

**DELTA JOINT VENTURES INC.
1284 Main Street East, Hamilton, ON**

Open House Feedback Report

Applicant Open House held March 7, 2023

Prepared by:
Public Consultation Consultant and Independent Facilitator
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This Open House Feedback Report has been prepared by the Independent Facilitator. It includes the verbatim input that was heard through the Open House hosted by the Applicant on March 7, 2023. The Open House was held by the Applicant to provide information on the proposed redevelopment of 1284 Main Street East in the City of Hamilton. The Application reference is UHOPA-23-006 & ZAC-23-012. To participate in the planning process, please contact City of Hamilton planner, Daniel Barnett at daniel.barnett@hamilton.ca or 905 546-2424 ext.4445. For more information on this project, please contact Sarah Knoll, GSP Group at sknoll@gspgroup.ca or 289 778-1430. Information Displays from the Open House are available for viewing at 1284main.ca

This Feedback Report was submitted to the City of Hamilton, Planning and Economic Development, Development Planning Staff on March 27, 2023, by Cumming+Company

**DELTA JOINT VENTURES INC. 1284 Main Street East, Hamilton
OPEN HOUSE FEEDBACK REPORT**

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About This Report

Delta Joint Ventures Inc. is the owner of 1284 Main Street East in the City of Hamilton. Application for redevelopment was submitted by GSP Group to facilitate the adaptive reuse of the original vacant Delta Secondary School and redevelop a portion of the lands for residential development (townhouses, stacked townhouses, and apartments), while providing open space areas. The Applicant hosted a drop in Open House at the former school on March 7, 2023 from 5 to 8 p.m. to provide information and to respond to questions. A key aim of the Open House was to provide members of the public and area residents with the opportunity to ask questions of project consultants and to provide comments on the development plans.

This report, prepared by Public Consultation Consultant and Independent Facilitator Sue Cumming, MCIP RPP, Cumming Company is intended as a record of “What was Heard” at the March 7, 2023, Open House. Comments received are included verbatim in this feedback report. Personal identifying information i.e., the name of the individuals and addresses are not included. The Feedback Report is being submitted to the City of Hamilton as a record of the public consultation that occurred and public input received. The Applicant is reviewing all feedback from the Open House, the community, and City comments and taking these into consideration as they proceed with the planning approvals for this site.

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1. HOW THE OPEN HOUSE WAS ORGANIZED

The public were invited to a Drop In Open House hosted by the Applicant to learn about the proposed adaptive reuse and redevelopment project at 1284 Main Street East. The Open House was held on Tuesday, March 7, 2023, and members of the public could drop-in anytime between 5 and 8 p.m. The Open House was held at the former Delta Secondary School.

The purpose of the Open House was to provide information about the application(s), present an overview of the development, receive public feedback on the applications and answer questions. The format included visiting five information stations set up in the hallway and several classrooms on the first and second floor of the original school building. Members of the public could visit these at their own pace to learn more about the project proposal and development plans. The information was organized in five station topics as shown on **Figure 1**.

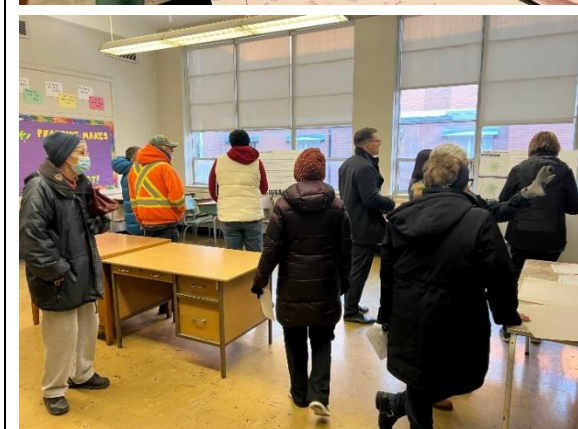
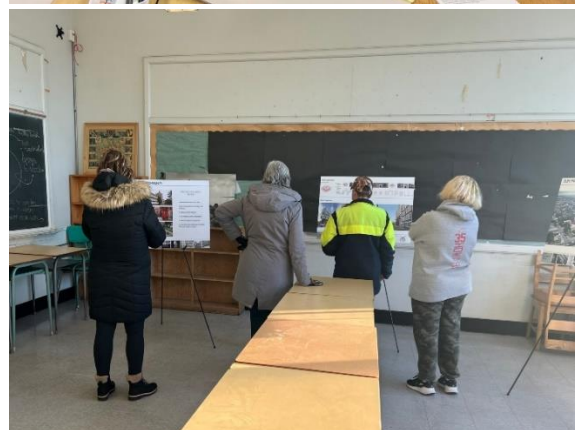
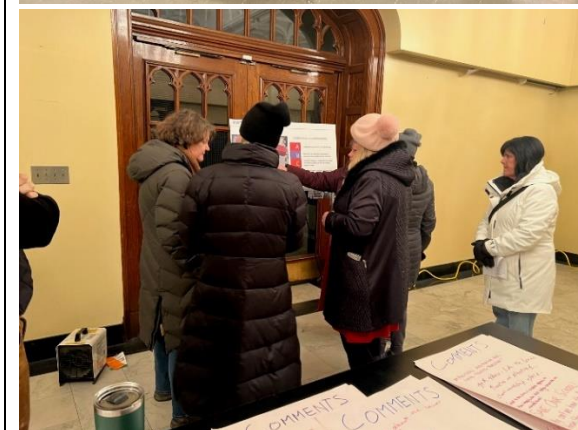
Figure 1 - Information Station Topics

STATION	INFORMATION TOPIC
STATION 1	Planning
STATION 2	Project Design and Architecture
STATION 3	Heritage
STATION 4	Landscaped Open Space, Sustainability and Design
STATION 5	Transportation and Parking

Upon arriving at the Open House, individuals were provided with information on what to expect, where different stations were located and how they could provide their input. The public was also able to tour designated areas of the first and second floor of the original school building. For safety reasons, not all areas of the former school building were available for touring. The second floor of the building is not accessible, and copies of all display materials were available for viewing in a classroom opposite the Welcome Station.

The Open House was attended by over 400 people. At the Welcome Table, an optional sign-in sheet was provided, and 259 people included their names. A clicker was also used to record the number of people who attended. The total number of attendees at the Open House was 402. The Open House was attended by Ward 4 Councillor, Tammy Hwang and Staff from her office. Planning Staff from the City of Hamilton were in attendance.

The customized approach for the Open House meant that individuals were able to speak for some time with project consultants to pose questions, review issues, pose follow-up questions and comments. The Open House was well attended and at time each station was relatively busy. The following are photos taken at the Open House.



The following project team consultants were available to answer questions and hear input.

Sarah Knoll, GSP Group
Daniel Borrelli, GSP Group
Barry Graziani, Graziani & Corazza Architects
Arkadiusz Gmerek, Graziani & Corazza Architects
Le' Ann W. Seely, Whitehouse Urban Design
Kathy Zhu, Whitehouse Urban Design
Samantha Irvine, ERA Architects
Kasper Koblauch, ERA Architects
Adam Makarewicz, Paradigm Transportation Solutions
Sue Cumming, Cumming+Company

Representatives of New Horizon Development Group and Losani Homes participated at the Open House and were available throughout the building to discuss plans with members of the public.

A key aim of the Open House was to provide members of the public and area residents with the opportunity to ask questions of project consultants and to provide comments on the development plans. Recognizing that individuals participate in different ways, there were several public input mechanisms provided to ensure that comments could be gathered. The public could provide comments as follows:

- By filling out the Comment Form and returning it to the Welcome Station.
- By sharing their input at each station with project consultants and by writing their comments on flip chart paper available at each station.
- By providing comments on the Applicant's web site at 1284main.ca

Details on how to formally participate in the planning process were posted to ensure that the public could contact the City of Hamilton Planner, Daniel Barnett.

Notice for the Open House was provided as follows:

- Notifying the Ward 4 Councillors office with a Save the Date and Notification Letter.
- Emailing Neighbourhood Associations to provide information, opportunity for discussion and to provide Notice on February 18 and February 24, 2023. Email communication provided to the following: Bartonville Neighbourhood Association, Crown Point East Neighbourhood Association, Delta Neighbourhood Association, Homeside Hub Community Planning Team, and McQuesten Community Planning Hub.
- Hand delivering notice to all properties within 200 metres of the perimeter of the site on February 21 and February 22, 2023.
- Emailing of Notice to those who had provided a comment on the website (1284main.ca) on February 24, 2023.
- Emailing of Notice to two contacts that were provided by the Councillors office as follows: to ProActionDelta group and an area community representative on February 24, 2023.
- Notifying City of Hamilton Planning Staff via email and mailed copy of Notice.
- Updating of Application Signage to include a banner at the bottom with the date and time of the Open House.
- Providing notice on the Applicants web site (1284main.ca).

Appendix 1 includes a photo of the notification sign on the property. Appendix 2 includes the notice that was hand delivered and provided by email.

This report is intended as a record of “What was Heard” at the March 7, 2023, Open House. All the comments received are included verbatim in this feedback report. Personal identifying information i.e., the name of the individuals and addresses, as well as overtly flagrant wording are not included. The Feedback Report is being submitted to the City of Hamilton as a record of the public consultation that occurred and public input received. The Applicant is reviewing all feedback from the Open House, the community, and City comments and taking these into consideration as they proceed with the planning approvals for this site.

2. WHAT WAS HEARD – FREQUENTLY NOTED KEY MESSAGES

There are a number of key messages that were frequently noted about the proposed redevelopment, and these have been synthesized by the independent facilitator in **Figure 2**. These are numbered for reference purposes only and are in random order. These should be reviewed in the context of the detailed verbatim input included in this report.

Figure 2 – Frequently Noted Key Messages Heard

Frequently Noted Key Messages	
1.	Height: Too tall noting concerns about shadow impacts, loss of sunlight, loss of privacy, among other concerns.
2.	Size and scale: Modern project design and architecture is incongruent with the existing community homes.
3.	Vehicular access: Parking and routing of traffic should be directed towards Main Street East or as close to Main as possible. There is concern about the reliance on one point of access to/from the site onto Maple Avenue.
4.	Density: There are too many proposed housing units, not proportional with the existing neighbourhood.
5.	Unit mix: Too many bachelor units. More 2- and 3-bedroom sized units should be provided to provide housing for families. Affordable housing options should be included including consideration of rent geared to income.
6.	Green space: Location, amount, public access to green space. The Main Street fronting green space is viewed as ornamental and not a usable recreational space (particularly for children) due to adjacency to Main Street. Residents would like to see the playground space of the former school which fronts onto Maple Avenue kept for recreational purposes and dog walking.
7.	Infrastructure: The existing critical infrastructure doesn't meet current needs of the community and there are concerns that the influx of this many new residents will further exacerbate poor conditions including sewer back-ups and basement flooding and will further strain services in a community that is already underserved i.e. lack of parking, school capacity, lack of community space and green space.
8.	Traffic: Impacts to streets surrounding the neighbourhood and ability to handle additional traffic were questioned. Increased congestion and safety concerns particularly for children and families going to schools in the area (i.e., A.M. Cunningham). There are also concerns about how emergency services would operate with one access point and evacuation from development.

Frequently Noted Key Messages

9. **Parking:** Not enough parking is proposed for the number of potential new residents. No surface visitor parking. It was noted that residents have difficulties parking due to small driveways and on-street parking is at a premium with concerns that the limited parking available now will be taken up by residents in the proposed development.
10. **Heritage:** Heritage preservation is important to the plan. There is support for how the school building is proposed to be preserved. Would like to see public use of the auditorium.

