

CONSULTATION – DEPARTMENTS AND AGENCIES

Agency/Department	Comment	Staff Response
<ul style="list-style-type: none"> • Commercial Districts and Small Business, Economic Development Division, Planning and Economic Development Department; • Conseil scolaire Viamonde; • Trans-Northern Pipelines Inc.; • Hydro One Networks Inc.; and, • Hamilton Conservation Authority. 	<p>No Comment.</p>	<p>Noted.</p>
<p>Development Engineering Section, Growth Management Division, Planning and Economic Development Department.</p>	<p>Development Engineering supports the Draft Plan of Subdivision application subject to conditions.</p> <p>The interim and ultimate municipal servicing plans/strategies of all blocks incorporating existing buildings, parking lots, access roads, below ground infrastructure (storm, sanitary and watermain) shall be in accordance with the City standards.</p>	<p>These matters have been addressed as Condition Nos. 1 to 15 of Appendix “C” attached to Report PED24222.</p>

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<p>Development Engineering Section, Growth Management Division, Planning and Economic Development Department.</p> <p>(continued)</p>	<p>The owner shall complete a comprehensive sanitary sewer servicing study from the subject site to the Woodward sewage treatment plant to support the development proposal for the subject site. The sanitary sewers on Kenora Avenue will be required to be upgraded/upsized to accommodate the subject development.</p> <p>A comprehensive sanitary drainage area plan for the subject site showing sanitary sub-catchments (showing area, population, etc.) as per the City standard is required.</p> <p>The owner shall submit an overall subdivision grading plan that shows how the individual blocks will be graded and drained in the interim development conditions (post servicing but prior to Site Plan Control) such that they drain independently and do not adversely affect adjacent blocks, private lands or municipal infrastructure (on Street ‘A’, Queenston Road, Kenora Avenue, and Centennial Parkway North). Further, each block shall have at least one dedicated outlet to the municipal system which must meet minimum vertical requirement (i.e. 1.2 metre depth of cover).</p> <p>The maximum day domestic water usage for the development, based on the approximate population-based approach, has been</p>	

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<p>Development Engineering Section, Growth Management Division, Planning and Economic Development Department.</p> <p>(continued)</p>	<p>calculated as 54.26 L/s. This calculation is acceptable.</p> <p>The Watermain Hydraulic Analysis should demonstrate the pressures within the district during the various demand and boundary condition scenarios to ensure the development does not cause pressure below the acceptable range in the district.</p> <p>The applicant did not provide any discussion on groundwater interaction with the proposed structure in the post-construction period. Due to limited capacity in the sewer system among other factors, the applicant shall demonstrate that no long-term dewatering (due to groundwater) will be conveyed to the municipal sewer infrastructure. Foundation / subsurface structures shall be designed / waterproofed accordingly or a minimum of one metre separation between the seasonal high groundwater table and building foundation must be demonstrated.</p>	
<p>Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department</p>	<p>Transportation Planning supports the Draft Plan of Subdivision application subject to conditions.</p> <p>Revisions to the Transportation Assessment are required to demonstrate the operations of the external and internal road connections and</p>	<p>These matters have been addressed as Condition Nos. 21 to 36 of Appendix “C” attached to Report PED24222.</p>

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<p>Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department</p> <p>(continued)</p>	<p>to examine the potential of providing a signal at Centennial Parkway North and Street ‘A’.</p> <p>Further analysis is required to explore interim and ultimate lane configurations of Kenora Avenue and Street ‘A’, specifically to determine if a shared westbound left-turn/right-turn lane, versus separate turning lanes, will provide adequate levels of service while discouraging northbound traffic on Kenora Avenue.</p> <p>The submitted Pedestrian / Cyclist Circulation review is generally to the satisfaction of Transportation Planning; however, further information is required on the types and treatments of the crossings that are proposed to support the anticipated heavy pedestrian volumes through the site.</p> <p>The applicant will be required to convey the identified right-of-way dedications and daylight triangles free and clear to the City as identified in the Conditions of Draft Plan approval.</p> <p>Additional right-of-way dedications may be required as determined by Metrolinx which is needed to accommodate the future LRT railway, platform, and other LRT infrastructure.</p>	

