

CONSULTATION – DEPARTMENTS AND AGENCIES

Department/Agency	Comment	Staff Response
<ul style="list-style-type: none"> • Commercial Districts and Small Business, Economic Development Division, Planning and Economic Development Department; • Hydro One Networks Inc.; and, • Metrolinx. 	<p>No Comment.</p>	<p>Noted.</p>
<p>Engineering Approvals Section, Growth Management Division, Planning and Economic Development Department.</p>	<p>Development Engineering does not support this application since it is not consistent with the Fruitland-Winona Block 3 Servicing Study as approved by Council. Any changes to the approved Fruitland-Winona Block 3 Servicing Study will require a Council approved amendment.</p> <p>The proposed sanitary and storm outlets are not consistent with the Fruitland-Winona Block 3 Servicing Strategy.</p> <p>The application is premature until the storm, sanitary and watermain outlets can be obtained through abutting lands.</p>	<p>A revised Storm Water Management Report, Functional Servicing Report, updated Watermain Hydraulic Analysis, Geotechnical Investigation, Hydrogeology Report, and related drawings (i.e. Grading Plans, Stormwater Management and Servicing Plans) are required.</p>

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<p>Engineering Approvals Section, Growth Management Division, Planning and Economic Development Department. (continued)</p>	<p>The proposed design does not accommodate the future servicing of the vacant lands and the future residential lands to the east of the subject lands up to Street ‘E’ shown in the Fruitland-Winona Block 3 Servicing Study. The future land use of these areas is unclear including how these lands will be serviced based on the proposed servicing proposal for the subject lands.</p> <p>The proposed servicing design does not follow the layout shown in the Fruitland-Winona Block 3 Servicing Study. Street ‘P’ is required to accommodate the servicing of all the external lands abutting the west and east property limits to meet the City’s Sewer Use By-law which prohibits servicing easements and Joint Service Agreements.</p> <p>The proposed development consists of 47 units per hectare which is greater than the 30 units per hectare density assigned to Townhouses from the City’s Development Guidelines.</p> <p>The proposed storm sewer on Street ‘B’ has not been sized to accommodate the external lands to the south.</p>	
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<p>Transportation Planning Section, Transportation</p>	<p>Transportation Planning does not support the Official Plan Amendment and Zoning By-law</p>	<p>A revised Traffic Impact Study is required. Revisions are required to the</p>

<p>Planning and Parking Division, Planning and Economic Development Department</p>	<p>Amendment applications, until a revised Transportation Assessment confirming suitability of interim vehicular access via the proposed condominium road connection to McNeilly Road and any temporary infrastructure improvements to support the transportation needs of this development.</p> <p>The proponents submitted a Traffic Impact Study, prepared by Stantec dated July 30, 2024. However, the Traffic Impact Study is not approved as revisions are required.</p> <p>The proposed road network and building layout is not reflective of the Fruitland-Winona Secondary Plan and associated Block 3 Servicing Strategy for this area. Access for the subject site is to be provided by the planned road network, namely Streets 'D' and 'P' as shown on Block 3 Servicing Strategy, Figure 1. Since these roads have not yet been constructed up to the subject lands, the application is premature.</p> <p>A pedestrian walkway or trail must extend from the south boundary of Block 3 through Block 5 for access to Highway No. 8, consistent with</p>	<p>Draft Plan of Subdivision to ensure pedestrian connection to Highway No. 8 through the site to Street A. Revisions are required to the Draft Plan of Subdivision to accommodate an appropriate radius for temporary streets.</p>
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<p>Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department (continued)</p>	<p>the Active Transportation Network policies, among other policies, of the Urban Hamilton Official Plan and Fruitland-Winona Secondary Plan. Public access must be secured either by easement or some other acceptable means of access / right-of-way.</p> <p>Any new road (i.e., Street ‘A’) that terminates temporarily will require easements in favour of the city on the adjacent private land(s) to accommodate a cul-de-sac with a 13 metre pavement radius. The temporary easement(s) must be shown on the draft subdivision plan.</p>	
<p>Real Estate Section, Economic Development Division, Planning and Economic Development Department</p>	<p>Real Estate staff have been engaged in discussions to acquire the necessary lands in the area to form a park. Real Estate staff continue to pursue opportunities to purchase the lands needed for the park at market value and have previously indicated an interest in working with the applicant to acquire the necessary park lands as identified in the Secondary Plan.</p>	<p>Park need, size and location were determined through the Secondary Plan process. The proposal is inconsistent with the Fruitland-Winona Secondary Plan.</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.</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 Block 3. In addition, notations should be included within the subdivision agreement.</p>