3. WHAT WAS HEARD – WRITTEN COMMENTS PROVIDED AT EACH STATION

This report section includes the public input that was heard through written comments at each of the five stations. At each station, blank flipchart paper and markers were placed on tables for members of the public to write comments and provide input. The following includes the verbatim comments that were written by attendees on flip chart paper at each different station. Each bullet point is a different person's comment or question.

3.1 COMMENTS NOTED AT THE STATION ON PLANNING

Information displays on planning were in a classroom on the first floor of the former school building. Project consultants were available to discuss the plans and answer questions. **Figure 3** is an aerial plan which was placed on a table at this station where members of the public were encouraged to place a red dot to signify the approximate location of where they live in the context of proximity to the proposed site. Comments noted on the flip chart paper are included in **Figure 4**. These are verbatim. Each bullet point represents a different person's comments.

Figure 3 – Aerial Plan Showing Where Residents Attending Live



Figure 4 – Input received at the Station on Planning

Comments noted at the Station on Planning

- Too many people piled into a small space. No green space for the neighbourhood.
- Our neighbourhood currently has no doctors, no childcare, one small grocery store, narrow roads for 1 car max. 3, 14 storey towers are too dense and tall.
- Beautiful! Can't wait. What a great opportunity for my kids.
- You have got to be kidding. What – crowded schools, no green space, unsafe roads.
- Too high, too many people. Where is the visitor parking?
- Too high, not enough 2-to-3-bedroom units (one other person agreed with this comment).
- 73% of single bedrooms are silly. Convert existing historical structure only. (2 other people noted that they agree with this comment).
- Need more family units and geared to income.
- Where is the respect for this neighbourhood and its residents?
- There is no foresight going into this construction. This is a family neighbourhood and only 27% of your purpose units can possibly accommodate families (if they can even afford it). Our streets will be overwhelmed with cars because many people have more than one car so the proposed 1:15 parking spots per unit will not suffice. Furthermore, our road will be dangerous for our children. Amenities, including schools will be overwhelmed. And your proposed "green" space along Main Street is a joke. What kid can safely play along a busy street such as Main? How are pets being thought of? Respect our community and the heritage of this building rather than butchering it with your ugly design. (1 other commented yes, to all of this!).
- The proposed design looks like a Frankenstein building! Why not create suites in the existing structure – like the Stinson School?
- Save Our School (sorry too late). Better to be rehabilitated and repurposed than to be derelict a la Gibson School.
- Too tall, not enough parking.
- Surface visitor parking?
- Why are cars being dumped onto Maple? Residents, visitors, pick-up/drop-off? Why not funnel traffic onto Main Street?
- No 15-minute cities. No Woonerf!
- This has nothing to do with the Woonerf!. This is local greed and profit-making.
- Heck yes, 15-minute safe, walkable, bike-able neighbourhoods!
- How does anyone get to a highway? One lane Kenilworth? One lane Ottawa? Red Hill?
- What is "mid-range affordable"?
- Who will be buying 1-bedroom units in this building from Hamilton when average single person income is \$40,000 and needs \$70,000 to purchase.
- This whole project is insane! Buildings way too high! I understand housing is needed. 5 storey buildings might be acceptable. Not so many townhouses – not affordable. Not respectable of this neighbourhood!
- I love the entire proposal. Great design on preliminary work. Excited to see how these plans progress. Second entrance would probably be a good idea though. I love the green initiatives, permeable pavers, rain gardens, etc.
- Infrastructure concerns (water, storm water, sanitary, hydro/electricity). Height is too high – removal of sight lines. Length of development (noise, dirt, disruption to quiet area, trucks/cranes, etc.)
- Wexford Avenue South is already incredibly busy with through traffic from King to Main. The stretch of road has our very special A.M. Cunningham School. Children from all over the neighbourhood walk to and from school daily on Wexford between King and Main. We need speed bumps to prevent an irreversible accident that could result from even more traffic due to all these units.

Comments noted at the Station on Planning

- Agree! More housing is great, but 974 units is too much for our small neighbourhood to support! Please consider the impact on schools, traffic and even things like grocery stores. Please scale it down.
- I live on Graham Avenue South and there is not enough parking as it is. Existing critical infrastructure doesn't meet current needs.
- Protecting the heritage façade on Main Street is great – townhouses are great. 3 towers of 14 storeys – no way – disrespectful to the community.
- Preference for affordable housing. Concerns about traffic capacity, street parking and snow removal.
- Kenilworth is already a nightmare, where will all these people drive? Where will they park?
- Roads are already busy, need more speed bumps and stop signs. More green space and park space for so many units.
- When you look at this neighbourhood adding 975 units to our streets and our community is not going to work. If this block matched the block above, there would be 72 homes in this block. If you give these houses 5 people per house there should only be 360 people who live on this block. 975 units proposed @ 2 people per unit conservative) is 1950 people. Are you kidding? This does not fit the neighbourhood, the streets, the traffic, the parking. This does not fit the neighbourhood. Proposing 1:125 parking spots is not enough you easily will have 2 cars per unit. These cars cannot be on our streets. Traffic and parking will be horrific. This is a neighbourhood with many children.
- Too high, too dense, too much traffic with inadequate entry/exit points, not enough green space, no consideration for public/community use.
- Concerns: sewer/water flooding, extreme density (noise, traffic, safety, parking), sunlight for our gardens, less green space on north side, lack of privacy.
- Too tall and too close to sidewalks. Not enough family units. Unattractive exterior.
- Not enough community green spaces. Height does not fit with the neighbourhood. Too many people (975 units) for the local area and services to support.
- Too high, too many people.
- Local streets cannot support this many units. One entrance/exit will greatly re: impact our local homeowner ability to get in-out of our own neighbourhood.
- Way too tall – too much density in not enough space. Not enough services in the neighbourhood to handle such an influx.
- Population density is outrageous for this area. No green space of very little.
- Unrealistic development because of the density.
- It's a done deal. Save our school.
- The proposed 2 metre setback is too small. Too close to the sidewalk.
- Density works if well planned – yes.
- Too many people.
- Too close together and too close to road (1 other person noted that they agree with this comment).
- Ugly
- Don't do this.
- 11 to 14 storeys are too tall for the area.
- Ridiculous.
- Save this school from ugly density – meaningless boxes.
- Townhouses are good. 14 storeys are not good. Reduce to 8 storeys or less. More green space built into design.
- No comments geared to income from project proposal. It's all about lining pockets.
- Way too many units and people in such a small space. Greed is driving this development.
- Too many units, no parking, sewers can't handle it, not enough schools, traffic artery too small, no greenspace, ugly design (1 other person noted that they agree with this comment)

Comments noted at the Station on Planning

- Respect historical integrity! Just like the Stinson School. Way too high. Loss of public access and greenspace. Too much traffic. Incredible increase in noise. Will lose sunlight in my yard (currently my tree is a 4.5 storey tree) imagine that tree being 10 x wider and 9.5 storeys higher. This is the first school in Hamilton that shouldn't be used for anything else.
- Not enough green space, get rid of buildings F and G and make the south side green.
- Too much for this area. You do not care about the residents who already live here. Where am I going to park? Privacy? For my nice quiet area.
- Build fewer units and not as tall. Higher proportion of family units. A proportion of units should be geared to income/affordable housing. Traffic is a major concern – this area is full of kids – work with the city to plan for safety measures/traffic calming. Infrastructure to support an influx of new people is needed – sewers, schools, childcare. Keep and expand existing greenspace – this community needs it and will use it.

Whole layout and positioning are backwards: Parking and routing of traffic should be directed towards Main Street East or as close to Main as possible. Green space should be to bring community together and should be toward the back (south) to make it inclusive and welcoming to the whole community. Buildings (including townhouses) should all be shifted north towards Main Street. Comments left in transportation room (found to be strategically hidden and afterthought, which is not okay). Comments left in landscape room relating to greenspaces. Not opposed to the concept of using this space for residential but it feels like the focus on making it look back from Main Street, with no regard for what it does to the existing neighbourhood and the existing residents. There does not seem to be any public consultation on this proposal prior to this open house. Having some of this feedback earlier in the process could have saved thousands/millions in the planning process. There is a way to make this work to the benefit of the city and to the community, but there needs to be a lot more collaboration to ensure inclusivity, safety and buy-in from all parties.

3.2 COMMENTS NOTED AT THE STATION ON PROJECT DESIGN AND ARCHITECTURE

Information displays on the project design and architecture were in a classroom on the first floor of the former school building. Project consultants were available to discuss the plans and answer questions. Comments noted on flip chart paper placed on the table are included in **Figure 5**. These are verbatim. Each bullet point represents a different person's comments.

Figure 5 – Input received at the Station on Project Design and Architecture

Comments noted at the Station on Project Design and Architecture

- Heritage maintenance is important to the plan. Good work in maintaining character and history.
- Design doesn't keep with the vibe of the century homes and overall neighbourhood. It is way too dense. "I want more nice space to ride my bike" – 4-year-old.
- Leave the remodel for the Delta like the Old Stinson School!
- Tim Horton's does a better job of respecting the communities they build in. This design is over the top for such a small area. Disgusting.
- Check out Stinson Street, Allenby School homes and Waterdown School. Respect our neighbourhood.
- Where is everyone going to park?
- Stop driving cars.
- So much for building more affordable housing.
- Money grab!
- These apartments are not affordable or in keeping with the neighbourhood.

Comments noted at the Station on Project Design and Architecture

- Consider cantilevering or similar design to reduce overall height. Consider increasing % of larger units – 2 bedrooms/family townhouses vs. smaller units/stacked townhouses. Higher end condos vs small bachelors to reduce density while retaining profitability.
- We need park space for families. The scale of the towers is too high and there is a need for more 2-to-3-bedroom units.
- Preserving history via exterior façade on Main Street and interior detailing will be respected. – great. Sculpture on corner of Maple and Graham – not necessary to preserve. Yes, to greenspace.
- Great to see the heritage aspects preserved. Only concern – the sewer system – can it handle it?
- Commercial/retail space at street level would be great for walkability and neighbourhood value. Love the idea of the theatre/cinema.
- Auditorium must be saved – heritage designation I believe.
- Too many old theatres in Hamilton.
- There is only one historic theatre in Hamilton, the same vintage as Delta. The Playhouse cinema from 1914. The Tivoli is currently empty – has been since 2004.
- The plan does not consider the lack of sunshine and air flow that will occur with 3, 14 storey buildings close towers. Please decrease the levels.
- Political auditorium for local councillor perhaps?
- Gym space – like the Lowes Theatre in Montreal. Church worship space.
- Great to see such a creative approach to urban intensification and heritage conservation and adaptive re-use.
- Save our School.
- Why can't we have the former Stinson Street School plan?
- Concerned about the sewer system (2 other people noted that they agree with this comment)
- Concern regarding parking, schools, and green space
- Yes, I agree that the sewer system in our area will suffer. Too many units to support the infrastructure. Go back to the original plan. (1 other person noted that they agree with this comment)
- What green space?
- This area also has sewer problems. Please let the City fix our area, we call home first before you disturb it. Thanks. 14 storeys are too high for the neighbourhood. No more than 10.
- We need a town hall meeting in the auditorium for everyone to get together and discuss the project. This divide and conquer techniques are not acceptable. There are serious issues and concerns that need to be addressed as a community. No one here knows what the heck is going on!
- Questions asked of representatives with no answers. Street sewer sizes will need to be upsized as well as water service size delivered to the property. Long delays and road closures that are long term – 2 plus years.
- Delta should be preserved, and lofts should be created like Stinson. Stinson property respects its heritage and our sought-after properties because they are desirable. The proposed 14-storey buildings are too high, cheap looking and do not fit in with our community. (1 person noted that they agree with this comment)
- This is not a good thing for this area. Too much. Must be smaller. There is no parking. Noise concerns. What about the impact on the residents that live in this area now.
- We need more green space, not a skyscraper.
- Save our School.
- Save our greenbelt. Yes, to density and adaptive re-use but not 900 plus units.
- This will cause too much traffic.
- Street parking will be non-existent for current residents.
- FYI – over 1000 spots built into a 3 storey underground parked. I think there will be plenty. Plus, we want transit riders to use the LRT not continue to foster the car culture.

