

CONSULTATION – DEPARTMENTS AND AGENCIES

Department/Agency	Comment	Staff Response
<ul style="list-style-type: none"> • Corporate Real Estate, Economic Development Division, Planning and Economic Development Department; and, • Hydro One. 	<p>No Comment.</p>	<p>Noted.</p>
<p>Development Engineering Section, Growth Management Division, Planning and Economic Development Department.</p>	<p>The development of the subject lands must comply with the Master Servicing Strategy for the Airport Employment Growth District.</p> <p>There is an existing 450 mm sanitary sewer on Airport Road West and there are existing 375 mm sanitary sewers located in the Lancaster Heights Subdivision to the east, one on Westland Drive, and the second one through a utility lot located at 144 Freedom Crescent.</p> <p>There is an existing 400 mm watermain on Airport Road West and an existing 300 mm watermain located on Westland Drive to the East.</p> <p>A watermain hydraulic analysis report shall be provided during the detailed design to determine if an additional looping (400 mm watermain on the Airport Road West) is required to provide adequate pressure and volume within the proposed development.</p> <p>The subject site drains naturally from north to south within two existing drainage features traversing the site from the northwest through an existing 900 mm culvert crossing Airport Road and from the east to</p>	<p>Development Engineering’s conditions are included as Condition Nos. 1 to 43 of Appendix “G” attached to Report PED24195. Conditions that address watermain and sanitary services and stormwater management follow below.</p> <p>Condition Nos. 2, 18 d), and 21 of Appendix “G” attached to Report PED24195 are included to address requirements for Low Impact Development in accordance with the Airport Employment Growth District Subwatershed Master Plan.</p>

Department/Agency	Comment	Staff Response
<p>Development Engineering Section, Growth Management Division, Planning and Economic Development Department. (continued)</p>	<p>south property line. Both features drain into roadside ditches located along Highway No. 6 and then continue southerly via two culverts on the west and east sides of Highway No. 6, eventually discharging into the small tributary at the headwater of Welland River.</p> <p>The proposed design shall provide sizing of a Low Impact Design facility to meet water balance targets per the Airport Employment Growth District Subwatershed Study and Stormwater Master Plan dated April 2017.</p> <p>It is not anticipated that there will be any City cost share for the proposed development.</p> <p>The construction and future maintenance of the proposed stormwater management pond will be the sole responsibility of the proponent at their expense.</p> <p>Any removal or replacement of the existing utilities on Airport Road West fronting the subject site shall be coordinated with the designated utility companies. The applicant shall obtain all required permits from the utility companies and approval from Public Works, all at the sole responsibility of the proponent's expense.</p> <p>A private fence/landscape buffer shall be required between the subject development and the adjacent existing residential subdivision to the east.</p>	<p>Condition No. 37 of Appendix "G" attached to Report PED24195 requires the submission of a watermain hydraulic analysis.</p> <p>Noted.</p> <p>Noted.</p>

Department/Agency	Comment	Staff Response
<p>Development Engineering Section, Growth Management Division, Planning and Economic Development Department.</p> <p>(continued)</p>	<p>To eliminate light spillage from the proposed parking lot to the residential subdivision “Lancaster Height Subdivision”, photometric design will be required to provide a zero-light cut-off at the property line, at the Proponent's sole expense.</p> <p>A private fence along the west limit of the subject site, and south limit of the proposed stormwater management facility shall be provided, at the proponent's sole expense.</p> <p>The proposed cul-de-sac shall be designed and constructed in accordance with City Standards to accommodate the generated traffic from the site and an adequate transition curve, driveway width, and visibility triangles on the proposed driveways to facilitate turning movements of vehicles and trucks, and provide an adequate sight line, all at the Proponent’s sole expense. Detailed design will be reviewed during the Site Plan Control detailed design stage.</p> <p>The proponent shall pay the City the appropriate portion for the future urbanization of Airport Road West fronting the subject property based on the “new roads servicing rates” at the time of the payment.</p> <p>The 0.3 metre reserve (Block 272) on Westland Drive on Plan 62M-1275 shall be lifted prior to the registration of the draft plan of the subdivision.</p>	<p>Condition No. 5 of Appendix “G” attached to Report PED24195 addresses stormwater management maintenance and responsibility.</p> <p>Condition No. 14 of Appendix “G” attached to Report PED24195 addresses permitting from utility companies.</p> <p>Condition No. 31 of Appendix “G” attached to Report PED24195 addresses fencing requirements. Through the Site Plan Control Stage lighting trespass will be addressed.</p> <p>Condition Nos. 28 and 33 of Appendix “G” attached to Report PED24195 require the cul-de-sac to be designed and constructed to City Standards. Design for individual driveway widths and visibility triangles will occur at the Site Plan Control stage.</p>

