needed based on a specific design – this allows flexibility and the opportunity for future design or building alterations or redevelopment over the entire lifespan of a building. An example of this is the parking structure at City Hall which was actually designed to accommodate future buildings or development on top.
123.	Ilana Goldberg	Why did you pour the foundation and begin construction for the originally approved building that was within City of Hamilton Planning by law guidelines and then change your mind on the design to create a much larger higher density buildings requiring all of these amendments?	<b>Vrancor:</b> Intention was always to request additional height. Approvals were obtained in order to begin construction on the approved height.
124.	Theo Van Kooten	Why did Zoning by law 05-200 not include the construction vibration monitoring required as adopted by Hamilton based on Toronto by laws?	<b>GSP:</b> A Zoning By-law is different from a Vibration Control By-law. We understand that the City of Toronto's Vibration Control By-law 514-2008 requires monitoring of construction vibrations in and around construction sites; however, a similar by-law doesn't exist in Hamilton. Monitoring of vibrations in and around construction sites are

	Name	Question	Response
			generally addressed through the City of Hamilton's Site Plan approval process as conditions of approval/permits/etc. For this project, vibration monitors were installed during the installation of the shoring by dBA Services. The vibration levels were provided to the owner on an on-going basis and all levels were in compliance with the City's limits.
125.	Theo Van Kooten	Tall buildings separation is Queen Street. Why are you building downtown height in a mid rise neighbourhood?	See #55-61
126.	Theo Van Kooten	Why no allowance for LRT Stop?	<b>GSP Group:</b> The LRT was planned to be located within the King Street road allowance on the south side, to be connected to the Site via a crosswalk. Road widenings along King, Queen, and at the south east corner of the Site were provided to allow for additional space requirements associated with the LRT.
127.	Theo Van Kooten	Minimum setbacks. Why not included as required?	<b>GSP Group:</b> With respect to minimum setbacks, the proposed development meets the minimum setback requirements with the exception of: <ol style="list-style-type: none"> <li>1. the "rear yard" (which equates to the western lot line) <i>only</i> as it pertains to a portion of the below-grade parking structure protruding above-grade. A setback of 1.1 m is requested to this portion of the parking structure whereas 7.5 m is required. The proposed 15-storey portion of the apartment building exceeds the required setback of 7.5 m as it is located 11.7 m from the western property line and the proposed 25-storey portion is set back 25 m. The portion of the below-grade parking structure will be landscaped with decorative stone and sod to minimize the visual impact on adjacent properties.; and,</li> <li>2. the interior side yard setbacks from the property lines abutting the 2 structures at 21/23 Queen Street N (which are currently vacant and were intended to be used for LRT utility purposes). A setback of 7.5 m is required for any lot line containing a residential use. If no residential uses are on the abutting property, no building setback is required. Given that since the applications have been submitted the buildings are vacant and no longer contain residential uses, we will discuss with City planning staff this setback requirement..</li> </ol>
128.	Robert Hilverth	Accepted a document is not the same as reviewed and approved a document. The Wind and Traffic studies have significant flaws that have not been addressed.	<b>GSP Group:</b> As a part of the site plan approval process for the permitted 10 storey hotel and 6 storey apartment building a number of studies were completed, submitted, reviewed and approved by City staff.  As a part of the subject application (height increase), a Wind Report, Transportation Impact and Demand Management Options Report and Parking Needs Analysis were completed based on approved terms of references from the City. These studies were accepted (not approved) by the City as a part of the complete applications and are currently under review by City staff. Once comments are received from City staff, the project team will work with the City to respond and update the reports, accordingly.
129.	Aleda O'Connor	According UHOP plan: Scale 3.5.7 For medium density residential uses, the net residential density shall be greater than 60 units per hectare and not greater than 100 units per hectare. 3.5.8 For medium density residential uses, the maximum height shall be six storeys. How can you suggest that 25 storeys is appropriate height?	<b>Answered in Webinar:</b> These density ranges only apply to properties designed "Neighbourhoods" in the UHOP plan. The Site is designated "Mixed Use Medium Density and is outside of the Neighbourhoods designation as noted on Schedule E-1 of the UHOP. There are no density ranges or limits for the "mixed-use medium density" designation but there are height limitations (max of 6 storeys, with the possibility of 10 with appropriate justification). The Official Plan Amendment is required in order to permit a maximum height of 25 storeys..
130.	Theo Van Kooten	How has the future width allowance for Queen and King been included.	See #86-87
131.	Jennifer Kinnunen	hamiltons passanger rail and lrt would not have been removed if the provincial plan for development and land-use planning was adhered too historically if the transit corridor is being used as justification for development why does the building form and site plan not provide a canopy or shelter for pedestrians?	<b>GSP:</b> Although we cannot speak for the Province as to why funding for the LRT was pulled, Provincial Policy (PPS and Growth Plan) is clear when it comes to focusing development and intensification around transit corridors and station areas in order to promote walkable communities and to ensure financial feasibility of the significant public investment. Transit-supportive densities are required in order to sustain these services.  The apartment building contains canopies which provide shelter for pedestrians.

	Name	Question	Response
			 <p>The architectural site plan shows a building footprint with several levels and setbacks. Key features include: <ul style="list-style-type: none"> <li><b>Parking Garage:</b> P2 FFE at 102.89m and P1 FFE at 106.05m. Level 1 (Grade) FFE is at 110.20m, with an average grade of 107.19m.</li> <li><b>Rooftop Amenity:</b> Located at the 16th level, featuring a 2.0m high wind screen.</li> <li><b>Setbacks and Annotations:</b> A red box highlights a specific setback area. Other annotations include 'Visibility Triangle', 'Clear Height Under Corner of Building', 'Edge Department Connection', and 'Proposed Bus Shelter Location'.</li> <li><b>Orientation:</b> The building is oriented N68°26'55"W.</li> <li><b>Surrounding Area:</b> Includes a 1/2 sidewalk, existing concrete sidewalk, and various utility lines (EX. LS. TO BE RELOCATED, EX. PM. TO BE REMOVED).</li> </ul> </p>
132.	Theo Van Kooten	But student residence and AirBnB being proposed. Why?	<b>Vrncor:</b> AirBnB's are not proposed.
133.	Wayne MacPhail	The density of the proposed site is far beyond medium density, even for cities like Toronto. Why are you putting it in this neighbourhood?	<p>See #55-61</p> <p>The “application” or “assignment” of an appropriate Official Plan designation that reflects the proposed development is often a matter of finding the ‘closest’ or best one that matches with the proposed project. In this case, like other applications in the vicinity, we are requesting the continuation of the existing Mixed-Use Medium Density designation of the property and requesting exceptions to the designation that deal with height. The proposed Official Plan Amendment simply states:</p> <p><i>“Notwithstanding Volume 2 Policy B.6.6.6.1 b) and B.6.6.6.1 c), a maximum height of 25 storeys shall be permitted for the multiple dwelling and twelve (12) storeys shall be permitted for the hotel.”</i></p> <p>On this basis, and similar to the justification noted above, we are proposing a site-specific zone under the existing Transit Oriented Corridor Mixed-Use Medium Density (TOC) zoning that reflects the details of the proposed design.</p>
134.	Theo Van Kooten	How is the penthouse mechanical services height limited?	<b>SRM:</b> The Mechanical Penthouse height is determined based on the required size of equipment occupying the interior space. Large / Tall cooling units (Chillers) are housed in the interior mechanical room and require an increased floor to ceiling height to the typical storeys. The maximum height of the total building including the penthouse cannot exceed the limits set out by the City based on the Niagara Escarpment height to the south of the Lower Hamilton Area.
135.	Angela Macarthur	Was there a needs assessment completed for both hotel and student residence requirements in this area ? How were the increases in numbers determined ? ( ie the colleges and universities requesting more residence etc)	<b>Vrncor:</b> Internal feasibility analyses were completed to ensure the project is viable and that there is a market need for these types of units. Given the uncertainties around COVID-19 and the potential impacts on the future market for student housing, we have revisited our analyses which is the reason for our decision to explore market-rate housing. The results, determination and methods of our processes are confidential and proprietary in nature and as a result, will not be publicly shared.
136.	Wayne MacPhail	The Tall Building guidelines lay out setbacks your development does not comply with. Why?	<b>SRM:</b> The tall building guidelines have been followed where possible to achieve the desired development outcome. Technical limitations presented by the structural system, and design constraints in some instances drive deviations