Comments noted at the Station on Project Design and Architecture

- Too many new residents in an area with many school-aged children (this is unsafe).
- Infrastructure overload – (sewers).
- Schools are already at capacity.
- Concerned about the high number of single dwelling units. The one vehicular access to the project is a concern.
- Why are no units geared to income? Any % that will be affordable housing?
- Add more units/height. It is a good project that will help our neighbourhood flourish.
- The height of the three towers is completely inappropriate. 5 to 6 storeys are a better fit for this area – like Indwell and the new Delta Lofts by Memorial. There are no other 14 storey towers like that in the area. A blot on the landscape.
- Are they condos or apartments?
- Build something already!
- Housing is needed! Build it and let's move forward. Stop saying parking will ruin the neighbourhood. This is on the LRT line = fewer car owners.
- Please consider downscaling – no big towers!
- This is a family neighbourhood. Why are you wanting to destroy our family neighbourhood.
- I love this development. Will help the city majority, help bring quality of city standards up. Another person commented - yes price the poor people out – great idea.
- Development needs to happen and it's going to happen. It needs to be neighbourhood need over corporate need.
- This development will degrade the “fabric” of the neighbourhood! An extra 2,000 people in a two-block area.
- Sewage system to hold all these extra people. (1 person noted that they agree with this comment).
- A good opportunity to upgrade all the infrastructure on the development \$\$\$.
- What about hydro concerns?
- Have you heard of the airplanes that go over Delta – at night, especially during the weekend!
- Way too high.
- Wexford and Graham residents will lose morning sunlight and be shadowed. 14 floors are too tall! 6-8 floors are appropriate for the area.
- Also parking,
- Sunlight is important for plants and people.
- Too many units' way too tall – ugly design.
- This will be a giant eye sore – no consideration for an inclusive vision of a community – all about money.
- Very cold design.
- Please don't make it white. Consider a brick exterior.
- Please create more 2- and 3-bedroom units. Consider green space a necessity.
- A beautiful design, but a serious density over-reach! So many impacts of this dramatic injection of people.
- Too much density. Too tall. You are trying to put a small community in the middle of a neighbourhood.
- Not enough usable /community green space.
- I appreciate the increased green space, but I hope more of it can be made public. Local kids will be losing basketball courts and park land.
- Concerned about flooding, too many people, no privacy, traffic, no sunlight in our yards, destroying our neighbourhood.
- The development plans are beautiful. This is exactly what Hamilton needs. Stunning outdoor space. This team should be very proud of what they are bringing to better our city. (2 people noted that they agree with this comment)
- This is a wonderful tribute to Hamilton's built and cultural heritage – well done!
- Where is all the extra sewage going? There are only 8 inch sewer pipes?

Comments noted at the Station on Project Design and Architecture

- It will block the sun for Graham and Wexford on either side.
- Who will cover the cost of everyone's basements when the sewers all back up? Hamilton's infrastructure can't handle this density of people.
- One exit/entrance onto Maple/Houghton Avenue South is not sufficient = overcrowding/traffic hassles in a – what? – a quiet heritage neighbourhood.
- Love the bicycle consideration! Way to encourage green commuting.
- Too many people in a small space, parking issues. Traffic on Main Street. Too tall., no green space. Not in keeping with the neighbourhood. Schools are already over capacity.
- Only greed would motivate this. Not enough green space preserved consultants told me they "would try to keep as much green space as they can". Not enough family units. There needs to be a larger percentage of 3 bedrooms plus (lots of people still work from home offices).
- Too big, too dense, too high.
- In the event of an evacuation how will the traffic get out. We are in an industrial town. Look at Ohio.
- One entrance off Maple? Traffic and safety not considered. Houghton ends at an elementary school and traffic will be bottleneaking – cut down units and add additional units to complex.
- Architectural inappropriate for a heritage space and community (3 towers – too high)
- Crime will go up. (1 person noted that they agree with this comment) (1 person asked – how?) (1 person noted that they agreed that these units will be hundred of thousands of dollars. There will be CCTV and concierge service and I am sure security. This seems like a red herring argument.)
- How will this plan help struggling families. Not enough family focused housing.
- What about geared to income and affordability.
- Where will kids go to school. Local schools will be overflowing.
- We are in a housing crisis – let's put shovels in the ground.
- But make sure that they are priced affordably or have a percent geared to income.)
- Proposed design – view #2 – internal woonerf. What time of day and year does this image depict? It shows a lot of sunlight despite proximity of the buildings.
- We're fine with housing, just not this many residents.
- Why not access to underground off Main Street instead of side street?
- One way in/out for this incredibly large number of people – emergency concerns. For small street – bad.
- Too many people – ridiculous.

3.3 COMMENTS NOTED AT THE STATION ON HERITAGE

Information displays on the heritage aspects of the proposed redevelopment were in the foyer on the second floor outside of the former school auditorium. Project consultants were available to discuss the plans and answer questions. Comments noted on flip chart paper placed on the table are included in **Figure 6**. These are verbatim. Each bullet point represents a different person's comments.

Figure 6 – Input received at the Station on Heritage

Comments noted at Station on Heritage Station

- Please incorporate the theatre for community use. It is beautiful.
- Maintain the integrity of the historical building.
- Keep the original architecture. Incorporate it into space for community use.
- Love the idea of keeping the heritage aspect (lofts), but the 3 new condos will take away from the beauty of the historical site.

Comments noted at Station on Heritage Station

- Theatre uses in auditorium. Would love to see the auditorium used for public use. We need live theatre in this area and there are none in this area. There are probably some small ones that would think of moving (2 other people noted that they agree with this comment)
- Gathering space/community space in auditorium (4 other people noted that they agree with this comment).
- Keeping the auditorium as a performance space regardless of tenancy (2 other people noted that they agree with this comment).
- Repurpose auditorium for public space, theatre, maker space, gathering place, small commercial type uses - just don't tear it down.
- Use for community/space/theatre.
- Condo height is too tall for this area. (2 other people noted that they agree with this comment).
- 4 storey maximum height.
- Far too large in scope and scale. Too great an increase in noise and traffic. Loss of public green space (people play hockey, pickleball, basketball, teach children to ride bicycles, to inline skate on this property. (1 other person noted that they agree with this comment. It was noted that this person was an 8-year-old).

3.4 COMMENTS NOTED AT THE STATION ON LANDSCAPED OPEN SPACE, URBAN DESIGN AND SUSTAINABILITY

Information displays on the landscaped open space, urban design and sustainability aspects of the proposed redevelopment were in a classroom on the second floor of the former school auditorium. Project consultants were available to discuss the plans and answer questions. Comments noted on flip chart paper placed on the table are included in **Figure 7**. These are verbatim. Each bullet point represents a different person's comments.

Figure 7 – Input received at the Station on Landscaped Open Space, Urban Design and Sustainability

Comments noted at Station on Landscaped Open Space, Urban Design and Sustainability

- The “green space” is being misrepresented as serving the existing community and its residents. This community (Delta East) will lose access to a valuable space for families and pets to enjoy as we have historically. As private property, New Horizon Joint Venture is designing the space for money and desirability for new tenants. The existing community loses our community play space, and the unique character of the existing neighbourhood is obliterated by these tall apartments that do not reflect this community (1 person noted that they agree with this comment).
- The whole back should be green space make lofts with a park – 300 units not 900 units.
- Please consider the traffic congestion/safety issues as cars exit/commute towards AM Cunningham School. There is already no space during bell-times and significant risk for young children.
- Kudos for sustainable energy – geothermal.
- A major issue is with parking and circular route all going through Maple. This is unacceptable. Transportation needs to be directed towards Main Street or as close as possible. (These comments have all been provided at the transportation station). As a result of the transportation needing to shift north, the proposed green space at the north end should be moved south toward the back of the property. The green space has been proposed as space for the whole neighbourhood but who wants to go hang out with your kids, dogs or just relax near Main Street? It would make much more sense to be at the back. More inclusive and opportunities for the existing community to interact and become cohesive with the new community. If the community space is welcoming, safe and accessible, more people will buy in

Comments noted at Station on Landscaped Open Space, Urban Design and Sustainability

to it. As a result of moving the greenspace south and transportation north, townhouses should also be shifted further north. Kids going to and from Cunningham, St. John's, Memorial and W.H. Ballard Schools would benefit from extra green space close to the existing neighbourhood, not close to Main Street. Can you imagine families/kids playing catch or soccer and the ball goes rolling onto Main Street? And in front of an LRT train? Would be much safer if that happened on Maple. Keep the quieter streets quiet as much as possible and force the traffic away from the green space towards the busier streets.

3.5 COMMENTS NOTED AT THE STATION ON TRANSPORTATION AND PARKING

Information displays on the transportation and parking were in a classroom on the second floor of the former school auditorium. The traffic project consultant was available to discuss the plans and answer questions. Comments noted on flip chart paper placed on the table are included in **Figure 8**. These are verbatim. Each bullet point represents a different person's comments.

Figure 8 – Input received at the Station on Transportation and Parking

Comments noted at the Station on Transportation and Parking

- The traffic operations/plan is in a word: ABSURD! With one entrance/exit to the complex, the traffic congestion and delays will be quadrupled over what it is currently. Add over 1000 plus people to this tight community and traffic will increase. The reality is residents who see the traffic flow day in and out, especially at Houghton and Maple Avenue, know this plan is untenable as is. It must be reworked with additional entrances/exits at the bare minimum.
- The future points to less car use and more active transportation – this combined with the LRT makes this project viable and worth supporting.
- Only one traffic light for all this increase. It is already dangerous to cross – imagine with increased traffic.
- No speed bumps. Too many storeys.
- Traffic study is flawed. With Main Street being closed to vehicle crossings once the LRT goes in the current study is void.
- The number of cars that will be added to the neighbourhood with on-street parking is excessive. In the winter the allowance for snow removal will further stress the traffic flow that is strained.
- Does only one entrance off Maple allow for safe fire evacuation and entrance for firefighters?
- The majority of the people in this neighbourhood drive. The houses have 2 vehicles. Assuming the amount of parking for 975 units is not double is insane. The extra cars are going to end up on the street which is already a crowded nightmare. And what about visitors? Just more cars. Too many units. Not enough parking. I understand you are up to Hamilton code. Our streets can't handle this.
- 205 cars an hour during rush hour at full build – all coming out of one driveway. To avoid one east bound lane created by LRT, they will plug the side streets. Total chaos coming. How much is guest parking? Wexford Avenue is usually full.
- Will service construction (sewers, power, water, etc.) be coordinated with LRT construction?
- Add traffic calming from Ottawa to Kenilworth, Main to Maple speed bumps.
- One entrance for traffic onto/from Maple/Wexford is insufficient. Another entrance needed. Or better yet, lower the 3 towers and bring down population and hence traffic.
- Concerned about traffic on Maple Avenue and Houghton in school zone (2 other people noted that they agree with this comment).
- Route traffic directly to Main Street only. Traffic should not go through the neighbourhood. There are too many children walking to school (2 other people noted that they agree with this comment).

