

RIGHT OF WAY (ROW) IMPACT ASSESSMENT WAIVER REQUEST

1629, 1637 and 1655 Main Street West
September 2020

2480545 Ontario Inc. is the owner of the lands located on the south side of Main Street West known municipally as 1629, 1637 and 1655 Main Street West that are subject to proposed Official Plan and Zoning by-law Amendment redevelopment applications. GSP Group has been retained to provide professional planning services on their behalf.

On December 11, 2019, a Formal Consultation meeting was held with the City's Development Review Team at which time the requirement for road widenings and daylight triangles were discussed. The December 23, 2019 Formal Consultation document (Attachment A) indicated the following required road right of way (ROW) dedications:

1. 10.0 m widening on Main Street West;
2. 12.19 m by 12.19 m daylight triangle at Ewen Road and main Street West; and,
3. 12.19 m by 12.19 m daylight triangle at Rifle Range Road and Main Street West.

Policy C.4.5.6.5 of the Urban Hamilton Official Plan (UHOP) provides for consideration of reduced ROWs. A copy of this policy is found below:

*"Notwithstanding Policies C.4.5.6, C.4.5.6.1, C.4.5.6.3, and C.4.5.7, and in addition to Policy C.4.5.3, the City **may waive or accept less lands** [emphasis added] to be dedicated than the maximum road widening and/or daylighting triangle requirements where, in the opinion of the City:*

- a) *It is determined through a development planning approval process that due to significant adverse impacts on:*
 - i) *existing built form;*
 - ii) *natural heritage features;*
 - iii) *an existing streetscape; or,*
 - iv) *a known cultural heritage resource;*

it is not feasible or desirable to widen an existing road allowance to the maximum road widening or provide the full daylight triangle as set in Section C.4.5.2, Schedule C-2 – Future Road Widenings, or Section C.4.5.7, and that the City's objectives for sustainable infrastructure, complete streets and mobility can be achieved; or,

- b) *An alternative road width or daylighting triangle size has been deemed appropriate through a City initiated environmental assessment, streetscape master plan, area master plan, secondary planning study, or other transportation or planning study approved by Council, and provided it does not affect the safe and planned operation of the roadway. (OPA 49)”*

Based on Policy C.4.5.6.5, we are requesting consideration of the following reductions to the requested ROW and daylight triangle dedications:

1. a 5m ROW widening along Main Street West instead of a 10.0 m ROW widening (i.e., a 5m reduction);
2. a 6m by 6m daylight triangle dedication at Main Street West and Ewen Road instead of a 12.19m by 12.19m daylight triangle dedication (i.e., a 6.19m reduction); and
3. no daylight triangle at the corner of Main Street West and Rifle Range Road instead of a 12.19m by 12.19m daylight triangle dedication.

Figure 1 on the following page illustrates the required widenings (red lines) as they relate to the proposed structure on the site as well as the proposed reduced ROW widenings and daylight triangle dedications (green lines).

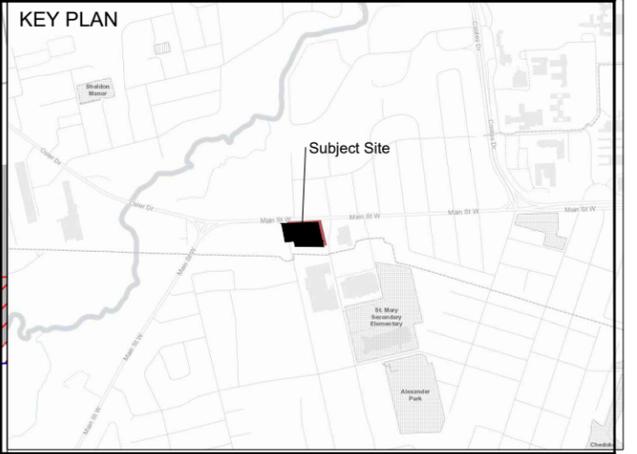
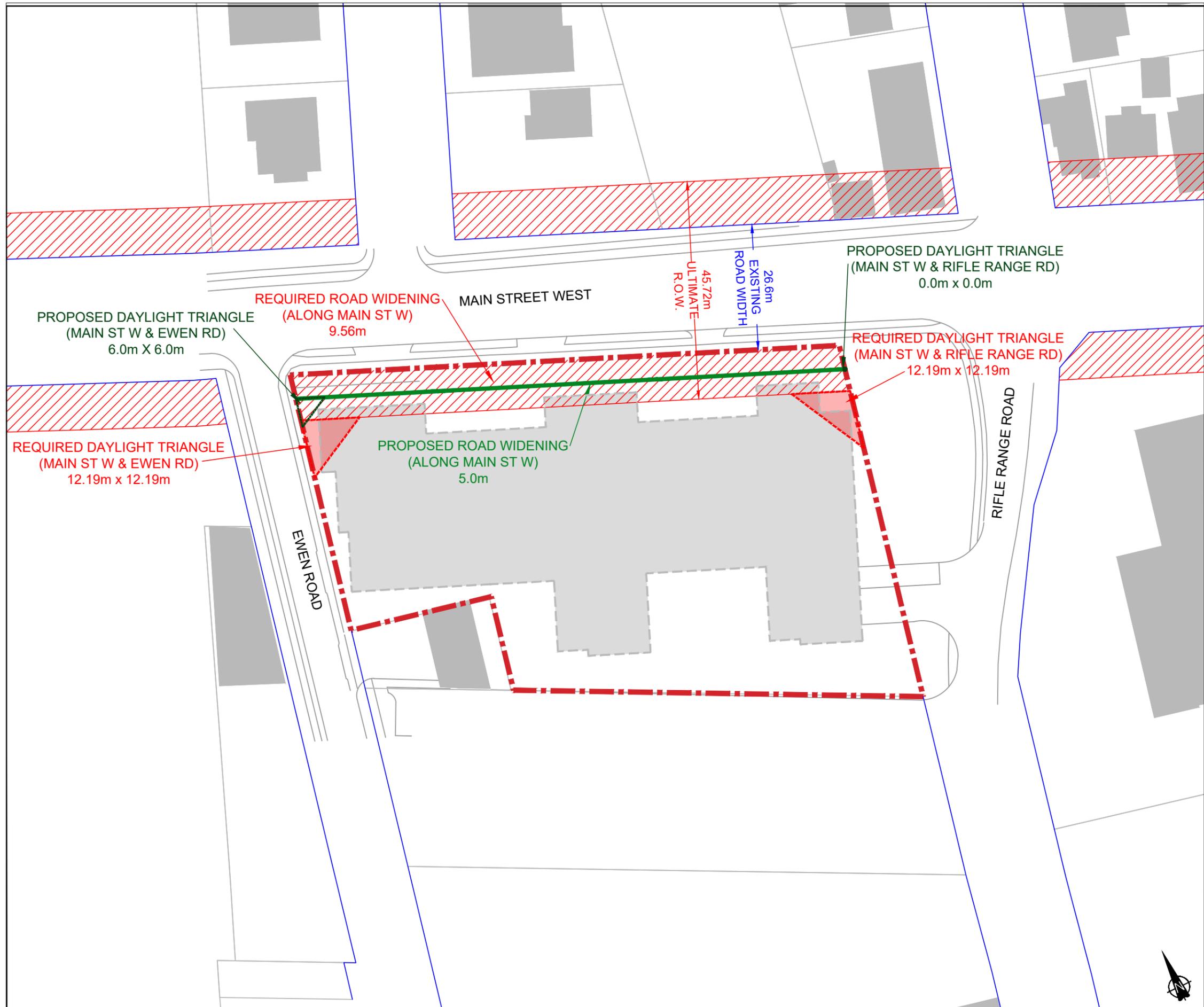
The purpose of this Assessment is to request reductions to these required ROW widenings and daylight triangle dedications as they relate to development of the Site with supporting information for Staff’s consideration.

