

**Attention:** Urban Solutions Planning & Land Development Consultants Inc.  
C/O Matt Johnston 3 Studebaker Place, Unit 1  
HAMILTON ON, L8L 0C8

**Date:** February 21, 2023

**Project:** 559 Garner Road East, Hamilton

**Regarding:** Commenting Agency - OPA/ZBA Resubmission Comment Tracking Chart

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## Urban Design

### SITE PLAN

3. The Roof Terrace at level 5 is shown to the edge of the eastern elevation. In order to provide a measure of protection of overlook on future development of the adjacent property, it is suggested to include either a continuous raised planter of approximately 1m depth or setback the guard rail to prevent people from standing directly at the roof edge.  
**Roof terrace railing at level 5 has been revised to 1000mm away from the roof edge.**
4. The inclusion of the lay-by reduces the ability to provide a landscape buffer strip at the north property line, and also creates a potentially awkward entrance space with a compromised “landing” space between the lay-by and Main entrance. It is recommended to revise the layout of the layby to improve both the main entrance area and landscape buffer at the north property line.  
**The parking along the North property line has shifted to the east to provide a larger buffer at the Southcote Road entrance. This is directly across from the layby entrance providing a greater landscape buffer. The layby as shown on A2.1-r3 provides a minimum of 2605mm from the front entrance. This acts as the “landing” space.**
5. The proposed concrete retaining wall / garage foundation wall is shown to have approximately 2m difference with the adjacent property to the north and could have an adverse impact on future development. It is suggested to explore ways of reducing the difference in grade at the north property line. It is also noted the ground floor finished floor height is approximately 3.25m above adjacent grade at the north property line  
**The finish floor elevation was determined using Garner Road this means that Level 1 will be located directly at grade and will address the street. The grading difference has been reduced as much as possible along the North property (refer to Civil drawings) however the grade still needs to address the site access from Southcote Road. The difference of the FFE to the North property line is a function of this existing grading dropping down in a south to north direction.**

### SUN/SHADOW STUDY

1. The shadow studies inappropriately indicate an “as-of-right” building mass of 6 storeys given zoning requirements in the area permit a 10.5m height, the shadow study should be revised accordingly.  
**Refer to updated Shadow Study the as-of-right shadows have been updated to reflect the 10.5m (indicated in yellow).**

## Transportation

1. Transportation Planning notes that a maximum grade percentage of 10% is required as per City of Hamilton Comprehensive Development Guidelines for parking garage ramps. The site plan indicates grades in excess of the 10% maximum. When the ramp grades do not conform to City Development Guidelines; as a Special Condition of Site Plan Approval, prior to application for any building permits, a letter certifying the design of the ramp will be required to be provided and signed by a Licenced Architect or Engineer, to the satisfaction of the Manager, Transportation Planning.

### **Letter certification – attached**

2. The Applicant/Owner shall provide turning plans illustrating how large vehicles can access the site, turn around and exit the site and how vehicles can maneuver thru the ramp to the parking garage and access the parking spaces. These plans must be prepared by qualified transportation professional, to the satisfaction and approval of the Manager, Transportation Planning.

### **Truck turning for the loading/garbage, maneuvering the ramp, and tight turning within the underground have been indicated on the drawings.**

3. In the absence of existing sidewalks, 2-metre wide sidewalks are to be provided along the full length of property adjacent to the public right-of-way. Sidewalks are to continue through the driveway access without change in elevation. Sidewalks need to be poured in a straight line whenever possible.

### **Pedestrian sidewalk has been modified as per the City's comments.**

## BICYCLE PARKING

1. Applicant is providing sufficient bicycle parking, it would be of benefit if the short-term bicycle spaces were located near the entrance to the Lobby.

### **8 (Eight) short term parking have been added by the secondary entrance off of Southcote Rd.**

## ROW DEDICATIONS

1. Approx. 5.72 metres are to be dedicated to the Southcote Rd right-of-way. As the right-of-way at the subject property varies, up to 8.22 metres are to be dedicated to Garner Road East right-of-way

### **NOTED.**

## DAYLIGHT & VISIBILITY TRIANGLES

1. 12.19 m x 12.19 m daylight triangle must be provided at the corner of Garner Road East and Southcote Road. 5.0m x 5.0m visibility triangles must be provided at all driveway accesses

### **Daylight and sight triangles have been provided.**

## Site Plan – Future Requirements

12. In the absence of existing sidewalks, 2-metre-wide sidewalks are to be provided along the full length of property adjacent to the public right-of-way. Sidewalks are to continue through the driveway access without change in elevation. Sidewalks need to be poured in a straight line whenever possible as shown in figure 2.