Comments noted at the Station on Transportation and Parking

- Permit parking on surrounding streets is necessary for existing residents (2 other people noted that they agree with this comment).
- Consider drop off loops for short term traffic. Increase in and out avenues to parking with more entrances and exits.
- Don't take parking away – no more Sunday dinners with friends and family.
- Recommend traffic calming measures around the subject site and neighbouring streets be included. Give residents without driveways the first right of refusal for city street parking permit (with yearly renewal) to help alleviate concerns about reduction in street parking. Overall, I like the proposal, but it requires some tweaking.
- Imperative to have multiple entrances due to children/safety and excessive traffic on Maple. It can easily have a dual entrance. Exit off Main Street. It is possible to tunnel under the existing access to the underground garage. It can be done.
- With underground parking access, has the developer considered exist in morning, followed by entry in evening and closing garage door in between. The queuing will be monumental.
- Only one entrance is hazardous in the event of a fire or other emergency! (2 other people noted that they agree with this comment).
- What is your evacuation plan? There are three elementary schools in this neighbourhood and the neighbourhood is filled with children. The extra cars will travel from King to Main past A.M. Cunningham School. What is being done to calm/deter extra cars in the area? (1 other person noted that they agree with this comment).
- Limited to no consideration of congestion around schools, especially at bell times – what about these safety concerns?
- 50 plus storeys if stacked.
- Directing all traffic onto Maple is not acceptable. This is forcing all traffic (ins and outs, residents, visitors, drop-off, pick-up) back into the neighbourhood and forcing people to cut through residential neighbourhood and forcing people to cut through residential neighbourhood that already has issues with cars going too fast, not stopping fully at stop signs or before the crosswalk area. Traffic will be cutting across Central, Maple and possibly Monterey and funneling down all neighbourhood streets (Tuxedo, Huxley, Wexford, Houghton, Graham, Province, Park Row, Edgemont and London). Traffic should be directed towards Main Street East (or as close to Main as possible). The green space proposed at the front of the project (Main) should be more toward the back of the property (Maple). Green space has been proposed for the whole neighbourhood. Who wants to go hang out by Main Street? Especially the kids. Put the green space towards Maple and move the townhouses toward Main Street and direct the traffic loop up toward the sides of the area closest to Main (should be onto Main Street but, if absolutely cannot be onto Main, then should be very close to Main off Graham and Wexford. Has there been an assessment during morning and afternoon for school drop-off and pick-up to assess pedestrian and vehicular traffic especially in winter, rainy days and also during daylight savings time, when it is light longer and more people are out and about? Regardless of the LRT coming in the future, most people in this neighbourhood will need a car and there will be limited use of the LRT. LRT can't take you to many places where you are buying bulky items or lots of items. How many bulky or multiple items can one carry as their person and navigate public transit? There will be times where almost everyone will have a need for a car. Most younger people cannot afford housing on their own, so typically pool resources and share. Is there even enough parking for all the potential residents and their guests? Where will visitors park? Where will resident park if there is ever a problem in the underground parking? What about annual/regular maintenance of all the underground parking where some cars may not be able to park for a day or two? What if it is longer? Parking on local streets is already at a premium and there certainly isn't room for a thousand extra cars if there is a problem. What is the disaster plan?

4. WHAT WAS HEARD – INPUT RECEIVED THROUGH WRITTEN COMMENT FORMS

A comment form was available for members of the public to provide written comments at the Open House. These were provided at the Welcome Table and were available at each station. All comments received are included in this report section. One hundred and seven (107) comment forms were completed. These have been numbered in the following for reference purposes with each number representing a different individual. All comments included here are verbatim. Personal identifying information is omitted.

1. My concerns:
 - Lack of parking for residents and visitors
 - Traffic on side roads will be significantly affected (negatively)
 - Privacy for neighbourhood
 - The buildings are too tall.
 - Not enough green space and park
 - Street parking will be terrible.
2. The 14 storey complexes are too tall given the current structures in the area. The proposed parking will not suffice given visitors and families with multi-vehicles. Visitor parking will spill over to the local roads where parking is currently insufficient.
3. This development is unrealistic. The density for the area is too extreme. Not opposed to development – just not crowded development. Do not try to talk about LRT – people will not take it. Hamilton is a city of cars, much to my own disappointment. Parking will definitely be a huge issue. Current residences have usually have more than 1 vehicle. Then you add on the proposed development. I am sure that the residence of the new development will also have visitors and where will they park. Please rethink the design. Your plan of enter and exit will make Maple Avenue a highway.
4. We are concerned with green space preservation. Too many single units. Too high for surrounding area. Parking concerns.
5. I am concerned about potential damage to the foundations of nearby houses which are very old. No consideration at all has been given to this by your engineers.
6. My concerns:
 - Percentage of green space
 - How many units – condos or rentals
 - Costs
 - Parking spaces for proposal
 - Will our utilities be affected?
 - House values – how this will affect the prices of our homes.
 - Do we have schools, essentials i.e., grocery stores, etc. to accommodate the new proposal?
7. Respect integrity (historical) as was the case with Stinson. Way too high! 2000 new inhabitants in a two-block area are ridiculous. Increase in traffic. Increase in noise. Will lose sunlight in my yard. Currently there is a 4 to 5 storey tree. Imagine that tree being 10x wider and 9.5 storeys higher. You will destroy the character of the neighbourhood.

8. No play area for children. No outdoor activity adult areas i.e., shuffleboard, tennis courts, etc. not enough parking for visitors on site. The front lawn on Main Street on Wexford and Graham should be either more parking, tennis courts, basketball, shuffleboard, playground just on the corners not in front of the school.
9. The proposed 3 condo buildings will take away from the historical charm of the area. The entire proposal will add far too much population density. Traffic and parking will be a nightmare. Looking at the proposal for open space and green space, the proposed amount is unacceptable. Most of it is at the front of Delta (Main Street). This is not a safe area for kids to get fresh air. I like the idea of the lofts in the Delta buildings itself. Please get rid of the condos.
10. The bike storage and locker units should have plugs for electric scooters and e-bikes.
11. I am concerned about the height of the apartment buildings that you are looking at putting in – they will take the sunlight away from our properties. I am also concerned about what this is going to mean to the schools in the area due to the fact that we are already overpopulated and some of our children have to go somewhere else. We are also concerned about how busy our streets are going to become once this is done and the parking issues that the streets already suffer from.
12. Concerns over the lack of larger family units for three bedroom and 3 bedrooms plus units. Residents will quickly outgrow smaller units. Does not foster community. Lack of services in this area – grocery stores, banks, drug stores. This proposal cannot be accepted without drastic improvements to the city’s plan for this neighbourhood.
13. My first concern would be the traffic with the new units. Especially the 3, 14 storey units. This will cause many more cars in the area with an area that has a lot of children. This area does not have many places within walking distance i.e., grocery stores. Everyone in the area would need cars taking up street parking. I am fine with town homes proposed in the area with more green space located on Maple.
14. Lack of 2 – 3-bedroom residences does not consider the established family community. 1.25 parking spaces/condo is insufficient. Design is boring and not in keeping with the character of the building/neighbourhood. Removing the recreational space that was put in place with community involvement is irresponsible. This plan is in no way considerate of the safety of the neighbourhood as far as busy intersections already at unsafe levels of traffic.
15. 14 storeys are too high. 6 to 7 storeys are okay. Concerns about street parking and traffic flow on Maple Avenue, crime increase, limited shopping and schools, taxing of water and sewer systems. The area flooded in 1990’s. not opposed to development but towers should be 6 to 7 storeys.
16. Not high enough. Build 80 storeys.
17. Excessive impacts on parking and traffic. Too high. Too much density. Too much.
18. One and half storey houses are too small for large buildings around them. Absolutely no parking now on this street. We fight for parking now. Too many people for schools. No sunshine from buildings. No landscaping for our greenspace.
19. Height and density. This plan doubles the size of our Delta neighbourhood on a small lot. Why are other new buildings in the area 6 – 7 storeys (i.e., Indwell) and this is proposed with 3, 14 storey towers. Way too tall with impact on neighbourhood (shadowing). Congestion on streets

is already terrible. Peak school times are especially terrible. One car has to pull over currently to allow another car through. Lack of community green space and community amenities. No businesses. Main concerns are height of towers, density and number of units, lack of greenspace, congestion in neighbourhood. These small century homes were not made for 1000 new residents.

20. Can the city/development include some traffic calming measures on the surrounding neighbourhoods' streets to avoid cut through traffic speeding through. Speed humps on north and south streets. 4 way stops at all intersections within King/Main/Ottawa/Kenilworth block.
21. Concerned about safe streets. More consideration is required for traffic safely in this neighbourhood. It is filled with young children and there are two primary schools in the neighbourhood. Adding nearly 1000 cars to the neighbourhood will increase the traffic from King to Maple along Wexford and Graham. It seems like this aspect of the plan (traffic and safety) has not been thoroughly considered. The consequence being putting our children at increased risk for pedestrian accidents. Consider cars coming along King from the Red Hill (coming from the Highway) and the Link (coming from the mountain). I suspect many people who buy will be commuting out of Hamilton to work.
22. Concerned about housing plans and project design. I don't mind condos coming in but have great concerns about the size of the condos. Too many condos.
23. Perhaps too many floors for high-rise towers. We have concerns about congestion and traffic. We live on Wexford Ave South in an area across from the shop door. We are also worried to lose our street side parking spot in front of our house as we rely on this because our driveway can only accommodate one vehicle. This will be a big problem for us as we have two vehicles. While we recognize the need for affordable housing, we hope all of the units go for market price/value. We want the community to be uplifted and not dragged down by more poverty and crime which Hamilton has no shortage of.
24. We would like to see the height of the proposed amendment changed from 14 storeys to 8. Too many cars. Too much in one entry/exit location. No parking. Concerned about effect on home resale value. Concerns about effect on children safety. Need to consider your neighbours. No way construction of this type can fit into our narrow streets in the winter or summer.
25. Concerned about heritage preservation. Make it into another school instead of housing, this is a heritage site. A college, trade school, something please.
26. Airplanes fly over to Mount Hope. What schools will students attend? Too close to roads. One entrance off Maple! Visitor parking? Too high – 14 storeys – what happened to 6 storeys?
27. Four, 14 storey buildings are a ridiculous amount of people. There is not enough green space for children in the area. Parking and traffic will be an absolute nightmare. No parking. Where will my kids go to school. Crime will increase. Keep family small knit community. Don't be swayed by money. Think us, our cars and parking, our kids and dogs and our quality of life.
28. So sad to see this go.
29. Concerned about housing, landscaped open space and lack of commercial space. I was hoping to see retail space, childcare space (we are in a desert). I would like to see more public green space. More 2-bedroom units please. Will any units be designated for affordable/subsidized or supportive housing. This is we really need.