1. Main Street West – Right of Way (ROW)

Main Street West is identified as Major Arterial Road in the UHOP which requires a maximum right of way width of 45.72 metres. Transportation Planning Staff note in their November 18, 2019 comments (Attachment B) the requirement for a $\pm 10\text{m}$ dedication. The existing ROW at this location is 26.6m which translates to a required 9.56m dedication from the Site. We respectfully request that this requirement be reduced from 9.56 metres to 5 metres as it would have a significant adverse impact on the existing and future streetscape.

Main Street West at this location includes four lanes of traffic (2 lanes in each direction), a centre turning lane, and





RIGHT-OF-WAY ASSESSMENT

1629 - 1655 MAIN STREET WEST
CITY OF HAMILTON

- - - SUBJECT LANDS
- R.O.W. EDGE
- PROPOSED RIGHT-OF-WAY DEDICATION
- ▲ PROPOSED DAYLIGHT TRIANGLE
- ▨ REQUIRED RIGHT-OF-WAY DEDICATION
- ▲ REQUIRED DAYLIGHT TRIANGLE
- EXISTING BUILDINGS
- PROPOSED BUILDING

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REVISIONS	

sidewalks as well as boulevard plantings along both sides of the road. It is understood that part of the City’s reasoning in requesting wider ROW dedications is to provide for additional public amenity space, wider sidewalks, and a more pedestrian and cyclist- friendly streetscapes.

In this instance, the need for additional land to accommodate more lanes of traffic and public realm improvements is not warranted if the intent of the streetscape is to provide a safe and inviting streetscape for pedestrians and vehicles alike. Main Street West at this location lacks a pedestrian connection to the street. Vehicular traffic dominates the streetscape as many of the buildings are setback significantly from the front lot line with parking in front as illustrated in the two images below.



In contrast, as you move further east along Main Street the buildings are located closer to the street line as illustrated on the following page. In this regard, providing the full 9.56 m dedication along Main Street West would have adverse impacts on the existing built form if a precedent is set on the Site. Several building along Main Street West further to the east are located within the first 5.0m of the front property line including: 1600, 1590, 1584, 1574, 1568,1566,1564, 1563, 1560, 1561, 1556, 1554, 1550, 1507, 1503, and 1501. These building extend only 4 blocks to the east of the site.



To establish a more personal or inviting urban streetscape, new development should be brought closer to the street to create a street wall with outdoor amenities such as wider sidewalks, street furniture and landscaping to separate the cars from the people. The proposed ROW increase of 5m will continue to provide additional space for either cyclist or pedestrian amenities, while allowing for the new proposed building to be brought closer to the street line.

Figure 1 demonstrates that the proposed 5m widening provides sufficient space to allow for street improvements and/or greater pedestrian amenities within the ROW. Further, the development proposes a 3m building setback from the widened ROW as well as commercial terraces setback further (9.2m) to provide for greater variety in the streetscape and greater pedestrian interaction.

On this basis, the requested reduction in the ROW dedication along Main Street West from 9.56m to 5m is considered appropriate and the full 9.56m dedication would adversely affect the preferred streetscape and existing built form along Main Street West further to the east.

