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## Neighbourhood Open House Comments

<b>To/Attention</b>	Notes to File	<b>Date</b>	July 12, 2019
<b>From</b>	Christian Le Pichouron	<b>Project No</b>	117381
<b>Subject</b>	Neighbourhood Public Meeting - June 25, 2019 Fortinos - 65 Mall Road, Hamilton, ON L8V 5B5 June 25, 2019 @ 7:00 pm		
<b>Present</b>	* See Sign in Sheet (Presenters: Mike Crough, Tracy Tucker, Owner: Mike Valvasori, City Staff: James Van Rooi)		
<b>Distribution</b>	City of Hamilton, Internal		

The following chart summaries the concerns which were brought up by the residents who attended the Neighbourhood Open House for the proposed development at 323 Rymal Road East. Along with the concerns, we have provided our response to the comments.

Neighbourhood Concerns	Response
<p><b>1. Parking</b></p> <ul style="list-style-type: none"> <li>• The number of visitor parking stalls is too low for the proposed number of units</li> <li>• Where will overflow parking be located</li> <li>• Number of available stalls per unit will not reflect demand if units are to be rented by owners</li> </ul>	<p>Parking is slightly below the generally accepted parking requirement of the City of Hamilton. Parking spaces are assigned based on the unit and purchased as part of the unit. It is our experience that 1 space per unit plus visitor at 0.2 to 0.25 spaces per unit is adequate. Further, if someone owns multiple cars, it is not likely they would purchase a unit that only has one parking space, as it does not meet their needs.</p>
<p><b>2. Building Height</b></p> <ul style="list-style-type: none"> <li>• 3-storeys is out of character with the neighbourhood and adjacent single-detached dwellings</li> <li>• The change in grade will make the proposed development seem much taller than homes on adjacent properties</li> <li>• Privacy concerns with abutting neighbours' backyards</li> <li>• Change in neighbourhood character based on future tall buildings</li> </ul>	<p>The proposed development is three storeys in height and approximately 12.6m tall. The proposed building height is compatible with the surrounding 2 storey dwellings. Further the proposed building has been situated away from the rear lot line to reduce overlook and privacy concerns.</p> <p>It should be noted that compatible does not mean the same as, but rather can exist in harmony with. As such, a three storey building adjacent to 2 storey dwellings would be considered compatible.</p>
<p><b>3. Traffic / Congestion</b></p> <ul style="list-style-type: none"> <li>• Proposed parking lot entrance/exit is too close to the existing intersection</li> <li>• Left-hand turns will be difficult and unsafe</li> <li>• Increased stop-and-go traffic during peak hours of the day</li> <li>• Increased congestion around existing adjacent bus stops</li> <li>• Spillover parking on to nearby streets will increase traffic on neighbourhood roads</li> </ul>	<p>A Traffic Impact Study was submitted as part of the complete application. The Study also reviewed the location of the proposed entrance in relation to the existing intersection. The study found that the proposed driveway access had sufficient separation and sight-lines from the existing intersection, and would operate at an acceptable level of service. There was a delay related to the exiting of the subject lands during peak hours. However, this would only be noticed on-site and would not have an impact on the flow of traffic along Rymal Road East. Further, the proposed development is expected to contribute an additional 7 trips (2 in 5 out) during the peak am and 10 trips (6 in 4 out) during the peak pm hours, therefore not impacting the flow of traffic along Rymal Road East.</p>