30. Pleased to see environmental feature – rain gardens, trees, green space and permeable surfaces, etc.
31. Too many people in on area. Too much traffic is in the area. 11-14 storeys are too tall, what happens to the six storeys? Concerned about housing plans, project design, transportation and parking and landscaped open space.
32. Please incorporate accessibility into the development including in unit storage for cart and parking mobility vehicles, bathing area, parking areas and accessibility design.
33. Full support.
34. We think that it is a great idea to use the school for housing, but the proposed plan is too dense – 14 storeys is too high and doesn't fit the aesthetic and feel of the neighbourhood. Also, if you are looking to preserve the heritage of the building than plopping a modern looking building on top just looks tacked on and takes away from the beautiful original design. Why not use the existing building for condos like the Stinson school? You can still make money and it would preserve the history of the building and make the neighbours happy. Please consider this alternative. Thank you for holding this open house and allowing us to provide comments.
35. So disappointed in designs. Housing plans, project design, transportation, and parking heritage preservation, and landscaped open space – all of these are a problem. Should be lofts with green space and only 300 units for this neighbourhood. I have had 3 floods due to poor sewers in neighbourhood.
36. Concerned about transportation and parking. Two schools in the area – Cunningham and Saint Jones. Young kids exposed to traffic increase in area if development is approved. 1100 plus car increase. There is already 30 kph speed limit which does not help area. Narrow streets with school buses and parent drop-off. Safety of kids/children and families is so important. Protect school safety from traffic.
37. I am concerned about housing plans, transportation and parking and schools. I am concerned about the number of units proposed without adequate parking (1.15 ratio). As someone living on an adjacent street, I would hope that residential parking will be implemented. There are already not enough parking spots on the street for those who live here. The height, size and number of units will greatly change the look and feel of our close knit, family-oriented neighbourhood. At least protect our parking and/or plan for enough parking for the units you are building. What is the plan for schooling/day care for almost 1000 families.
38. Not enough family units – 17, 3-bedroom units is ridiculous. Only one traffic signal (Main and Graham) and it is already hard enough to cross the road when going to and from school. Visitor parking – there is already not enough for current residents. Because the townhomes will have little to no backyards, they will not park in their driveways so the kids will have a space to play. One exit/entrance on small residential street merging on to Mian Street which will go down to one lane each direction when the LRT comes in will increase the potential for accidents with limited space. How are emergency services going to go through? Waste of money and space. 490 long term bike parking not enough. People ride bikes. Not enough bike paths. Increase in crime as bikes will get stolen. Pipes are only 8 inches for the sewers. Where is the increase going to go? Who is going to pay for my repairs when there is a sewer back-up? With loss of green space and 1000 units coming, what is going to happen to the sewers? There are very few amenities in the area and this proposal offers none. So not benefit to current residents in the neighbourhood. Most people buying/renting these 1 bedroom and studio units will need to commute to work and traffic will become hazardous.

39. How will vibration issues affect foundations on nearby homes? How will this affect water pressure? Parking even with a 1:1.15 ratio on 975 units, 146 units not accounted for. When there is major construction, the rat population can be disrupted. What is the plan for pest control? Heritage – the new construction will overshadow the school façade.
40. Parking in area is terrible now with families having 2 or 3 cars and small driveways. We are constantly fighting for somewhere to park. Now we are adding 2000 people and there will be parking for no one. Lived here for 35 years (on Graham Street), paying taxes, no driveway and it will be impossible to find parking. Also, the volume between the King Street site and the Delta site will make Graham Avenue, with lights at both Main Streets a speedway. Our neighbourhood is all new families just starting out with children and safety is important.
41. I live across the street and do not want this eye sore. It ruins the landscape. Concerns about housing plans, project design and landscaped open space.
42. Proposed transportation and parking are going to put people (seniors and children) into danger. What about school pick up and drop-off? The available housing units that are being made are not addressing our housing shortage. Studio and 1 bedroom's units house 1 to 2 people, many families need affordable housing which you are not offering. How can you increase family units – which this area is? The designs are hideous – it is a cheap modern look rather than respecting the heritage of Delta and the community surrounding it. It towers over the existing houses, which shows no respect for the beauty of this neighbourhood. Why is the design not following the example of Stinson which respected their community. The amount of the proposed units and the Brock University will triple the number of residents which will strain our local amenities. Why are no shops being included as part of the site. Why is the green space along Main Street? How is this safe for residents (children, pets) to use along such a busy street?
43. The height – 14 storeys is too tall. Why are buildings (affordable housing) limited to 6 to 7 storeys. Too dense – too many units. Congestion on roads and safety near school. Currently can only fit one car at a time especially during school drop off. No community green space – small amount in plan for 1000 units. Impacts of density on the community is concerning.
44. A single ingress/egress point to service the entire complex of potentially 1000 vehicles is a recipe for congestion, accidents, and high risk to residents in the event of an emergency. Should any blockage occur at the mouth of the parking garage, there is the potential for people to be trapped underground and for emergency vehicles cannot access residents. Also, funneling all vehicle traffic onto one residential street increases the risk of accidents involving neighbourhood vehicles and pedestrians.
45. Construction time – will hours be protected in terms of quiet times in the neighbourhood when this is such a long running project? Any plans to upgrade the area sewers? We are already having to complete works every 12 to 24 months to prevent back-ups. Any traffic considerations for extra traffic through neighbourhood for those driving to King Street past schools? I think this development will be great to improve facilities and businesses in the neighbourhood. It is attractive and modern while sympathetic to current aesthetic.
46. My concerns are:
- Sewer system and how the neighbourhood will be affected?
 - 14 storeys are too high!
 - Parking issue on streets.

- Traffic concerns.
 - One entrance off Maple Avenue is insane.
 - Too much density.
 - No green space.
 - What about the theatre? The railings? The history?
 - Why not consider entrances off Graham or Wexford? With the LRT on Main Street, Main will no longer be a through street.
 - Too big and too high. Too many residences for area.
 - Where is the mixed use, shops?
 - This appears to be a huge cash grab with little community benefit.
 - Sketches are misleading – 14 storeys.
 - Traffic and bottlenecks.
 - Inaccurate current traffic study.
47. More green space needed. More family units needed. Lower towers to fit in neighbourhood – 6 to 8 storeys. Should be some rent geared to income. Design is ugly/modern but not an actual issue. Good job saving original façade. Put in traffic lights on both Main and King.
48. The density is a massive oversight to the community and its environment and history. This area isn't designed for this scale. Urban planning fail – yes.
49. My concerns:
- Historical site
 - Buildings too high – no privacy for existing homes for blocks.
 - Parking issues – if not enough parking within the complex the overflow will be on the streets.
 - Too dense of a community with existing infrastructure.
 - Towers A, B and C way too high – 14 storeys.
 - Parking issues already exist without this building and occupancy.
 - One way in and one way out – how congested will that be at prime time?
 - Would you buy a house in this area after this build? How will property values be affected?
 - Families moving in – over 900 units – not enough elementary schools.
50. Concerned about housing plans. Creating density is commendable, however, 14 storey buildings will be a blot on the landscape and create a lot of shadow. 5 to 6 storeys are more appropriate for the area, especially since there are no tall towers w/in a considerable radius.
51. Concerns about transportation and parking. Drop off loop. More in/outs for traffic flow. Surge capacity for high traffic flow times.
52. Buildings are too high for this neighbourhood. The single entry and exit for all cars seem unreasonable for putting traffic on to Maple Street. Will be congested. The single entry and exit seem unsafe for emergency vehicles. The street parking in the area is not adequate now on many days and would not be adequate likely all days. The amount of extra traffic in the neighbourhood will be safety concern. Appears to be too much effort to make most money possible in this single block. The look of the proposed development will be a blemish on this historically attractive neighbourhood.
53. Only one vehicle entrance is hazardous in the event of a fire or other emergency.

54. What is going to happen to the 75th anniversary time capsule that is supposed to be opened in 2025 that is located by the 1967 standing time capsule? Also, there may be another time capsule under the red triangle from 1975 well to be opened in 2025.
55. Height of buildings and number of units – too much.
56. Population density is outrageous. The number of cars will be dangerous in a neighbourhood full of children. Parking will be a nightmare. Streets cannot handle the traffic. No green space – we need more green space for the entire neighbourhood. Bachelor apartments? Why is there no family housing when it is needed so badly in Hamilton? Will the housing be income based? Again, we need low-income housing. There re not enough services in this area. The plan is ugly and does not suit one of the oldest neighbourhoods in Hamilton – too boxy and too high.
57. There is no consideration for congestion on streets (especially near schools), no community space, no consideration for all the new dogs that will be coming. Way too dense – no privacy. No visitor parking.
58. I worry that the housing plans in place are horrendous. Why do I think this? Because this neighbourhood isn't meant for huge homes/buildings like this. I don't want the shadow of the buildings covering my crops. Not to mention people seeing into my backyard. The matter of parking is also of major concern, as there is not enough spot on my street. I cannot imagine how awful it will be after his. Affordable housing is at an all-time torrid place. 1 of 20 cannot afford a home, nor can many full-time workers. What about the people who need to have housing. The families and people at high risk of poverty and homelessness? Why are all the building's singles? I have enough traffic in my neighbourhood, don't bring mor please not to mention the LRT coming. This neighbourhood isn't meant for hosing like this, when my parents bought 24 years ago, they would never want anything like this. Nobody here wants that many places when we have enough issues. Don't get me started on waste issues.
59. One entrance off Maple – hazard – if there is a fire – blocks all exit. Need more exits on side streets. One exit from parking garage – danger.
60. You better guarantee I have some where to park in my car. Issue me a permit or make parking on street permit only and as a resident I get a permit indefinitely and free of charge.
61. Three towers are too tall. Bring down height and density to respect architecture and community neighbourhood. Add another car accessible entrance/exit to improve traffic flow and allow for emergency vehicles. Thank you for preserving the architecture of the original building.
62. Glad to see heritage building being re-purposed to new housing but too many units are proposed for the neighbourhood and the development is too tall. More units must be geared to income. More units (higher proportion) must be large units for families. This neighbourhood is full of children. We need traffic calming measures throughout the area. More elementary school spaces and new licenced childcare spots and retention or expansion of green space for family recreation. Please include and account for all of these to prevent new problems for long time residents.
63. Too many units for area will increase the density to a crowed state. Too much traffic – roads will not handle the extra traffic. Noe enough on-site parking. 14 storeys are way too high and takes away from the fabric of the neighbourhood. Neighbourhood around Delta will have to change to handle the traffic and parking and extra few thousand people – and that should not be forced upon the neighbourhood.

64. Too many condos and town homes. Parking issues. Noise. What happens to quiet area. My privacy on Graham Avenue South will be impacted. Loss of sunlight.
65. This is not good for the old neighbourhood. Crime. Parking. Sewer issues.
66. Please endeavour to provide 2 parking spots per unit. Please lower height of 14 floors to 7 or 8 floors – too tall. Please redesign townhouses so they don't resemble the Barton Street jail.
67. Too modern. Not at all fitting for surrounding area. Make it less blocky and more traditional. Whoever would buy her are likely interested in heritage so make the design similar original building, then I will buy one or two.
68. I think the plans are great and will look beautiful. Only concern is the height of the 14 storeys. Love the heritage preservation.
69. Should not have a 14-storey apartment in the Delta area. Most new apartments in the area are only six stories. Road traffic on Maple will increase substantially. I live on Houghton between Maple and Central. Concerned regarding safety with walking in the neighbourhood as well as driving concerns. Concerned about increased parking on our street due to this new development program.
70. Townhouses along Graham and Wexford could be divided to create a roadway access between the townhouses. You could designate that the lane be exit only onto Graham/Wexford with the opposite side of the site be entrance only. The northern block of townhouses could be moved an appropriate amount north toward Main Street to allow for these 2 laneways. This will make the bottleneck onto Maple less onerous and allow for better access for fire, ambulance, and various trades (carpenters, plumbers, movers, etc.)
71. Thank you for finally building something here. Thank you for including the 1924 parts of the building. I don't like the look of the towers, but that's an opinion. Traffic will get worse. Unavoidable with density. Please build.
72. Concerned about if the project is approved, would dump trucks be going up and down the streets i.e., along Graham Street. Concerned about whether the accessible play space would be maintained as it is the only play space for disabled kids in the neighbourhood – for wheelchair users. No stop lights. should consider a roundabout at the corner of Maple and Graham.
73. Loss of open space is a major blow to the immediate neighbours. Terraces, permeable paved areas, patios, etc. are not the same as grassy turf to run a dog or throw a ball. Front of school building is useless as a publicly accessible space. No fence and too close to high traffic on Main Street. Hard to access from the side streets.
74. Project is too big for our neighbourhood. Concerns: sewer/water flooding, extreme density (noise, traffic, safety, parking, etc.), sunlight for garden, less greenspace on north side, lack of privacy.
75. What else around here is 10 plus storeys – just too high. We are going to lose so much sunlight to our houses. Is this enough parking? How about visitors? Schools in the area are already at capacity – where will all these kids go?

