

Community Virtual Open House Comments from March 22, 2022 (7:00 – 9:00 PM)

Updated: May 13TH, 2022

Current Address: 200 Market St. and 55 Queen St. N.

Proposed Post-Development Address: 125 Napier St.

#	Comment/Question:	Response:
1	<p>Address References This proposed development is referenced by three different addresses (200 Market Street / 125 Napier Street / 55 Queen Street North). What was the intended purpose of doing this? If the developer should seek some variance and references only one of these addresses, (say 125 Napier Street), what does this mean in relation to the 200 Market Street address or the 55 Queen Street North address? Does this not introduce unnecessary confusion for anyone who is looking at the documents related to this proposed development?</p>	<p>The current municipal address of the property is 200 Market Street and 55 Queen Street.</p> <p>Upon approval of the proposed development, the intended new address will become 125 Napier Street. This new address will be issued by the City at a later stage in the development process.</p>
2	<p>Your own consultant studies indicate that the development at 354 King St West may house 2,312 residents, fully occupied. The comparable Report submitted for 125 Napier complex states that your development is to have 1,860 residents within that partial city block. Together that would make up a full 36% of a dramatically swollen residential population for Strathcona, compacted into two residential blocks. That’s over 4,000 people in two blocks. How can you justify such a dramatic intensification of density, which is triple, 300% over what is called for in the existing Strathcona Secondary Plan, while also exceeding by 200% the City planning guidelines?</p>	<p>Please note that the projected population of 354 King Street West is 1,092; not 2,312 as indicated in the question. The projected population of the proposed development is 1,860. Both developments considered together represent a combined population of 2,952; substantially less than the 4,000 people indicated in the question.</p> <p>That said, it is widely accepted and understood that southern Ontario—and Hamilton in particular—is experiencing a housing crisis. The best strategy to address a lack of housing supply is to increase the housing supply. The question therefore is where can additional dwelling units be suitably accommodated?</p> <p>The Growth Plan for the Greater Golden Horseshoe, which includes Hamilton, encourages intensification within the Urban Area in locations where there is existing infrastructure, public service facilities, and existing as well as planned transit. The Growth Plan also directs growth to the Hamilton Downtown Urban Growth Centre, which is adjacent to the subject site. The Growth Plan requires that the Downtown Hamilton Urban Growth Centre be planned for a density of 200 residents and jobs combined per hectare.</p>

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		<p>Further, the Province of Ontario requires the City of Hamilton to plan for growth until 2051. The province forecasts that between the years 2021 and 2051, Hamilton is expected to grow by 236,000 people and 122,000 jobs. On Nov. 22, 2021, Hamilton City Council voted against expanding Hamilton’s urban boundary to accommodate the growth forecasted in the Growth Plan. As a consequence, 100% of Hamilton’s forecasted growth to 2051 will be required to be accommodated within the existing urban area.</p> <p>The subject site is an excellent location to accommodate intensification and density, given its location within Hamilton’s Urban Area, adjacency to Hamilton’s Downtown Urban Growth Centre, it’s close proximity to existing and planned transit infrastructure along King Street, and the availability of existing public service facilities; as well as existing municipal water and wastewater infrastructure.</p>
<p>3</p>	<p>We know that trees, including Tree #116 a tree known to neighbours as the Queen Street Apple Tree, which is registered at the University of Guelph, and known to the city of Hamilton forestry department, are scheduled to be removed. This will be a great loss to Strathcona neighbours who harvest and enjoy its fruit every year.</p> <p>Will Vrancor reconsider its design to incorporate more of the extant trees, especially the fruit-bearing Queen Street Apple Tree #116?</p>	<p>This land where the tree sits is already owned by the City, and the public portion along the road will be expanded when land s dedicated to the City as part of the 3 metre road-widening allowance prior to the start of construction. A Tree Preservation Protection Plan will require City approval which includes trees on municipally owner lands.</p> <p>It is noted that the high wires over those trees will be required to be buried as part of the development. That will require a duct bank to be buried beneath where the trees currently sit, which will in turn likely necessitate their removal by the City and/or Alectra.</p>
<p>4</p>	<p>Question about the commercial properties as we know that the design of the ground floor is very important to the vitality of the streetscape. At approximately 2000 sq feet each, the five commercial</p>	<p>In total, five (5) commercial retail spaces are proposed along Queen Street N. Each of the retail spaces will include a direct</p>

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	spaces on the main floor are too large for local small businesses such as a café, flower shop, or bookstore, the type of shop that would be very welcome in the Strathcona neighbourhood. Will the developer commit to creating a more welcoming pedestrian space on Queen Street by providing direct and accessible entrances to multiple smaller ground-floor retail units?	<p>entrance to Queen Street, which will create a more animated pedestrian realm.</p> <p>Each of those spaces can be subdivided based on market demand into smaller units. The design features a sunken courtyard to ensure all commercial entrances are at grade, so any commercial area, including smaller sub-divisions of the larger units, will have accessible entrances.</p>
5	City Schools and City public services for these residents, not including the additional residents of under-construction and proposed adjacent high-rise developments, will place greater demands on the existing dwindling public amenity spaces. How will the Owner be working with the City to address the additional service demands and infrastructure that will be needed?	<p>The subject development application is circulated to various departments and agencies including a review of available public parkland as well as the public and catholic school boards.</p> <p>Pursuant to the Planning Act, new development must provide a minimum of 5% of land for parkland purposes or provide the City with “cash-in-lieu” of parkland. The dollar value for the cash in lieu is based on 5% of the value of land, the day before building permit issuance. The value of land is determined by the City based on a current appraisal approved by the City, the day before building permits are issued.</p> <p>In addition, the development proposes substantive outdoor private amenity areas above the podium and the senior’s building. These will serve to offset impacts on local park spaces.</p> <p>With respect the school boards, they advise what school facilities are available and how the proposed development will impact these facilities and whether busing will be required.</p>
6	Many of the problems the city and your own studies have pointed out are caused by its extreme height and density. It’s clear this site has been overdeveloped. Do you agree? If so, what are you going to do about it? If not, make your argument.	We do not agree that the site is proposed to be over-developed.

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		<p>The Site is adjacent to the Hamilton Urban Growth Centre and meets the City’s criteria for a tall building pursuant to the Tall Building Guidelines. Both the Provincial Policy Statement and Growth Plan encourage intensification and the more efficient use of existing infrastructure. The development is on an arterial road with current public transit, and within a block of a future rapid transit route.</p> <p>This is the right location for intensification and for a tall building. Please refer to GSP Group’s Planning Justification Report available on the project website: https://www.gspgroup.ca/active-projects/market-queen-napier-redevelopment/</p>
7	<p>With Vrancor’s penchant for changing its plans — we’ve seen drawings for one 15-storey, one 20-storey, two 25-storeys, and now two 15-and two 27-storeys, all with or without a three-storey podium — can the neighbours hope there will be yet another change, that will be more appropriate to Strathcona in scale, density, and design?</p>	<p>Planning is an iterative process and development projects of this scale are complex, and it is common for proposed concepts to evolve over time as more information is acquired.</p> <p>The proposal presented at the Public Open House is what is being proposed for the Site.</p>
8	<p>Why did you pull another bait and switch on this neighbourhood as you did at 354 King?</p>	<p>There is no “bait and switch” proposed as part of the development. The current site plan application submitted to the City is for the as-of-right development to allow the developer to lock in development charges for a portion of the proposed development at the time of building permit issuance. The same was done for 354 King Street West. The purpose of the subject application is to request an amendment to the as-of-right development.</p>

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Proposed Post-Development Address: 125 Napier St.