	Name	Question	Response
			<p>in the building design from certain criteria of the Tall Building Guidelines. Examples of this include step-back locations.</p> <p>Please Note the Following:</p> <ul style="list-style-type: none"> <li>• Maximum step back from the King and Queen Street Property Boundary meets the required 2 meters.</li> <li>• Separation between the proposed 12 Storey Hotel Tower and the 25 storey residential Tower is the greater of 22 meters</li> <li>• Setback distance from the western property boundary to the 25 storey Upper portion of the proposed residential Tower is the greater of 25 meters.</li> <li>• Setback distance from the western property boundary to the 16 storey most westerly portion of the proposed residential Tower varies between 11.6 and 11.8 meters. (The Tower steps back at Level 16 to a setback from the western property boundary to the greater of 25 meters).</li> </ul>
137.	Robert Hilverth	The tall building guide line is not part of Strathcona Secondary Plan. How does this apply?	See #65
138.	Theo Van Kooten	What about adjacent Heritage buildings and surrounding building height transition addressed with such a high tower? especially when setbacks have been minimized?	See #62-63
139.	Jennifer Kinnunen	the site only meets the criteria because you have already joined all the lots, you are taking it out of context to justify a point tower	<b>GSP:</b> Land assembly, or consolidation is a common practice in order to obtain a lot size that can accommodate a larger building. Zoning By-law 05-200 includes holding provisions for development that requires land assembly prior to redevelopment to establish appropriately sized lots for development
140.	Robert Hilverth	Tall building is NOT approved in Strathcona Secondary plan.	See #65
141.	Simon Woodside	Why would the recommended height of a building be determined solely by the size of the lot?	<b>GSP:</b> The lot size and frontage is used as a guide and <i>starting point</i> in the City's Tall Building Guidelines. Lot size and dimensions are used as a starting point in figuring out which building type could be appropriate as the lot needs to be large enough to accommodate: vehicle access, separation from other towers, and appropriate transition to neighbourhoods among other things. I.e. a smaller lot will not have as much area for things such as setbacks, transition/height gradation and therefore a point tower would not be appropriate.
142.	Theo Van Kooten	How does a square tower meet the point tower definition?	<b>SRM:</b> A "Point Tower" by definition under the Hamilton Tall Building Guideline is "a singular tall building. The development as a whole, including the units along Market Street as well as the proposed 12 Storey Hotel, would be considered a Hybrid building. Looking solely at the residential Tower portion of the development this would be considered a point tower as it is one structure greater than 13 storeys or 50 meters in height. The current design of this tower is in an L shaped configuration with the longer leg of the shape traversing north / south and extending up the full proposed height of 25 Storeys. The short leg of the tower fronts King Street running East / West and extends to a height of 16 storeys. Please also refer to slides 17 through 23 of the Webinar Community Presentation for a summary of the Architectural components that form the Tower Base, Mid and Top defining the Tower design.
143.	Jennifer Kinnunen	why are there no architects from the architecture firm present to discuss the building form and plans?	<b>SRM:</b> The project Architect (Edward Thomas) had a prior conflict and was not able to attend the public meeting. The project managers for this development, Marc Villemaire and Tyler McLean that were on the webinar panel to answer questions and present the fundamentals of the Official Plan and Zoning By-law Amendment Application have been heavily involved in the design and contract administration on this project since 2017 and are well versed in the evolving development demands and governances.
144.	Denise Minardi	I am aware that we are within limit of the city UHOP but moved here knowing that we are not in it. My son already has issues with public transit as there are so many students going to Westdale and McMaster. The number of students walking to Ryerson Middle School, Westdale and McMaster has been a concern of mine since we moved here. The volume of car and truck traffic is immense with back ups to York St Monday to Friday. There seems	See #39-40.

	Name	Question	Response
		to be no consideration as to the impact on pedestrians, especially students with this increase. Why is safety not a priority?	
145.	Jennifer Kinnunen	the townhouse on market street (as per sheets A2.8, A2.9) lack bedroom windows on the south side of the buildings.	<b>SRM:</b> The Residential Suites along Market Street form the exterior of the 2 Level enclosed parking garage covering a large portion of the project site. Working with existing grading at the property boundaries 2 storey units adhere to the built form scale of Market Street and shroud the covered parking area from the street. Only the upper storey of these units along Market Street extends above the surface level of the parking structure behind. At this Level on the south façade of the unit's, entrances to the suites and windows are provided. As mentioned in the answer to question #96 internal bedrooms are provided with internal glazing to meet Ontario Building Code requirements for occupant well being and safety.
146.	Robert Hilverth	Is Mark an architect? If not how is he an expert?	<b>SRM:</b> Marc is not an Architect; he has been a Project Manager at SRM Architects for over a decade. Edward Thomas is the project Architect. Edward Thomas has been involved in the critical decision making on this project as has been a large team on Planners and Engineers.
147.	Barry Coombs	What window treatments have been planned to safeguard migratory birds?	<b>SRM:</b> At this time there has been not been a decision or specifications prepared for the window treatment.
148.	Theo Van Kooten	But the foundations will lock in parking spaces. So how does that align with a higher structure which requires more parking when parking will be locked in at this stage?	<b>SRM:</b> The foundations and structure have been engineered to accommodate a flexible design that can be amended to provide more parking should the development need it. The conversion of proposed storage space that was approved under the current Site Plan Application was converted to Parking stalls to meet the requirements of the development as proposed in this OPA / ZBA Application.
149.	Liam Molony	according to 2016 public data ward 1 dwelling types include approximately 47% single home dwellings and 28% apartments / condos over 5 story's . the proposed changes would drastically shift the make up / lifestyle of ward one and neighboring wards. what action have been taken to reduce community impact.	<b>GSP:</b> The proposed apartment units would contribute to the diverse range of housing options within Ward 1 demonstrated by these numbers. See #64 for how impacts on shadow and wind have been mitigated.
150.	Theo Van Kooten	How does the roof top terrace address neighbour privacy?	<b>SRM:</b> The public outdoor spaces have been programmed to minimize overlook. Common Amenity rooftop terraces for use by the apartment building residents have been designed with 2-meter-tall screens / guards that keep the occupants a minimum of 3 meters away from the roof edge. Limiting access to the perimeter of the rooftop terrace reduces potential overlook.
151.	Barry Coombs	This is a glass and concrete slab. How does it add 'charm and character' to the neighbourhood as stated in the GSP website mission language?	<b>GSP:</b> Charm and character can be achieved through a variety of building and architectural types. The character of an area can evolve, particularly along a major corridor such as King Street, and can include a mix of old and new buildings. Character and charm do not mean homogenous building materials. See #55-61 and #80.
152.	Robert Hilverth	Does the top floor of the student residence have a larger ceiling height. Will student with more money get that as an option. Or is it possible that the long run plan is to change to condos?	<b>SRM:</b> This design feature has not been contemplated at this time. The current design may have varying ceiling heights due to mechanical system requirements, but not a design intent for different levels of unit features.  <b>Vrancor:</b> I can't comment on height, but premium features are built into a select amount of suites in order to cater to a wide range of potential residents.
153.	Robert Hilverth	How are the presented residences relevant given that the proposal is in a residential area?	<b>GSP:</b> The proposed apartment building will be used for residential purposes.
154.	Theo Van Kooten	Are these other student tower examples located in residential neighbourhoods?	<b>SRM:</b> The cited examples are in varying neighbourhood contexts.  <ul style="list-style-type: none"> <li>• Brock Commons Tallwood House is situated at the University of British Columbia Campus in Vancouver, B.C. The Building is surrounded by a mixed-use neighborhood which includes low-rise residential buildings to the north, a parking structure to the south, campus facilities to the west and further mid to high rise residential buildings to the east.</li> <li>• Hoem Residence Ryerson University is located 186 Jarvis Street in Toronto's downtown east side. The development is bounded by high-rise residential and hotel buildings to the north with mid-rise residential buildings to the south. Directly across Jarvis to the east are a series of heritage 3 storey walk up residential</li> </ul>

