

**SUMMARY OF PUBLIC COMMENTS RECEIVED**

<b>Comment Received</b>	<b>Staff Response</b>
The additional traffic generated by this development cannot be supported by the existing road network.	Transportation Planning supports the Official Plan Amendment and Zoning By-law Amendment applications. The site-generated traffic by the proposed development can be accommodated by the surrounding road network, provided that the proposed driveway access to Rymal Road West is limited to right-in/right-out movement only, as demonstrated in the approved Transportation Impact and Transportation Demand Management Study, prepared by Paradigm Transportation Solutions Limited dated April 2024.

**COPY OF PUBLIC COMMENTS RECEIVED**

From: jodi campovari [REDACTED]  
Sent: Wednesday, May 15, 2024 9:51 AM  
To: Michniak, Mark  
Cc: jodi campovari  
Subject: UHOPA-24-004 and ZAC-24-010

External Email: Use caution with links and attachments I am a resident of the Lister neighbourhood and oppose the so called Medium Density proposal of 22 storey building at 1600 Upper James in Hamilton.

This area is residential with single storey, town houses and some commercial buildings all at the most 2 to 3 storeys. Upper James at Rymal is already a busy intersection most of the day. This proposal will make this intersection a nightmare.

Consider the area, traffic and originating neighbours.

Yours, Jodi Campovari

**SUMMARY OF PUBLIC CONSULTATION**  
**CONDUCTED BY A.J. CLARKE**



*A. J. Clarke and Associates Ltd.*  
SURVEYORS • PLANNERS • ENGINEERS

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April 5, 2024

Attn: Planning Applications  
[Planningapps@hamilton.ca](mailto:Planningapps@hamilton.ca)

**Re: 1600 Upper James Street, Hamilton  
Public Consultation Summary**

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In accordance with the City of Hamilton Public Consultation Requirements, the following public consultation strategy was implemented and took place prior to submission of this application.

#### **Record of Notification**

In consultation with both City Staff and the Ward Councillor, with a Mail Out was prepared and sent to 206 Property owners beyond the minimum 120m circulation radius. The Mail Out was sent on January 23, 2024, 13 days prior to the event. The mail out contained basic information about the development and an invite to an in person public consultation session. A Record of the Notice along with the list of persons who we're circulated is also attached below.

The invite included a contact email and phone number for the Planner on the project, Ryan Ferrari. The Public Open House was also advertised on the local Councillors newsletter.

On February 5<sup>th</sup>, 2024, a public consultation was held at the Barton Mount Hope Stone Church. Approximately 30 persons we're in attendance. The format of the public consultation was a presentation which provided an overview of the proposed redevelopment followed by a question-and-answer period. The consultation session lasted approximately one (1) hour. A copy of the presentation and sign in sheet has been provided. Although comment cards we're made available at the meeting, no members of the public left written comments.

#### **Key Messages from the Consultation Activity/Event**

The format of the Public Consultation was a brief presentation provided by Ryan Ferrari of A.J Clarke and Associates. The presentation reviewed the context of the neighbourhood, the proposed redevelopment including the number of units, building height and number of parking spaces provided. The Presentation also included details of the shadow and traffic study completed to support the development. Persons in attendance we're also reminded to provide their names and addresses for future notice. This document is provided as part of the Public Consultation package.

A question and answer period followed the presentation which we're led by Ryan Ferrari and Franz Kloibhofer of A.J Clarke and Associates Ltd.

The conclusion of the presentation provided details for who to contact if there were any additional comments or questions post open house.



1600 Upper James Street  
Cover Letter – OPA/ZBA Applications

*A. J. Clarke & Associates Ltd.*  
March 26, 2024

#### **Record of Consultation**

The presentation along with meeting meetings containing the feedback received are included in the consultation record.

#### **Response to Comments**

A comment response matrix includes a summary of the comments received and the responses from the project team.

A summary of the supporting items are provided for reference:

- Copy of the Mailing notice;
- Copy of the Mailing List
- Copy of emails from the Councillor’s office confirming the circulation distance;
- Copy of the Public Presentation;
- Copy of the Meeting Minutes;
- Copy of the filled out Sign-In Sheet;
- Copy of the Ward 8 Notice Letter;
- Copy of the Public Comments and Response Letter for same;

Yours Truly,

Ryan Ferrari, MCIP, RPP  
Senior Planner  
A.J. Clarke and Associates Ltd.