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9	<p>By-law and Secondary Plan</p> <p>Why should Vrancor be granted the right to ignore the Strathcona Secondary Plan and triple the density on the site?</p> <p>Why can't Vrancor accept that the site is in fact in Strathcona, and abide by the limitations that fact imposes?</p> <p>Why should Vrancor be allowed double the height and triple the density allowed in the Strathcona Secondary Plan?</p>	<p>The <i>Planning Act</i> affords any person in Ontario to make application to any municipality to amend an approved plan or zoning by-law.</p> <p>The justification for this request is provided in the various studies completed as a part of a “complete” application including:</p> <ul style="list-style-type: none"> • Planning Justification Report • Public consultation strategy • Concept Plan/elevations • Urban Design Report and Visual Impact Study • Sun/Shadow Study • Tree Protection Plan • Cultural Heritage Impact Assessment • Grading Plan • Functional Servicing Report and Stormwater Management Report • Grading and Servicing Plans' • Water and Wastewater Servicing Study • Noise Impact Study • Wind study • Transportation Impact Study and Demand Management Options Report • Geotechnical Investigation • Hydrogeological Consideration • Phase One and Two ESA • Archaeological Assessment. <p>All of these studies can be reviewed on the project website: https://www.gspgroup.ca/active-projects/market-queen-napier-redevelopment/</p>

Community Virtual Open House Comments from March 22, 2022 (7:00 – 9:00 PM)

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10	Soil-Mat Engineering made a number of suggestions for how Vrancor will need to deal with the contaminated soil on site. One being environmental engineering supervision and guidance during the work. What approved process is Vrancor going to follow to make sure the contaminated materials' soil is separated, contained, and disposed of safely, per environmental regulations?	<p>A Remedial Action Plan and Record of Site Condition has been prepared by Soil-Mat Engineers & Consultants Ltd. and dated September 17, 2019.</p> <p>This report will be reviewed by the City and ultimately approved by the City to ensure that the plan is followed, and Record of Site condition is obtained from the Ministry.</p>
11	The City Traffic department is planning and will be installing traffic calming throughout the adjacent residential side streets, designed to accommodate existing low rise residential pedestrian movement and traffic. In effect slowing and dissuading the usual diversion of traffic, we presently already experience, driver's cutting through the residential streets in haste to avoid the daily Queen Street and King Street traffic backups. Why does your planned residential complex expect Market Street and Napier Street to facilitate the easy movement of your vehicle projections by placing vehicle access and exit onto those one-lane streets? Especially when your project renderings suggest that those side streets will provide a pedestrian-friendly boulevard.	The traffic study recognized that a traffic management plan will need to be implemented to deter development traffic away from the neighbourhood streets. Preliminary discussions with the City indicate the need for speed cushions along Ray Street North to slow traffic and act as a deterrent to limit traffic infiltration. Additional measures such as speed cushions along Napier Street could also be considered. The preferred locations will be reviewed and discussed with the City as the project progresses.
12	<p>The Growth Plan for the Greater Golden Horseshoe supports complete communities that include affordable housing and accommodate the needs of all household sizes and incomes. Acorn Hamilton calls for "inclusionary zones" for affordable housing, to help address the housing needs of Hamilton's low-income and moderate-income households.</p> <p>Will Vrancor commit to providing units that are suitable for larger households and families with children?</p> <p>Will Vrancor support making its site an "inclusionary zone" and commit to making at least 20 percent of the units affordable or deeply-affordable?</p>	<p>The Owner has considered this request and is committed to provide 3-bedroom units suitable for larger households and families with children. The exact number is not known at this time; however, a minimum of 10% of the units approved will be 3-bedroom.</p> <p>At this point in time, affordable housing units are not proposed as a part of this development.</p>
13	How can you call this development an appropriate scale?	The scale of the development is considered appropriate given the location of the Site, which is directly west of and adjacent to Hamilton's Downtown Urban Growth Centre, 1 block north

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		<p>of the planned King Street LRT station at Queen Street, and part of a Primary Corridor in the City. The Site is also within approximately 1.1 kilometres of both the West Harbour GO Station and the Hamilton Centre GO Station.</p> <p>The immediate surrounding context contains high-rise buildings to the north (21 storeys) and east (18 storeys). To the south, high-rise buildings are under construction (12 storeys) as well as currently the subject of a development application (25 storeys). Single-detached dwellings are located to the west of the Site and as such appropriate mitigations measures have been incorporated into the design, including the transition in height from 27 storeys at Queen Street to 15 storeys at the rear of the Site.</p> <p>Given the context of the surrounding built form, existing and planned transit availability, and adjacency to Hamilton’s Downtown Urban Growth Centre, the scale of the development is considered appropriate.</p>
14	<p>Will the developer commit to implementing the bird friendly guidelines stated in Hamilton’s 2019 Tall Buildings Guidelines under 4.2.9 Materials and Detailing, h.?</p>	<p>Yes. Section 4.2.9 h. of Hamilton’s Tall Buildings Guidelines states:</p> <p><i>“Design the first 10-12 m to adhere to Bird Friendly best practices by incorporating sunshades or louvers, visual markers within large, glazed areas, and non-reflective glazing to minimize the potential for bird strikes;...”</i></p> <p>The Owner has committed to ensuring that the first 10-12 metres of the building adhere to the Bird Friendly best practices by incorporating sunshades or louvers, visual markers within large, glazed areas, and non-reflective glazing to minimize the potential for bird strikes.</p>

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Proposed Post-Development Address: 125 Napier St.

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		<p>At the Site plan approval stage of the development, these details will be clearly articulated.</p>
<p>15</p>	<p>Based on the traffic impact study, the Queen Street at King Street clearly has traffic capacity issues and this includes the vehicle queuing issues along Queen Street. The report suggest signal timing improvements but even such improvements, the intersection still looks like its expected to operate at capacity (particularly the King Street approach). Additionally, queues on Queen Street block Market Street completely in the peak hours. What infrastructure improvements are planned to accommodate this development and how will this intersection be affected? In addition, with the LRT in operation the King Street has reduced laneways and would make the intersection operate worse.</p>	<p>At King Street West and Queen Street North, the changes to traffic circulation with the two-way conversion of Queen Street and future implementation of the LRT will provide for reduced capacity at this intersection as several lanes will be repurposed. Auto vehicle capacity along the LRT corridor will be reduced, causing traffic to divert to alternative parallel routes. Turning movements onto and across the corridor are limited to a number of key intersections which places additional demand at these locations.</p> <p>The signal timings at King Street and Queen Street will need to be modified to increase green time to traffic flows along King Street. The findings within the traffic study are consistent with the Environmental Project report for the King Street LRT project.</p>
<p>16</p>	<p>Your own studies show the development will prevent homes on a full block on Ray from getting morning sun. And, your own studies warn that homes, sidewalks, and the Queen 75 green space and lower units on Napier will get less than one hour of sun a day. How are you changing the design to deal with this serious problem?</p>	<p>The proposed development allows for 3-5 hours of sunlight along Ray St. between 10 am to 4pm on March/September 21st (Spring & Fall Equinox) and meets or exceeds the recommended 3 hour sunlight guideline.</p> <p>The Net New Shadow (proposed building shadow minus the as-of-right 15-storey building shadow) of the proposed development allows for a minimum 3 hours of sun coverage along most of the Napier Street sidewalks but fails to meet the criteria immediately North of the proposed development and will have less than 3 hours of sunlight in some areas.</p> <p>However, with any proposed high-rise development in the northern hemisphere, including the as-of-right development, avoiding casting any shadows onto Napier Street sidewalks</p>

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Proposed Post-Development Address: 125 Napier St.