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<p>Forestry and Horticulture Section, Environmental Services Division, Public Works Department</p>	<p>A Tree Protection Plan, prepared by Kuntz Forestry Consulting Inc. dated May 13, 2024, was submitted in support of the development. Forestry approves the Tree Protection Plan as it relates to municipal trees, 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 a rate of one tree per 10.0 metres. All trees within the road allowance for each individual lot will fall under the subdivision agreement. Blocks 3 and 5 will be reviewed through the site plan control stage, where landscape plan conditions are required.</p>	<p>Tree plantings along each individual lot (including Block 5), 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 Block 3.</p>
<p>Growth Planning Section, Growth Management Division, Planning and Economic Development Department</p>	<p>It should be determined if there are any implications arising from Draft Plan of Subdivision Applications 25T-202208 and 25T-202009.</p> <p>The subject lands are near a defined area of cost recoveries.</p> <p>It should be confirmed if the proposed Draft Plan will be phased.</p> <p>It should be confirmed if tenure for any portion of the subject proposal will be Condominium</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> <p>Cost recoveries have not been identified by Budgets and Fiscal Policy Section, Financial Planning</p>

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<p>Growth Planning Section, Growth Management Division, Planning and Economic Development Department (continued)</p>	<p>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. Please note a PIN Abstract would be required with the submission of a future Draft Plan of Condominium application.</p> <p>It should be determined if rear yard and / or side yard easements are required for access and maintenance purposes.</p> <p>The owner and agent should be made aware that the addresses and street naming for this proposal will be determined through the Draft Plan of Subdivision and / or through the Site Plan Approval process.</p> <p>That the following be added as a Condition to the Draft Approval:</p> <ul style="list-style-type: none"> • That prior to registration, the owner and agent work with Legislative Approvals / Staging of Development Staff to finalize municipal addressing. <p>That the following be added as a Note to the Draft Approval Conditions: Pursuant to Section 51(32) of the <i>Planning Act</i>, draft approval shall lapse if the plan is not given</p>	<p>Administration and Policy Division, Corporate Services Department.</p>

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<p>Growth Planning Section, Growth Management Division, Planning and Economic Development Department (continued)</p>	<p>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>Transit Planning and Infrastructure, Transit Operations Division, Public Works Department</p>	<p>Hamilton Street Railway currently operates 55 Stoney Creek Central with a stop at Barton Street and McNeilly Road. Buses arrive generally every 30 minutes.</p> <p>With (Re) Hamilton Street Railway there are plans to operate Route 13 and 10-B Line East at the Barton Street and McNeilly Stop every 10 minutes at peak.</p> <p>While the site falls within 800m of a priority bus route, within which the Canada Public Transit Fund requires eliminating mandatory minimum off-street parking requirements, the B-Line priority bus route will not meet high-frequency standards.</p> <p>Additionally, the site is in the bottom 1% of sites by transit access across Hamilton and will remain quite isolated.</p>	<p>Noted.</p>

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Transit Planning and Infrastructure, Transit Operations Division, Public Works Department (continued)	Concrete sidewalks should be provided on all streets to ensure good pedestrian connectivity to McNeilly Road.	
Landscape Architectural Services, Public Works Department	Landscape Architectural Services staff agree with Parks staff comments. The proposed park block is undersized and too narrow to accommodate meaningful amenities. Please provide more information and show the proposal within the planned context of the surrounding area.	Noted. Refer to response below.
Trails, Parks and Open Space Operations, Public Works Department	The applicant is to provide information related to the park block on abutting lands or show it in the context of the existing secondary plan. Based on the context plan in isolation, the park block contains what appears to be an existing drainage ditch, the park block is undersized, and its shape is not conducive to recreational amenities. The proposed land use north of the park (not subject of this application) is unclear, but it may be residential based on the inclusion of a "Walkway Block 187" on the abutting landowner's property. It would be helpful to understand the whole park block proposed in the context of this development and abutting development, if the information is known and available.	Park need, size and location were determined through the Secondary Plan process in accordance with the parkland policies in Chapter B of the Urban Hamilton Official Plan. Based on the Secondary Plan that Council approved on June 4, 2013, the estimated build-out population was 15,404 persons across the Fruitland-Winona Secondary Plan area. Hamilton's current provision for Neighbourhood Parks is 0.7 hectares per 1000 people, which totals 10.8 hectares being required for