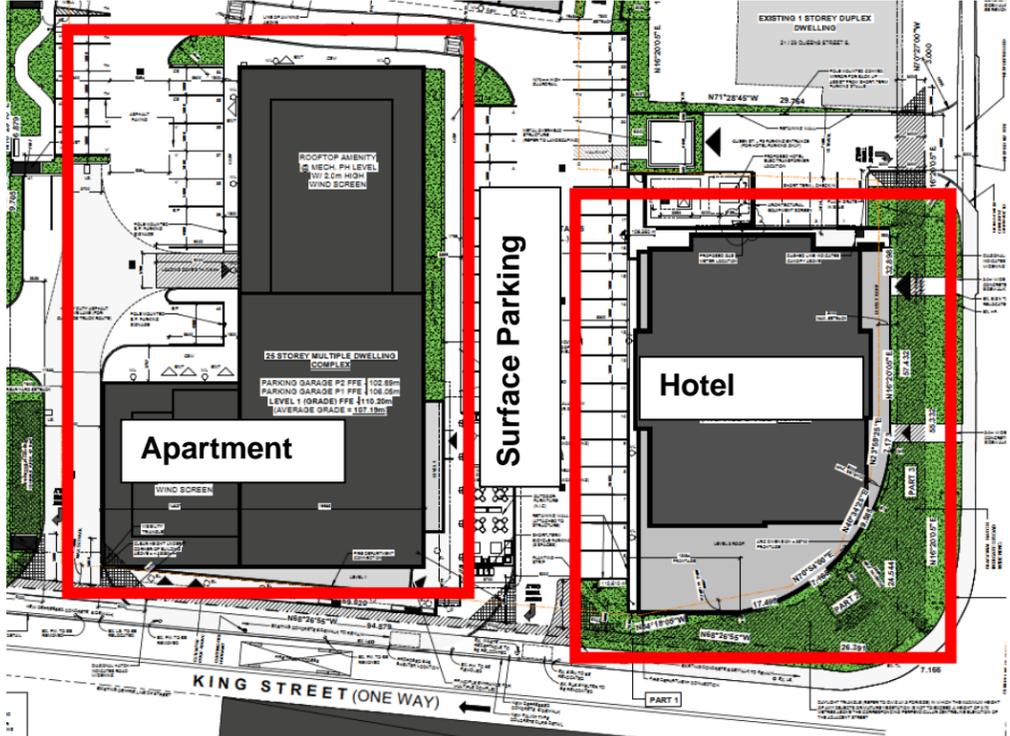
	Name	Question	Response
			<p>buildings. To the west a mix of current development and 3 storey heritage residential buildings exist along Mutual Street.</p> <ul style="list-style-type: none"> <li>• Orchard Commons Student Residence at the UBC Campus in Vancouver B.C. is surrounded by a campus community consisting of low and mid-rise student housing buildings as well as varying institutional facilities.</li> <li>• Pembina Hall Residence forms part of University of Manitoba Campus in the south suburbs of Winnipeg Manitoba. The building is bounded by the Red River to the east, Fort Richmond residential neighborhood to the south and campus institutions and civic spaces to the north and west.</li> </ul>
155.	Jennifer Burt	The Strathcona Secondary Plan intends for this lot to be a transition between the tall buildings downtown and the heritage homes in Strathcona. How do you justify the lack of transition between the adjacent 2 story heritage homes on Ray St to a 25 storey apartment?	See #62-63
156.	Denise Minardi	'+ 236 is huge! - what is the justification for this other than profit!	<b>Vrancor</b>
157.	Jennifer Kinnunen	please clarify how your buildings are similar to your precedence, you building lacks an interesting cladding design, the extruded box lacks the undulation of form that the manitoba residence has why would you not compare and contrast the existing mcmaster residence on rebecca - which, unlike your proposal, provides an interesting facade for the city sky line	<p><b>SRM:</b> The purpose of the sited examples is to convey the tower fenestration opportunities. This exercise was to focus on the architecture of the tower. The tower design features a combination of Architectural Precast concrete with the use of form liners and tints to create interesting textures. The use of opaque vertical and horizontal features works to break up mass while giving the tower a slender appearance as the height increases. Undulation is created by the stepping of masses creating smoother wave like outlines. Design is subjective and is a balancing act between form and function. The goal of this development is to provide housing units within the city of Hamilton while serving residents with the contemporary comfort's of similar modern developments. Precedent Development examples were selected at random based on their Architectural and Structural relation to the proposed development.</p> <p>As mentioned, the design of the building is expected to change and evolve as comments and feedback is received.</p>
158.	Liam Molony	why was the decision made by vrancor and supporting companies to reduce the required amount of green space for such a build. with phase 2 what community based decisions have been made to support the lifestyle of residents and community outside of their units and amenities within the building	<p><b>SRM:</b> There has been no reduction in required green space for this development application. As part of development charges stipulated by the City of Hamilton, Cash in Lieu of Parkland Development is permitted and these payments fund Municipal park projects around the city. The project site is central to a large community including the Hamilton Downtown Core that has the support infrastructure to service residents' needs including; transit, grocery and retail shopping, health care, employment opportunity, leisure and social programming. Within the building and the project site amenity uses include common media and study spaces, fitness and sport facilities, as well as lounge and social spaces.</p>
159.	Jennifer Kinnunen	does mcmaster support this development?	<p><b>Vrancor:</b> There are several other public and private educational institutions beyond McMaster University whose students represent future residents.</p>
160.	Don Caldwell	Will the buildings accommodate vehicle parking within the building for all users and residents and what guarantee is there that increased parking requirements will not negatively affect current parking conditions?	<p><b>Paradigm:</b> Three parking areas are proposed:</p> <ul style="list-style-type: none"> <li>• Two accesses to King Street W provide access to the surface parking lot associated with the apartment building that will be used primarily by visitors.</li> <li>• The Queen Street N access services only the hotel. It provides access to the underground parking garage as well as a few surface parking spaces directly north of the hotel for drop off and pick up.</li> <li>• The Market Street access is the principal access to the underground parking structure for residents of the apartment building and the townhouses.</li> </ul> <p>A parking needs analysis was prepared that included a review of the zoning regulations and parking data at the local level through proxy sites and industry parking data has been completed. Through the use of this data, the analysis concluded the on-site parking supply will accommodate the proposed development.</p>

	Name	Question	Response
161.	Theo Van Kooten	Why does this table not include the number of people accommodated and resulting massive site intensification?	See #188
162.	Tony Rockingham	what are additional revenues (from property tax etc.) that accrue to the city as a result of the proposed changes	<b>GSP Group:</b> The developer is required to pay Development Charges (to recover growth-related costs associated with the capital infrastructure needed to service new development and education development charges), Parkland Cash-in-lieu (City collects which is required to be used for purchasing new parkland or upgrading park facilities). Also - The Developer was required to pay application fees to the City (to pay for City staff to review the reports/documents).
163.	Theo Van Kooten	What were the responses from the City to the Applications in December 2019?	<b>GSP:</b> The application was deemed complete in January 2020. Staff are currently reviewing the documents/reports and will provide the owner and project team with their comments.
164.	Robert Hilverth	The zoning amendment must be done in conjunction with Strathcona neighbourhood input.	<p><b>GSP:</b> As stated in the webinar: As a part of the Planning Act process, public notice must be provided for any application to amend the UHOP and/or the Zoning By-law. .</p> <p>Pursuant to the Planning Act, the only legislatively <i>required</i> meeting is called the Statutory public meeting. In the City of Hamilton this meeting takes place at City Hall before the Planning and Economic Development Committee once staff have prepared a recommendation report for approval or refusal. Receiving feedback from the public and community at that stage for a development of this scale isn't ideal as it is fairly late within the process timeline. Accordingly, the applicant held a webinar in May to garner public input including the Strathcona neighbourhood.</p> <p>Official Plan and Zoning by-law Amendments are iterative processes; they are rarely approved as submitted based on the first submission and often require subsequent changes based on comments and feedback from City staff and the public. Receiving comments and feedback from City staff and the residents at the stage we are currently at will allow the project team and owner to carefully consider all comments and determine what changes, if any, are warranted.</p> <p><b>As noted, the approved development conformed to the Official Plan and complied with the Zoning By-law – therefore no public consultation was required.</b></p> <p><b>Now that changes are proposed that do not meet the existing policy and regulatory requirements – a different process must be followed that requires consultation under the <u>Planning Act</u> which includes the acceptance of comments, the webinar, and this extensive question response document.</b></p>
165.	Robin Zee	it sounds like what was taken into consideration is the frontage , width and depth but nothing in regards to the impact it will have on the current residence. how is that aspect justified	See #62-63
166.	Theo Van Kooten	There are many assumptions in the various studies. These do not have detailed justifications. Please provide the justifications.	Unable to respond to this question as it is not clear which reports and assumptions are being referred to?
167.	Theo Van Kooten	The question is not how much the owner wants to spend. The questions relate to the impact the major change in plans will have on the neighbourhood.	See #64
168.	Jennifer Kinnunen	who approved the over night concrete pour on novemver 29th, 2019, from 10pm to 10am?	See #98
169.	Wayne MacPhail	You had a chance at the SCC Executive meeting to be open and transparent about your desire to change urban plans. You were not. Why not?	See #52-53
170.	Angela Macarthur	I understand that this often occurs with Vrancor that they change or request amendments at many of their new builds - is there additional information	<b>Vrancor:</b> The results, determination and methods of our processes are confidential and proprietary in nature and as a result, will not be publicly shared.