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<p>Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department</p> <p>(continued)</p>	<p>This right-of-way width, which exceeds the basic requirement, is supported by the Council Approved Urban Hamilton Official Plan: Chapter C – City Wide Systems and Designations, 4.5.6.7 – Right-of-Way Dedications.</p>	
<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 buildings 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, which include the specifics like the size of the waste room, the number of bins, chute design for the building layout and the road base design along the access route.</p>	<p>Specific design details will be addressed at the Site Plan Control stage.</p> <p>Note No. 2 of Appendix “C” attached to Report PED24222 notes that the proposed development is required to meet the City’s standards to be eligible for municipal waste collection.</p>
<p>Landscape Architectural Services and Parks and Cemeteries Sections, Environmental Services Division, Public Works Department</p>	<p>Blocks 12 to 14, previously proposed as park blocks, do not necessarily function purely as parkland as they serve as a pedestrian thoroughfare from Queenston Road to the mall. This is more of a plaza space than traditional parkland.</p>	<p>The Draft Plan of subdivision has been revised to replace the public park blocks with Privately Owned Public Space.</p>

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<p>Landscape Architectural Services and Parks and Cemeteries Sections, Environmental Services Division, Public Works Department</p> <p>(continued)</p>	<p>These spaces are welcomed but it will be important to distinguish if they are intended to be private or publicly accessible. If accessible, the spaces should be comfortable for residents and visitors. Given the setback of adjacent residential/commercial units, it may be a challenge to properly define public and private space.</p> <p>As the parkland is split into three blocks, divided by roads, it will be important to provide protected crossings and make appropriate connections between the three spaces.</p> <p>For public spaces, there will need to be agreements and parameters in place for the proposed commercial uses to spill out into public lands. Particularly, maintenance requirements, who pays for and maintains site furnishing in this area (such as restaurant tables, chairs, lights, planters, and umbrellas), and timing of use. It will be vital to determine ownership, liability, maintenance access, etc. as part of a legal agreement associated with these lands and associated underground structure. In this regard it will also be important to understand the extent of impacts to the parkland on the surface layer of the space should maintenance be required below grade for typical, more frequent maintenance as well long term, large scale maintenance of the</p>	<p>This resolves many of the concerns previously identified by Landscape Architectural Services and Parks and Cemeteries Staff. Details of the proposed Privately Owned Public Space will be further developed through Condition No. 42 of Appendix “C” attached to Report PED24222, which requires that urban design architectural guidelines be prepared. These details will be further implemented at the Site Plan Control stage.</p> <p>Condition No. 52 of Appendix “C” attached to Report PED24222 requires that the Owner enter into an agreement with the City to provide Privately Owned Public Space on Blocks 12, 13, and 14. This agreement will deal with matters including, but not limited to, the long-term ownership, maintenance, and public access of the lands, which may also include the registration of any necessary easements, and the provision of a parkland credit as may be required under the <i>Planning Act</i>.</p>

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<p>Landscape Architectural Services and Parks and Cemeteries Sections, Environmental Services Division, Public Works Department</p> <p>(continued)</p>	<p>parking structure. Additionally, details such as timelines for advanced notice of required maintenance to the City will need to be addressed so that public notice/consultation is possible.</p> <p>Design details of the underground structure should be worked through with City staff and the proponent so that there is enough room in the horizontal layer to be parkland and accommodate amenities within the space (trees and hard surfacing).</p>	
<p>Forestry and Horticulture Section, Environmental Services Division, Public Works Department</p>	<p>Forestry does not approve the Tree Management Plan dated March 12, 2024. The plans have not captured the municipal and private trees that are located along the south side of Delawana Drive west of Centennial Parkway North. If this section of the property is proposed for development, then these trees are required to be captured on the plans.</p> <p>A detailed Landscape Planting Plan, prepared by a Registered Landscape Architect, showing the placement of trees on internal/external City property, is required.</p>	<p>These have been addressed as Condition Nos. 48 to 50 of Appendix “C” attached to Report PED24222.</p>