2. Daylight Triangles

In addition to road widenings, the UHOP identifies specific daylight triangles that are required for new development at intersections based on the function (i.e., local, collector, arterial) of the road. Specifically, Volume 1 Chapter C Policy c.4.5.7 requests that a maximum 12.19m by 12.19m daylight triangle be provided where Main Street West intersects with Rifle Range Road and Ewen Road. The intent is for these lands to be deeded to the City. The purpose of daylight triangle is to ensure that buildings, structures and landscaping are kept free of these areas to maintain sight lines for safe turning movements. In addition, these lands are to provide space for traffic lights, electrical transformers, and in some cases to provide greater public space for landscaping street furniture, etc. within the municipal ROW.

2.1 Main Street West at Rifle Range Road

At the intersection of Main Street West and Rifle Range Road *where the eastern lot line of the site is located*, no daylight triangle is proposed. The ROW width of Rifle Range Road at this intersection is currently 30m. This intersection is signalized and includes a left turning lane as illustrated (right). There is no need for a daylight triangle at this intersection as the City already owns the lands adjacent to the street where the site lines etc., are generally required. Providing a daylight triangle where the lot line functions as an interior lot that is not in fact adjacent to the intersection is not the intent of the policy and would serve not practical purpose in this instance.



2.2 Main Street West at Ewen Road

The required daylight triangle at Main Street West and Ewan Road is 12.19m by 12.19m; whereas a reduced daylight triangle of 6m x 6m is requested at this location as illustrated in Figure 1. Dedication of the required daylight triangle will result in the proposed development being setback substantially (12.19m) from the corner which will create a less intimate / pedestrian -friendly streetscape with little benefit to the City. In this case the proposed daylight triangle of 6m x 6m, combined with the 5 metres ROW increase along Main Street West, is sufficient to accommodate all of these features whereas the provision of a greater daylight triangle will result in a significant shift in the building design and intended built form at this intersection including a loss of valuable gross floor area. The proposed design will continue to allow site lines, transformers.

The 6m daylight triangle proposes a balance between the required 12.19m daylight triangle and achieving the design direction and policies in the UHOP that speak to providing for an animated pedestrian-scale streetscape through at-grade commercial uses and pulling the building closer to the street line. A full 12.19m daylight triangle would adversely affect the future built form of this site by increasing the distance between the public sidewalk and the building face.

Conclusion

Based on the analysis provided, the required ROW dedication for Main Street West and the daylighting triangle requirements at the Ewen Road and Rifle Range Road are considered excessive and will have significant adverse impacts on the existing and proposed built form and streetscape along Main Street West. We respectfully request that the ROW and daylight triangles be reduced and/or eliminated as indicated in this ROW Waiver Request.

We trust that the justification provided pursuant to the Right of Way Impact Assessment Guidelines and in conformity with UHOP, is sufficient to support the requested waiver; however, we would be pleased to meet with you should you have any questions or require further justification.

Yours truly,
GSP Group

A handwritten signature in black ink, appearing to read 'B. Khes', with a long horizontal flourish extending to the right.

Brenda Khes, BES, MCIP, RPP
Senior Planner - Associate



Hamilton

Formal Consultation Document

Meeting Date: December 11, 2019

File No: FC-19-127

Owner: 2480545 Ontario Inc. (c/o Jason Smith)

Applicant: GSP Group Inc. (c/o Brenda Khes)

PROPERTY INFORMATION

Address and/or Legal Description: 1629 – 1655 Main St W, Hamilton

Lot Frontage (metres): 114.7 Lot depth (metres): 67.1 Lot Area(m2): 7,499

Urban Hamilton Official Plan Designation: Mixed Use – Medium Density

Ainslie Wood Westdale Secondary Plan: Mixed Use – Medium Density

Zoning: Mixed Use Medium Density (C5, 570) Zone (1629 – 1635 Main St W) and
 Mixed Use Medium Density (C5, 304, 570) Zone (1655 Main St W)

Description of current uses, buildings, structures and natural features on the subject lands: Commercial uses, including a restaurant, a bar / pool hall, a condominium presentation centre, a financial institution and an automobile repair shop.

Brief description of proposal: To permit a multiple dwelling (student residence) consisting of two 22 storey towers connected to a 15 storey tower above a three storey podium with retail at grade. A total of 720 residential units are proposed together with 270 parking spaces located in the rear of the three storey podium.

APPLICATIONS REQUIRED

Rural Hamilton Official Plan Amendment	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Urban Hamilton Official Plan Amendment	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Local Official Plan Amendment	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Zoning By-law Amendment (Complex)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Subdivision	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Condominium	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Site Plan (Type: Full)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Consent	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Variance(s)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Other	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Note: The City of Hamilton is in the process of creating a new comprehensive Zoning By-law for the entire City. The new Zoning By-law is being prepared in phases by Land Use topic. New Commercial and Residential zoning may be implemented which could be different than the current zoning. Accordingly, additional applications may be required. If a Building Permit has not been issued by the City prior to the new zoning coming into effect, the approved site plan may be affected, related to zoning compliance, which may require further planning approvals (i.e. Minor Variance, Zoning Amendment, etc.).