Department/Agency	Comment	Staff Response
<p>Development Engineering Section, Growth Management Division, Planning and Economic Development Department.</p> <p>(continued)</p>	<p>Grading Plans shall be reviewed and approved by the Ministry of Transportation, and Enbridge and acquire the necessary permits as a condition of the Draft Plan Approval.</p> <p>The proponent shall be responsible for upgrading the existing sanitary sewers on Provident Way up to the Homestead Pumping Station at their sole expense including the re-installation of the laterals of the existing houses if required. Sanitary capacity issues are being addressed as a condition of the Draft Plan Approval.</p> <p>Please note that the proposed retaining wall along the west side of Block 2 shall be located entirely within the private site. Future maintenance will be the Proponent's sole responsibility and be registered on title as a condition of the Draft Plan Approval.</p> <p>To service the proposed blocks, it is anticipated that a Joint Use Agreement (including a joint service agreement and a common private drainage, and a reciprocal easement agreement) for storm sewer, overland flow route, stormwater facility, and watermain will be required.</p> <p>A blanket access easement over the proposed Stormwater Management Pond in favor of the City shall be provided.</p>	<p>Condition No. 7 of Appendix “G” attached to Report PED24195 requires payment for future urbanization of Airport Road West.</p> <p>Condition No. 22 of Appendix “G” attached to Report PED24195 requires the lifting of the 0.3m reserve.</p> <p>Noted.</p> <p>A retaining wall is proposed on the west side of Block 2 and east of the 10m watercourse/wetland buffer. Condition No. 32 of Appendix “G” attached to Report PED24195 will require a Structural Engineer to review and design any retaining wall more than 1.0 metre in height.</p> <p>Condition No. 7 of Appendix “G” attached to Report PED24195 addresses the future urbanization of Airport Road West.</p> <p>Noted.</p>

Department/Agency	Comment	Staff Response
<p>Development Engineering Section, Growth Management Division, Planning and Economic Development Department.</p> <p>(continued)</p>		<p>Condition No. 14 of Appendix “G” attached to Report PED24195 addresses the requirement for grading plan review by the Ministry of Transportation and Enbridge.</p> <p>Condition No. 26 of Appendix “G” attached to Report PED24195 addresses the upgrading of sanitary and pumping infrastructure.</p> <p>Condition No. 32 of Appendix “G” attached to Report PED24195 addresses the retaining wall.</p> <p>Condition No. 11 of Appendix “G” attached to Report PED24195 addresses the requirement for a Joint Use Agreement.</p> <p>Condition No. 5 of Appendix “G” attached to Report PED24195 addresses the blanket access easement.</p>

Department/Agency	Comment	Staff Response
<p>Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department</p>	<p>Transportation Planning staff have approved the submitted Transportation Impact Study. The proposal can be accommodated within the surrounding road network providing key improvements are implemented to accommodate an increase in heavy vehicle volume to the surrounding transportation network.</p> <p>The applicant will be required to enter into a cost sharing agreement to facilitate improvements to the intersection of Upper James Street and Airport Road West, provide design and cost estimate of installation of 1.5 metre wide sidewalks on both sides of the new proposed street and on the west side of Provident Way, provide design and cost estimate for a protected intersection at Provident Way and Westland Drive, and provide a raised centre median south of Provident Way and the proposed street intersection to function as a visual cue to entering a residential area.</p> <p>The existing right-of-way at the subject property along Airport Road West varies from approximately ±21 metres to 39 metres. Approximately ±3 metres are to be dedicated to the right-of-way on Airport Road West for a portion of the property to achieve a minimum overall right-of-way width of 26.213 metres, as per the Council Approved Urban Official Plan: Chapter C - City Wide Systems and Designations, 4.5 Road Network Functional Classification, 4.5.2.</p> <p>The existing right-of-way at the subject property along Provident Way and Westland Drive is 26.213 metres. Right-of-way dedications along Provident Way and Westland Drive are not required as the</p>	<p>Condition Nos. 55 to 58 of Appendix “G” attached to Report PED24195 ensure necessary cost estimates and installations are provided. Further details for the Provident Way / Westland Drive intersection will be reviewed at the detailed design stage to ensure the intersection is controlled via all-way stop, is designed with ‘protected intersection’ concepts such as tight turning radii, enhanced pavement markings, appropriate signage, enhanced street lighting and gateway features.</p> <p>Condition Nos. 57 and 58 of Appendix “G” attached to Report PED24195 ensure appropriate right-of-way dedications will be provided.</p>