	Name	Question	Response
		they receive later, do they do additional needs assessments ? Just seems strange that this is a common occurrence	
171.	Robert Hilverth	The developer's approach to the public is causing anger within the community.	Comment noted.
172.	Jennifer Kinnunen	if density and the skyline is important to the owner why has the owner not presented the city with increased density on Jackson Square/City Centre - which has always been slated for condo/apartment towers on top?	<b>Vrancor:</b> We are under a Non-Disclosure Agreement with the City of Hamilton and I cannot confirm or deny our involvement with respect to the FirstOntario Centre. This question does not relate to the project at 354 King and FirstOntario is a different site with other unique characteristics.
173.	Barbara Ledger	Will the developer change the design to reflect the desires of the residents?	<b>GSP:</b> Official Plan and Zoning by-law Amendments are iterative processes; they are rarely approved as submitted based on the first submission and often require subsequent changes based on comments and feedback from City staff and the public. Receiving comments and feedback from City staff and the residents at the stage we are currently at will allow the project team and owner to carefully consider all comments and determine what changes, if any, are warranted.
174.	Tony Rockingham	Does the city suffer any additional costs as a result of the proposed changes?	See #162
175.	Theo Van Kooten	Newspaper articles are not to replace community consultation, especially when it results in some existing housing that will be subjected to shadows 21 hours a day.	<b>GSP:</b> It is up to the discretion of individual property owners/developers whether or not to consult with the community prior to submitting Official Plan and Zoning By-law Amendments. In this case, no consultation was held specifically for the 25-storey apartment and 12-storey hotel prior to the submission of the applications. The public consultation is occurring now, following the submission of the Official Plan and Zoning By-law Amendment applications.
176.	Robert Hilverth	The Traffic study has significant flaws. Why did the study not have a field study component to verify the models.	<b>Paradigm:</b> Traffic counts were completed at a number of study area intersections along with field observations in 2019.
177.	Theo Van Kooten	Traffic studies did not use actual traffic counts. Why?	<b>Paradigm:</b> The Traffic Study used existing traffic count provided by the City of Hamilton. For intersections without recent traffic data, counts were completed. The Traffic Study is based on existing traffic data counts for the analysis.
178.	Simon Woodside	<p>The same number of units and floor area can be achieved with no increase in height. It currently covers only 25% of the land on the site, but if it covered 50% of the site then it would be no more than 10 storeys.</p> <p>This would create dramatically reduced shadow impact and wind impact, and would fit in with the character of the neighbourhood, and the Urban Hamilton Official Plan (UHOP). We wouldn't need to have this meeting.</p> <p>This urban form could be easily done with a courtyard-style block building. There are many additional benefits from this style such as mental health, an improved street front activation and placemaking. Why did the developer not use a 10 storey mid-rise design, with the exact same floor area?</p>	<b>Vrancor:</b> Several iterations of building massing and design were explored while working through concepts for this development. Many factors of this complex project have driven the design development to its current form. Due to the nature of the uses and City of Hamilton Design Guidelines and By-laws the concept presented is in our professional opinion the best suited for this site. In consultation with the City of Hamilton's Planning department it was determined that slab buildings with larger floor plates are unfavorable and towers with minimized floor areas align with the current visions for the city. It is easy to stipulate another design would work better in certain instances however each design comes with its own myriad of challenges. Together the many consulting professionals working with Vrancor have brought the design to where it is now.
179.	Denise Minardi	Vrancor has publicly stated that they believe their work will contribute to a solution for the housing crisis in Hamilton. How can we be assured that Vrancor cares about the housing needs of Hamiltonians? What would prevent Vrancor from changing its mind about the use of the buildings? How does this help create complete communities in the Strathcona neighbourhood when there are no 3 bedroom units for families?	<b>Vrancor:</b> Vrancor has always will be fully committed to the City of Hamilton. We have been developing in this great City for over 20 years and call Hamilton Home. Within the last 10 years, we have invested over \$500 Million in the Downtown Core alone, including the development of over 1,000 residential units. In carefully analyzing neighbourhood demographics and working closely with City of Hamilton staff and the Community, we have tailored each building to provide for and accommodate a wide variety of residents. Each building is meticulously designed to suit the needs of a target demographic and while the building at 354 King will not specifically offer a 3 bedroom

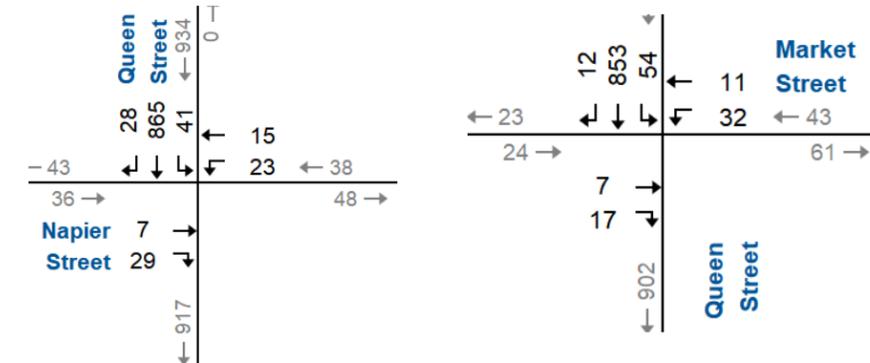
	Name	Question	Response
			unit, many single family homes in the Strathcona neighbourhood that are more fitting for a family will directly become available, as current residents relocate to a more desirable and centrally located building community
180.	Theo Van Kooten	The wind study actually highlights some concerning wind velocities within the tower plaza. How has winter weather conditions been included in this study.	<b>RWDI:</b> The wind study analyzed existing conditions as well as post-development conditions and looked at both summer and winter conditions.
181.	Theo Van Kooten	Building height for site actually shows how out of character the building height is compared to adjacent neighbourhood.	See #55-61
182.	Robert Hilverth	The platinum is in the downtown zone, not Strathcona. Should not be compared.	See #88
183.	Barbara Ledger	why does the community context not include the fact that the majority of surrounding buildings are 1-2 stories?	<b>GSP:</b> The 2 figures shown on slide 31 of the webinar was specifically to show the location and building height for buildings over 8 storeys. We acknowledge that the residential area to the north west is predominantly 1-2 storey residential dwellings.
184.	Jennifer Kinnunen	Queen 75 already causes a wind tunnel on peter and napier - how is it possible that your studies suggest the proposed building will not do the same	<b>GSP:</b> As stated in the wind study and spoken to by Hanqing Wu during the webinar, the existing wind conditions in the report identify that there are several uncomfortable wind conditions along Queen Street North. With the proposed building height, the wind conditions are anticipated to <i>improve</i> on Queen Street N and are marginally impacted along Napier Street. Peter Street was not included in the wind analysis.
185.	Terry MacDougall	What would this plan do to the greenspace at Queen 75, as far as shadow?	<b>GSP:</b> Based on the sun-shadow study prepared by SRM, no shadows will be cast on the private amenity area at 75 Queen Street between March 21 and September 21 (which is specifically highlighted in yellow on the study diagrams)
186.	Carmen Cuming	Do you mean by Platinum the proposed development on 235 Main St. West? This 23 storeys have not been approved as you just mentioned. That would be a misleading statement.	<b>GSP:</b> Platinum Condos (23 storeys) is located at 15 Queen Street S (south east corner of King and Queen). This development has been approved and is currently under construction).
187.	Jennifer Kinnunen	The buildings west of queen - you are artificially calling "tall" you can see from the image the dramatic difference between the 6 storey good shepherd building and your 25 storey tower - it is disingenuous to call both your proposal and it both tall	<b>GSP:</b> This purpose of this slide/image was to identify buildings taller than 8-storeys (the Good Shepherd buildings are 8-storeys in height) and to provide a contextual understanding of the area to support the fact that the proposed height is not an anomaly in the area. .
188.	Wayne MacPhail	Your density is in units, not ppl per hectare. That is misleading given the number of beds per unit. What is the ppl density?	<b>GSP</b> The Urban Hamilton Official Plan defines density as the number of dwelling <b>units</b> per residential hectare.  However, to estimate the future resident population density, the City of Hamilton estimates persons per unit for new development basis of the following (2019 Development Charges Background Study): Townhouses: 2.518 persons per unit Apartments (1 and 2+ bedrooms): 1.604 persons per unit.  Separate calculations for apartments geared to students are not provided. On this basis, the population of the proposed apartments, including the townhouse form along Market Streets is project to be: 521 people, which translates to 744 persons per hectare.  <b>An updated population density will be included once the modifications to the design have been finalized.</b>
189.	Jessica Aird	GSP is consulting for a few projects. When the key issues are considered, are cumulative impacts of proposed developments also included (main/queen, or the neighbouring project also by Vrancor)?	<b>GSP:</b> Once an application is approved, it can be incorporated into a planning analysis.
190.	Denise Minardi	75 Queen St N is 75% 3 bedroom units and 25% 2 bedroom units.	<b>GSP:</b> The proposed apartment building will contain a mix of 2, 3, 4 and 6-bedroom suites: <ul style="list-style-type: none"> <li>• 125 2-bedroom units (39%)</li> <li>• 48 3-bedroom units (15%)</li> </ul>