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		<p>would be difficult to achieve. Moreover, the section of Napier Street sidewalk with less than 3 hours of sunlight, is flanked by a non-active frontage including a surface parking lot and service area and therefore will have a minimal Net New Shadow impact and thus meets the intent of the guideline.</p>
17	<p>The LRT success relies on demand projections not anticipating the intensification your project adds to the Queen Street LRT passenger stop. Why has your traffic study not included a thorough analysis of the present and future transit capacities?</p>	<p>A traffic impact study may vary in scope and complexity depending on the type and size of the proposed development. Through a pre-consultation that was conducted with the City prior to undertaking the study, a transit capacity assessment was not a requirement.</p> <p>The city has undertaken a detailed and comprehensive study on the LRT impacts through the Environmental Project Report Addendum completed in 2017. LRT is generally accepted to have a significant influence on investment decisions and economic growth that identifies vacant land parcels and other low-density parcels, such as parking lots, are likely to be redeveloped into more transit-supportive uses. Transit capacity along the LRT is flexible in that increases or decreases can be included through a single vehicle operation or through the implementation of a second vehicle in operation. The LRT initial plan is for single-vehicle operations. The headways of the LRT can also be adjusted throughout operational service to comply with increased or reduced scheduling demands.</p>
18	<p>Why aren't you including any family friendly sized units?</p>	<p>Please see the response to Question #12.</p> <p>The Owner is prepared to provide 3-bedroom units suitable for larger households and families with children. The exact number is not known at this point; however, the owner has committed to provide 10% of the permitted units as 3-bedroom.</p>
19	<p>The Ontario Planning Act states that it is of 'Provincial Interest' for developments to include the 'supply, efficient use and conservation of</p>	<p>The owner will adhere to the energy requirements of the Ontario Building Code and are committed to sourcing of local</p>

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	<p>energy' – what measures, apart from using existing infrastructure, will Vrancor take towards energy conservation? Triple glazing? Solar power? Geothermal? Passivehuas? Petal? Well? True?</p>	<p>and sustainable materials where possible. Additional measures to be considered as design develops.</p> <p>Amongst those alternatives being explored are the inclusion of:</p> <ul style="list-style-type: none"> • Combined Heat and Power (CHP) solutions for the provision of energy and heating. Ideally the CHP system will run on biogas if a source is available at the time of construction, with the alternative being natural gas. CHP solutions deliver reduced greenhouse gas emissions and on-site power generation results in significant transmission loss reductions (which increase with distance). • Improvements to the efficiency of the building envelope. • The inclusion of more energy efficient, low voltage, Power-over-Ethernet (POE) devices in the building fit-out. • The inclusion of a ventilation system which incorporates heat recovery. <p>To ensure an efficient building envelope by instituting details to minimize thermal bridging will be included, as well as low-voltage devices in the fit-out, and be designing more intelligent buildings with building management systems (BMS) which monitor the health of the building and can alert the property management team when leaks in the building envelope occur, resulting in lower energy loss over time. LEED certification is also being considered.</p>
<p>20</p>	<p>Residents know there is a serious wind problem, especially at Napier and Queen. We experience every windy day. We don't need a wind study. But your studies demonstrate the wind problem on your</p>	<p>The wind studies confirm that there are existing strong winds at the intersection of Napier and Queen and north along Queen. Adding the development shows based on the wind</p>

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	<p>fourth storey amenity area is so serve residents won't be able to sit outside in the summer. How are you going to alter the design to reduce its impact on the neighbourhood? And what use is an amenity area that is too windy to use in the summer?</p> <p>How can you argue that adding four towers to Napier and Queen will do anything but worsen an already bad situation?</p>	<p>tunnel results that this area of existing strong winds is improved.</p> <p>RWDI is working with the design team to refine the towers to further improve winds and to create a comfortable environment on and around the proposed site. These changes will be validated through further wind tunnel studies.</p>
21	<p>In the 'Planning Justification Report' you state that spaces at Queen and Napier and Queen and Market 'have the potential' to become public squares. How will this 'potential' be realized? A master plan was requested in the planning report, why was one not provided?</p>	<p>Page 25 of our Planning Justification Report states that Queen Street North includes a generous public realm with two levels of hardscaping while the intersections of Queen St. North at Napier and Market Streets have the potential to be "urban squares". The potential for "Urban Squares" at these two intersections remains.</p>
22	<p>Clarification of "Seniors' Living" component of development (between Tower 3 & 4)</p> <p>Will this be a Retirement Homes Regulatory Authority (RHRA) licensed, regulated facility (under Retirement Homes Act, 2010 and Ontario Regulation 166/11 or is this a labeling convenience at this point? According to Drawing D0.2 - r2 (125 Napier St. "Ultimate Site Plan") seniors' have their own entrance.</p> <p>Where is the layby for DARTS, ambulances, and other vehicles supporting the transportation needs of seniors?</p>	<p>Units will be targeted from a marketing perspectives to seniors over the age of 65.</p>
23	<p>On the SRM site plan drawing you show that the area along Queen St. Is green, suggesting it is lawn. But, in fact, that whole stretch appears to be a lay-by accessible by a mountable curb. First, why show it as a green space if it is not green. Second, can you please tell us what other spaces on the site that appear green in the site plan are not green?</p>	<p>The area in question is outside of the subject property and located within the municipal right-of-way. Therefore, the city has control over how this area is ultimately to be developed. A lay-by has been requested along Queen Street North, but the City has not confirmed their support for the lay-by proposal; and therefore, the future use of this area is undetermined at this time.</p>

Current Address: 200 Market St. and 55 Queen St. N.

Proposed Post-Development Address: 125 Napier St.

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24	<p>The Tall Buildings Guidelines say developments near the back lots of residences should feature buildings that do not go higher than a 45-degree angle drawn from the backyards of those properties. Your buildings only work if the angle is 80 degrees. Why should you be allowed to disregard the 45-degree rule?</p>	<p>The Hamilton’s Tall Building Guideline do not refer to a 45-degree angular plane. For the purposes of neighbourhood transition (section 3.2), Tall Building Guideline recommends a 12.5 metre tower setback from the property line adjacent to residential neighbourhood to mitigate shadow impact and protect privacy and overlook. A tower setback of 12.14 metres to 14.5 metres has been provided in response to this guideline.</p> <p>The 45-degree angular plane comes from the City-Wide Corridor Planning Principles and Design Guidelines and deal with mid-rise developments. The intent of this guideline is to mitigate shadows, overview and abrupt changes in scale for mid-rise developments. As per the Shadow Impact Study, there are minimal shadow impact to the adjacent low-rise developments along Ray St. The overview/overlook is mitigated through a 12.14 metre to 14.5 metre tower setback from the shared property line and the 3-storey podium along with the 9 metre landscape buffer provides transition in building scale.</p> <p>Additionally, due to the placement, size and separation distance between the proposed towers, the built form that pierces the 45-degree plane represents 58% of the overall shared property length. The remainder 42% conforms to the 45-degree angular plane guideline. Thus, the intent of this guideline is satisfied.</p>
25	<p>The City Traffic department is planning and will be installing traffic calming throughout the adjacent residential side streets, designed to accommodate existing low rise residential pedestrian movement and traffic. In effect slowing and dissuading the usual diversion of traffic, we presently already experience, driver’s cutting through the residential streets in haste to avoid the daily Queen Street and King Street traffic backups.</p>	<p>Access management is particularly important along arterial roads where through traffic movement takes priority over access to individual properties, although access to property must still be provided either directly by appropriately located, spaced and designed driveways, or indirectly off local or collector streets that intersect with the arterials.</p>

Community Virtual Open House Comments from March 22, 2022 (7:00 – 9:00 PM)

Updated: May 13TH, 2022

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Proposed Post-Development Address: 125 Napier St.