### **Pedestrian sidewalk has been modified as per the City's comments.**

## Zoning

1. Lot frontage dimensions of the new lot line to be provided on Site Plan

**Lot frontage dimensions have been provided.**

## Waste Management

1.
  1. An internal storage room that is ventilated, rodent-proof and separate from the living space with adequate space to hold a front-end bin container for garbage and the appropriate number of carts. The storage room must comply with the Ontario Building Code. Recycling carts, green carts, and garbage containers must be placed near one another in a clean and well-lit location which is accessible for residents.
    - A development with 99 residential units will require at least 10 recycling carts and 7 green carts. Each recycling cart has a footprint of 1.0 m x 0.8 m, and each green cart 0.6 m x 0.5 m. Additional space requirements for front-end bin containers can be found in the Solid Waste Collection Design Guidelines for Developments.
    - There is no information regarding how the terminus of the proposed chute system will be restricted from public access.
    - Information is required regarding how waste material will be moved from the waste storage area to the waste loading area.

**'Waste Collective Inc' has been retained as a waste management consultant and has provided the layout for the garbage room shown on A2.1. This room will meet all OBC requirements.**

2. A curbside set out area within the property line for recycling carts and green carts with adequate space to hold all carts on the waste collection day. Carts must not be set out on sidewalks or block pedestrian or vehicle traffic.

**This project will be utilizing private waste pickup.**

3. If a garbage compactor is used, public and resident access must be prohibited to any waste storage rooms equipped with a compactor, or appropriate measures must be taken to ensure that the compactor is not accessible to the public and residents.

**Noted – Refer to updated Level 1.**

4. A garbage enclosure for all garbage stored externally with the following requirements:
  - enclosure for a single front-end garbage bin – clearance width of 4.25 metres
  - enclosure with 2 gates for two front-end garbage bins – clearance width of 8.5 metres
  - the outside gates of the garbage enclosure shall swing open 135 degrees
  - the garbage enclosure shall have free and clear overhead access with a minimum of 9.5 metres of overhead clearance.

**Garbage will be stored within the building.**

5. Internal roads must have a minimum width of 6 metres and have a 13 metre turning radii from the centre line. The road base when over a supported structure must support of minimum of 35,000 kilograms.

**NOTED.**

6. Road layout must be designed to allow continuous forward movement of the collection vehicles exclusive of parking spaces and/or stored snow. The anticipated movement of the

waste collection vehicle must be shown on the site plan using AutoTURN or other similar software.

**Turning movements have been shown on the floor plans.**

7. An external waste collection area accessible with a minimum 18 metres straight head-on approach. If the 18-metre head-on approach is not possible, the collection area must be designed to allow a waste collection vehicle with dimensions of 10.5 metres long by 2.6 metres wide to drive forward onto the site, collect the waste, and exit without the need to back up onto a municipal road. The internal roadway towards the collection area must be level (i.e. +/-2%), and the same width as the collection area at minimum.

**This project will be utilizing private waste pickup.**

8. No parking signage must be posted along the access route.

**NOTED**

2. **Revised Drawings Must Include**

1. A diagram detailing the travel route of waste collection vehicle(s) using AutoTURN or other similar software. The travel route must include:
  - i. measurements for access route widths;
  - ii. turning radii for all turns;
  - iii. type and size of the vehicle used for the travel route; and
  - iv. information regarding how the waste collection vehicle(s) will be able to exit the development without reversing onto any municipal roads.

**Noted – refer to architectural drawing A1.1 Site Plan**

2. The inclusion of a waste collection area for front-end containers which meets the requirements set out in the Memorandum.
  - i. the vertical clearance of the waste collection area must be at least 9.5 metres.

**Does not apply, private waste collection services will be retained.**

3. The inclusion of a curbside waste collection area which meets the requirements set out in the Memorandum.

**Does not apply, Private waste collection services will be retained.**

4. Revision of the proposed waste storage area to make it large enough to store all required waste containers.

**Noted – refer to Architectural drawing A2.1 Level P1 & Level 1 floor plan**

3. **The following notations must be included on the Draft Plan Approval:**

1. The developer is responsible for all waste removal up until the time that an “Agreement for On-site Collection of Municipal Solid Waste” is finalized, and municipal collection services are initiated.

**Does not apply, Private waste collection services will be retained.**

2. The developer must provide a signed letter from a professional engineer certifying that the road base along the access route can support at least 35,000 kilograms.

**LETTER FROM STRUCTURAL ENGINEER REQUIRED.**

3. Prior to the start of municipal waste collection service, the development must be free of construction debris and construction related activities.

**NOTED**

4. If the development is not designed according to specifications identified herein, the developer must:

- i. Arrange a private waste hauler for the removal of all waste materials.
- ii. As part of the Purchase and Sale Agreement the developer, owner, property manager or agent for the development must disclose in writing to a prospective buyer of a unit within the development that the property is not serviceable for municipal waste collection.

**NOTED**

If you have any questions regarding the above information, please do not hesitate to contact the undersigned.

**Prepared by:**

**SRM Architects Inc.**

**200 – 279 King St. W**

**Kitchener ON**