76. Not enough parking. Only one entrance/exit will cause massive traffic issues at peak periods. Traffic flow issues at all times in surrounding neighbourhood. Visitors? Streets in surrounding area are all taken by existing residents.
77. Thank you for making a good effort to reuse and repurpose the heritage building. These will be the nicest most desirable units. Sadly, too many are singles/studios etc. Need more 2–3-bedroom units. What effort will be made to apply the 3 Rs to the rest of the project? Materials recycling? Architectural reuse?
78. Too many units, too small units – 400 square feet not healthy. Townhouses are not aesthetically pleasing. No parking in neighbourhood. Green space in wrong area – who wants to sit on Main Street. Is infrastructure going to be proper are residents in area going to have water pressure – sanitation. Too many cars in the neighbourhood. Not enough amenities in area.
79. I live on Maple Avenue. Who will be doing a survey pre/during/post build to manage damage to my property during construction i.e., cracked foundation. These are century homes – 100 plus years. Why build something so contemporary? It runs the neighbourhood. Construction stage – I have been through the massive build across the street from my last hoe and or three years my property – windows, doors, ground etc. were filthy. We could never sit outside because of the dust/dirt. What will you do about this? Buy my house and create parking because I don't want to live here anymore.
80. My comments are already on your website.
81. Loss of public green space. People play ball hockey, pickleball, basketball, teach children to ride a bike, teach children to inline skate. Far too large in scope and height. Respect the existing height.
82. Love it! Build higher allows us more units. Please make sure you have enough private parking for your residents and their visitors.
83. The 14-storey building does not fit the neighbourhood and is too tall. The majority of the homes are 1 to 2 storeys, and the apartment building will just tower it. One entranceway onto Maple is going to be nightmare. The congestion will get worse and what happens if there is a fire alarm. Fire trucks. Virtually no green space. This is not Toronto. This density is inappropriate for the location. Get rid of the towers and put more green community spaces in. You will be taking away basketball courts and a community activity area. Incorporate space that brings the community together.
84. What about existing parking for current residents? We have trouble now finding parking. Lack of green space. Not enough for the people currently living in the area. We effect natural sunlight due to the height of the building. What will happen with the current infrastructure (i.e., sewers)? How will you try and address the increased traffic flow in the area as we can't support the traffic as it is.
85. Concerned about already stretched school, childcare, health services in the area and fire, and police service and ambulance. No affordable units or many family friendly affordable units. Building design should match current school façade/time period. Loss of greenspace. Include community space, park, playground, dog park, etc. Too high – maximum 8 storeys – will look and feel out of place in neighbourhood. Will need traffic calming measures on all local streets (speed bumps/stop signs). Investment in local infrastructure/business/transit required to ensure

quality of life for building residents. I welcome new development and housing, but it must be planned well for the community and add value to the area – not take away from it.

86. My concerns are parking, sunlight, traffic at school time. Where are the families picking up their kids going to do. Protect our neighbourhood. Most of us are fine with developing something but keep the old building. Don't build on to the site, build more greenspace!
87. Too many units – increased traffic will risk safety of school kids. This is about money for the developer. They can modify the plans. Eliminate one of three towers. Are you out for profits over people.
88. Exit/entrance point on Maple is way too much traffic for a side auxiliary street. How will this development affect the sewage system? Will it uncover more issues like the ones found in Ward 3? How are you widening Maple/Graham as part of the development to cater to the traffic? I am interested to know what transportation study was actually conducted, how long, hours of survey during the day, what the actual findings are as I find it hard to believe that the traffic is not going to be disrupted/impacted during and after the development with this many proposed dwellings. Affect of the LRT development – both projects would be taking place simultaneously. What are the plans for current residents regarding parking and projected timeframe of the housing development? Why is there no playground included in the planning or space for dogs?
89. The proposed development is too tall and dense for the exiting community/neighbourhood. The application for rezoning is based on assumptions around transit that are yet theoretical. The units within are too small to represent a good faith approach to the housing shortage issue. Our community is not against urban infill. We are concerned about ill-considered, profit driven development s that do not respect the needs of the Delta residents. There isn't the traffic, greenspace, commercial (groceries) and school infrastructure to support this considerable influx of residents. Please reconsider the height and density proposed to a more reasonable metric. We welcome the economic and social vibrancy that this development could bring. It just must be practical and respectful of the needs of the Delta residents.
90. I am concerned with everything. Congested area, seniors living in the area, established neighbourhood, would prefer town hall scenario and presentation, during construction – congestion caused by narrow streets. Process concerns: Are people going to be listened to. Downtown Hamilton is being written off. Not enough scrutiny of the impact of this intensification on the neighbourhood. Is there a mix of units available to various types of families? A lot of population is being forgotten!
91. Far too many units and far too tall of a building. A shocking lack of attention to mimicking the neo-gothic design of the Delta School. The townhouses look like soviet block buildings. Lack of parking is already a major concern in this neighbourhood, and they are not creating enough spots. Expecting that people will take public transportation exclusively is ridiculous. We live in a food desert which means families need vehicles to buy groceries, etc. Where is the green space? Where is the consideration and safety concerns for walkability of this neighbourhood currently? How will they keep people and children safe on Maple Avenue?
92. I am excited for any development here. I was happier with the former plan of Indwell to have geared to income housing, but I recognize that community members/NIMBYs decided to veto that plan. I am happy that many of the dwellings will be smaller and therefore better or smaller families/lower income. The arguments from people that there isn't enough parking is assuming

all residents have a car or 2 and that is not realistic for younger generations overall. I am happy – build it – make it safe – add crosswalks.

93. My comments:

- Too many units for this block of land. If this block of homes matching the area around it, it would have 72 homes on it. At 5 people per house (overexaggerated) that wis 360 people. The proposed building has 975 units. At 2 people per unit (underexaggerated) this project is looking at 1950 people. That is 4.5 times the people. This neighbourhood is not built for this influx of people.
- Parking – 1137 parking spots is not enough for 1950 people, plus visitors. I understand this matches the City of Hamilton guidelines, but our streets cannot take these cars. This I going to cause issues.
- LRT – people who live here are not taking the LRT. They are commuters who live here to be close to the Red Hill and Burlington Street. They are going to Toronto, Oakville, and Burlington to work.
- Schools – the schools (elementary) down here are already at capacity, let alone when this building and the one on Main across Memorial are built? Where are the kids going. More buses, more cancellations when it snows.
- Heritage Neighbourhood – this neighbourhood is a wartime class with small brick houses and tiny tree lines streets. Thank you for keeping the front of the school but the towers are an eyesore. Also, back to my first bullet point, too many units on an overcrowded space.
- Green space? – by taking away Delta, you are taking away green space from the community. From the plans, the 1950 people living in this block you are proposing are all going to use the tiny green space proposed. No, they are going to be in the neighbourhood.
- Traffic – the streets in Delta are tiny and they were not meant to have the current amount for cars let alone what this building will bring. What about the children going to school? People are going to be driving down all the side streets and there are going to be accidents. Note – the streets cannot be widened anymore! Traffic along Main, Kenilworth and King cannot handle this development.

94. Corporate greed. Don't like this at all. Unreasonable parking for underground. Street parking is already bad. Increase in traffic – negative. Why is everyone (white people) only in the pictures. How does this help the homeless or housing situation in the city? People can not afford rent and food and how will they afford this? How is this bringing anything good to the community? Is there visitor parking? Not enough greenery.

95. My comments:

- Where is the mixed use? Why not integrate institutional space like daycare/pre-school/YMCA? Redevelopment along corridor will lead to net loss of commercial space.
- More pedestrian access, share site greenspace with surrounding community. We are sharing our parks, why should this development feel semi-private?
- Quality of green and open space matters, curb plantings are more replacement for open lawn.
- Pedestrian permeability should let foot traffic move from Maple to Main without having to walk on side streets.
- Quality of bike parking – needs to be monitored, secure and ground level (not cages).
- Why so much parking for transit oriented?
- Higher percentage of 2/3 bedrooms should be goal. Mature family-oriented area with many children. Development should mirror that mix. Reduce change of being turned into Bed and Breakfasts.

- Okay with height and density.
- Like architectural design and landscaping.
- Would love to buy larger unit for family, but size of units is concern.

96. My comments:

- There is no commercial space at street level which would be better for the streetscape.
- Greenspace for new residents is very limited.
- Too many units – 2000 to 3000 people is too great an influx in this small space.
- Parking underground is great but ratio to units is too small. Excess cars will be on neighbourhood streets. Most homes have room for one car in the driveway. Where will visitors park? Current residents and new residents. Not enough parking for visitors currently.
- Building heights are too big. Main and Kenilworth and Main and Balsam sites are around 6 stories, which blends better with the current area. 11 to 14 storeys are too big – concerned about privacy and sunlight for current residents.

97. I love the fact that the designers incorporated the original building of Delta High School. I have some concerns about the height of the project in this neighbourhood and the existing infrastructure of our neighbourhood (water supply, sewage) to support this project and existing homes and the fact that there is only one exit for all the vehicles from the site. This is a concern for safety and egress in emergency situations.

98. Please consider having many more 2- and 3-bedroom units and zero studio. Green space for the community and residences should be a priority. Why not make space for a daycare, or community garden. Please maintain beauty of interior of school. Overall happy to see more housing – but 14 storeys are too high and overall, too many units with inadequate green space.

99. In short, too many units. Less is more. Too many cars and parking issues already. I am all for developing this school, however the current plan leans toward crowded streets and traffic nightmares.

100. No way 900 vehicles can go out on Maple a day. Stupid. Way too dense. No street parking. How will this cause nothing but problems.

101. This development is a huge problem for this neighbourhood. Way too many cars and extra people. There is already a big parking problem in this area. Plus, the schools are overcrowded in this already. The playground will be taken up with portable classrooms.

102. More places for recreational and outdoor play. We will be losing a basketball court and park space and adding more families to the neighbourhood – mixed land use. Involve internship opportunities for equity seeking folks in the trades while developing.

103. Concern regarding the number of units. Limited parking. Streets already congested. Ability of schools to handle increased student's greenspace.

104. Need more 3 bedrooms, less studios and 1 bedroom. Water needs to be addressed. This area is prone to flooding on lower levels where the electrical rooms would be. Parking for visitors. Green space. Communal areas – coffee shop, library, day care.