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	<p>Why does your planned residential complex expect Market Street and Napier Street to facilitate the easy movement of your vehicle projections by placing vehicle access and exit onto those one-lane streets? Especially when your project renderings suggest that those side streets will provide a pedestrian-friendly boulevard.</p>	
26	<p>Are you planning on asking the City to remove any parking spaces on Napier or Market? Those streets cannot accommodate cars passing each other when cars are parked. What is your plan for “drop offs” (couriers, food delivery, uber etc.), not to mention cars coming in and out of the parking?</p>	<p>At this time, we have not had any discussions with the City about removing parking along Napier or Market. In terms of drop-offs, parking on-site has been allocated for short-duration trips.</p>
27	<p>Will there be any visitor parking underground? Where do you expect 1500-2000 people to have their visitors park when street parking is already very limited?</p>	<p>The site has allocated for visitor parking on-site.</p>
28	<p>Parking This development removes an existing parking lot and replaces it with a development that has less than one parking spot for every unit. That’s half what the current zoning allows. Why should you be able to have so little parking available? Why should you be granted an amendment to the current plan and zoning?</p> <p>Are you providing charging stations for electric vehicles in your parking?</p> <p>Where will emergency vehicles serving the 15-storey towers and so-called seniors’ residence park? Will they effectively block off Napier or Market during that time?</p>	<p>Parking data collected by the Institute of Transportation Engineers (ITE) supports the proposed supply. This parking supply is lower than what is proposed under both the general requirements of Zoning By-Law 05-200 and the Downtown Zone requirements. The Downtown rates are appropriate for the Site for the following reasons:</p> <ul style="list-style-type: none"> • Located Immediately adjacent to the Downtown Urban Growth Centre that is within walking distance to the Downtown Core that provides great amenities, including retail, restaurants, and grocery stores. • Consistent with City Policies and Principles to reduce parking summarized in the UHOP, Strathcona Secondary Plan and Citywide Corridor Planning Principles and Design Guidelines; and • Proximity of the Site to Transit, including directly on or near five HSR routes with direct connections to the larger network and GO transit and within 200 metres of a future rapid transit corridor.

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		<p>Electric vehicle charging stations is still being explored by the Applicant.</p> <p>The fire route for the site will be provided along Market Street and Napier Street.</p>
29	<p>Why do you think downtown parking applies? This is not in the downtown.</p>	<p>As the surrounding built form, transportation network, and amenities are characteristics like a "Downtown Zone,"; the use of the downtown requirements is appropriate for the proposed development. In addition to the transportation characteristics of the area, the parking supply is also supported by a policy framework and industry-standard parking data and a number of transportation demand management measures that promote the use of sustainable travel modes for the development.</p>
30	<p>The 9m alley located along the west property line is a fire route but has been shown with landscape design, how will emergency services use this space?</p>	<p>The 9 metre mid-block connector is <u>not</u> a fire route <u>nor</u> is it required to be a fire route. Emergency services will access the Site from its 3 street frontages in compliance with the Ontario Building Code.</p>
31	<p>This walkway seems dangerous. What are you planning to keep it safe?</p>	<p>The 9 metre wide mid-block pedestrian connection will be designed at the Site Plan approval stage using CEPTED principles and subject to the approval of the city.</p>
32	<p>why are there no renders [of] the alley?</p>	<p>Detailed landscape plans have not been prepared at this stage in the approvals process. A detailed landscape plan will be prepared at the Site Plan approval stage.</p>
33	<p>In a 2018 presentation to the Design Review Committee Vrancor imagined homes on Ray from King to Napier being replaced by 10-13 storey developments. What are Vrancor’s plans for those homes? Is its current mega-development going to extend that far or beyond?</p>	<p>We are not aware of any plans including the homes along Ray St. from King to Napier. These lands do not form part of the application.</p> <p>Vrancor does not own properties on Ray Street and has no plans to develop on properties it does not own.</p>
34	<p>Will mid-block walkway be well lit at all times. Will the light affect the neighbours bordering your proposal?</p>	<p>A detailed lighting plan will be required as a part of the site plan approvals process to ensure that lighting will not</p>

Community Virtual Open House Comments from March 22, 2022 (7:00 – 9:00 PM)

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Proposed Post-Development Address: 125 Napier St.

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35	Too bad one EMR response or Police response incident will shut down the side street access. How does that assist crime or emergency security/	This application will be circulated to emergency services departments. If it is determined that the mid-block walkway is not appropriate, reconsideration of this space will be required.
36	What design elements are you including to make sure that the 4th and 8th storey green spaces will be genuine, useable assets for your residents?	The design and programming of this space will be important considerations at the Site Plan approval stage. The required studies will be done, and landscape design will be developed for compatibility with the local context and occupant needs.
37	Will these be the pre-fab Stubbes Lego block version of building? As we see at 354 King.	The façade design will be studied to ensure the optimal use of materials and ensure a desirable elevation aesthetic.
38	Is any of the commercial space identified designated as commercial parking?	No. There is not commercial parking required when applying the downtown commercial parking regulations to the site. The commercial uses are intended to be local in nature to service the community who can readily walk to them.
39	Your render of the towers from 2021 in E Thomas’ presentation exaggerates the drop in height from 27 to 15 storeys.	No question to respond to.
40	It’s been almost two months since the clock started ticking on Vrancor’s right to go to the OLT. Have there been discussions with Vrancor about going to the OLT? What were the nature of those discussions?	The applicant continues to work with the City on the circulation of the application. We are awaiting a complete set of comments from the City. Once these comments are received, as well as the comments obtained through this public open house, we will review the design to see how we can best respond.
41	Genuine brick?	Further materiality study will be completed at the SPA stage to ensure the optimal use of materials and ensure a desirable elevation aesthetic.
42	No parked cars are shown along Queen but you have planned a lay by recess. Why not shown in rendering?	The City does not support a layby along Queen Street.
43	Looks like trees along Queen Street, but we know there will be no trees. Why are all of these renderings painting such an unrealistic impression of these buildings?	Street trees will be required and provided by the City at the developers expense along Ray, Queen and Napier Streets within the municipal right of way.
44	correction, NO trees.	Please refer to 43 above.

Community Virtual Open House Comments from March 22, 2022 (7:00 – 9:00 PM)

Updated: May 13TH, 2022

Current Address: 200 Market St. and 55 Queen St. N.

Proposed Post-Development Address: 125 Napier St.