FEES REQUIRED (based on fee schedule in effect on January 1, 2020)

City of Hamilton:	Uhop Amendment.....	\$33,271.00
	Complex Rezoning.....	\$35,054.00
	PLUS \$540 per residential unit.....	\$388,800.00
	PLUS \$8 per non residential sqm.....	TBD
	MINUS 25% for combined applications.....	\$114,281.25
	MINUS FC Credit.....	\$1,200.00
	TOTAL UHOPA/Rezoning.....	<u>\$341,643.75</u>
	Site Plan Control.....	\$24,137.00
Other:	Tariff of Fees (submitted after conditional site plan approval)	
	\$957.00 per residential unit for first 10 units.....	\$9,570.00
	\$575.00 per residential unit for units 11-50.....	\$23,000.00
	\$8.15 per commercial sqm.....	TBD
	TOTAL Tariff of Fees.....	<u>\$32,570.00</u>
TOTAL:		<u>\$398,350.75</u>

Notes:

- Formal Consultation fee may be credited towards a future application
- Notwithstanding the fees noted above, all fees are payable based on the rate in the fee schedule by-law in effect on the date the payment is made.
- Further fees may be required at a later date as per the fee schedule.
- Separate cheques are payable to the City of Hamilton and the applicable Conservation Authority.
- A Cost Acknowledgement Agreement for potential costs at the Local Planning Appeal Tribunal may also be required.

DESIGN REVIEW PANEL

The Design Review Panel shall provide urban design advice to Planning Division staff on Planning applications with respect to complex Zoning and Site Plan applications in the following Design Priority Areas:

- (a) Downtown Hamilton Secondary Plan Area;
- (b) Areas of Major Change and Corridors of Gradual Change within the West Harbor Secondary Plan Area;
- (c) Primary Corridors as shown on Schedule E – “Urban Structure” of the Urban Hamilton Official Plan;
- (d) Any other large scale projects that may impact the physical environment functionally and/or aesthetically.

The Director of Planning or his or her designate may waive projects from the review of the Design Review Panel, if the project is not deemed to have the potential to significantly impact the physical environment functionally and/or aesthetically.

Design Review Panel review required? Yes No

REQUIRED INFORMATION AND MATERIALS

All identified reports, studies, and/or plans must be submitted before an application is deemed complete. Unless otherwise noted, 5 copies of each item and an electronic digital file in PDF locked file format must be submitted.

Reports, Studies, Plans	Required	Staff Responsible for providing guidelines or terms of reference
Background Information		
Survey Plan	<input checked="" type="checkbox"/>	Development Planning – Mark Kehler, Ext. 4148 [all applications]
Concept Plan	<input checked="" type="checkbox"/>	Development Planning – Mark Kehler, Ext. 4148 [Official Plan Amendment and Rezoning Stage]
Planning		
Affordable Housing Report/Rental Conversion Assessment	<input type="checkbox"/>	
Draft OPA, and By-laws	<input checked="" type="checkbox"/>	Development Planning – Mark Kehler, Ext. 4148 [Official Plan Amendment and Rezoning Stage]
Land Use/Market Needs Assessment	<input type="checkbox"/>	

Planning Justification Report	<input checked="" type="checkbox"/>	Development Planning – Mark Kehler, Ext. 4148 [Official Plan Amendment and Rezoning Stage]
Site Plan and Building Elevations	<input checked="" type="checkbox"/>	Development Planning – Mark Kehler, Ext. 4148 [Site Plan Control stage]
Urban Design Report	<input checked="" type="checkbox"/>	Development Planning – Max Kerrigan, Ext. 1291 [Official Plan Amendment and Rezoning Stage]
Cultural		
Archaeological Assessment	<input type="checkbox"/>	
Cultural Heritage Impact Assessment	<input type="checkbox"/>	
Environmental		
Aggregate Resource Assessment	<input type="checkbox"/>	
Aggregate/Mineral Resource Analysis	<input type="checkbox"/>	
Air Quality Study	<input type="checkbox"/>	
Channel Design and Geofluvial Assessment	<input type="checkbox"/>	
Chloride Impact Study	<input type="checkbox"/>	
Cut and Fill Analysis	<input type="checkbox"/>	
Demarcation of top of bank, limit of wetland, limit of natural hazard, limit of Environmentally Significant Area (ESA), or limit of Conservation Authority regulated area	<input type="checkbox"/>	
Environmental Impact Statement (EIS)	<input type="checkbox"/>	
Erosion Hazard Assessment	<input type="checkbox"/>	
Fish Habitat Assessment	<input type="checkbox"/>	
Floodline Delineation Study/Hydraulic Analysis	<input type="checkbox"/>	
General Vegetation Inventory (GVI)	<input type="checkbox"/>	
Impact Assessment for new Private Waste Disposal Sites	<input type="checkbox"/>	
Karst Assessment/Karst Contingency Plan	<input type="checkbox"/>	
Landscape Plan	<input checked="" type="checkbox"/>	Development Planning – Max Kerrigan, Ext. 1291 [as a condition of Site Plan approval]
Linkage Assessment	<input type="checkbox"/>	
Meander Belt Assessment	<input type="checkbox"/>	
Nutrient Management Study	<input type="checkbox"/>	
Odour, Dust and Light Assessment	<input type="checkbox"/>	
Restoration Plan	<input type="checkbox"/>	
Shoreline Assessment Study/Coastal Engineers Study	<input type="checkbox"/>	
Slope Stability Study and Report	<input type="checkbox"/>	
Species Habitat Assessment	<input type="checkbox"/>	