105. On Graham, Maple and Wexford make the street parking by permit issued by City to existing homeowners on the street. Owners and their visitors will have same amount of parking as now and all development new build will be parking on this site. Permit parking issued to existing homes will allow enforcement/control of parking from new build.
106. Way too high - 6 to 7 storeys are enough. There are many other spaces in this area that can be torn down and more 6 to 7 story buildings put up. Make the theatre into a theater. I know that many people would love it. Parking will be terrible no matter what you say – no one believes it. I do agree it looks beautiful, but the height is my issue and from what I am hearing it is for everyone.
107. Members of our community have formed ProActionDelta group to collectively address our concerns and objections to the Urban Hamilton Official Plan Amendment – File No: UHOPA-23-006 and the Zoning By-Law Amendment File No: ZAC-23-012 that relate to the redevelopment of the old Delta High School Property. As representatives of our greater community, we strongly believe that we have not been sufficiently consulted in this process. While we acknowledge that the zoning change process may allow for new landlords to make changes subsequently, we content that it puts the cart before the horse from the community's perspective.

The Delta High School property was initially owned and maintained by the Hamilton Board of Education and it was public property that relied on the funding contributed by community taxpayers. The property was then sold to developers who prioritize profit maximization over the community's well-being. The proposed development comprised a consortium of developers, primary builders, who wield substantial influential power and are likely to put their interests before those of our community. The property currently features a park area that is essential to the community's children and pets. The proposed development threatens to reduce the park and green areas that are already inadequate to meet the community's needs.

Although the developers contend that more green space than previously will remain, the existing building frontal area is mainly ornamental and of little community value. Our children currently enjoy playing ball hockey, basketball, and skating on the site, and hundreds of pet owners utilize this space for exercise. We object to the potential loss of this precious commodity.

Furthermore, the proposal's 975 dwelling units do not constitute "medium density". In reality, it will lead to both horizontal and vertical sprawl, completely destroying the social fabric of the current community. Our community primarily comprises small family units, including young couples and their young children and is slowly replacing our ageing seniors. We understand that the tower units are mostly bachelor units that maximize income for developers but are inappropriate for the community. There are no feasibility studies to justify such a large number of bachelor units. Inevitably, the affordability of bachelor units will force families to crowd in, which is not the intended use and will create financial pressure for the community.

One member of the ProActionDelta group holds a master's degree in architecture and a minor in urban planning. He has identified several issues with the structures planned for our community. Building higher than six stories is not a good idea because it leads to disconnection from street life and the community. Examples from cities like Copenhagen and Barcelona, which have ample green space, show that they are garden cities, which Hamilton currently is and should remain so. Tall buildings greater than 445 feet lead to more profits for developers, which in turn means higher prices for units and greater inequality. High-rise structures are not good for the mental health of children and senior citizens, and they are not

green since more energy to heat and cool, producing more greenhouse gases than smaller structures, making them less adaptable and sustainable. Our community is concerned that these structures will block sunlight, produce wind tunneling, reduce natural ventilation, and create crowding, particularly with the existing buildup of towers in the neighbourhood.

Looking at the proposal plan, there is a strong concern that there is only one road access from Maple, which will create a traffic menace at peak times and may pose a safety issue for elementary students who walk in the area. Imagine 500 cars fighting to get out to work in the morning at the same time that elementary children are walking to school! This is a disaster waiting to happen! We understand that you would not like to have dual entrances coming off the two side streets because the headlights would be shining in residence windows so you're going to have to reconsider using Main Street regardless as an entrance of the LRT (the LRT is a bad idea for 1 billion reasons) and use Main Street as the entrance or create some type of an offramp using the useless green space in the front corners. And of course a lot of this would be cut in half if you literally kept it under six stories, which is reasonable and fitting with the areas other building projects.

Additionally, a project of this magnitude should not be approved with the infrastructure that is in place, such as schools and other services to accommodate the expected population growth. On a personal level, we are concerned that this development will devalue the cost of housing in the community, increase noise, air, and visual pollution and make the community less safe in many respects.

Our housing market experience a significant bubble peak between January and March 2022 and has since fallen by a solid 30%. Many recent additions to our community paid exorbitant amounts for their homes and some of us who have been here for decades, borrowed against our mortgages, which does not sit well with the substantial increase in mortgage payments due to continued interest rate hikes. Thus, any further decrease in home value could result in homeowners being unwilling to keep up with mortgage payments for properties worth nowhere near what they paid for, causing them to walk away from their homes. While we all wish for the address of inflation to decrease, this must take place gradually, in a manner that does not create a similar crisis to what we saw in Florida, 2008 where people walked away from their homes. In that scenario, everyone loses, including the developers who would then have to content with high inventory of homes for sale in the immediate vicinity.

The loss of green space in the form of a park should never happen, the City will fail us if it does not designate the land behind the current edifice to remain as the current park (park land). What should happen: The community should be listened to. The park space should remain. Only the existing footing of the current building should be used for development and building height should not be greater than the height of the current building.,

In light of the proposed development, it has become clear that the developers are seeking to construct a towering 14 storey structure, despite knowing that they would only be eligible for a maximum height of 8 to 10 storeys. Anticipating community opposition to such as excessive height, the developers intend to feign concession by ultimately settling on a height of 10 stories, which was their objective all along.

It is the consensus of our community members that the proposed structure should be no more than 4 storeys tall, in keeping with the current height of the Delta school building. A feasible compromise would be to limit the height to six storeys, which would still ensure significant profits for the builders while maintaining a reasonable level of density and safety for our community. It is the belief of the ProActionDelta group that any height exceeding six storeys would be deemed unacceptable to the taxpayers and voters in our community.

To address these concerns, I urge you to listen to our community and consider our needs in any plans for this area. Specifically, we believe that the park space should remain, that the proposed development should be limited to the existing footprint of the current building, with a height no greater than that of the current structure. That the decreased height should not be compensated for with additional lower units, the area density is of the largest concern. While the apartments will have underground parking, we need additional parking created on the street as some homes which rely on street parking will lose space, especially with the increase in population density along with their visitors and other services that require access.

Numerous constituents within our community have echoed these apprehensions about the proposed undertaking, and we implore you to give weight to our communal requisites. Please know that we are open to corresponding with you at any time, and we strongly encourage you to take our concerns into consideration when arriving at decisions about this venture.

Thank you.

5. WHAT WAS HEARD – INPUT RECEIVED THROUGH APPLICANTS WEBSITE

The Applicant established a project website which was available starting January 28, 2023. The website 1284main.ca includes a comment box. All comments submitted through the website from January 28 to March 17, 2023, are included in **Figure 9**. The comments are verbatim and are numbered for reference purposes. Each number represents a different individuals' comments. Comments posted before February 10 had a smaller character limit and some comments were cut off. This was corrected with the character limit being increased to 1000 for all subsequent comments.

Figure 9 – Input received through 1284main.ca

Input received through the Applicant's website
1. Looking forward to the project and just want to be kept in the loop.
2. I like how the main building was preserved and utilized. I think the centre structure doesn't fit in with the school design or the neighborhood. I think if the center design could be made to look more like part of the school design it would suit the area
3. Are these all going to be condo or a mix of social housing? Street parking is already competitive, how do you plan on dealing with parking and car traffic on the small residential streets. I don't see an entrance off of main street, does your plan...
4. I may have missed while reading, but will the units be operated as rentals or condominium OWNERSHIP?
5. I would like to be kept informed and I am INTERESTED in attending the public meeting. Thank you.
6. I want to hear more about this project. I live directly across the street and am not to warm to the idea of 14 story buildings. where will people park? There will be tons of traffic on my street. Where will kids go to school? Grocery stores? City planning
7. I'm strongly concerned that this proposal is much too large for the neighbourhood. Congestion, lack of school capacity, limited green space, and dramatic contrast visually (14 storeys!!!) will significantly and negatively impact the quality of life for

Input received through the Applicant's website

8. I am deeply concerned with the scale and density of this project. IT is simply too many units in too small a space. The townhomes and first few levels attempt to honour the original building and community architecture, which would be a welcomed addition.
9. In general, I think this is a good design for the site. I like the street level homes kept shorter to maintain the look of the existing residences. However there seems to be a distinct lack of greenery on the roofs. If they can't be "parks" they can still
10. While I welcome more housing in our neighbourhood Which builds on the historic features of current buildings, I have concerns about the absence of family sized units and the affordability of these units.
11. My concerns for this project are that it is going to displace a lot of local residents, who because of the cost to live in this neighbourhood is now affordable will no longer be able to reside here. How much of this project is dedicated to housing for
12. Look at the remodel of Dundas District high school for how to build it right.
13. I have read the blub on each of the firms listed and can certainly appreciate that a wealth of knowledge, talent and experience are in play. I am especially encouraged by the maintenance of greenspace on the Main St. E. face of the project! Nonetheless,
14. Working on it. Questions to come later
15. I am totally opposed to having multi storey buildings on that site. I am concerned about the huge increase in population and the effect on traffic. We already don't have enough parking in the area. How will this project effect home values and taxes?
16. Thank you for providing the opportunity to comment, and for including such a thorough and comprehensive package. Here is some feedback as a neighbour in the Delta area: 1. This is a welcome opportunity to add population density and revitalization
17. Greetings, I am a resident of Ottawa Street South which is directly split between wards three and four. Though I am technically a resident of the third ward, a letter was recently dropped off in my mailbox regarding the development plans of the old Delta.
18. 14 storey towers are 'mid-rise'? Really? This is a shameless high-rise Slum scam. Ramming almost 1000 one bed units contributes little to this Neighbourhood aside from turning it into a rental Investor slum. Thanks for profiteering. Jerks.
19. Will there be low income (or rent geared to income) units available? If so, how many? Will there be "affordable housing" units in the towers? If so, will they be rental apartments only or condominiums as well? how many of each? Will the Townhomes also be
20. Looks great! I am in full support of the project. I live in the area and recognize that we need more housing. Keeping the 1924 section is brilliant! I live on London Street south.
21. I am completely opposed to such a large development. The traffic and parking are already bad in this neighbourhood. Most of the units would be on residential streets and not on main street. Cunningham public school is only one block away.
22. Access to green space for neighbours? plan Re street parking as already an issue? Plan re impacts of construction (i.e., rodents)? Delivery parking/stopping space? Benefits to existing tax base for neighbourhood? School expansion needed?
23. Interested in updates. Questions and Concerns re: construction timelines, loss of green space and lack of sufficient parking on our adjacent Street already. when are the meetings to share our concerns/questions as close neighbours?

Input received through the Applicant's website

24. As a former neighbour for over 20 years and former student for 5 years, the plans to have or 3 stories in a residential neighbourhood would not only spoil the look but would also create traffic nightmares. Keeping to 2 or 3 levels, allowing for adequate site parking and green space would fit more into the neighbourhood or even better, make it all greenspace.

25. Delta Secondary UHOPA-23-006 and ZAC-23-012 The project is too massive. There is a problem with the density of buildings (975 units), too high. Street parking is going to be very troublesome. Visiting people will park on street. Some homes must share driveways and must park on street. Also, Stinson School was historic and there building could not have the height. Why can Indwell a few streets over only go as high as 6 storeys, for low rentals, 14 floors too high and people around the complex will have sun light issues, no sun. Also, sewer issues. A lot of houses have storm and sewer together. The complex will put a very big strain on our old existing pipes. The traffic entering and leaving will cause problems for the residents. Children playing around the massive complex. How will this impact the property values. Very disappointed. We would like a very small-scale unit say on 3 storeys high. Same height as existing building.

