

CONSULTATION – DEPARTMENTS AND AGENCIES

Department/Agency	Comment	Staff Response
<ul style="list-style-type: none"> • Commercial District and Small Business Section, Economic Development Division, Planning and Economic Development Department; • Hamilton Conservation Authority; • Trans-Northern Pipelines Inc.; • Sun-Canadian Pipe Line Co. Ltd.; • Niagara Escarpment Commission; • Metrolinx; • Imperial Infrastructure (Esso); • Landscape Architectural Services, Strategic Planning Division, Public Works Department; and, • Corporate Real Estate, Planning and Economic Development Department. 	<p>No Comment.</p>	<p>Noted.</p>
<p>Hamilton Street Railway</p>	<p>Hamilton Street Railway currently operates two routes within the vicinity of the site. Route 43 Stone Church operates with service every 15 minutes at peak and the nearest stop is across the road at Stone Church Road East and Ridgemount Drive. Route 26 Upper Wellington operates with service every 15 minutes at peak and the nearest stop is approximately 250 metres away at Upper Wentworth Street and Stone Church Road East. Route 43 also uses this stop and across these two routes, buses</p>	<p>Noted.</p>

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<p>Hamilton Street Railway (continued)</p>	<p>will arrive at this stop every five minutes at peak.</p> <p>The Stone Church route will be renumbered to Route 35 but the corridor, stops, and frequency will remain unchanged. Route 25 Upper Wentworth will now be accessible at the stop at Upper Wentworth Street and Stone Church Road East and is planned to operate with service every 15 minutes at peak. Both routes 25 and 35 will be served by the Upper Wentworth and Stone Church, and across these two routes, buses will arrive approximately every five minutes.</p> <p>The site is in the top 13% of sites by transit access across Hamilton. Accordingly, some reductions to parking may be considered by the applicant.</p>	
<p>Development Engineering Section, Growth Management Division, Planning and Economic Development Department.</p>	<p>Development Engineering reviewed the following items with regards to the subject application:</p> <ul style="list-style-type: none"> • Functional Servicing and Stormwater Management Report, prepared by SLA, dated September 2024. <p>Development Engineering identified concerns related to the hydrant flow test data to demonstrate adequate available fire flow in the existing municipal system. They are also not satisfied with the sanitary servicing as no demonstration has been made of the impact of the proposed development on the municipal sanitary sewer system downstream. Development Engineering requires revised calculations taking into consideration flows from existing residential units, and total land area of the site when considering the infiltration factor.</p> <p>Holding Provisions have been recommended to ensure these items are addressed prior to development.</p>	<p>Noted.</p> <p>A Watermain Hydraulic Analysis and an updated Sanitary Capacity Analysis is required, and revisions are being addressed through recommended Holding Provisions in the Draft By-law. Please refer to Appendix “B” attached to Report PED25021.</p>

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<p>Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department</p>	<p>Transportation Planning reviewed the submitted Transportation Impact Study document, dated October 2024, which is approved with the findings that the existing surrounding road network can accommodate the additional vehicular traffic generated by the proposed use.</p> <p>The proposed single full-moves access is acceptable, as it maintains a corner clearance of ±63 metres from Stone Church Road East and is appropriately spaced far enough from the nearest access for simultaneous inbound left-turns on Redmond Drive. Transportation Planning can accept a building envelope that results in a 3.0 metre x 3.0 metre visibility triangle at the proposed access to the parking garage, if the owner provides convex mirrors at the access of the parking garage, which will effectively achieve the requirement of a 5.0 metre x 5.0 metre visibility triangle. The applicant will be responsible for any ‘Local’ road improvements that are supported by the Official Plan, in association with their development all at their cost.</p> <p>Transportation Planning has no objection to the Zoning By-law amendment.</p>	<p>Noted. A convex mirror will be required to be identified as being implemented at the Site Plan Control application stage.</p>
<p>Legislative Approvals / Staging of Development Section, Growth Management Division, Planning and Economic Development Department</p>	<p>A PIN Abstract would be required with the submission of a future Draft Plan of Condominium application. If the intent is to phase the Condominium, Schedules “G” and “K” as per the <i>Condominium Act</i>, would be required for future phases. If the development would be condominium, it should be confirmed if the proposed parking will be unitized.</p> <p>Municipal addressing for the proposed development will be determined after conditional Site Plan approval is granted.</p>	<p>Noted.</p> <p>The proposed development is not proposed as a condominium development. The proposal would facilitate affordable rental units only.</p>

