

**CONSULTATION – DEPARTMENTS AND AGENCIES**

| <b>Department/Agency</b>  | <b>Comment</b>  | <b>Staff Response</b>  |
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| <ul style="list-style-type: none"> <li>• Landscape Architectural Services, Strategic Planning Division, Public Works Department;</li> <li>• Commercial Districts and Small Business, Economic Development Division, Planning and Economic Development Department;</li> <li>• Hydro One Networks Inc.; and,</li> <li>• Conseil scolaire Viamonde.</li> </ul> | <p>No Comment.</p>  | <p>Noted.</p>  |
| <p>Engineering Approvals Section, Growth Management Division, Planning and Economic Development Department.</p>   | <p>Development Engineering cannot support the applications until such time that the proposed sanitary and storm outlets are revised to conform to the Fruitland-Winona Block 3 Servicing Study. In addition, the Watermain Hydraulic Analysis shall be revised to confirm that the municipal water systems can support the proposed development or identify any necessary upgrades to the system.</p> <p>The proposed servicing outlet is to Lewis Road rather than Barton Street through future streets as</p> | <p>The proposed development cannot be supported as the proposed sanitary and storm outlets are inconsistent with the Block 3 Servicing Strategy and the applicant has not demonstrated that the municipal water system can support the proposed density.</p> |

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| <p>Engineering Approvals Section, Growth Management Division, Planning and Economic Development Department.<br/><b>(continued)</b></p> | <p>identified in the Fruitland-Winona Block 3 Servicing Study.</p>  |   |
| <p>Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department</p>     | <p>Transportation Planning supports the Official Plan Amendment and Zoning By-law Amendment applications as the site-generated traffic by the proposed development can be accommodated as demonstrated in the submitted Traffic Impact Study, prepared by GHD Limited dated April 5, 2024. However, the Traffic Impact Study is not approved as revisions are required.</p> <p>The proposed Draft Plan of Subdivision is supported subject to conditions and to the following modifications:</p> <ul style="list-style-type: none"> <li>• All roads which will terminate either temporarily or permanently will require a 13.0 metre minimum pavement radius cul-de-sac to enable turning of garbage trucks, snow removal equipment and emergency vehicles.</li> <li>• A 12.19 metre x 12.19 metre daylighting triangle is required at the intersection of Lewis Road and Street ‘A’ as it is identified as potential roundabout location.</li> </ul> | <p>A revised Traffic Impact Study is required. The remaining matters would be addressed as special conditions within the subdivision agreement, and the Draft Plan of Subdivision would need to be updated to include cul-de-sacs at the terminus of all roads and a 12.19 metre x 12.19 metre daylighting triangle at the intersection of Lewis Road and Street ‘A’.</p> |

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| <p>Waste Policy and Planning Section, Waste Management Division, Public Works Department</p>       | <p>Waste Policy attempts to have all residential developments receive municipal waste collection unless there are extenuating circumstances and/or specific site constraints. The proposed multi-residential building will require front-end bin service for collection of garbage, recyclable material, and organic waste.</p> <p>Additional details have been provided in the comments to ensure the municipal requirements are met.</p>  | <p>Specific design details will be addressed at the future Site Plan Control stages for Blocks 14 and 15. In addition, notations should be included within the subdivision agreement.</p>   |
| <p>Forestry and Horticulture Section, Environmental Services Division, Public Works Department</p> | <p>A Tree Protection Plan, prepared by Adesso Design Inc. dated June 3, 2024, was submitted in support of the development. Forestry approves the Tree Protection Plan, requiring fees as noted.</p> <p>Forestry only requires Landscape Plans to show trees along the road allowance of parks, open spaces, and storm water management ponds. Trees are to be spaced at 8-10 metres apart. All trees within the road allowance for each individual lot will fall under the subdivision agreement. Blocks identified on the plan that are not parks, open spaces or stormwater management ponds will be reviewed through the site plan, where landscape plans conditions are required.</p> | <p>Tree plantings along each individual lot, parks, open spaces, and stormwater management ponds would be addressed through standard conditions of the subdivision agreement, and Landscape Plans will be required at the future Site Plan Control stages for Blocks 14 and 15.</p> |