**1600 Upper James Open House Response Matrix**

**Comment**

**Response**

<p>Comments we're provided in relation to the number of parking spaces afforded to each unit. Concerns we're brought up regarding if there was enough parking to support the overall development. This included parking for both residents and commercial uses.</p>	<p>The proposal meets the minimum parking requirements contained in By-law 05-200. Further, the commercial units do not require parking as the total GFA provided is less than 450m<sup>2</sup>. Parking will be unbundled from the residential units allowing purchasers the flexibility to either purchase a parking spot or go without a parking spot.</p>
<p>A comment was provided about site access, if there was any way to coordinate with the next door plaza.</p>	<p>At this time, it is not the intent to coordinate access with the commercial plaza. The current site access along Rymal Road has been evaluated by the Transportation Engineers and documented in the Traffic Study. There are no anticipated issues with the right in right out access onto Rymal Road.</p>
<p>Various minor questions of clarification we're discussed: What is the boundary of the subject property?</p>	<p>The boundary comprises of the lands of the former used car dealership. This does not include the enterprise or the commercial plaza. This was noted for the residents in attendance.</p>
<p>Does the development impact airport flight paths? What is the intent of the ultimate tenant of the commercial spaces on the ground floor?</p>	<p>The development has no impact on the airport. The commercial spaces can be occupied by a wide range of tenants, such as retail, restaurant and personal service to name a few.</p>
<p>Will the underground parking be impacted by bedrock? Concerns we're mentioned respecting the building height.</p>	<p>A geotechnical study will need to be prepared to confirm the depth of bedrock. No blasting is permitted. The geotechnical study will be prepared as part of a future site plan application. The proposed building height does not create any undue impacts on residential properties from a showing or overlook perspective. The height is in part related to the buildings location in the City and access to transit and various local amenities. Although there are no other buildings similar in height in this neighbourhood, it should be noted that the Official Plan does contemplate taller buildings in this community node. If certain provisions are met, up to 12 storeys is permitted as of right. To meet various required housing targets, additional height and density must be afforded across the City. Especially in areas that have access to higher order transit such as the subject lands. The Planning Justification Report goes into great detail regarding how the building height is appropriate for the subject lands.</p>
<p>A number of items related to Site Plan we're discussed: Rodents, Garbage, Construction Phasing, Exhaust</p>	<p>At the site plan stage, staff will request a Plan for Garbage Pickup, Construction Phasing through a Construction Management Plan. Although staff may request a pest control plan, the standard procedures of setting traps after building construction is completed will be done. Any exhaust features in the building are for the building permit stage and will be controlled in accordance with the Ontario Building Code.</p>
<p><b>Traffic</b></p>	
<p>A number of concerns we're discussed relating to traffic. A summary of those concerns are as Rymal and Upper James intersection capacity issues. Residual Capacity Issues at intersections West 5th and Rymal, Stone Church and Upper James. Impact of the development on traffic volumes and intersections.</p>	<p>A Traffic Study has been prepared by Paradigm Transportation Solutions in accordance with the Terms of Reference provided by City of Hamilton Staff. With regard to background traffic, City Staff requested that the study assume compounded traffic by 1% year over year to accommodate for future development. Further, Transportation Staff did not identify any intersections for future study. As a result of study, the Upper James and Rymal Road intersection was evaluated and confirmed to provide a Level of Service 'C'. Minor left turn storage exceedances were identified under existing traffic conditions in the PM Peak hour. The Traffic Study evaluated the developments impact on traffic. The result was that the proposal would introduce 85 AM vehicle trips and 118 PM vehicle trips. There is no impact on the existing intersection. The entrance on Rymal Road is modeled to operate at LOS A and there are no issues with entering and exiting the site.</p>
<p>Does the development have capacity in the infrastructure system?</p>	<p>A Functional Servicing Report was prepared and found that there is ample capacity in the city sewer system to accommodate for this development.</p>
<p>Will there be Green Standards Implemented?</p>	<p>At this time, basic implementation such as Low Impact Development Measures (Stormwater Management), Green Roof, Passive Heating through building orientation. At the Site Plan Stage, these details along with any further Green Standards will be considered.</p>