<p><b>4. Landscaping</b></p> <ul style="list-style-type: none"> <li>Existing trees to be taken down will be replaced with much smaller trees that will not provide adequate privacy to adjacent properties</li> <li>Appropriate fencing to prevent lighting spillover from cars or exterior light fixtures</li> <li>Lighting standards for parking lot and building exterior should not produce spillover to neighbouring properties</li> </ul>	<p>Best efforts will be made to ensure that privacy is maintained after development. The landscape Plan can propose taller, more mature trees be planted to assist in maintaining privacy to adjoining lands.</p> <p>The City of Hamilton Site Lighting Guidelines do not permit spill over on to adjacent residential lands. Further the lighting on the proposed development will likely wall mounted, which is less intrusive than post mounted lighting.</p>
<p><b>5. Safety / Security</b></p> <ul style="list-style-type: none"> <li>Fencing and walkouts from ground floor units to the sidewalk being in close proximity to the bus stop</li> <li>Parking lot full of cars with minimal lighting could increase the risk of security issues and trespassing on neighbouring properties</li> <li>Increase in traffic stop-and-go poses new safety concerns for children on their way to the park</li> <li>New entrance/exist poses greater risk for accidents to occur in such close proximity to the intersection</li> </ul>	<p>The proposed development will be equip with a security system including cameras, and fencing to protect privacy and prevent trespassing between properties. Despite best efforts, we cannot fully control the actions of others.</p> <p>There is an existing stop light with a pedestrian crossing located south-west of the subject lands. This is where crossing should take place. However, we cannot be responsible for the actions of others who chose to not cross at the intersection. Further, the entrance to the site will only be controlled on-site and will not cause additional stop-and-go traffic on Rymal Road East.</p> <p>The Traffic Study prepared with the complete submission, reviewed the driveway location and the sightlines in relation to the existing intersections and found that the proposed driveway location has adequate separation and sightlines from the existing intersection.</p>
<p><b>6. Construction</b></p> <ul style="list-style-type: none"> <li>Management of dust and runoff</li> <li>Pest management</li> <li>The risk of blasting on the foundations of neighbouring dwellings</li> </ul>	<p>These items are all addressed through the respective plans submitted at the Site Plan Stage.</p> <p>Should blasting be required to be done as part of the construction, the owner would be responsible with getting an existing conditions survey of the surrounding residents done pre-and post-construction. This will protect the interests of both the owner and the surrounding neighbours.</p>

<p><b>7. Waste Removal</b></p> <ul style="list-style-type: none"> <li>• The increase in waste and bulk waste storage will lead to an increase in pest activity</li> <li>• The party in charge of waste removal</li> </ul>	<p>The proposed development is eligible for municipal garbage pick, subject to meeting the requirements of the City. Should the owner not be able to meet the City's requirements, private pick-up will be required. It is anticipated that the site will have private pick-up. The owner will in ground garbage collection bins with are equipped with automatic closing and locking mechanisms. This will prevent odor and vermin.</p>
<p><b>8. Building Maintenance</b></p> <ul style="list-style-type: none"> <li>• What is to prevent residents from hanging items over their balconies</li> <li>• Who will be maintaining the property prior to development</li> <li>• Who will be maintaining the property post-development</li> </ul>	<p>The By-laws of the condominium are established through the Condominium Declaration. This could include rule and regulations pertaining to items being hung from balconies.</p> <p>Currently, site maintenance is done by a private company through the owner of the subject lands.</p> <p>The lands will be maintain through a private company, which would be retained by the Condominium Board.</p>
<p><b>9. Risk of Larger Development</b></p> <ul style="list-style-type: none"> <li>• Purchasing adjacent properties to increase area for parking resulting in a taller development</li> <li>• Location of the building if it were to be moved closer to the northern property line</li> </ul>	<p>When preparing the application, we investigated the potential of a multiple lot development, and due to the parking constraints, it was not feasible to make a larger development work. Further, any additional development of adjacent lands would be subject to a separate application process.</p> <p>The proposed zoning by-law can include a provision to establish a minimum rear yard setback which would prevent the building from being shifted to the rear of the lot. Our intention with the site design was to bring the building to the street front to create a more pedestrian friendly. Further, there are minimum parking stall lengths and drive aisle widths which need to be adhered to, which would prevent the building from being located closer to the rear lot line.</p>

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## 10. Drainage / Servicing

- The change in grade from the proposed development to abutting properties could result in flooding
- Municipal servicing will have to be brought up Rymal Road to serve the development
- Sizing of the stormwater retention tank should reflect that of a 100 year flood

A Grading Plan and Stormwater Management Plan will be required as part of the detailed site plan submission. As per the City's engineering guidelines, all drainage must be contained on site and the site cannot drain on the neighbouring lands. Stormwater Management will be done in accordance with municipal and provincial requirements. Should adjacent lands experience flooding, which is not a current pre-development condition, the owner would be required to rectify the situation.

The owner is aware of the Servicing requirements of the lands, and is planning to extend the services to the lands, in accordance with municipal requirements.

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