	Name	Question	Response
			<ul style="list-style-type: none"> <li>• 143 4-bedroom units (45%)</li> <li>• 6 6-bedroom units (1%) (townhouses along Market Street).</li> </ul> Total of: 322 units  <b>This unit and bedroom count will be changing with the proposed modifications to the design - details to follow.</b>
191.	Theo Van Kooten	Why have the houses on Ray North not been considered in the set back?	See #62-63
192.	Jennifer Kinnunen	you fail to transition from the town homes and the 25 storey building	<b>SRM:</b> The Units along Market Street are designed to function almost completely independent of the remaining development. Interior pedestrian and vehicular site circulation separate the Market Street Units from the residential Tower. The separation between the rear of the 2 storey units and the tower is an average of 8.6 meters. See #62-63.
193.	Theo Van Kooten	Will the fencing on the west side include mitigation of wind?	<b>GSP:</b> The solid wood fencing proposed along the west lot line adjacent to Market Street is for privacy and visual screening purposes. It is not designed or intended as a form of pedestrian wind mitigation. As a part of the Pedestrian Wind Study, sensors were included along the western property line. The analysis concluded that winds at this location were not shown to be impacted at all during the summer months, and further, the comfort levels in winter moved nominally from “standing” to “strolling”. The fence along the western property line was not included in the study but as it will be solid-screen (i.e. wood), it could mitigate the wind impacts on the adjacent yards.
194.	Jennifer Kinnunen	why are no views done from within the community (ex. napier and ray)	<b>GSP:</b> Views from Napier and Ray are shown on slide 35 of the webinar.
195.	Liam Molony	why do none of the renderings show the context of the transition plan to those buildings you are attempting to accommodate ?	<b>SRM:</b> Artistic Architectural Renderings are commissioned by the client at the client’s expense to convey the design intent to them or prospective occupants of the development. Typically, the focus of the renders is the development. The City of Hamilton does not currently require artistic building renderings in their approvals process. Renderings for community review were provided at the discretion of the owner and planner (GSP) for this project.
196.	Theo Van Kooten	Which Architect was the lead in developing the building design and how many years of experience have they in Architecture?	<b>SRM:</b> The project Architect (Edward Thomas) has over 20 years of experience as a professional Architect. SRM Architects was founded in 1961 as Snider Huget March Architects, our designs have been shaping the landscape of Waterloo Region and Southern Ontario for nearly 60 years.
197.	Barry Coombs	Who is paying for the independent facilitator of this meeting? Is it the City of Hamilton or is it GSP or Vrancor?	<b>GSP:</b> Vrancor paid for Karyn Dumble’s professional fees to facilitate the webinar.
198.	Jennifer Kinnunen	please provide evidence that you will be able to see the scotish rite from napier and queen - it is not visible now	<b>GSP:</b> In the Visual Impact Assessment, Figure 11 (view 5) taken from Queen and Napier and Figure 12 (view 6) taken from Queen and Market show the public view to the Scottish right is visible.
199.	Theo Van Kooten	The shadow actually does intrude onto Victoria Park. So there are public space impacts.	<b>GSP:</b> The sun-shadow study completed by SRM for March 21 and September 21 does not show any shadows (proposed shadow or new net shadow) on Victoria Park.
200.	Theo Van Kooten	Transition to surrounding buildings and neighbourhoods are a key policy plan in Hamilton. How does a 25 storey to 2-1/2 storey housing work?	See #62-63
201.	Jennifer Kinnunen	if the apartment and the hotel are two distinct buildings why is there no void between the two? shee A1.1 clearly illustrated them as one mass	<b>GSP:</b> From Drawing A1.1

	Name	Question	Response
			
202.	Barry Coombs	Why do you refer to trees as obstructions?	<p><b>GSP:</b> For example, when you're looking towards the escarpment from York Boulevard, the Escarpment isn't clearly visible because there are already buildings, trees, and hydro poles obstructing someone's view of the escarpment. This is also the case when you're standing on a public sidewalk within the interior of the Strathcona Neighbourhood (i.e. at Ray Street and Market); the escarpment isn't visible because there are buildings and trees already obstructing this view.</p>
203.	Theo Van Kooten	Bay front Views are not important?	<p><b>GSP:</b> View C in the Visual Impact Statement shows the view from the Bayfront which shows the top of the apartment building will be visible but will be viewed together with other tall buildings include 75 Queen Street N.</p>
204.	Theo Van Kooten	So addressing privacy includes limited window opening?	<p><b>SRM:</b> This is incorrect and must have been a misunderstanding. Limiting window operation is a safety function for windows in tall buildings to limit fall hazards. We do not have any intention to limit the size of windows on this project and what has been proposed meets or exceeds the Ontario Building Code minimum sizes for Windows providing natural light to interior spaces of the development.</p>
205.	Robert Hilverth	Looking down from a window and from a balcony onto other properties is still a "view down"	<p><b>SRM:</b> Please refer to the answers expressed in response to questions #91 and #210 for rationale regarding concerns about the privacy of neighboring properties.</p>
206.	Aleda O'Connor	What is Tyler McLean's architectural designation? Did he design these buildings?	<p><b>SRM:</b> Tyler McLean is an Architectural Technologist. Tyler works with a team of designers, Planners, Architects and Engineers. The ultimate design is the product of a combined effort of several consultants.</p>
207.	Theo Van Kooten	How has the potential party noise of a roof top terrace been addressed?	<p><b>Vrancor:</b> Open/Close Hours and Limit Access. Monitored by Property Manager.</p> <p><b>GSP:</b> The City of Hamilton has a Noise By-law to address noise emanating from private property.</p>
208.	Jennifer Kinnunen	in regards to life safety - how would people in the basement escape if there was a fire? they do not even have light wells? (townhouse units)	<p><b>SRM:</b> The Market Street Units are designed to have window wells and window area providing natural light and an egress in the event of fire in accordance with the Ontario Building Code.</p>
209.	Barbara Ledger	the rendering of the market street townhouses show no front gardens — why are there no gardens, to provide a visual link with existing homes in the neighbourhood?	<p><b>SRM:</b> Plantings and Sod are visible in the renderings of the Market Street Units. A landscape consultant has provided design for landscaped areas along Market Street that include new Deciduous Tree and Perennial plantings.</p>

	Name	Question	Response
210.	Aleda O'Connor	Honestly, one of the things that is interesting about being up in a tall building is looking out at the view, and checking out what the people below are doing, and how small they look from that height. How can you say that this will not be the case at 354 King?	<b>SRM:</b> We are not suggesting that occupants of the apartment units would not take advantage of their views of the city. It is SRM's position that occupants of the units will be less likely to frequent looking into adjacent private residences as they do not have access to private exterior balconies which overlook the adjacent properties.
211.	Wayne MacPhail	If you didn't include 200 Market st buildings for sun and shadow because they were too preliminary, why were they included in the wind study?	<b>GSP:</b> The Wind study included the preliminary massing for 200 Market Street because wind tunneling is a time- and energy-intensive process as it requires building 3D models of every nearby building (versus a computer model or a desktop exercise like a sun-shadow exercise). It was better to get the "worst-case scenario" and work towards
212.	Theo Van Kooten	Why was an animated shadow study not completed? This necessary to show the actual durations of shadows on surrounding neighbourhood.	<b>SRM:</b> Currently the City of Hamilton does not require animated shadow impact studies as part of the approvals process. Animated digital graphics and studies are time extensive to prepare and require additional skill sets and software to complete properly. This adds extra costs to the developer and is traditionally not completed without request by the authority governing the approvals process for the development.
213.	Jennifer Kinnunen	the city requires multiple dates not just the average - why are you not showing us all of the data?	<b>GSP:</b> The City's Terms of Reference only requires the studies to be conducted on March 21 <sup>st</sup> and September 21 <sup>st</sup> .
214.	Theo Van Kooten	Were the sun shadow studies compared to other 25 storey actual measurements or are they based assumptions?	<b>GSP:</b> The sun-shadow study was conducted using scaled massing models of both buildings.
215.	Robert Hilverth	What type of resident is anticipated for the 2 storey low rise development, students, families, longer term resident?	<b>GSP:</b> The 2-storey townhouses on Market Street will operate with the remainder of the residential uses.
216.	Robert Hilverth	Why was the wind-tunnel model not verified with field studies?	See #66-67
217.	Theo Van Kooten	Since you use the surrounding proposed towers as a reference to justify the variances. Why where they not included in the wind studies?	<b>GSP:</b> As stated in the wind study, all buildings within approximately 480 m of the Site were modelled and includes in the study.
218.	Jennifer Kinnunen	did you take data from the surrounding neighbourhood? are you able to comment on the wind tunnel that already exists along Napier and Peter because of Queen 75? if so how will it compare?	See #66-67 and #184
219.	Wayne MacPhail	You did not address the lack of wind studies in the community. Why not?	See #66-67
220.	Angela MacArthur	Does this into account climate change and how wind speed is increasing and intensifying	See #66-67
221.	Barbara Ledger	will the 'safety exceedances' of the wind be addressed through fencing and landscaping, as suggested?	<b>GSP:</b> Yes, this this required to be mitigated further which will be discussed with staff
222.	Theo Van Kooten	The Hamilton Airport is in Mount Hope and miles away from this site. How is that relevant to Downtown Hamilton. Why were wind speeds not measured along King Street or Queen Street? to provide a valid base line.	See #66-67
223.	Jennifer Kinnunen	strategies will be developed on site...meaning after the building is constructed? why are these not being taken into consideration and integrated into the design of the building? there are many examples of building design that create microclimates and control wind	<b>SRM:</b> All wind mitigation measures designed to remove unsafe and uncomfortable conditions on and around the site have been implemented at this stage in the design to satisfy the Wind Engineering Consultant Team (RWDI) on the recommendations of their study as well as the City of Hamilton. The use of landscape and architectural features on the buildings and at the site surface level aid in dampening the effects of high wind. These features include tall fences and screens, canopies, wind breaks, trees and plantings.
224.	Robert Hilverth	Phase 1 and phase 2 development are identified as part of the model. But there is no direct reference to the big problem area at Napier and Queen N. There is a Bernoolie (sp) effect that is very evident there.	See #68 and #184
225.	Theo Van Kooten	How does the Queen Street access accommodate the current heavy truck traffic coming south along Queen to turn right onto King?	See #12-13
226.	Aurelia Shaw	Interesting wind study results. Could the speaker explain what about the building proposed reduces the wind tunnel effect on the northeast corner of the site, across from the Queen Elizabeth apartments?	See #68 and #184