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<p>Forestry and Horticulture Section, Environmental Services Division, Public Works Department</p>	<p>Tree Management Plan dated September 14, 2024, is not approved.</p> <ul style="list-style-type: none"> • All municipal tree assets need to be denoted on future plans and in Tree Inventory Table. • All municipal tree assets within the vicinity of project scope (including all boulevard trees) require protection. • Equipment staging, material storage, site access, and utility connections need to be shown on plans. <p>Landscape Plan dated September 14, 2024, is not approved.</p> <ul style="list-style-type: none"> • Landscape Plans cannot be approved without an approved Tree Management Plan, as planting requirements and associated fees cannot be calculated until an accurate Tree Management Plan is approved by Forestry. • All trees proposed to be planted within the City setback should be denoted on plans as “Trees to be selected and planted by City of Hamilton, Forestry Section”. 	<p>Revisions to the Tree Management Plan and Landscape Plan will be required through a future Site Plan Control application.</p>
<p>Waste Policy and Planning Section, Waste Management Division, Public Works Department</p>	<p>The application has been reviewed for municipal waste collection service and does not impact the zoning by-law amendment application and will be addressed at the Site Plan Control application.</p> <p>The development will require front-end collection for the collection of garbage, recyclable containers, recyclable papers, and organic waste. As currently designed, additional information is required to determine serviceability. Revisions to the waste chute configuration, waste storage, loading and staging area, and access route will be required.</p>	<p>Revisions to the site plan drawing will be addressed through a future Site Plan Control application.</p>

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<p>Public Health Services Section, Healthy Environments Division, Healthy & Safe Communities Department</p>	<p>School travel and active transportation infrastructure in the area should be examined given the site’s proximity to St. Jean de Brébeuf Catholic Secondary School. Potential further investigation is also recommended to be completed related to identifying traffic calming measures at the intersection of Redmond Drive and Stone Church Road East.</p> <p>It is also recommended that the proponent provide bicycle parking in accordance with Zoning By-law No. 05-200, reduced on-site vehicular parking, consider sustainable design elements for the proposed building, support healthy food environments, consider community and social service considerations; and consider design elements to enhance bicycle and pedestrian access.</p> <p>Bicycle and Pedestrian Access</p> <ul style="list-style-type: none"> • It is supported that multiple separate entrances are for pedestrians to access this site safely and away from vehicles. • It is recommended that separate entrances/exits for cyclists be added that connect directly to the painted bicycle lanes on Stone Church Road away from vehicles and pedestrians. • It is recommended that a pedestrian entrance be included near the corner of Stone Church Road East and Redmond Drive so that residents have direct access to the bus stops along Stone Church Road East. 	<p>Recommendations identified regarding bicycle requirements and traffic calming will be explored through a future Site Plan Control application.</p> <p>Transportation Planning Staff did not identify the requirement for a traffic calming study, given the location and scale of the proposed development. At the time of detailed design at the Site Plan stage, Transportation Planning staff will provide additional comments on the appropriateness of any developer-funded traffic calming or cycling infrastructure upgrades that may be triggered by the proposed development.</p> <p>Specific design considerations identified in the comments will be further reviewed at the Site Plan Control stage.</p>

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Public Health Services Section, Healthy Environments Division, Healthy & Safe Communities Department (continued)	Community and Social Services <ul style="list-style-type: none"> • It is recommended that an additional private office be installed for social and community service providers to hotel on site to best serve residents of the building. With most services located downtown away from this site, providing a hoteling space within the building could increase accessibility and address inequity. 	
Infrastructure Renewal Section, Engineering Services Division, Public Works Department	Infrastructure Renewal has following comments: <ul style="list-style-type: none"> • Redmond Drive, from Stone Church to Rushdale is in our priority list of roads to be resurfaced tentatively in 2026 but has not been confirmed yet. • CPMS 11560 Stone Church Road – Upper Wellington to Upper Sherman is tentatively scheduled for road resurfacing in 2030. 	Noted. These comments have been forwarded to the applicant so that they can coordinate with Infrastructure Renewal section prior to development on the subject site.
Social Housing Section, Housing Services Division, Healthy and Safe Communities Department	No concerns about moving forward with the Holding Provision for the Tenant Relocation and Assistance Plan. The project has the support of the Housing Services Division, and a report will be presented to Council at the end of February to seek Service Manager consent for the redevelopment. If approved by Council, the proposal will be able to proceed in accordance with the Housing Services Act, 2011.	Noted.
Alectra	Alectra Utilities provided comments related to the residential electrical service requirements; the relocation, modification, or removal of any existing hydro facilities; the developers responsibilities related to construction/works required to electrify the proposed development; the process related to the design of the electrical servicing; and restrictions on construction/site alteration in proximity to existing electrical facilities.	Noted.