Tree Management Plan/Study	<input checked="" type="checkbox"/>	Forestry – Sam Brush, ext. 7375 [Official Plan and Zoning By-law Amendment stage]
Tree Protection Plan (TPP)	<input checked="" type="checkbox"/>	Development Planning – Cathy Plosz, ext. 1231 [Official Plan and Zoning By-law Amendment stage]
Environmental/Servicing and Infrastructure		
Contaminant Management Plan	<input type="checkbox"/>	
Record of Site Condition (RSC)	<input checked="" type="checkbox"/>	Development Planning – Mark Kehler, Ext. 4148 [Official Plan Amendment and Rezoning Stage]
Erosion and Sediment Control Plan	<input checked="" type="checkbox"/>	Development Engineering – Tu Vu, Ext. 2365 [as a condition of Site Plan approval]
Hydrogeological Study	<input checked="" type="checkbox"/>	Development Engineering – Tu Vu, Ext. 2365 [as a condition of Site Plan approval]
Grading Plan	<input checked="" type="checkbox"/>	Development Engineering – Tu Vu, Ext. 2365 [as a condition of Site Plan approval]
Master Drainage Plan	<input type="checkbox"/>	
Stormwater Management Report/Plan and/or update to an existing Stormwater Management Plan	<input checked="" type="checkbox"/>	Development Engineering – Tu Vu, Ext. 2365 [Official Plan Amendment and Rezoning Stage]
Soils/Geotechnical Study	<input checked="" type="checkbox"/>	Development Engineering – Tu Vu, Ext. 2365 [as a condition of Site Plan approval]
Sub-watershed Plan and/or update to an existing Sub-watershed Plan	<input type="checkbox"/>	
Financial		
Financial Impact Analysis	<input type="checkbox"/>	
Market Impact Study	<input type="checkbox"/>	
Servicing and Infrastructure		
Recreation Feasibility Study	<input type="checkbox"/>	
Recreation Needs Assessment	<input type="checkbox"/>	
School Accommodation Issues Assessment	<input type="checkbox"/>	
School and City Recreation Facility and Outdoor Recreation/Parks Issues Assessment	<input type="checkbox"/>	

Functional Servicing Report	<input checked="" type="checkbox"/>	Development Engineering – Tu Vu, Ext. 2365 [Official Plan Amendment and Rezoning Stage]
Servicing Options Report	<input type="checkbox"/>	
Water and Wastewater Servicing Study	<input checked="" type="checkbox"/>	Development Engineering – Tu Vu, Ext. 2365 [as a condition of Site Plan approval]
Land Use Compatibility		
Agricultural Impact Assessment	<input type="checkbox"/>	
Dust Impact Analysis	<input type="checkbox"/>	
Land Use Compatibility Study	<input type="checkbox"/>	
Landfill Impact Study	<input type="checkbox"/>	
Minimum Distance Separation Calculation	<input type="checkbox"/>	
Noise Impact Study	<input checked="" type="checkbox"/>	Development Planning – Mark Kehler, Ext. 4148 [Official Plan Amendment and Rezoning Stage]
Odour Impact Assessment	<input type="checkbox"/>	
Sun/Shadow Study	<input checked="" type="checkbox"/>	Development Planning – Max Kerrigan, Ext. 1291 [Official Plan Amendment and Rezoning Stage]
Vibration Study	<input type="checkbox"/>	
Wind Study	<input checked="" type="checkbox"/>	Development Planning – Max Kerrigan, Ext. 1291 [Official Plan Amendment and Rezoning Stage]
Transportation		
Cycling Route Analysis	<input type="checkbox"/>	
Transportation Impact Study	<input checked="" type="checkbox"/>	Transportation Planning – Transportation.Planning@hamilton.ca [Official Plan Amendment and Rezoning Stage]
Parking Analysis/Study	<input checked="" type="checkbox"/>	Development Planning – Mark Kehler, Ext. 4148 [Official Plan Amendment and Rezoning Stage]
Pedestrian Route and Sidewalk Analysis	<input type="checkbox"/>	
Roadway/Development Safety Audit	<input type="checkbox"/>	
Modern Roundabout and Neighbourhood Roundabout Analysis	<input type="checkbox"/>	
Neighbourhood Traffic Calming Options Report	<input type="checkbox"/>	
Transit Assessment	<input type="checkbox"/>	
Transportation Demand Management Report	<input checked="" type="checkbox"/>	Transportation Planning – Transportation.Planning@hamilton.ca [Official Plan

		Amendment and Rezoning Stage]
Cost Recoveries		
Cost Acknowledgement Agreement	<input checked="" type="checkbox"/>	Development Planning – Mark Kehler, Ext. 4148 [Official Plan Amendment and Rezoning Stage]
DRP Submission Requirements	<input checked="" type="checkbox"/>	Development Planning – Victoria Cox, Ext. 1393 [Official Plan Amendment and Rezoning Stage]
Public Consultation Strategy	<input checked="" type="checkbox"/>	Development Planning – Mark Kehler, Ext. 4148 [Official Plan Amendment and Rezoning Stage]
Other:		
Watermain Hydraulic Analysis	<input checked="" type="checkbox"/>	Development Engineering – Tu Vu, Ext. 2365 [as a condition of Site Plan approval]
Site Servicing Plan	<input checked="" type="checkbox"/>	Development Engineering – Tu Vu, Ext. 2365 [as a condition of Site Plan approval]
Construction Management Plan	<input checked="" type="checkbox"/>	Development Engineering – Tu Vu, Ext. 2365 [as a condition of Site Plan approval]
Dust Management Plan	<input checked="" type="checkbox"/>	Public Health – Roger Finkenbrink, Ext. 5820 [as a condition of Site Plan approval]
Pest Control Plan	<input checked="" type="checkbox"/>	Public Health – BOAST@hailton.ca [as a condition of Site Plan approval]
Visual Impact Assessment	<input checked="" type="checkbox"/>	Development Planning – Max Kerrigan, Ext. 1291 [Official Plan Amendment and Rezoning Stage]
3D Model	<input checked="" type="checkbox"/>	Development Planning – Max Kerrigan, Ext. 1291 [Official Plan Amendment and Rezoning Stage]
Right of Way Impact Assessment	<input checked="" type="checkbox"/>	Transportation Planning – Transportation.Planning@hailton.ca [Official Plan Amendment and Rezoning Stage]