	Name	Question	Response
227.	Barbara Ledger	If Vrancor cared about the 'public realm' why did they not preserve some (any) of the beautiful mature trees on the site pre-construction, rather than destroying them?	<b>Vrancor:</b> Trees were dead/dying. We brought in an Arborist
228.	Robert Hilverth	Traffic will significantly increase and you have not taken into consideration the queueing on Queen St N. Why was only 3 intersections considered?	<p><b>Paradigm:</b> The Traffic Study used existing traffic count provided by the City of Hamilton for the intersection of King Street and Queen Street. The operational analysis as contained in the Transportation Impact Study concluded the intersection of King Street and Queen Street is presently and projected to operate with acceptable levels of operation with build-out of the development.</p> <p>The queue analysis for the signalized intersection of King Street West and Queen Street North is contained in Appendix G of the Transportation Impact Study. With improvements implemented to the King Street West and Queen Street North intersection as identified by the City, the future 95th percentile queue estimates (i.e. 5% change of exceeding) with build-out of the development for the southbound approach at King Street West and Queen Street North is projected at 60 metres during the weekday AM peak hour, 69 metres during the weekday PM peak hour and, 49 metres during the Saturday peak hour.</p> <p>The intersections as approved for review by the City of Hamilton are expected to see the largest increase in traffic resulting from the proposed development included the following:</p> <ul style="list-style-type: none"> <li>• King Street West at Queen Street North (signalized);</li> <li>• King Street West at Ray Street North/South (unsignalized); and</li> <li>• Market Street at Ray Street North (unsignalized);</li> </ul>
229.	Jennifer Kinnunen	How do you justify such a low number of increased trips? you will increase the number of trips by as many parking spaces you have available plus deliveries	<p><b>Paradigm:</b> The projected trips for this development is based on industry standard trip generation rates.</p> <p>Time of day distribution of trips is important in that not all users of the site generate trips at the same time of the day. Residents would typically peak during the morning and afternoon peak hour while visitors would peak during the evening hours.</p> <p>The critical time period for traffic generated by this project is directly associated with the peaking characteristics of residents during the morning and afternoon peaks and would not include a significant amount of visitors during these time periods.</p>
230.	Theo Van Kooten	So it is acceptable to increase traffic along Ray Street where children and disabled people live?	<p><b>Paradigm:</b> The potential concern with additional traffic on a local street is safety for vehicles and pedestrians. In this instance, the existing neighbourhood street have pedestrian sidewalks on both sides of the streets and reasonable sight distances for safe operations and proper traffic control at intersections. The residential lots adjacent to the streets all have direct driveway connections to these streets and are well located to avoid locations with poor visibility.</p> <p>It is recognized this is a residential neighbourhood and that there would be traffic safety risks to children. The streets have sidewalks on both sides as well as good sight distances along the streets. The residential nature of the streets generally helps to discourage speeding or careless driving. On-street parking is provided on at least one-side of the roadway provide for a reduction in the available roadway width available for vehicle movements. The effect of using on-street parking to narrow the effective roadway space is to reduce vehicle speeds and to reduce possible short-cutting or through traffic and is a recognized traffic calming measure. Recognizing these conditions, the expected future traffic is not expected to create a traffic safety problem.</p>

	Name	Question	Response
			We will also look into potential traffic calming measures - which is currently being discussed with City transportation planning staff.
231.	Theo Van Kooten	How has the traffic study addressed the Emergency First responder Station located on Ray South?	<b>Paradigm:</b> The development is located well away from the existing fire station located on Ray Street South. The proposed access arrangement to the development will not impact ingress/egress for emergency vehicles. In terms of development traffic, drivers should be practicing safe driving procedures (i.e. slow down, or move over when safe to do so, near emergency vehicles or tow trucks that are stopped with sirens or lights flashing.).
232.	Aleda O'Connor	Looks like you are assuming no vehicles will approach through the neighbourhood, but many vehicles travel in along Main Street West, turn north on Locke and Pearl, cross King and turn east along Napier and Peter Streets. This traffic WILL have an impact on the wider neighbourhood. Why have you not studied more intersections.	<b>Paradigm:</b> The existing local area intersections within the neighbourhood that will see the largest increase in traffic is Ray Street at Market Street. The Traffic Impact Study noted that with the expected increase in traffic, there is a no significant increase in delay. The intersection is still projected to operate with acceptable operations. In terms of traffic north of the study area. The development will add 10-20 two-way vehicle trips to these roadways. The low volume increase will not have a significant impact on traffic operations north of Market Street.
233.	Robert Hilverth	The discussion of traffic by Tyler is not valid. The study is not valid. The limited number of intersections studied is not sufficient. Too many drivers are using Strathcona neighbourhood to avoid King and Queen N as is.	<p><b>Paradigm:</b> The intersections as approved for review by the City of Hamilton are expected to see the largest increase in traffic resulting from the proposed development.</p> <p>Vehicles diverting to Market Street and Napier Street to avoid the King Street intersection was not apparent during a field visit in 2019. Based on the 2019 traffic counts completed by Paradigm, the volumes tend to agree within these observations as the southbound right turning volume from Queen Street onto Napier Street is 28 vehicles while Queen Street at Market Street is noted to be 12 vehicles during the weekday PM peak hour. The volumes do not indicate vehicles are seeking an alternative route to the west to by-pass the intersection of King Street and Queen Street.</p>  <p>The diagrams show traffic counts at two intersections. The left diagram shows Queen Street and Napier Street. Queen Street has a northbound volume of 917 and a southbound volume of 865. At the Napier Street intersection, 28 vehicles turn right from Queen Street onto Napier Street, and 7 vehicles turn left. Napier Street has a northbound volume of 15 and a southbound volume of 38. The right diagram shows Queen Street and Market Street. Queen Street has a northbound volume of 902 and a southbound volume of 853. At the Market Street intersection, 12 vehicles turn right from Queen Street onto Market Street, and 11 vehicles turn left. Market Street has a northbound volume of 23 and a southbound volume of 43.</p>
234.	Simon Woodside	Why is the corner of King & Queen treated so poorly? A major corner like this should be addressed with placemaking to create restaurants and retail spaces. But instead there is a huge corner radius which will speed up traffic, along with on the building, a blank wall. This provides negative value to the people who live there.	<p>See #39-40 and #44-50.</p> <p><b>GSP:</b> This large area shown in green at the south east corner is shown as a sodded area at the request of the City during the Site Plan Approval stage. In anticipation of the LRT station and construction at this particular intersection, the improvements the owner had proposed (a square/parkette-like corner with benches, shrubs, decorative paving and lighting) were not supported by the City as the detailed design drawings had not been released yet and anything constructed here would likely have to be tore up once construction has started. This portion of the Site has been dedicated to the City.</p>

	Name	Question	Response
			In light of the December 2019 cancellation of the LRT (within days of us submitting the applications) - the owner will continue to work with the City to determine how to improve this corner.
235.	Robert Hilverth	There is video that can be presented to show the direct effect of the traffic on Queen Street.	<b>Paradigm:</b> As this is an existing issue identified by the Strathcona community, further review by the City of Hamilton is suggested to confirm the level of infill traffic occurring and review potential traffic management measures if warranted.
236.	Theo Van Kooten	How have pedestrians been accommodated in the traffic phasing and timing of the Queen King intersection?	See #39-40
237.	Jennifer Kinnunen	queen street is already full during rush hour and you do not make it through the green cycle. since construction started at the development there have been people cutting through the neighbourhood on ray and speeding across napier and market	<b>Paradigm:</b> As this is an existing issue identified by the Strathcona community, further review by the City of Hamilton is suggested to confirm the level of infill traffic occurring and review potential traffic management measures if warranted.
238.	Aleda O'Connor	<p>Paradigm Transportation Solutions used 75 Columbia Street West in Waterloo as a comparator to estimate parking demand for 354 King Street West in Hamilton.</p> <p>Consider the following facts:  1) 75 Columbia Street W is just 1K from campus, not 3.1 K as is Vrancor's 354 King W.  2) 75 Columbia has just 110 total bedrooms compared to 1159 total in the 2 buildings at Vrancor's 354 King W.  3) 75 Columbia opens onto a suburban 4-lane roadway, with ample street parking nearby. Contrast this to Vrancor's 354 King W, which opens onto 2 different, heavily travelled, one-way streets and narrow 2-way historic residential streets, that are occupied 24/7 by parked cars and are used as north- and eastbound emergency routes.</p> <p>These four nearby streets provide no opportunities for additional street parking that could absorb overflow from the hotel and residence if you have underestimated needs. Please explain how this comparison is valid.</p>	<b>Paradigm:</b> Local proxy sites could not be located within the study area. The proxy site at 75 Columbia Street West in Waterloo was approved by the City of Hamilton as a suitable site.
239.	Dorothy Bell	Adam, Can you explain whether the entrance to the Good Shepherd parking at Market and Ray was considered into the traffic study as this was noted as the most affected intersection.	<b>Paradigm:</b> Yes. The intersection of Ray Street and Market Street was modelled as four leg intersection (i.e. the west leg as the Good Shepard driveway was included.)
240.	Jennifer Kinnunen	please add a column for the strathcona parking requirements, it is different fro the transit corridor	<b>GSP:</b> There is no one parking rate for Strathcona - it is based on the particular zone for each site. For example, a large portion of the Strathcona neighbourhood with 1-2 storey residential dwellings is within the "Urban Protected Residential - One And Two Family Dwellings, Etc." district of By-law 6593 which only permits 1 and 2-family dwellings. The
241.	Liam Molony	in a post covid world, how does a substantial increase in population density align to a world which will require public distancing and strong industrial hygiene measures?	<b>GSP:</b> Individual bedrooms are proposed for each unit. Having separated bedrooms will allow for a greater degree of independence and need to self-isolate. The owner will continue to monitor health officials and guidelines to determine the impacts of COVID-19 on the proposed hotel and residential building.
242.	Jennifer Burt	Has taxi/uber traffic to the hotel been considered? Coming from downtown they would have to round the block at Ray/Market to drop off to the hotel entrance.	See #41-43
243.	Robert Hilverth	Why does the parking not include the number of spots that would be required by the Strathcona secondary plan?	<b>GSP:</b> The Strathcona Secondary Plan does not speak to parking rates; the Zoning By-law does this.