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<p>Growth Planning Section, Growth Management Division, Planning and Economic Development Department</p>	<p>It should be confirmed if tenure for any portion of the subject proposal will be Condominium and if so if there will be one corporation or multiple corporations. It is noted that multiple corporations could require the need for reciprocal easements. A PIN Abstract would be required with the submission of a future Draft Plan of Condominium application.</p> <p>Addresses for this proposal will be determined through the Draft Plan of Subdivision process.</p> <p>Growth Planning Section also included a note on the lapsing of Draft Plan Approval.</p>	<p>Should a Draft Plan of Condominium application be submitted, a PIN Abstract will be required as part of a complete application.</p> <p>Addressing has been addressed as Condition No. 20 of Appendix “C” attached to Report PED24222.</p> <p>Note No. 1 has been included that indicates that 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.</p>
<p>Hamilton Street Railway</p>	<p>Hamilton Street Railway continues to move forward with its (Re)envision transit network re-design initiative which, among several objectives, aims to improve bus network connectivity to Light Rail Transit and to a network of rapid transit bus routes that are planned to serve a series of major activity centres throughout the City of Hamilton.</p>	<p>The proposed bus terminal will be located in Block 10 at-grade below a proposed mixed use building. Condition Nos. 37 to 40 of Appendix “C” attached to Report PED24222 have been included to secure an agreement for a new 10-bay bus terminal, to ensure existing bus service is maintained, to provide safe pedestrian crossings between Blocks 12 and 13, and to submit and implement a revised Transportation Impact Study.</p>

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<p>Hamilton Street Railway</p> <p>(continued)</p>	<p>Changes in land use at this sub-regional centre, combined with the implementation of Light Rail Transit service, will have a significant impact on Hamilton Street Railway operations. The proposed relocation of the existing Hamilton Street Railway bus terminal and its relationship to adjacent land uses should be carefully planned to achieve improved future connectivity between bus and light rail. It is of the upmost importance that findings contained within the Transportation Impact Study reflect the outcomes of forecasted travel changes for all modes, such that final design and mitigation measures support the overall objective of encouraging future walk/bike/transit trips while minimizing negative impacts on roadway level of service during peak and off-peak travel periods.</p>	
<p>Infrastructure Renewal, Engineering Services Division, Public Works Department.</p>	<p>A trunk sanitary sewer installation on Centennial Parkway North is scheduled to commence in 2026 along the frontage of the subject lands. Any works required within the Centennial Parkway North right-of-way should be coordinated with City Public Works to avoid conflicts.</p>	<p>The owner has been made aware of the upgrades and will coordinate their detailed design and analysis with the planned upgrades on Centennial Parkway North, as required under Condition No. 4 of Appendix “C” attached to Report PED24222.</p>

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<p>Development Charges Programs and Policies, Corporate Services Division, Finance and Corporate Services Department.</p>	<p>Please be advised that there are no outstanding Municipal Act Sewer and Water charges for 75 Centennial Parkway North.</p>	<p>Noted.</p>
<p>Metrolinx</p>	<p>All construction staging work required on Queenston Road must be removed from the Light Rail Transit corridor before 2025.</p> <p>Blocks 10 and 12 do not reflect property requirements for Light Rail Transit. Property acquisition is required to accommodate road widening for the Light Rail Transit along the north side of Queenston Road. Between Kenora Ave and the proposed site driveway, a range of 4.9 metres – 9.5 metres of property is required beyond the existing Queenston Road Right-of-way for Light Rail Transit. Additional property may be required for utility connections. Coordination may be required in the future. The City of Hamilton may have other requirements based on future plans. Temporary easements may be required during Light Rail Transit construction. Construction coordination may be required depending on timing of construction for the Light Rail Transit and the development.</p> <p>Additional information will need to be provided for both public and private utilities. Any proposed sanitary, storm and water service</p>	<p>Condition Nos. 16 to 19 of Appendix “C” attached to Report PED24222 have been included to ensure that service connections are not located within Queenston Road, to ensure appropriate streetscaping within Queenston Road, to demonstrate that the proposed development does not cause traffic congestion onto Kenora Avenue, and to provide a right-of-way dedication along the north side of Queenston Road.</p> <p>A Corridor Development Permit from Metrolinx is applicable law and is required prior to obtaining a building permit from the City.</p>