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<p>Trails, Parks and Open Space Operations, Public Works Department (continued)</p>		<p>Neighbourhood Parks in the Secondary Plan area. Accordingly, the Fruitland-Winona Secondary Plan provides 10.8 hectares of Neighbourhood Parkland with four parks distributed evenly across the Secondary Plan area, with two in the west portion and two in the east.</p> <p>The proposal is inconsistent with the Fruitland-Winona Secondary Plan.</p>
<p>Hamilton Conservation Authority</p>	<p>Hamilton Conservation Authority staff understand the proposed stormwater management system contributes flow to the municipal stormwater management facility at the northeast corner of 1054 Barton Street. Consequently, Hamilton Conservation Authority staff would defer any issues related to the drainage pattern change and system capacity to the City of Hamilton.</p> <p>The tributaries of Watercourse No. 9.0 were not identified in the mapping completed as part of the Stoney Creek Urban Boundary Expansion Subwatershed Study and the Fruitland-Winona Secondary Plan. However, these tributaries were assessed through the Block 3 Servicing Strategy (Urbantech, 2020), which determined they could be enclosed.</p>	<p>The proposed conditions would be included as draft plan of subdivision special conditions within the subdivision agreement.</p>

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<p>Hamilton Conservation Authority (continued)</p>	<p>The Provincial Planning Statement (2024) generally directs development to areas outside of hazardous lands. The subject property is affected by flooding and erosion hazards associated with the tributaries of Watercourse No. 9.0. However, since these tributaries are to be enclosed as part of site development, Hamilton Conservation Authority staff are satisfied that the proposal is consistent with the Natural Hazards policies of the Provincial Planning Statement (2024).</p> <p>The subject property is partially regulated by Hamilton Conservation Authority pursuant to the <i>Conservation Authorities Act</i> and Ontario Regulation 41/24 (Prohibited Activities, Exemptions, and Permits). The regulated areas include tributaries of Watercourse No. 9.0 and associated flooding and erosion hazards. Therefore, written permission is required prior to any proposed development or site alteration within the regulated area, including grading, construction, or watercourse alteration.</p> <p>Hamilton Conservation Authority has no objection to the approval of the Zoning By-law Amendment or Official Plan Amendment.</p>	

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<p>Hamilton Conservation Authority (continued)</p>	<p>Further, Hamilton Conservation Authority has no objection to the approval of the Draft Plan of Subdivision subject to following conditions:</p> <ol style="list-style-type: none"> 1. A final Stormwater Management Plan to the satisfaction of the Hamilton Conservation Authority. 2. A detailed Erosion and Sediment Control Plan to the satisfaction of the Hamilton Conservation Authority. 3. A detailed Lot Grading, Servicing and Storm Drainage Plan to the satisfaction of the Hamilton Conservation Authority. 4. The submission and approval of a Hamilton Conservation Authority permit pursuant to the <i>Conservation Authorities Act</i> and Ontario Regulation 41/24 (Prohibited Activities, Exemptions, and Permits) prior to any development or site alteration within the regulated areas. 	

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Alectra Utilities	<p>For Subdivision or Townhouse development, the developer needs to contact Alectra’s Engineering Design Department.</p> <p>The owner shall bear the expenses for relocation, modification, or removal of Alectra’s existing hydro facilities. The owner/developer is responsible for the cost of civil work associated with duct structures, transformer foundations, and all related distribution equipment. The owner/developer is to acquire an easement, if required and for Alectra Utilities to prepare a design and procure the materials required to service this site in a timely manner.</p>	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 draft plan of subdivision special conditions within the subdivision agreement.