	Name	Question	Response
244.	Theo Van Kooten	Statistically valid does not necessarily reflect actual. How is the potential statistical error been addressed?	<b>Paradigm:</b> Projected parking demand was calculated based on observed parking demand at proxy sites.
245.	Theo Van Kooten	The owner keeps on stating major transit corridor. Why does the owner toataly neglect and impede the current bus stop on King West?	<b>Vrancor:</b> The bus Stop is on public property and it is the responsibility of the City/HSR to maintain/clean/care for the transit shelter.
246.	Robert Hilverth	There is insufficient public parking available now. by assuming that residents of the development will not use those public & permitted spots.	<b>Paradigm:</b> A parking needs analysis was prepared that included a review of the zoning regulations and parking data at the local level through proxy sites and industry parking data has been completed. Through the use of this data, the analysis concluded the on-site parking supply will accommodate the proposed development.
247.	Robert Hilverth	The development driveways will interfere with current and future transit.	<b>GSP:</b> The proposed locations of the driveways were agreed upon and supported by the City of Hamilton as part of "Phase 1" for this site, including the relocation of the existing bus shelter (to be moved slightly west along King Street).
248.	Jennifer Kinnunen	where are the jobs that people are walking to to justify the increased density why are family units not being offered	<b>GSP:</b> The Downtown Hamilton Urban Growth Centre and the McMaster Area are within walking distance and highly accessible by rapid transit. Although the city has several employment areas which are not within walking distance (Stoney Creek Industrial Area, Airport Employment Growth District, Red Hill North/South business parks)- these areas are accessible by public transit.  There are also a number of public and private educational establishments such as McMaster University and Columbia International College which are within walking distance and other such as Mohawk College which are accessible by transit.  The student residence will have multi-bedroom units (2-3 bedrooms) which will be available for students wishing to live with their families.
249.	Aleda O'Connor	How will all of the buses be able to stop in front of the building with the two driveways fronting on King? Many buses arrive at the same time.	<b>See number 24.</b>
250.	Barbara Ledger	how does a student resident contribute to the housing supply?	<b>GSP:</b> Students often rent secondary units (i.e. basement suites) and shared accommodation. By increasing the supply of housing specifically catered to the needs of students, whether that's furnishing options or 8-month leases, has the potential to increase the availability of the more affordable units for the non-student population.
251.	Robert Hilverth	Where will the hotel and restaurant clientele find accessible parking?	<b>GSP:</b> Barrier-free parking spaces will be provided both in the underground parking for the hotel and within the surface parking.
252.	Denise Minardi	I live on Queen St N and the traffic is terrible at peak times. I question this information / report as the constant traffic, including the truck traffic, is dangerous for those of us who moved here so that we could walk to local amenities. Also, the King bus is full at peak time and often does not stop to pick up the kids which will only encourage more car traffic as students will not wait for the next bus and be late for class.	<b>Paradigm:</b> The City of Hamilton provided the traffic volumes at the intersection of King Street and Queen Street. These volumes were used in the traffic study. It is recognized that Queen Street is a truck route and would have increased truck traffic.  Although we cannot speak for the HSR, the LRT was planned to be located along King Street that would provide for increased capacity.
253.	Robert Hilverth	Student residence is in reality seasonal and not long term. These do not add to housing supply.	See #250
254.	Barry Coombs	What is the transition to the backyards of homes on Ray North and Market? Show us an artist rendering from those backyards.	<b>GSP:</b> Renderings are shown on slide 35 of the Webinar powerpoint from the interior of the Strathcona community. See #62-63
255.	Theo Van Kooten	Will the City responses to the various studies be made public?	<b>GSP:</b> City Staff's comments (engineering, planning, design, etc.) will be summarized in Planning staff's report to the Planning Committee/Council which will be made public
256.	Jennifer Kinnunen	When are you accepting comments until?	<b>GSP:</b> Comments can be submitted to the City planner, Andrea Dear, up until the Planning Committee date
257.	Wayne MacPhail	Is Vrancor planning on taking the City to LPAT prior to the Planning Committee meeting scheduled?	See #105

	Name	Question	Response
258.	Robert Hilverth	Has the developer any other residential experience? Is this the first one?	<b>Vrancor:</b> Within the City of Hamilton, Vrancor has constructed several residential developments including 140 Main, 150 Main, 220 Cannon, 20 George, 154 Main, etc.
259.	John Ross	Why is the apartment building just for students? What about seniors, young professionals, retirees, etc.? If you allowed these other possible tenants what other amenities would you have added to the apartment building?	<b>Vrancor:</b> We have built other residential buildings that are located within walking distance of the development in question that cater to young professionals and retirees.
260.	Theo Van Kooten	Why does the project team, GSP not have a more hands on role in the actual site? As seen by adjacent construction, (kitty corner developemnt) there is a huge difference from inadequate fencing and questionable construction practices?	<b>GSP:</b> Specifically related to the Site Plan Approval and current construction on the Site, GSP Group's role as a planning consultant was to aid in project management of the Site Plan Approval process. Although we can aid in moving communication along to the owner and the City related to on-site issues during construction, it is the owner and contractor's responsibility to maintain these elements.
261.	Theo Van Kooten	How has the site included pedestrian flow when the sidewalks will be minimum width?	See #44-50
262.	Simon Woodside	Wow, pedestrian safety = controlled crossing? That is very 1950s thinking.	See #39-40
263.	Robert Hilverth	Have existing accidents and deaths been reviewed?	See #39-40
264.	Jennifer Kinnunen	the plans do not indicate best practice in pedestrian safety in regards to incresed sidewalk width	See #44-50.
265.	Denise Minardi	Yes, but we live North of the site - this is already too busy and unsafe. 2 ways South of King does help the kids at 75 Queen St N nor those kids in the apartments North of York.	See #39-40
266.	Theo Van Kooten	So this development will include affordable rental units?	<b>Vrancor</b> At this time, "affordable rental units" which are assumed to be units that are below market value, are not proposed.
267.	Simon Woodside	The foundation was designed to accommodate a larger structure. Do you think they would build a huge foundation if they weren't expecting to go for a taller building later? No developer would voluntarily overbuild for no reason.	See #106 and #122
268.	Barry Coombs	It has been stated that the reduced parking space will encourage the use of public transit. Will the developer be contributing to the City to mitigate the increased impact on public transit?	<b>GSP Group:</b> A portion of the Development Charges paid to the City (on a per-unit basis) include a portion for transit services used for "hard infrastructure" ( <a href="https://www.hamilton.ca/sites/default/files/media/browser/2019-06-17/19-142-by-law-development-charges-v2.pdf">https://www.hamilton.ca/sites/default/files/media/browser/2019-06-17/19-142-by-law-development-charges-v2.pdf</a> )
269.	Jennifer Kinnunen	why does this project address transtion differently than than the GSP project at main and queen	<b>GSP:</b> This is a different site, different owner, and a different architect, and therefore a different approach/building design.  <b>SRM:</b> The building design has been developed through extensive consultation with the client / owner, professional engineers and architects, consultation with members of the city planning department and contractors. As stated by GSP group there are different parties involved in this project than the project you are referring to as well as different site parameters that all define the design vision.
270.	John Paulowich	Should the student population attending educational facilities in Hamilton decrease, who would be allowed to rent the apartment units. Would they be prohibited from owning vehicles requiring parking ie. be dependant on public transit.	<b>Vrancor:</b> In light of the changing economic conditions and anticipated impact on the future demand for private student residences, we are exploring options to modifying the apartment building to have market-rate rental apartment units rather than a private student residence. These changes will be reflected in any resubmission to the City and all revised materials and updated reports will be made available on the project website once it has been submitted to the City.
271.	Robin Zee	so from Tylers answer the queen st green s-pace will be impacted as will my garden but that seems to be ok with you but not okay with me by a long shot. How do u justify this	See #185