#	Comment/Question:	Response:
45	<p>Many residents have traffic and parking concerns and the Transportation Planners at the City have rejected this proposal due to the excessive traffic it will generate. How will you scale back the development to resolve that issue and why didn't your own studies highlight the problem?</p> <p>What are the proposed traffic and diversions plans to bring in heavy machinery to the site and truck the materials away to not use prohibited truck traffic residential side streets? The safety of residential pedestrians, including school children and seniors, and the prevention of damage to public and private property are serious concerns. This work area will affect the east-west movement of residents accessing downtown Hamilton from Strathcona and is already a busy pathway. Again, the traffic will be especially challenging for the many neighbourhood elderly and mobility challenged and school-age children. Neighbours, and Queen Elizabeth Tower residents, have expressed concerns about parking, how will you address this issue?</p>	<p>A traffic management plan will need to be implemented to deter development traffic away from the neighbourhood streets. Preliminary discussions with the City indicate the need for speed cushions along Ray Street North to slow traffic and act as a deterrent to limit traffic infiltration. Additional measures such as speed cushions along Napier Street could also be considered. The preferred locations will be reviewed and discussed with the City as the project progresses.</p> <p>Through the Site Plan Application stage, a Construction Management Plan (CMP) will need to be developed by the Applicant that takes into consideration how the site will be built and the proposed truck routes. The CMP will need to be approved by the City of Hamilton.</p>
46	<p>Your existing commercial and retail downtown developments remain empty? What confidence do you have that this location will attract commercial tenant?</p>	<p>Vrancor has high confidence in the viability of street front downtown retail and commercial space. While the COVID pandemic has made these types of spaces difficult to rent, the market is recovering and Vrancor expects a lively market in the future.</p> <p>Demand for retail space has been affected over the last two years by the pandemic, but Vrancor is optimistic that the demand for retail space will return over the next year.</p>
47	<p>Brick veneer isn't brick.</p>	<p>Acknowledged.</p>
48	<p>The city of Hamilton is currently studying ways to ensure an adequate supply of housing for larger households and families with children. Having enough suitable housing available, as well as designing appropriate developments in neighbourhoods such as Strathcona, in</p>	<p>Vrancor has agreed to provide 3 bedroom family units for 10% of the proposed units.</p>

Community Virtual Open House Comments from March 22, 2022 (7:00 – 9:00 PM)

Updated: May 13TH, 2022

Current Address: 200 Market St. and 55 Queen St. N.

Proposed Post-Development Address: 125 Napier St.

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	ways that support families, is key to meeting the needs of all citizens. None of the apartment units in the complex at 125 Napier/200 Market Street are larger than small 2-bedrooms. Will Vrancor commit to converting at least 20 percent of the units into 3- and 4- bedroom, family-friendly units?	Vrancor has agreed to provide 3-bedroom family units, 10% of the proposed units. There is a housing crisis in Hamilton and any increases in supply will improve options for all sizes of accommodations.
49	The Tall Building guidelines call for a 45 degree angle back from backyards that your buildings have to duck under. Why don't yours do this? Why are you cherry picking the Tall Building Guidelines?	Please refer to the response for Question #24.
50	Buildings will be totally fully accessible throughout the development? Why only 4 disabled parking stalls.	As part of the Building Permit process, the development will be required to meet the requirements of the Accessibility for Ontarians with Disabilities Act (AODA).
51	Why has the revised proposal been allowed to change from one tower to four instead of going up? The size of the outdoor spaces are being grossly overstated for the programs you have proposed. Where can people gather, how many people can gather at once? What activities can be done while people gather? Where are the activity diagrams for these amenity areas?	Planning is an iterative process; like any project, development projects often go through a series of design refinements, improvements, and evolutions as new information is gathered and feedback is received. The specific activity programming for the amenity areas would be determined by the residents of the future building based on their needs.
52	None of the renderings shown are from realistic perspectives (all birds eye views). Why have street level renderings of the haptic scale not been provided?	It is common practice to provide birds-eye-view renderings to show the proposed development within the context of the surrounding neighbourhood.
53	The obvious fact is that Strathcona, having limited commercial, personal, and professional services employment opportunities, the majority of residents will need to commute to their jobs. How will you accommodate those challenges into the planned vehicle entrance/exit access to site parking routes without creating a pedestrian and vehicle safety risk along Market and Napier?	The access connections are adequately spaced away from adjacent intersections and high traffic generating driveways. Appropriate visibility triangles are provided along the driveways to ensure a clear line of sight is maintained between pedestrians and vehicles.
54	Drawing D0.2 - r2 (125 Napier St. "Ultimate Site Plan") show no room for trees or grass surrounding the podium on either Napier or Market. How much room will be set aside to these necessary public components.	On both Napier and Market streets, the site plan allows for a landscape strip which has shared ownership between the subject property and the city property. Further development of landscape plan to be developed at the SPA stage.
55	Soil-Mat Engineering made a number of suggestions for how Vrancor will need to deal with the contaminated soil on site. One being	1. There were identified petroleum hydrocarbons and metals exceedances identified in our studies on the site.

Current Address: 200 Market St. and 55 Queen St. N.

Proposed Post-Development Address: 125 Napier St.

#	Comment/Question:	Response:
	<p>environmental engineering supervision and guidance during the work. What approved process is Vrancor going to follow to make sure the contaminated materials' soil is separated, contained, and disposed of safely, per environmental regulations?</p>	<ol style="list-style-type: none"> 2. In the case of petroleum hydrocarbons and a majority of the metals exceedances (lead, antimony, mercury, zinc, and cadmium) exceedances, these were delineated to shallow depths by our studies. Electrical conductivity, sodium adsorption ratio and hot water soluble boron were not fully delineated. 3. Our Remedial Action Plan was prepared which provided recommendations for full-depth remediation or partial depth to make the site suitable to file a Record of Site Condition. Subsequent to the preparation of the Remedial Action Plan, the Ontario Ministry of Environment does not require that EC and SAR be remediated under certain circumstances. As a result, we will revise our Remedial Action Plan to provide recommendations for site cleanup under the new rules. 4. Remediation activities on the site may be eligible for ERASE grant funds from the City. 5. The removal of soils for remedial activities will conform to Ontario Regulation 153 (as amended). This will include testing of soil to meet the requirements of the receiving site. Monitoring of removal will be conducted by a representative from Soil Mat confirmatory sampling and testing of the excavation sides and base soils will be conducted towards filing a Record of Site Condition with the MOE. 6. Once remedial excavations have been confirmed complete (following receipt of suitable test results per #5, above), testing of surplus soils to be transported for reuse

Community Virtual Open House Comments from March 22, 2022 (7:00 – 9:00 PM)

Updated: May 13TH, 2022

Current Address: 200 Market St. and 55 Queen St. N.

Proposed Post-Development Address: 125 Napier St.