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<p>Metrolinx (continued)</p>	<p>laterals should be serviced from Kenora Avenue or Centennial Parkway North. No new service connections should be provided from Queenston Road. If new services are required from Queenston Road, they should be serviced using the same alignment as existing connections and should be coordinated with Light Rail Transit design. Design must comply with City of Hamilton storm, sanitary and watermain standards. Proposed private utility services (Electrical, Telecommunication and Gas) are not found on the Site Servicing Plan. Private utilities should be serviced from Kenora Avenue, Centennial Parkway North via the New Public Road (Street ‘A’). No new service connection should be provided from Queenston Road. If new services are required from Queenston Road, they should be serviced using the same alignment as existing connections and should be coordinated with Light Rail Transit design.</p> <p>Any streetscaping proposed within Queenston Road right-of-way would need to be coordinated with Light Rail Transit design.</p> <p>The development should match existing grades based on property acquisition discussions. Additional information will be required to confirm if sufficient horizontal clearance is provided from the basement outline to the</p>	

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<p>Metrolinx (continued)</p>	<p>property line based on property acquisition discussions for constructability and operation. The location of the building immediately adjacent to the Light Rail Transit stop channelizes pedestrian transfers between the bus terminal and the Light Rail Transit stop.</p> <p>There is potential concern due to the location of the bus terminal entrance in relation to the intersection of Kenora Avenue and Queenston Road. The developer is to confirm, through traffic modelling, that buses and potentially passenger vehicles turning into the bus terminal do not back up along Kenora Avenue, blocking the intersection. Buses and passenger vehicles cannot block the Light Rail Transit guideway due to Light Rail Transit switch through the intersection.</p> <p>The proposed water metre chamber at the northeast corner of Queenston Road and Kenora Avenue is in conflict with the Light Rail Transit tracks.</p> <p>The <i>Building Transit Faster Act</i> (July 8, 2020) enables Metrolinx to design and deliver Priority Transit Projects faster, inclusive of the Hamilton Light Rail Transit, a new transit corridor planned for this vicinity. Metrolinx is currently in</p>	

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<p>Metrolinx (continued)</p>	<p>the process of designing and procuring for the delivery of this transit project, as well as implementing new coordination measures and tools stemming from the corridor control provisions of the <i>Building Transit Faster Act</i>, to engage more effectively with municipalities and the development community at large pertaining to these Priority Transit Projects. A component of these new tools is the requirement for the development proponent to apply to Metrolinx to obtain a Corridor Development Permit where development projects fall within a transit project’s corridor control lands, prior to receiving a building permit from the City of Hamilton. The intent of the Corridor Development Permit is to protect for the design and delivery of Priority Transit Projects, while concurrently working with and supporting other planned and active projects in the area. As such, there will be construction coordination required between the Hamilton Light Rail Transit and that of the development lands, to be resolved through a Corridor Development Permit. Metrolinx will continue to work with the City and the proponent collaboratively to support both projects being constructed in a timely manner.</p>	

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<p>Metrolinx (continued)</p>	<p>Please be advised that this property is located within the project study area and footprint of the Hamilton Light Rail Transit. A 2011 Environmental Project Report and a 2017 Environmental Project Report Addendum – Amended have been completed to assess how existing environmental conditions may be affected and controlled as a result of the project, including but not limited to noise and vibration, traffic and transportation, and the natural environment.</p>	
<p>Bell Canada</p>	<p>Bell Canada requests that as a condition of approval that the Owner agrees to convey any easements deemed necessary by Bell Canada and that Owner is responsible for relocation of existing Bell Canada facilities should a conflict arise.</p>	<p>This has been addressed as Condition Nos. 57 and 58 of Appendix “C” attached to Report PED24222.</p>
<p>Enbridge Gas Inc.</p>	<p>Requests that as a condition of final approval that the owner/developer provide to Enbridge the necessary easements and/or agreements for the provision of gas services for this project.</p>	<p>This has been addressed as Condition No. 59 of Appendix “C” attached to Report PED24222.</p>
<p>Alectra Utilities</p>	<p>Developers to grant Alectra an easement, if required.</p>	<p>This has been addressed as Condition No. 56 of Appendix “C” attached to Report PED24222.</p>