26. Where will I find models and pricing? Thank you

27. This appears to be a very positive development within my community as I imagine it will provide more customers to local businesses on Ottawa and Kenilworth streets. I also believe it is important to preserve some of the original architecture, which seems to be the plan. My only major concern is the effect on the sewer system. We have combined sewage and stormwater pipes, so a common problem in our neighbourhood is flooded basements due to sewer backups. We have spent considerable money to reduce our risk by 1) replacing all drains under our house and to the street, 2) installing 2 backwater valves (the first city-recommended one failed, and we replaced it with an upgraded one) and 3) a sump pump. Will a new divided sewer system be constructed and if not, how will the current system hold up with this increased demand?

28. I'm relieved to see a high density, upscale housing development proposed within city limits. It will reduce development pressure on our farmland and wetlands and save tax dollars by using existing infrastructure. It's a great location for high density; on a major transit route and a short walk to commercial hubs on Ottawa St and Kenilworth, which will benefit from an enlarged customer base. Although Hamilton needs affordable housing, this part of the city already contributes more than any other. Toward that goal, a higher proportion of more financially fortunate clientele would give local businesses a much-needed boost. We might see local store fronts on Main St reopen, and perhaps a grocery store brought into the food desert of the Delta. To design the generous green space, please use a landscape architectural firm that specializes in native plants and knows how to design and maintain spaces that are both beautiful and provide safe underground and above ground homes for wildlife.

29. I only wish to receive information on the Delta Secondary school project, no other projects. Thank you

30. For a good community, Retain auditorium, if possible, for events for residents and sometimes neighborhood. Have a small homey onsite cafe for residents. Consider covered pathways from various buildings to central amenities. Don't make the overall look too industrial-modern and "anywhere"; Consider some charm and uniqueness befitting a once-beloved building. glad this site is to be put to use in a housing crunch, and also because it 'deserves' it.

Input received through the Applicant's website

31. Why does the design of this project have to be so enormous considering its location in a residential neighborhood. Are condo towers necessary? This development will no doubt have a negative impact on our neighborhood. Please reconsider this development.

32. Please keep me informed about this project.

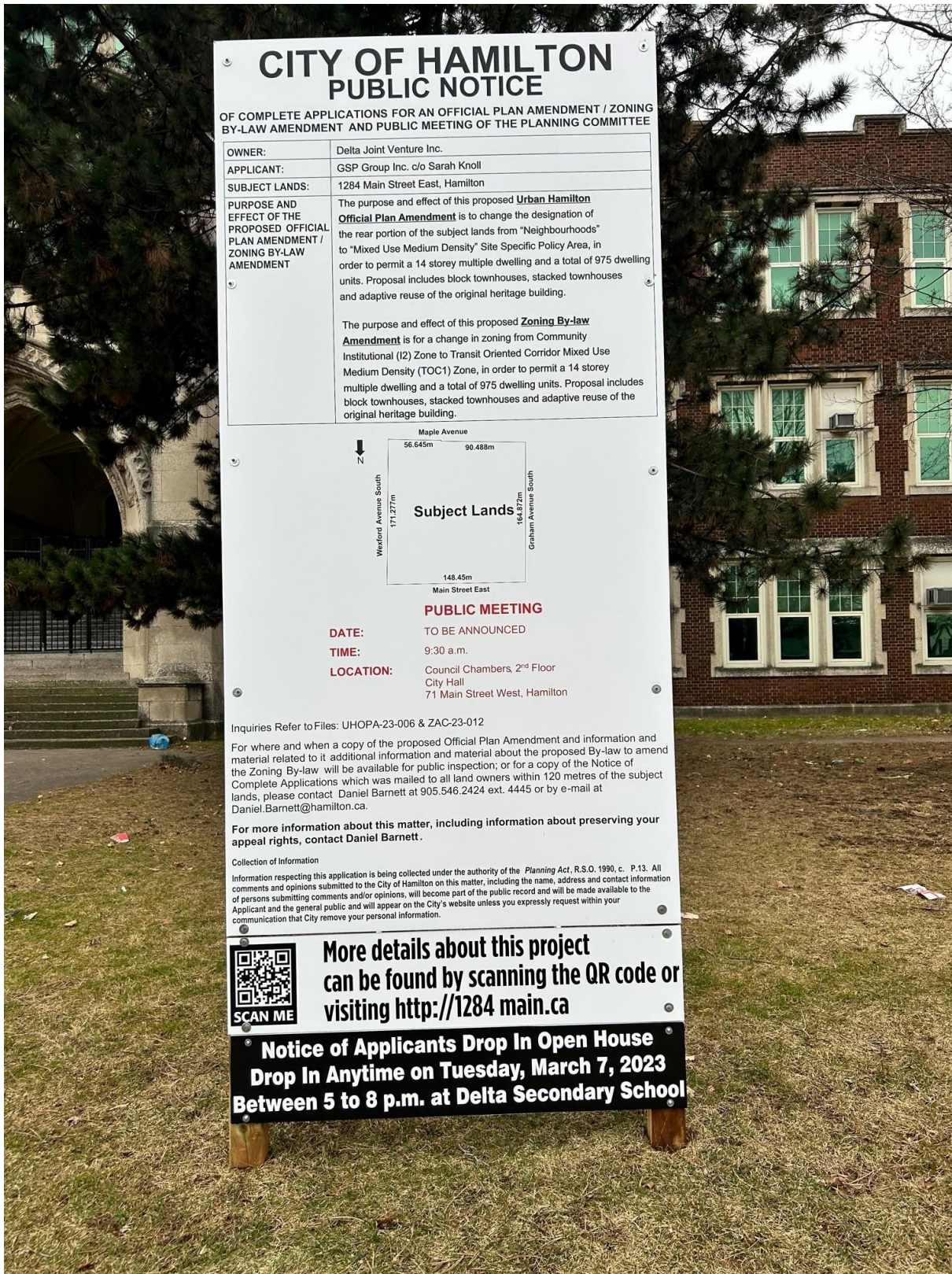
33. When will there be information Meetings for the public?

34. I am in support of the project. The concerned about traffic and evacuations need to be addressed but to stop urban sprawl we must build vertically. The area also needs more housing and investment.

35. Overwhelming concern that the density of this development is beyond proportional to the rest of the neighborhood. The building design is mammoth and prosaic. This adds no value to the community.

36. The potential impact of having this development proceed as proposed Raises several serious concerns regarding the very real negative impacts, on my actual residence and in my immediate neighbourhood. I support the city's plan to increase housing within the city limit and I am hopeful that a substantially more realistic development plan will be the end result of community input. I am registering for updates on the process of review this proposal in order to stay informed on This Issue that is extremely important to me and my neighbourhood.

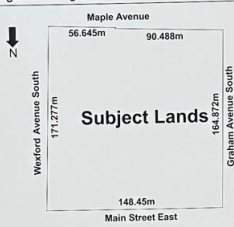
APPENDIX 1 – Notification Sign placed on the site on January 28, 2023



**CITY OF HAMILTON
PUBLIC NOTICE**

OF COMPLETE APPLICATIONS FOR AN OFFICIAL PLAN AMENDMENT / ZONING BY-LAW AMENDMENT AND PUBLIC MEETING OF THE PLANNING COMMITTEE

OWNER:	Delta Joint Venture Inc.
APPLICANT:	GSP Group Inc. c/o Sarah Knoll
SUBJECT LANDS:	1284 Main Street East, Hamilton
PURPOSE AND EFFECT OF THE PROPOSED OFFICIAL PLAN AMENDMENT / ZONING BY-LAW AMENDMENT	<p>The purpose and effect of this proposed Urban Hamilton Official Plan Amendment is to change the designation of the rear portion of the subject lands from "Neighbourhoods" to "Mixed Use Medium Density" Site Specific Policy Area, in order to permit a 14 storey multiple dwelling and a total of 975 dwelling units. Proposal includes block townhouses, stacked townhouses and adaptive reuse of the original heritage building.</p> <p>The purpose and effect of this proposed Zoning By-law Amendment is for a change in zoning from Community Institutional (I2) Zone to Transit Oriented Corridor Mixed Use Medium Density (TOC1) Zone, in order to permit a 14 storey multiple dwelling and a total of 975 dwelling units. Proposal includes block townhouses, stacked townhouses and adaptive reuse of the original heritage building.</p>



PUBLIC MEETING

DATE: TO BE ANNOUNCED
TIME: 9:30 a.m.
LOCATION: Council Chambers, 2nd Floor
 City Hall
 71 Main Street West, Hamilton


Inquiries Refer to Files: UHOPA-23-006 & ZAC-23-012

For where and when a copy of the proposed Official Plan Amendment and information and material related to it additional information and material about the proposed By-law to amend the Zoning By-law will be available for public inspection; or for a copy of the Notice of Complete Applications which was mailed to all land owners within 120 metres of the subject lands, please contact Daniel Barnett at 905.546.2424 ext. 4445 or by e-mail at Daniel.Barnett@hamilton.ca.

For more information about this matter, including information about preserving your appeal rights, contact Daniel Barnett.

Collection of Information

Information respecting this application is being collected under the authority of the *Planning Act, R.S.O. 1990, c. P.13*. All comments and opinions submitted to the City of Hamilton on this matter, including the name, address and contact information of persons submitting comments and/or opinions, will become part of the public record and will be made available to the Applicant and the general public and will appear on the City's website unless you expressly request within your communication that City remove your personal information.

 **More details about this project can be found by scanning the QR code or visiting <http://1284 main.ca>**

**Notice of Applicants Drop In Open House
 Drop In Anytime on Tuesday, March 7, 2023
 Between 5 to 8 p.m. at Delta Secondary School**

APPENDIX 2 – Copy of Drop In Open House Notice

DELTA SECONDARY SCHOOL

NOTICE OF APPLICANT DROP-IN OPEN HOUSE
TUESDAY, MARCH 7TH, 2023
5-8 PM AT DELTA SECONDARY SCHOOL

Delta Joint Venture Inc. is inviting you to a Drop In Open House to learn about the proposed adaptive reuse and redevelopment project at 1284 Main Street East. The proposal is to facilitate the adaptive reuse of the original vacant former Delta Secondary School and redevelop a portion of the lands for residential development (townhouses, stacked townhouses, and apartments), while providing open space areas.

WHEN: Tuesday, March 7th, 2023
TIME: Drop in anytime between 5 and 8 p.m.
WHERE: Delta Secondary School, enter through doors off Graham Avenue South

WHAT TO EXPECT: When you arrive, you will have the opportunity to visit information stations set up in the hallways and in several classrooms on the first and second floor of the original school building. You can visit these at your own pace to learn more about the project proposal and development plans. Information will be available about the proposed new housing plans, architecture and urban design, heritage preservation, landscaped open space, transportation and parking, sustainability measures and application process. Project team consultants will be available to answer questions and hear your input. You will have the opportunity to tour areas on the first and second floor of the original school building. For safety reasons, not all areas of the former school building will be available for touring.

HOW CAN I PROVIDE MY COMMENTS: There are several ways to provide your input. By filling out the comment form that will be available at the door. By sharing your input at each station and by providing feedback after the Open House through the applicant's website. All input from the Open House will be included in a Feedback Report and shared with the City of Hamilton.

Parking is available in the lot off Graham Avenue South. Parking will also be available in the lot off Wexford Avenue South with a short walk along Main Street to the Graham Avenue South entrance.

The first floor is accessible. If you have any accessibility requirements, please contact us at info@nhdq.ca.

For details on how to formally participate in the planning process, please contact the City of Hamilton planner, Daniel Barnett at daniel.barnett@hamilton.ca or 905-546-2424 ext. 4445. For more information on this project, please contact Sarah Knoll, GSP Group at sknoll@gspgroup.ca or 289-778-1430.

Visit the project website to view materials at 1284main.ca

Pre-registration is not required. This notice is being distributed to residents within 200 metres of the site.