ADDITIONAL INFORMATION

Comments:

The subject lands are designated Mixed Use – Medium Density in the Ainslie Wood Westdale Secondary Plan, which permits residential, commercial, or institutional uses as stand-alone developments or in a mixed-use building. The permitted density is between 30 and 49 units per gross hectare and the maximum permitted height is 3 storeys. In addition, the building forms shall be in keeping with the predominant character of the surrounding area with respect to materials, roofline and setbacks. An Official Plan Amendment application is required to permit the proposed student residence with a maximum height of 22 storeys and a residential density of 970 units per gross hectare.

The subject lands are Zoned Mixed Use Medium Density (C5, 570) Zone and Mixed Use Medium Density (C5, 304, 570) Zone. Exception 570 permits a maximum building height of 11.0 metres. A Zoning By-law Amendment application is required to permit the proposed development.

Staff recommend the proposal adhere to the City-Wide Corridor Planning Principles and Design Guidelines, including the angular plane guidelines for Maximum Building Height Related to Street Width (Section 4.3.2) and the guidelines for Long Buildings (Section 4.9).

Staff recommend the applicant refer to the Downtown Hamilton Tall Buildings Guidelines for best practices related to the design of the proposed tall building.

The subject lands are located adjacent to Main Street West, a Major Arterial Road. Therefore, a Noise Impact Study is required. The study shall include an assessment of any stationary noise sources in proximity to the site.

The proposal is to develop the lands from a commercial to a residential use. Therefore, a Record of Site Condition is required.

The following right-of-way dedications are required:

- 10.0 m widening on Main St W;
- 12.19 m by 12.19 m daylight triangle at Ewen Rd and Main St W; and,
- 12.19 m by 12.19 m daylight triangle at Rifle Range Rd and Main St W.

A reduction to the required dedication may be requested through submission of a Right of Way Impact Assessment.

PLEASE BE ADVISED OF THE FOLLOWING:

1. *The purpose of this document is to identify the information required to commence processing a complete application as set out in the Planning Act. Formal Consultation does not imply or suggest any decision whatsoever on behalf of City staff or the City of Hamilton to either support or refuse the application.*
2. *This document expires 1 year from the date of signing or at the discretion of the Director of Planning.*
3. *In the event this Formal Consultation Document expires prior to the application being accepted by the City, another document may be required.*
4. *If an application is submitted without the information and materials identified in this Formal Consultation Document the City may deem such an application incomplete and refuse to accept the application.*
5. *In accordance with the Planning Act, it is the policy of the City of Hamilton to provide public access to all Planning Act applications and supporting documentation submitted to the City. Therefore, the information contained in an application and any documentation, including reports, studies and drawings, provided in support of an application, by the owner, or the owner's agents, consultants and solicitors, constitutes public information and will become part of the public record. With the filing of an application, the applicant consents to the City of Hamilton making the application and its supporting documentation available to the general public, including copying and disclosing the application and its supporting documentation to any third party upon their request.*
6. *It may be determined during the review of the application that additional studies or information will be required as a result of issues arising during the processing of the application.*
7. *The above requirements for deeming an application complete are separate and independent of any review under the Ontario Building Code (OBC) as part of the Building Permit review process. In the event that a building permit application does not comply with the OBC, a letter outlining the deficiencies or areas of non-compliance will be issued to the owner and/or agent. Formal consultation and building permit review are separate and independent processes.*

SIGNATURES

Mark Kehler
Planning Staff

Mark Kehler
Planning Staff Signature

Dec 23/19
Date

Shannon Beckie
Planning Staff

Shannon Beckie
Planning Staff Signature

Dec 23/19
Date

Engineering Staff

Engineering Staff Signature

Date

Owner

Owner Signature

Date

Applicant (I have the authority to bind the Owner)

Applicant Signature

Date

Agent (I have the authority to bind the Owner)

Agent Signature

Date

Other Staff or Agency

Signature

Date

Other Staff or Agency

Signature

Date

Other Staff or Agency

Signature

Date



Hamilton

Transportation Planning
 Transportation Planning & Parking Division, Planning & Economic Development
 77 James Street North, Hamilton, ON L8R 2K3
 Email: tplanning@hamilton.ca

November 18, 2019

Attention: Shannon McKie, Senior Project Manager, Development Planning
 Mark Kehler, Planner II, Development Planning

From: Bart Brosseau, Transportation Planning Technologist, Transportation Planning

SUBJECT: 1629-1655 Main Street West (Ward 1)
 FC-19-127

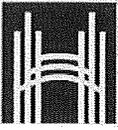
- Transportation Impact Study – **REQUIRED**
- Transportation Demand Management – **REQUIRED**