Department/Agency	Comment	Staff Response
Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department (continued)	existing right-of-way meets the requirements as per the Council Approved Urban Official Plan: Chapter C - City Wide Systems and Designations, 4.5 Road Network Functional Classification, 4.5.2.	
Transit Strategy and Planning, Transit Division, Public Works Department	The development is in close proximity to a bus stop on Airport Road West at East Cargo Road/Provident Way. The proposed pedestrian connection between that stop and this development is appreciated. Transit staff are satisfied with the pedestrian circulation proposed.	Noted.
Waste Policy and Planning Section, Waste Management Division, Public Works Department	The development is an industrial property which is ineligible for municipal waste collection as outlined in the City of Hamilton’s Solid Waste Management By-law No. 20-221. A private waste hauler must be arranged for the removal of all waste materials.	Note No. 2 of Appendix “G” attached to Report PED24195 indicates the lands are ineligible for municipal waste collection. Noted.
Forestry and Horticulture Section, Environmental Services Division, Public Works Department	The tree protection plans, L-1 and L-2, revision No.1 dated February 22, 2024, prepared by Adesso Design Inc. are approved. A detailed landscape plan will be required at the Site Plan approval stage.	Noted. Landscape Plan will be addressed at the Site Plan Control Stage.

Department/Agency	Comment	Staff Response
<p>Growth Planning Section, Growth Management Division, Planning and Economic Development Department</p>	<p>The proposal abuts Registered Plans of Subdivision 62M-1275 and the implications of the proposed development regarding the subdivision should be determined.</p> <p>Require the owner and agent to work with them to finalize municipal addressing prior to registration.</p> <p>Require a note be added to the draft approval conditions:</p> <p>Pursuant to Section 51(32) of the Planning Act, draft approval shall lapse if the plan is not given final approval within 3 years. However, extensions will be considered if a written request is received two months before the draft approval lapses.</p>	<p>Noted.</p> <p>The lands fronting Highway No. 6 will be dedicated to Ministry of Transportation and will not be used for access. Transportation Planning staff have noted that Airport Road West will not be able to support any accesses because of the proximity to the highway ramp.</p> <p>Condition No. 18 of Appendix “G” attached to Report PED24195 requires the design to be in accordance with the Airport Employment Growth District Subwatershed Study and Stormwater Master Plan and Condition No. 7 requiring cash for urbanization of Airport Road West is consistent with the Airport</p> <p>Note No. 1 of Appendix “G” attached to Report PED24195 includes a lapsing provision.</p> <p>Employment Growth District Transportation Master Plan.</p> <p>A condition for municipal addressing is included as Condition No. 54 of Appendix “G” attached to Report PED24195.</p>

Department/Agency	Comment	Staff Response
Landscape Architectural Services, Strategic Planning Division, Public Works Department.	Cash-in-lieu of parkland dedication will be requested at the Building permit stage.	The payment will be addressed during the Building Permit stage.
Niagara Peninsula Conservation Authority	<p>One existing watercourse is proposed to be buried. The Niagara Peninsula Conservation Authority has no objection in principle to the watercourse being buried provided:</p> <ul style="list-style-type: none"> • The infrastructure can safely convey the 100-year peak flows; • All maintained watercourses shall be placed in their own dedicated block that is sufficiently sized to adequately convey the 100 year storm flood events; and, • Prior to construction, the Niagara Peninsula Conservation Authority will require that finalized grading, storm servicing, stormwater management, and construction sediment control drawings be circulated to this office for review and approval. <p>Given the existing land use (active agriculture), retaining the wetland in situ, and providing a 10 m buffer to the eastern side of this feature along with the proposed Western Enhancement Area and Eastern Enhancement Area is considered an ecological net gain by the Niagara Peninsula Conservation Authority if these areas (10 m buffer, Western and Eastern Enhancement Areas) are proposed to be vegetated with native plantings and seed mixes.</p>	The Niagara Peninsula Conservation Authority review prior to construction is addressed as Condition No. 59 of Appendix “G” attached to Report PED24195.

Department/Agency	Comment	Staff Response
Enbridge	<p>The stormwater management pond proposed at the south end of the subject site indicates construction activity taking place within the Enbridge pipeline's prescribed area, which is the area 30 m to either side of the pipeline centreline. Consents are required for any ground disturbances taking place within the prescribed area.</p> <p>In addition to the ground disturbance for pond construction taking place within the prescribed area, it is anticipated that certain activities will be taking place within the Enbridge pipeline right-of-way in support of this project. Please note that ground disturbances, vehicle crossings, and temporary storage should not be taking place within this right-of-way without the appropriate permissions.</p> <p>To ensure the safety of all parties, Enbridge wishes to strongly emphasize the importance of placing a One Call to locate any infrastructure prior to any work taking place on the subject site.</p> <p>The two large warehouses proposed within Block 2 are within the Class Location Assessment Area for the Enbridge pipeline. This is the area that federal and provincial regulations dictate must be monitored by operators for any potential for people-gathering, hazardous uses, and/or concentration of dwelling units within a certain proximity of pipeline infrastructure, to ensure the safe and secure operations of that infrastructure.</p> <p>Enbridge requests that the applicant/jurisdiction keeps them informed of any structural development taking place within the Assessment Area of the</p>	<p>Noted. Enbridge Pipeline's requirements are provided as Condition No. 60 of Appendix "G" attached to Report PED24195.</p>