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		<p>on other sites will be conducted in accordance with Ontario Regulation 406. The frequency and number of tests required by the Regulation will be determined by the anticipated volume of soils to be transported offsite. Regulation 406 also requires that tracking of the movement of surplus soils be conducted by the hauler, as well as confirmatory sampling to be conducted by the consultant at the receiving site.</p>
56	<p>Why not create a ground level green space that is accessible to the public like the neighbouring Good Shepherd to great a more neighbourhood park space feel?</p>	<p>The proposed building massing includes 3 levels of above grade parking in order to meet the parking requirements set out by the city. Comparably to the Good Shepard, this proposed development is of a different use and different needs, and therefore requires a greater amount of parking. Further development of landscape plan to be developed at the SPA stage.</p>
57	<p>That’s only because Vrancor got a site specific amendment for those 15 storeys.</p>	<p>Comment intended as rebuttal to presentation. No question to respond to.</p>
58	<p>Why not show it from Napier? You cut at 80 degrees.</p>	<p>Comment intended as rebuttal to presentation. No question to respond to.</p>
59	<p>“Quite a ways” is not really an acceptable distance</p>	<p>Comment intended as rebuttal to presentation. No question to respond to.</p>
60	<p>But guidelines are positive suggestions. Are they not based on making good neighbourhood environments? Why should they be dismissed on such a grand scale?</p>	<p>Please refer to the response to Question #24.</p>
61	<p>Honestly Ms. Khes, you don’t meet the 45 degree rule. Why not just meet it instead of making excuses?</p>	<p>Please refer to the response to Question #24.</p>
62	<p>Good Sheppard public garden is not considered important? As requiring sun light?</p>	<p>The question is not clear. The gardens located at the Good Sheppard have no bearing on the proposed development and no value assessment is being made of their importance.</p>
63	<p>You got that as-of-right shadow because you already got a site specific amendment to get that 15 storey proposal.</p>	<p>Comment intended as rebuttal to presentation. No question to respond to.</p>

Community Virtual Open House Comments from March 22, 2022 (7:00 – 9:00 PM)

Updated: May 13TH, 2022

Current Address: 200 Market St. and 55 Queen St. N.

Proposed Post-Development Address: 125 Napier St.

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64	Not on Napier.	Comment intended as rebuttal to presentation. No question to respond to.
65	Shadows from towers overlap each other at other times on the days that you are showing... Your description of shadows makes no sense. Show the entire day...	Following the guidelines from the City of Hamilton’s Terms of Reference: Shadow Impact Study for Hamilton, the shadow analysis is conducted for the following dates and time: <ul style="list-style-type: none"> • Spring Equinox: March 21st at solar noon and hourly intervals starting 1.5 hours after sunrise and ending 1.5 hours before sunset. • Fall Equinox: September 21st at solar noon and hourly intervals starting 1.5 hours after sunrise and ending 1.5 hours before sunset.
66	But adjacent residential is 2 to 3 storeys?	Comment intended as rebuttal to presentation. No question to respond to.
67	Some adjacent residential is 1 storey.	Comment intended as rebuttal to presentation. No question to respond to.
68	Did you qualify your study by doing any on site testing of wind? Have you verified Napier and Queen wind jet between existing building 75 Queen St. N. and 44 Queen St. N. There is a very large Bernoulli effect.	The wind tunnel studies confirmed that there are currently elevated wind conditions at Napier and Queen as flagged as a concern by residents. The proposed development improves the current wind conditions at this intersection.
69	Why is Vrancor not considering buildings of an appropriate size such as the Good Shepherd? I now always walk through this green space to get home as the building under construction at King W and Queen N makes it unsafe to turn the corner and walk along Queen N with traffic rushing towards you. The sidewalk is too narrow, and it feels as though the building pushes you out onto Queen Street. There is no consideration for pedestrian safety. As an aside, I was upset when the large trees on the corner were chopped down as I thought that they were protected by the City, and they made this corner feel protected from traffic coming in both directions.	The Good Sheppard is a different use than what is being proposed and therefore the requirements of the building are different.
70	The map is not the territory. We have wind studies every day at Napier and Queen. We have the world’s biggest wind tunnel.	Not sure what the question is, but the subject site is not the windiest site we have experienced in southern Ontario. In

Community Virtual Open House Comments from March 22, 2022 (7:00 – 9:00 PM)

Updated: May 13TH, 2022

Current Address: 200 Market St. and 55 Queen St. N.

Proposed Post-Development Address: 125 Napier St.

#	Comment/Question:	Response:
		fact, it is relatively calm compared to other areas in the Hamilton area.
71	Wind study conclusions includes some areas of concern. At what point of wind speed do you consider risky for an elderly person to walk against on a public sidewalk?	The threshold for wind speeds is clearly outlined in the City’s criteria. A number of factors could contribute to wind knocking someone over. Based on the City’s criteria a gust wind speed of greater then 90kh could knock someone over.
72	Has the wind study taken into consideration the climate change increase in wind speeds we have seem in the last few years?	RWDI is constantly updating its wind climate models and are actively involved in climate change modeling around the world.
73	Very narrow sidewalks with constant traffic!!	Sidewalks are located in the municipal right-of-way.
74	Is not 5 minutes in excessive wind speed let alone 9 hours of time not a huge liability risk?	When we are talking about wind safety we are talking about ‘wind gust’ which is different then ‘wind comfort’. Gust wind occurs in quick succession and not long durations. 9 hours represents a total for 1 year.
75	I concur with the comment above “ The sidewalk is too narrow, and it feels as though the building pushes you out onto Queen Street. There is no consideration for pedestrian safety.” I NEVER walk along King either.	Please see response to Question #73.
76	<p>Garbage / Recycling</p> <p>According to Drawing D0.2 - r2 (125 Napier St. “Ultimate Site Plan”) the waste collection for the proposed 4 towers, proposed Seniors’ residence, and proposed commercial space will be facilitated at the Parking Garage entry/exit at the north/west corner of the property. What is the estimated number of commercial waste bins that will be required to handle the garbage?</p> <p>How many three cubic yard blue carts will be required to handle paper/metal/glass and how many two cubic yard green carts will be required for wet food waste?</p>	Waste collection specifics will be confirmed at the SPA stage and will be in accordance with the City of Hamilton waste collection guidelines

Community Virtual Open House Comments from March 22, 2022 (7:00 – 9:00 PM)

Updated: May 13TH, 2022

Current Address: 200 Market St. and 55 Queen St. N.

Proposed Post-Development Address: 125 Napier St.

#	Comment/Question:	Response:
	<p>For Queen 75's 160 residential units we use to full capacity 11 Green Carts, 33 Blue Carts, and two or three commercial waste bins on a weekly basis. For Green and Blue Carts, only curbside pickup is provided by the city. Where will you stage your Carts/Bins for pickup?</p> <p>How will your 8.7m wide parking garage entry/exit handle vehicle traffic and waste handling at the same time and still allow for safe pedestrian use of sidewalks without blocking Napier Street?</p>	
77	<p>I worry about the quality of life for so many people who will live lives encased in these towers,How many of these units will be 2nd houses/investments for folks who have no intention of living there? How will affordability be ensured...or will it?</p>	<p>These units will not be condominiums. The development is proposed as rental apartments. There will be no second houses/investments due to the nature of rental properties. Affordable units are not proposed as a part of this development.</p>
78	<p>Would you call some of the wind speed effects as the venturi effect? Which can be rather unpredictable? When considered with the shadow cooling effects.</p>	<p>Yes, you could call some of the existing wind conditions as a 'venturi effect' amongst other contributing factors. They are unpredictable, thus the need to conduct a wind tunnel test to determine existing and proposed wind effects. Shadow cooling does not affect wind speeds. Thermal comfort is a combination of wind, sun/shadow, humidity, temperature, etc.</p>
79	<p>Will the seniors feel uncomfortable or in danger on Napier?</p>	<p>As mentioned above, RWDI is working with the design team to ensure wind conditions are similar to or better then the existing wind conditions.</p>
80	<p>What wind mitigating features will be provided in the neighbourhood? Wind resulting as a result of your towers.</p>	<p>As mentioned above, RWDI is working with the design team to develop mitigation features to ensure wind conditions remain similar or better on and around the proposed site. These may include but not limited to building articulation, hard and soft landscaping, etc.</p>
81	<p>That place "along Napier street" is right at the front of the "seniors" building and it is where neighbourhood folks must walk if they want to</p>	<p>Overall, the wind conditions along Napier remain similar as the existing wind conditions. The only change is a shift of winds from one area to another. Therefore, some areas are</p>

Community Virtual Open House Comments from March 22, 2022 (7:00 – 9:00 PM)

Updated: May 13TH, 2022

Current Address: 200 Market St. and 55 Queen St. N.