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| <p>Growth Planning Section,<br/>Growth Management<br/>Division, Planning and<br/>Economic Development<br/>Department</p> | <p>It should be determined if the Draft Plan of Subdivision will be phased;</p> <p>It is noted there appears to be more than 100 ground oriented dwelling units with one access;</p> <p>It should be determined if rear yard and / or side yard easements are required for access and maintenance purposes.</p> <p>It should be determined if there are any implications arising from Registered Plans of Subdivision, 62M-1285 and, 62M-1164 e.g. cost recoveries relating to the registered plans; and,</p> <p>That the following be added as a Condition to the Draft Approval:</p> <ul style="list-style-type: none"> <li>• That prior to registration, the owner and agent work with Legislative Approvals / Staging of Development Staff to finalize municipal addressing.</li> </ul> <p>That the following be added as a Note to the Draft Approval Conditions:</p> <ul style="list-style-type: none"> <li>• Pursuant to Section 51(32) of the <i>Planning Act</i>, draft approval shall lapse if the plan is not given final approval within three years. However, extensions will be considered if a written request is received two months before the draft approval lapses.</li> </ul> | <p>In accordance with the City’s Comprehensive Development Guidelines and Financial Policies Manual, the maximum number of dwelling units to be serviced with one road access is 100. If a proposed plan of subdivision is for more than 100 dwelling units (including potential units in multi-residential blocks), a road providing secondary access shall be provided.</p> <p>Block 19 contains a temporary access to Lewis Road, as shown on the Temporary Development Concept Plan as shown in Appendix “C” attached to Report PED24206, which is intended to remain until the lands to the east are developed. Special conditions within the subdivision agreement would be required to address removal of the temporary access.</p> <p>The proposed conditions and note would be included as special conditions within the subdivision agreement, and the Draft Plan of Subdivision would need to be updated to include the names of adjacent highways, updated key plan, all natural and artificial features, and contours or elevations.</p> |

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| <p>Transit Planning and Infrastructure, Transit Operations Division, Public Works Department</p> | <p>Hamilton Street Railway currently operates 55 Stoney Creek Central near the site, with stops at Barton and Lewis. Buses arrive generally every 30 minutes. No impacts are anticipated to the stop from construction.</p> <p>Hamilton Street Railway will operate the 10 B-Line East, a priority bus route connecting Winona Crossing to Eastgate. Service will improve to every 20 minutes at peak and 30 minutes off peak. Stops will remain at Barton and Lewis and no further impacts anticipated.</p> <p>The applicant is proposing significant parking provision. The site is in the bottom half of sites by transit access, and the priority bus route will not meet high-frequency standards. Parking provision may be supportable as is.</p> | <p>Noted.</p> <p>Parking will be required to be provided in accordance with the Zoning By-law.</p>   |
| <p>Hamilton Conservation Authority</p>   | <p>The Draft Plan of Subdivision submission for 286 Lewis Road relies on the Watercourse No. 9 quantitative analysis prepared by Urbantech for the adjacent 1054 Barton Street development. The Watercourse No. 9 quantitative analysis will be required to confirm that the proposed 1054 Barton Street and 286 Lewis Road developments have no impact on downstream flooding and erosion hazards, under both the proposed site development and the ultimate development for the watershed.</p>  | <p>The proposed development cannot be supported until it can be demonstrated that there are no downstream flooding and erosion hazards. A revised Stormwater Management Report with Watercourse No. 9 quantitative analysis is required.</p> |

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| <p>Hamilton Conservation Authority</p> <p><b>(continued)</b></p> | <p>The Watercourse No. 9 quantitative analysis has not yet been completed and Urbantech is currently working towards addressing Hamilton Conservation Authority’s latest comments. Prior to draft plan approval, the Watercourse No. 9 quantitative analysis should be completed to Hamilton Conservation Authority’s satisfaction to ensure there is no impact on downstream flooding and erosion hazards as a result of the proposed development.</p> <p>The Stormwater Management Report for 286 Lewis Road must be consistent with the findings and recommendations from the approved Watercourse No. 9 quantitative analysis. As such, the Stormwater Management Report should be revised once the Watercourse No. 9 quantitative analysis has been completed.</p> <p>The Provincial Planning Statement (2024) generally directs development to areas outside of hazardous lands. Provided the applicant can demonstrate that the proposed developments have no impact on downstream flooding and erosion hazards under both the proposed site development and the ultimate development for the watershed, the natural hazard policies of the Provincial Planning Statement would be satisfied.</p> |                |

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| Alectra Utilities        | For Subdivision or Townhouse development, the developer needs to contact our Engineering Design Department @ 905-798-3234.   | Noted.   |
| Bell Canada              | <p>The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.</p> <p>The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.</p> | These comments would be included as special conditions within the subdivision agreement. |