Department/Agency	Comment	Staff Response
<p>Enbridge (continued)</p>	<p>subject site, and any intended warehouse uses, as we anticipate an eventual change in Class designation relating to the implied uses.</p>	
<p>Hamilton International Airport</p>	<p>The proposed applications were assessed against TP 312, 5th edition Obstacle Limitation Surface (OLS) John C. Munro Hamilton International Airport Zoning Regulations SOR/2017-200 and the Airport Noise Exposure Forecast (NEF) contours. Based on the information provided, the preliminary assessment shows that the lands fall within the Airport Zoning Regulations (AZR), particularly the Outer Surface.</p> <p>The land is subject to building/structure height restrictions, vegetation growth and wildlife hazard control and compliance with prohibition of interference with aircraft communications and navigational facilities. However, it is the responsibility of the developer to demonstrate compliance with the AZR through a Legal Land Survey attesting clearance of the surfaces as specified in Transport Canada Advisory Circular (AC) 602-003, with a copy provided to Hamilton International Airport staff.</p> <p>The Airport identified that the proposed development plan must also be submitted to NAV CANADA and Transport Canada for navigational system assessment and aeronautical evaluation, respectively. Further assessment is required by the Airport, NAV CANADA and Transport Canada should the applicant decide to proceed with buildings on the lands.</p>	<p>Condition Nos. 67 and 68 of Appendix “G” attached to Report PED24195 require the owners to demonstrate compliance with the Airport Zoning Regulations and receive clearance from the Hamilton International Airport as well as Transport Canada.</p> <p>Through Site Plan Control the proponents will have to ensure the Airport Zoning Regulations are adhered to through a Legal Land Survey.</p> <p>Through Site Plan Control NAV Canada and Transport Canada will be circulated the Site Plan Control application and related materials.</p>

Department/Agency	Comment	Staff Response
<p>Hamilton International Airport (continued)</p>	<p>The drawdown time for rooftop storage, dry ponds or any an open water storage reservoir cannot exceed a period of 48 hours to reduce wildlife hazard, particularly birds that may create a hazard for aviation safety.</p>	
<p>Ministry of Transportation Ontario</p>	<p>Ministry of Transportation have no objection in principle with the proposed applications.</p> <p>All above and below ground structures (including but not limited to, frontage roads, fire routes, stormwater management facilities [ponds/drainage channels], retaining walls and servicing/utilities) must be setback a minimum of 14.0 metres from all ministry property limits. Ensure that the Ministry’s setback requirements are stipulated in the zoning by-law.</p> <p>Encroachment onto the highway right-of-way will not be permitted.</p> <p>MTO does not permit any lighting trespass onto the Ministry’s right-of-way.</p> <p>Direct access to Ministry lands will not be permitted. All access to the subject site will be via the internal municipal road system.</p> <p>The Traffic Impact Study, prepared by Paradigm Transportation Solutions Limited and dated February 2024 is sufficient for MTO requirements.</p>	<p>Condition Nos. 62 to 66 of Appendix “G” attached to Report PED24195 address Ministry of Transportation review and approval of the draft plan of subdivision, stormwater management report, grading, and servicing plans.</p> <p>MTO’s 14 metre special setback requirement is included in City of Hamilton Zoning By-law No. 05-200 as a general provision.</p>

Department/Agency	Comment	Staff Response
Canada Post	The proposed Draft Plan of Subdivision will receive mail service to centralized mail facilities provided through the Community Mailbox program.	Condition Nos. 69 to 71 Appendix "G" attached to Report PED24195 address Canada Post's requirements.
Union Gas	As a condition of draft plan approval the owner/developer provide to Union Gas the necessary easements and/or agreements required by Union Gas for the provision of gas services for this project, in a form satisfactory to Enbridge.	Condition No 61 attached to Appendix "G" attached to Report PED24195 addresses this.
Bell Canada	As a condition of draft plan approval the owner/developer provide to Bell Canada the necessary easements required for the provision of telecommunications facilities.	Condition Nos. 72 and 73 Appendix "G" attached to Report PED24195 address Bell Canada's requirements.