Proposed Post-Development Address: 125 Napier St.

#	Comment/Question:	Response:
	go downtown, to cross at the light at Napier/Queen. It will be windy and also very shaded, especially in the winter.	improved, and others increase. The design team is working with RWDI to further improve on the wind conditions.
82	What about this project is emergency prepared? How does this project address climate change and resilience?	The building will meet the requirements of the Ontario Building Code. Additional measures to be considered as design develops at the SPA stage.
83	So the green amenity outdoor space is only an amenity of value in the summer?	The outdoor amenity space will be accessible year-round.
84	Where traffic counts taken or just representative assumptions?	Existing traffic counts were used.
85	Have you ever walked down Queen St N between 4 and 6 PM??	Yes, members of the project team have.
86	Why do you keep insisting you're in the downtown? You are not. It's an insult to this neighbourhood.	Characterizing the lower city of Hamilton as "downtown" is not uncommon when one considers the geography of the City of Hamilton including land both above and below the escarpment. The City's defined <i>Downtown Urban Growth Centre</i> and the City's downtown zones begin in the middle of Queen Street. There is no insult/disparity intended to characterize a neighbourhood as being part of, or in close proximity to the downtown.
87	Regarding Wind Study - As an engineering company who did this study and states that there will be minimal negative impact on the impact of windspeed for pedestrian walking along Napier or Queen Sts. If the buildings were to be built and the resultant wind speed exceeds the stated expectations from your study, is the Engineering company or Vrancor legally liable to pedestrians who sue you for this error in judgement?	RWDI has been in business for over 50 years and have followed City guidelines and all industry standards around the world.
88	With the entry/exit from your parking garage will your proposed development not significantly increase traffic on Napier and Market? Anyone exiting and wanting to go west will go though the Strathcona Neighbourhood. How will this help?	A traffic management plan will need to be implemented to deter development traffic away from the neighbourhood streets. Preliminary discussions with the City indicate the need for speed cushions along Ray Street North to slow traffic and act as a deterrent to limit traffic infiltration. Additional measures such as speed cushions along Napier Street could also be considered. The preferred locations will be reviewed and discussed with the City as the project progresses.

Community Virtual Open House Comments from March 22, 2022 (7:00 – 9:00 PM)

Updated: May 13TH, 2022

Current Address: 200 Market St. and 55 Queen St. N.

Proposed Post-Development Address: 125 Napier St.

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89	Parking fees included in rental costs/	Rental rates have not yet been established. We anticipate that parking spots will be rented at an additional costs.
90	Is air quality being considered as part of the traffic report? Increased traffic during rush hours and idling	The air quality is not currently assessed as part of the transportation impact study.
91	That process only works if you don't go to the OLT first. Will you?	The development application will proceed through the established planning process in the Province of Ontario.
92	Did you embrace any of the DRP suggestions?	Yes, and the design will continue to evolve as input is received from City staff and the community.
93	re Parking - for patrons of any commercial business, how many parking spots are allocated and does this include staff for these business or patrons of these businesses?	The parking requirement for commercial uses does not distinguish between patrons and staff.
94	Given the owner's documented infractions of not installing and maintaining catch basin silt sacks and other silt and construction debris containment measures at the current worksite of 354 King St., what assurances do we have from the owner that the designated public sewers and roads will be protected, especially from work associated with the excavation and trucking of contaminated soil?	As a part of the site plan approval process the City will require a Construction management plan which will be followed in the construction of the proposed development. In addition, the city will hold securities in the event that works are not completed in accordance with the plans provided.
95	You've got our input. This development doesn't work in this neighbourhood.	Comment intended as rebuttal to presentation. No question to respond to.
96	Can you give us your word that you will respond to the comments by modifying the plan? Or will you go to the province instead?	Our intent is to review/consider all comments provided, including City staff comments and determine how they can best be addressed.
98	Unbundled parking will likely increase on-street parking demands in the neighbourhood if this development residents opt out of purchasing a parking space in the development. Could you please identify what the expected increase in on-street parking demands will be generated by the development?	The benefits of unbundling in reducing parking demand have been confirmed through various research studies. In general, there is little risk in reducing minimum residential parking requirements as the availability of parking is a key decision in an individual's residential choice. Developers are well attuned to their potential customers' parking needs and will not reduce parking provision so much as to compromise the marketability of their development.

Community Virtual Open House Comments from March 22, 2022 (7:00 – 9:00 PM)

Updated: May 13TH, 2022

Current Address: 200 Market St. and 55 Queen St. N.

Proposed Post-Development Address: 125 Napier St.

#	Comment/Question:	Response:
		Although Hamilton does not specify visitor requirements within their by-law, a rate of 0.15 spaces per unit is typically generated based on industry standard parking data. Based on the density of the development, this would equate to a visitor demand of 114 spaces. As the development allocates 152 visitor spaces, no overspill on the street network is anticipated.
99	City traffic folks say no, no it can't	Comment intended as rebuttal to presentation. No question to respond to.
100	Ms. Khes, the Transportation Planning folks says, no it doesn't work from a traffic perspective. Address that.	The City's comments request some modifications to the assumptions used in the report. We will be working with the City to address the issues.
101	what happens to the existing single family home located by the site?	The proposed development and existing low rise residential development are intended to continue to exist as they do to the north as well as other area throughout the city where high rise buildings are located adjacent to single detached dwellings.
102	So, my son already has buses pass by him at King and Queen going to Westdale Secondary in the morning. I don't feel that the response given actually sums up the daily transit situation. Where are the 2000 people standing while they are waiting for the bus or LRT every morning!!	The preliminary capacity assumptions for the LRT are reflected per hour. That is, the LRT has the potential to accommodate up to 2,000 persons per hour as LRT vehicles will arrive every 6-4 minutes.
103	We are residents here. Ask any of us if we want this change to the plan we developed. No, we don't. Listen.	Comment intended as rebuttal to presentation. No question to respond to.
104	Ms. Khes, do you live in Strathcona?	N/A
105	These plans are presented to the community as virtually a fait accompli. GSP could have reached out to the community with a draft conceptual plan that would have invited consideration of lower towers and fewer detrimental impacts on the neighbourhood. Could GSP return to the drawing board with a development that would not be as overwhelming for Strathcona?	GSP is not the landowner or developer of the Site, but rather, has been retained by the landowner to provide professional planning services for the proposed development.
106	What international precedents are you referencing in regard to buildings on public transit corridors?	Do not understand the question.

Community Virtual Open House Comments from March 22, 2022 (7:00 – 9:00 PM)

Updated: May 13TH, 2022

Current Address: 200 Market St. and 55 Queen St. N.