Documents Reviewed

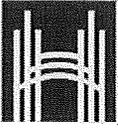
Transportation Planning have reviewed the subject file. The following comments and recommendations refer to Site Plan – 1629-1655 Main Street West, Student Residence Concept Plan, Rise Real Estate Inc., October 2019, GSP group

Transportation Impact Study – Report Requested

1. A Transportation Impact Study (TIS) is to be submitted to the satisfaction and approval of the Manager of Transportation Planning and include:
 - a. All email correspondence is to have the City development application number(s) and municipal address(es)
 - b. The TIS must measure the estimated traffic volumes generated from the new development, as well as identify any traffic improvements (i.e. traffic control devices, additional lanes, etc.) required on the affected municipal roadways.
 - c. The study must be submitted in hardcopy (Transportation Planning Coordinator, 77 James Street North, Suite 400, Hamilton, ON L8R 2K3) and digital format (tplanning@hamilton.ca)
 - d. Full guidelines can be found at <https://www.hamilton.ca/develop-property/policies-guidelines/traffic-impact-study-guidelines>.
 - e. At a minimum, the TIS will be scoped to include:
 - i) The study area is to include the area bounded by Main Street West/Osler Drive to the west, Sanders Boulevard to the north, Cootes Drive to the east, Whitney Avenue to the south.
 - ii) The study must include, but is not limited to, the intersection analysis of the following intersections: Main Street West @ Ewen Road; Main Street West @ Rifle Range Road; Main Street West @ Osler Drive; Main Street West @ Cootes Drive/Leland Street; Whitney Avenue @ Ewen Road; Whitney Avenue @ Rifle Range Road



- iii) The City may have useable traffic volume counts available for purchase. The traffic consultant is to contact trafficops@hamilton.ca with a cc to tplanning@hamilton.ca. Please reference the address and file number of the development.
- iv) Regardless of age of the traffic volume data, minimum one-hour field observations during the peak hour must be undertaken at each affected intersection to verify that traffic volumes through each intersection reflect actual demand and to confirm the necessary adjustment factors for level of service calculations.
- v) Any analysis within the TIS must use the existing signal timings. Optimized signal timings are permissible only when existing timing analysis is also provided in the review. For information on existing traffic signal timings contact trafficops@hamilton.ca with a cc to tplanning@hamilton.ca, with a subject line of 1629-1655 Main Street West – FC-19-127 (Ward 1) traffic signal timings.
- vi) The peak hours utilized must be suitable for the subject development i.e. retail will include Saturday peak hours.
- vii) A growth rate of 2% per annum, compounded, plus available background growth information should be used unless the proponent can provide a justifiable alternative.
- viii) The existing base year plus the (5) five-year horizon from full build-out must be identified in the TIS. The City is starting to look at the possibility of a (10) ten-year horizon from full build-out in the future.
- ix) As required by the City TIS guidelines, the Traffic Consultant is to approach and receive information from the planner on file, regarding the approved developments in the study area.
- x) 95th Percentile queuing analysis is required to be included within the report. All queues exceeding available storage or roadway distances between intersections must be highlighted and commented on within the TIS.
- xi) Ensure all trip generation assumptions and adjustments assumed in the calculation of vehicle trips are supported and well documented. For example, please include 2011 Transportation Tomorrow Survey data and query criteria used to estimate any trip distribution and assignment. Sensitivity analysis should be undertaken where trip generation parameters have the potential to vary considerably and most probable values cannot be readily identified. Conservative trip generation values should be considered in cases where varying development options are considered. This information is required to enable the City to duplicate/verify the results.
- xii) Trip generation is to be obtained using the 10th edition of Institute of Transportation Engineers' (ITE) Trip Generation Manual data.



- xiii) Modal split trip reductions for non-passenger vehicle trips should not be applied to the trip generation for the proposed development to review a conservative number of trips being estimated.
 - xiv) Any reduction of trips by changing the modal split should be demonstrated through the implementation of the TDM measures identified in the TDM options report. Reductions can be presented in the form of a table. These reductions must not be reflected in the operational analysis of the TIS report.
 - xv) Include existing, future and proposed multi-modal review.
2. Transportation Planning reserves the right to alter the above data, as more information is obtained, and after review of the submitted TIS.

Transportation Demand Management- Report Requested

3. The Applicant is required to submit a TDM Report for a MIXED-USE development, to the satisfaction and approval of the Manager, Transportation Planning. Please refer to the TDM for Development Guidelines section 3. D Mixed Use, see page 31 for specific details. Additional requirements for report writing can be found on page 5 (<https://www.hamilton.ca/develop-property/policies-guidelines/transportation-demand-management-land-development-guidelines>)
4. The City of Hamilton strongly encourages the inclusion of TDM initiatives into developments to foster vibrant and complete communities that facilitate multiple transport modes.
5. The Applicant is to submit a Transportation Demand Management scope, to the satisfaction and approval of the Manager, Transportation Planning before the full report is to be undertaken.

Road Improvements – Revisions Required

The Applicant is to complete the following revisions:

6. Approximately 10.0 metres are to be dedicated to the right-of-way on Main Street West, as per the Council Approved Urban Official Plan: Chapter C - City Wide Systems and Designations, 4.5 Road Network Functional Classification, 4.5.2. Major Arterial Roads (Main Street West) are to be 45.720 metres.
7. A survey conducted by an Ontario Land Surveyor and at the Applicant's expense will determine the ultimate dimensions for the right-of-way widening(s).
8. Main Street West is an Arterial Road and Ewen Road and Rifle Range Road are Local Roads. The Applicant is to dedicate 12.19 metres x 12.19 metres Daylighting



Triangles to the right-of-way at both corners, as per the Council Approved Urban Official Plan: Chapter C - City Wide Systems and Designations 4.5 Road Network Functional Classification; Daylighting Triangles 4.5.7.