	Name	Question	Response																								
272.	Barbara Ledger	How can Ashley say this development is not in a neighbourhood? It is within the Strathcona neighbourhood.	<b>GSP:</b> The Site is within the Strathcona Neighbourhood. It is at the eastern limits of the Strathcona Neighbourhood and immediately abuts the western limits of the Downtown Hamilton.																								
273.	Theo Van Kooten	Since the site design relies on specific landscaping features will these be maintained? To ensure their function. The owner has shown that landscaping is not a priority based on current caretaking of the property as well as revealed on other sites. Will this change?	<b>GSP:</b> As part of the Site Plan Approval process for the 6-storey apartment and 10-storey hotel, the owner was required to submit a cost estimate of the on-site works (landscaping and engineering) and with a lump-sum payment (i.e., a Letter of Credit) made directly to the City. The City holds onto this money until an inspection can be completed by City staff to confirm that the landscaping and work done was in accordance with what was approved and up to City standards. If the owner does not construct or plant the trees/landscaping as approved - and upon giving time to correct the deficiencies, the City can choose to use the payment made to the City to correct them.																								
274.	Barbara Ledger	Special film for bird strikes may not be required, but why wouldn't the builder provide it anyway, out of decency?	<b>SRM:</b> At the time of this application the City of Hamilton does not currently have a guideline or by-law requiring the implementation of glass systems (coatings / films or fritting) designed to prevent bird strikes. At this time a system of this type has not been specified on this project. The owner may decide to include for this in the building construction or post-construction. This is at the owners discretion.																								
275.	Barry Coombs	75 Queen has a park-like, well-treed setback from the houses on Ray North. Why can't this development have a similar setback?	<b>SRM:</b> A landscaped buffer is being provided between the adjacent Residential property along the Western boundary and the proposed built form. Site constraints and development requirements drive the design and there are several factors that did not permit the provision for a large landscaped interior side yard.																								
276.	Doug Elliott	Mark is not answering the questions as asked. How many units total are in the 25 story building ? how many parking spaces are there for the units	<p><b>GSP:</b> Slides 25 and 46 of the webinar specifies there will be 314 units within the 25-storey building plus 8 units along Market Street with a total of 114 parking spaces for the apartment units.</p> <table border="1"> <thead> <tr> <th></th> <th>Minimum Required Parking for Transit Orientated Corridor Zones</th> <th>Minimum Required Parking for Downtown Zones</th> <th>Provided Parking</th> </tr> </thead> <tbody> <tr> <td>Hotel</td> <td>154 spaces</td> <td>92 spaces</td> <td>119 spaces</td> </tr> <tr> <td>Multiple Dwelling Units</td> <td>226 spaces</td> <td>103 spaces</td> <td>114 spaces</td> </tr> <tr> <td>Commercial</td> <td>0 spaces</td> <td>0 spaces</td> <td>15 spaces</td> </tr> <tr> <td>Visitor / Car share</td> <td>0 spaces</td> <td>0 spaces</td> <td>5 Visitor + 2 Car share spaces</td> </tr> <tr> <td><b>TOTAL</b></td> <td>380 spaces</td> <td>195 spaces</td> <td>255 spaces</td> </tr> </tbody> </table> <p><b>The numbers above will be changing based on the proposed reduction in units/bedrooms.</b></p>		Minimum Required Parking for Transit Orientated Corridor Zones	Minimum Required Parking for Downtown Zones	Provided Parking	Hotel	154 spaces	92 spaces	119 spaces	Multiple Dwelling Units	226 spaces	103 spaces	114 spaces	Commercial	0 spaces	0 spaces	15 spaces	Visitor / Car share	0 spaces	0 spaces	5 Visitor + 2 Car share spaces	<b>TOTAL</b>	380 spaces	195 spaces	255 spaces
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277.	Barry Coombs	Why do window treatments to protect migratory birds have to be a 'requirement' in 2020? Biodiversity is a key element of a healthy climate.	<b>SRM:</b> At this time there has been not been a decision or specifications prepared for the window treatment. This contemplation is typically considered / required during the SPA phase of the approvals. See answer to questions #274																								
278.	Simon Woodside	The unasked question: Lots about how this building doesn't make things worse, how about: What does this building do to IMPROVE the community? How does it "repair the site" as urbanists would put it? Does it host public facilities? Does it provide amenities to local people? How does it bring in needed businesses, jobs, services?	<b>GSP:</b> The building will improve the community through increased supply of housing and hotel accommodation (i.e. conference and meeting space). See #38-40, #44-50.																								

	Name	Question	Response
279.	Theo Van Kooten	Have the design engineers been included in the Construction oversight? From the foundation work, it appears they were not in the oversight as work proceeded. Based on excavation process the shoring was not in place when soil was removed to depth.	<b>Vrancor:</b> Professional engineers have been involved from the beginning of the project and will remain working on this project until completion. Preliminary digging was for soil exploratory purposes and no permit is required for this type of work. Shoring permit was issued by the City.
280.	Francesca Lobo	Am interested to hear what the plans (albeit not immediate) are for the site (200 Market Street) between Market and Napier Streets, in particular the height of the high rises proposed,- will these also be increased from that agreed upon before. These will add to the impact of the construction at 354 King St West and definitely adversely affect the neighbourhood and Queen 75 residents.	<b>Vrancor:</b> Plans will be made available as per the same public process required for all developments in the City of Hamilton. Once an official plan and zoning by-law amendment application has been submitted to the City, the plans will be made publicly available.
281.	Theo Van Kooten	But lot consolidation normally includes green space. This site has very little green space other than to create some backyard set back.	<b>SRM:</b> Landscape area is provided throughout the project site including as a buffer along the Western property boundary, along the Market, Queen and King Street frontages and internal to the site along the Residence east façade, at parking islands and around amenity areas.
282.	Simon Woodside	Very disappointed that so much time (80 minutes) was used for the presentation leaving only 40 minutes for answering questions.	Comment noted.
283.	Barbara Ledger	The idea that a student building will free up other housing for families sounds good, but what assurance is there that that will actually happen?	<b>Vrancor:</b> No absolute assurances can be made but is potential outcome of increasing the supply of housing.
284.	Theo Van Kooten	If housing supply is such a priority for Vrancor why has their 20 George Street 32 storey tower been sitting empty for so long? And based on Vrancor 150 Main Street site the empty commercial ground floors seem to indicate a high demand for retail. So why the discrepancy between actual needs and projected needs?	<b>Vrancor:</b> 150 Main was sold in 2016 by Vrancor. Up to current owner to lease. 20 George is not yet complete. Can't lease out a building that is not finished. Leasing began in July 2020.
285.	Dorothy Bell	If the argument for allowing this amendment to zoning is because it's so close to Downtown that it should be allowed, why isn't the 25 story tower being proposed for the corner of the lot and the 12 story hotel used as a transition to the residences on Ray St.?	<b>SRM:</b> This decision is based on the lot configuration and nature of the building uses. The prominent corner location was determined by the client to be ideal for the Hotel use. The larger internal site area is viewed as a more suitable space to develop the residential units where a link between King and Market Streets has been integrated into the site.
286.	Theo Van Kooten	Columbia College uses school bus transportation to move a large number students between school and residents. How with these buses be accommodated in the traffic plan?	<b>Vrancor:</b> There is no partnership at this time between Columbia College that requires private bussing to/from the Site.
287.	Barry Coombs	Will tenants of the privately-owned 'student' housing be required to prove active enrolment in any of the local colleges and universities (which haven't been consulted, at all)? How did the developer identify a pressing need for student housing without consulting any of these institutions?	<b>Vrancor:</b> In light of the changing economic conditions and anticipated impact on the future demand for private student residences, we are exploring options to modifying the apartment building to have market-rate rental apartment units rather than a private student residence. These changes will be reflected in any resubmission to the City and all revised materials and updated reports will be made available on the project website once it has been submitted to the City.
288.	Theo Van Kooten	Having clear cut the site of many century trees why is there not more trees planned within the site to replace the green canopy removed?	<b>SRM:</b> Several new deciduous and coniferous tree plantings form the city approved Landscape plan. Planting above the sub-grade parking structure is limited due to required depth of soil for large trees. Where possible larger trees are proposed to be planted throughout the site.
289.	Barbara Mead	Why not build according to the original plan and permit a 1 -2 evaluation period before proceeding with any additions?	<b>SRM:</b> As the project construction is moving ahead it is prudent for the developer to obtain approvals in a timely manner.  <b>Vrancor:</b> If the request in height was done following occupancy of the approved development, it would be too costly to remove all tenants, reapply for permits. start second construction. That is a recipe for bankruptcy.
290.	Aleda O'Connor	Why are you looking for design ideas now? If you are trying to convince a community to accept a design why isn't it beautiful to begin with?	<b>SRM:</b> During the rezoning process, the design is fluid. The consultant teams desire is to solicit constructive feedback that can then in turn be incorporated into the final development. The final design will be presented at the SPA stage of the approvals process.

	Name	Question	Response
			<b>Vrancor:</b> The initial design for this development started in 2017 and it will be refined through this planning process which is determined by ALL the input from public , City and our professional Staff. Final design with all this input will be finalized upon receiving this input. Over this time period design influences also change [ as does style ] and we hope to get the best design in the end.
291.	Theo Van Kooten	A second tower crane has been planned during construction. Will this be inspected before use? in accordance with TSAA regulations. Crane has sat idle for over a year and may not be safe. Concerned about crane passing over my house in its sweep.	<b>Vrancor:</b> Correct. Absolutely it will be inspected.