Proposed Post-Development Address: 125 Napier St.

#	Comment/Question:	Response:
107	Will Queen St North, remain a truck route which makes life miserable at times already? Market and Napier are relatively narrow streets and the proposed development and the entrance and exit for their vehicles, will further increase congestion for traffic and pedestrians.	<p>Councillors on the Truck Route Sub-Committee voted 7-0 to recommend Council ratify a new truck route master plan that forbids large trucks from cutting through the Downtown Core.</p> <p>Specifically, the new truck route master plan recommends that Queen Street North between York Boulevard and King Street West be limited to trucks with a maximum of 4 axles.</p> <p>The updated Truck Route Network and Truck Route Master Plan Study Report was ratified by Council on April 13, 2022.</p>
108	Napier St is currently a designated bike route. Will the main access to the parking lot be on Napier street? and if so, how will the design mitigate this impact on what is currently a quiet, safe, and dependable bike route for us in the local neighbourhood.	The access will be designed taking into consideration the recommended design practice for bike lanes as outlined in the Ontario Traffic Manual Book 18.
109	who is the seniors housing specialist on this project?	Please see response to Question #22.
110	Would you consider pedestrian protected sidewalks during constructions with covers/walls so pedestrians don't feel unsafe walking on Queen like at the 354 King development currently?	Vrancor will consider pedestrian covered sidewalks during construction. This, like many other items, will be part of the Construction Management Plan process and the subject of a future agreement with the City.
111	those were big mistakes	Comment intended as rebuttal to presentation. No question to respond to.
112	Vrancor should be ashamed of its behaviour at 354	Comment intended as rebuttal to presentation. No question to respond to.
113	A multi-tower high-rise development is not appropriate for this site. It is more suited to a mid-rise development which provides adequate ground-floor town house units, and small scale storefront style commercial space, which is friendly to small businesses and more enjoyable to walk by as a pedestrian. The insensitivity to the surrounding context and neighbourhoods of this proposal is disappointing. Has the team considered a mid-rise massing?	Please see response to Question #13.

Community Virtual Open House Comments from March 22, 2022 (7:00 – 9:00 PM)

Updated: May 13TH, 2022

Current Address: 200 Market St. and 55 Queen St. N.

Proposed Post-Development Address: 125 Napier St.

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114	It's a great guideline for a good reason.	Comment intended as rebuttal to presentation. No question to respond to.
115	Through your Indigenous engagement with MCFN what design principles/values/considerations were incorporated into the design?	The Mississaugas of the Credit First Nation (MCFN) are not circulated development applications within Hamilton's urban area.
116	Do wind patterns differ between the lower city and the airport lands?	The winds do differ, and RWDI accounts for that through model construction, in the wind tunnel testing, calibration of the site and airport wind data. The most reliable and consistent wind data comes from airports and is usually collected hourly. RWDI uses the latest 30 years of data.
117	Does the lake effect and escarpment impact wind patterns?	They do, but locally. Winds would be different closer to the escarpment of closer to the lake. As per above, we account for those changes in our test model and through the wind tunnel testing and analysis.
118	can we explore making the building taller?	<p>A taller building has already been considered as part of the initial concept plan. Subsequent design revisions have reduced the height of the Queen Street towers from 28 to 27 storeys, and the rear towers from 22 storeys to 15 towers.</p> <p>The intent is to abide by the City's overall policy for the downtown to limit the height of tall buildings to the height of the escarpment.</p>
119	Will the City consider integrating a climate change strategy to its development planning, so that we can be assured that any development adheres to climate-friendly parameters in terms of building height, building materials, carbon/GHG emissions, environmental impact and human livability?	<p>Please see response to Question #19.</p> <p>Any municipal climate initiatives or directives are under the purview of the City of Hamilton.</p>
120	The design modification to meet the sun shadow guideline, would probably be to lower the heights of one or more buildings...	Please see response to Question #16.
121	The additional wind questions about lake effect and lower/ upper city are important!!	Please see response to Question #117.
122	Thank you	N/A

Community Virtual Open House Comments from March 22, 2022 (7:00 – 9:00 PM)

Updated: May 13TH, 2022

Current Address: 200 Market St. and 55 Queen St. N.

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#	Comment/Question:	Response:
#	Additional Comments/Questions received via email:	Response:
123	<p>My name is [redacted] and I live on Market Street, a block down from the proposed development at 200 Market. My work occasionally involves reviewing proposed residential developments with an eye to maximizing new (in my case, specifically affordable) housing supply, as well as tenant quality of life, so I've reviewed the 200 Market proposal with great interest.</p> <p>First of all, I want to indicate my support for the ambitious density in principle. I regularly talk to neighbours of mine who are concerned about their future ability to stay in our community because of the lack of options in today's context. New supply will help a lot. Almost all the neighbours I talk to are single-person households so the emphasis on 1BR units in particular is appreciated.</p> <p>Secondly, I do want to request that City staff work with the planners and owners on this file to suggest a reconfiguration of the current proposal. Reviewing the shadow study left me impressed with the relative lack of new shadow impact on nearby homes given the scale of development. However, my concern actually lies with the shadow impact of the proposed development(s, including the one to the immediate South) on its own residents. My neighbours by far most impacted by shadows from this proposal are those who will live in these proposed buildings, because of their North-South alignment. As you can see in my quick sketch in Attachment A, reconfiguring the two towers adjacent to Market into a mid-block tower will reduce shadow impact on tower residents as well as nearby detached home dwellers. I would even support higher maximum building heights for the three towers in my proposed reconfiguration to minimize loss of new apartment supply, as the new shadow impact of three 30-storey towers (for example) would be less than that of the 4 shorter, currently-proposed towers.</p>	<p>It is acknowledged that you support “ambitious density” in principle and that you and your neighbours are concerned about the lack of current housing options in the community; and recognize that additional supply will assist in addressing this concern.</p> <p>With respect to shadow impacts, please see the response to question #16.</p> <p>With respect to tree retention within the municipal right-of-ways, please see the responses to questions #3 and #43.</p>

Community Virtual Open House Comments from March 22, 2022 (7:00 – 9:00 PM)

Updated: May 13TH, 2022

Current Address: 200 Market St. and 55 Queen St. N.

Proposed Post-Development Address: 125 Napier St.

#	Comment/Question:	Response:
	<p>Lastly, I would implore City staff to push back on the proposed tree retention plan. The applicant's Tree Management Plan calls for all the street trees planted by the City along Queen (attachment B: my photo of the Queen St trees for reference) not even two years ago to be removed. The report lists each of these trees as being in fair or good condition. My recollection would be that removing trees for development like this would be routine practice by Hamilton's recent track record, but I think we can rise above that going forward with development profits increasing, environmental protection awareness increasing and precedents for tree protection practices now well-established in cities like Toronto and even Mississauga (attachment C: photo I took at a Toronto construction site recently).</p> <p>If the City allows these trees to be removed, it would be to its own shame for having paid to plant them after development plans had already reached the City's radar. I hope you'll take a stand on protecting the trees.</p> <p>Thank you very much for your work on this file. Happy to call to chat further if that might be helpful.</p>	

File Location: P:\18085-Hamilton Queen-55 Queen St & 200 Market\documents\OPA-ZBA\Public Consultation\200 Market Street and 55 Queen Street - Comment Response Chart - May-13-2022.docx