Additional Information:

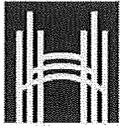
9. The existing right-of-way at the subject property is approximately 26.0 metres (Main Street West); 15.0 metres (Ewen Road); 20.0 metres (Rifle Range Road).
10. Refer to Volume 2 of the Transit Oriented Development Guidelines for Hamilton 4.0 pg. 36-41 (<https://www.hamilton.ca/sites/default/files/media/browser/2014-12-18/transit-oriented-development-volume1.pdf>)

Site Plan – Revisions Required

Driveway Location and Design

The Applicant is to complete the following revisions:

11. The site plan must show both sides of all streets and include all dimensions.
12. 5.0 metres x 5.0 metres visibility triangles must be provided for each driveway access. They must be illustrated, dimensioned and identified on the site plan. Visibility triangles are between the driveway limits and the ultimate property line (right-of-way limit) and no object or mature vegetation can exceed a height of 0.6 metres above the corresponding perpendicular centreline elevation of the adjacent street.
13. The Applicant must remove all, if any, abandoned driveway accesses and restore the boulevard at their expense.
14. Acceptable location(s) of driveway(s) access(es) in relation to nearby intersections and driveway(s) access(es) will vary depending on the proposed use, classification of roadway and traffic control; they must meet minimum TAC standards and will be reviewed in detail further into the development approval process.
15. We require a minimum 6.0 metres long clearance from the ultimate property line to the overhead garage door/gate/arm to ensure that vehicles will not queue on Ewen Road while waiting to enter. The 6.0 metres clearance is to be on private property and will ensure one vehicle stacking.
16. For two-way operation onto municipal road, the driveway access width(s) must be 7.5 metres at the ultimate property line and curve radii minimum 6.0 metres. All are to be identified and dimensioned on the plan.



17. The first 7.5 metres of the driveway from the property line shall be maximum 5% grade and thereafter, shall be within maximum 10% grade.
18. The driveway access to the parking structure needs to be verified as to which road it will be accessing Ewen Road or Rifle Range Road.

Internal Circulation

The Applicant is to complete the following revisions:

19. A private, internal road/driveway width of 6.0 metres (minimum) and 12.0 metres (minimum) centreline radius must be maintained throughout the site to permit a two-way operation.
20. The Applicant should determine snow removal and storage for this site. There may not be sufficient room for snow storage within the limited space; using parking spaces for snow storage is not acceptable.
21. The internal private road/driveway width/drive aisle width must be dimensioned/ shown on the site plan.
22. All existing infrastructure should be illustrated on the site plan. A minimum of 1.2 metres separation must be provided within the City's right-of-way area between driveways, a fence and any pole, utility, fire hydrant, tree, sign, etc. Any costs for traffic sign or utility relocation are the sole responsibility of the Owner/Applicant. It is the Applicant's responsibility to coordinate with the appropriate departments ahead of time.
23. A turning plan needs to be illustrated on the site plan demonstrating how large trucks (and emergency vehicles, if required by OBC) will maneuver in and out of the site without any limitations.

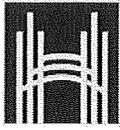
Additional Information:

24. The Applicant will be responsible for any road improvements that are identified in association with their development (left turn lanes, right turn lanes, centre medium, etc.) all at their cost.

Pedestrian Mobility

The Applicant is to complete the following revisions:

25. The municipal sidewalk must be continuous through the driveway approach and any driveway curbing must end behind the municipal sidewalk.



26. The municipal sidewalk must be illustrated, and the width dimensioned on the site plan. It must be constructed and/or reinstated to current City standards at the Applicant's expense and must conform to current City standards.
27. If the municipal sidewalk is disturbed during construction, reinstatement is at the Applicant's expense and must conform to current City standards.
28. No building door may swing over the municipal sidewalk where it would obstruct pedestrians on the sidewalk. If the doors are to open outward, the doorway should be recessed.
29. Sidewalks must be constructed without change in elevation thus creating level sidewalks through the driveways.

Additional Information:

30. Follow the Council Approved Pedestrian Mobility Plan. The document can be found at: <https://www.hamilton.ca/city-planning/master-plans-class-eas/hamilton-pedestrian-mobility-plan>.

The following list of requirements outlines mandatory considerations to allow a development to contribute to a safe, pleasant and equitable urban fabric.

- a. Consider the needs of pedestrians with disabilities (i.e. AODA regulations and barrier free designs), built environmental standard, etc.
 - b. Buffered sidewalks along both sides of the ROW are required to be a minimum of 2.0 metres clear zone width and sidewalks through the site are required to be a minimum of 1.5 metres clear zone width. **Better Practice:** Minimum 1.8 metres clear should be provided; If less than 1.8 metres wide, 1.8 metres x 1.8 metres passing/turning spaces have to be provided maximum 30.0 metres apart.
 - c. Include the provision of trees in the right-of-way.
31. The City of Hamilton Comprehensive Development Guidelines and Financial Policies Manual (PED12165(a)) (City Wide) (Item 7.1) requires sidewalk on both sides of all streets.

Should you have any questions, please email tplanning@hamilton.ca, referencing: 1629-1655 Main Street West – FC-19-127 (Ward 1) Transportation Planning Response

cc: Development Engineering Approvals