

**CONSULTATION – DEPARTMENTS AND AGENCIES**

Department/Agency	Comment	Staff Response
<ul style="list-style-type: none"> <li>• Corporate Real Estate, Economic Development Division, Planning and Economic Development Department; and,</li> <li>• Alectra Utilities.</li> </ul>	<p>No Comment.</p>	<p>Noted.</p>
<p>Development Engineering Section, Growth Management Division, Planning and Economic Development Department.</p>	<p>A Functional Servicing and Stormwater Management Report, prepared by S. Llewellyn &amp; Associates Limited dated April 2023, and revised January 2025 were submitted.</p> <p>The proposed development exceeds the allocation as through the development application process for DA-23-062, the commercial development, being development at the northwest corner of Upper James Street and White Church Road West, reallocated wastewater capacity and resulted in the subject lands having a capacity based on a population density of 106 people per hectare. As a result, wastewater capacity allocated to the subject lands and the proposed development is exceeded.</p> <p>The applicant is required to demonstrate that no long-term dewatering (due to groundwater) will be conveyed to municipal sewer infrastructure. A Hydrogeological Brief demonstrating soil / groundwater conditions to properly characterize</p>	<p>A Holding ‘H’ Provision is proposed to be added to the subject lands for the purpose of requiring the submission of a revised Functional Servicing Report to demonstrate sufficient capacity is available in the municipal system.</p> <p>The detailed design work associated with the report will be completed through a future Site Plan Control application condition of approval.</p>

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<p>Development Engineering Section, Growth Management Division, Planning and Economic Development Department. <b>(continued)</b></p>	<p>potential dewatering needs will be required. The requirement for a Hydrogeological Brief can be addressed through detailed design through a future Site Plan Control application.</p>	
<p>Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department</p>	<p>Transportation Planning staff have approved the Transportation Impact Study submitted by Paradigm Transportation Solutions Limited dated March 2023. The proposal can be accommodated within the surrounding road network provided key improvements are implemented to accommodate an increase in vehicle volume to the surrounding transportation network. A few technical inconsistencies were identified in the report regarding location of sidewalks and cycling lanes which can be updated and addressed through the future Site Plan Control application.</p> <p>The existing right-of-way at the subject property along White Church Road West varies from approximately 20 metres to 24 metres. Approximately 5 metres are to be dedicated to the right-of-way on White Church Road West for a portion of the property to achieve a minimum overall right-of-way width of 30.480 metres, as per the Urban Hamilton Official Plan.</p> <p>The existing right-of-way at the subject property along Hampton Brook Way does not require a road widening</p>	<p>Staff are of the opinion the proposed development has addressed the requirements and the required revisions can be addressed through the future Site Plan Control application. Access to the subject lands is limited to Hampton Brook Way and all dedications have been incorporated into the proposed design.</p> <p>Visibility triangles will be required to be shown on the detailed Site Plan through the future Site Plan Control application. Staff are of the opinion that the Concept Plan has demonstrated that the requirement can be addressed through the future Site Plan Control application.</p>

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<p>Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department</p> <p><b>(continued)</b></p>	<p>dedication as the existing right-of-way meets the requirements as per the Urban Hamilton Official Plan.</p> <p>The proposal will be required to include 5.0 metre x 5.0 metre visibility triangles for the driveway access to Hampton Brook Way. They must be illustrated, dimensioned, and identified on the site plan. Visibility triangles are between the driveway limits and the ultimate property line (right-of-way limit). No object or mature vegetation can exceed a height of 0.6 metres above the corresponding perpendicular centreline elevation of the adjacent street.</p>	
<p>Waste Policy and Planning Section, Waste Management Division, Public Works Department</p>	<p>The development is eligible for curbside collection, however, as currently designed, additional information is required to determine serviceability, including demonstrating 2.5 square metres for waste storage to store waste between collection days as well as waste set out areas. The development must also be designed to allow for continuous forward movement of waste collection vehicles throughout the development exclusive of parking spaces and/or stored snow.</p>	<p>These matters will be addressed at the future Site Plan Control stage and the Draft Plan of Condominium stage, if condominium tenure is considered.</p>
<p>Forestry and Horticulture Section, Environmental Services Division, Public Works Department</p>	<p>The Tree Inventory and Preservation Plan, prepared by Kuntz Forestry Consulting Inc. and dated October 2023, will require revision and is not approved. The ownership of trees A, B, C and P-D is noted as being “neighbour” trees, however, these trees are located on a municipally owned property (White Church Cemetery) and should be noted as being City owned. Loss of canopy and permit fees will be applied to all</p>	<p>Revisions to the Tree Preservation Plan will be addressed through a future Site Plan Control application.</p> <p>A permit for tree removal will be required prior to removal of any trees.</p>

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<p>Forestry and Horticulture Section, Environmental Services Division, Public Works Department <b>(continued)</b></p>	<p>additional municipal tree removals.</p> <p>A Landscape Layout and Planting Plan, prepared by Seferian Design Group and dated September 27, 2023, will require revision and is not approved by Forestry staff. Due to the location of the vehicular access to the site, three trees will require removal and the applicant will be required to confirm if additional trees may be able to be planted along the municipal boulevard spaced at 8-10 metres apart.</p>	<p>The revision to the Landscape Plan will be addressed at the Site Plan Control Stage.</p>
<p>Growth Planning Section, Growth Management Division, Planning and Economic Development Department</p>	<p>It is noted that should a Draft Plan of Subdivision or Draft Plan of Condominium application be submitted, PIN Abstracts will be required to be provided.</p> <p>The Owner has been made aware that municipal addressing for the subject proposal will be determined after conditional Site Plan approval is granted.</p>	<p>Noted.</p> <p>Consent application, GL/B-23:93, proposes to sever the eastern portion of the subject lands separating the commercial lands from the proposed residential development. At the time of writing this report the Consent has not been finalized. The addressing will be contingent on Consent application GL/B-23:93 being final and will be determined after conditional Site Plan approval is granted.</p>

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<p>Landscape Architectural Services, Strategic Planning Division, Public Works Department.</p>	<p>As per the Recreational Trails Master Plan, a multi-use recreational trail is proposed along White Church Road and Upper James Street.</p> <p>Cash-in-lieu of parkland dedication is requested, as required at the building permit stage. Staff are supportive of a fence separating the cemetery from the new residential development. However, based on the proximity of some of the resting places to the existing lot line, staff request that the proposed privacy fence be located completely on private property, instead of on the lot line.</p>	<p>The proposed development has demonstrated all required road widening dedications which will allow for the space for the multi-use recreational trail within the municipal right-of-way. Cash-in-lieu of parkland will be addressed during the building permit stage.</p> <p>Detailed design of the fence location will be addressed through the future Site Plan Control application.</p>
<p>Niagara Peninsula Conservation Authority</p>	<p>The subject lands do not contain any features regulated by the Niagara Peninsula Conservation Authority which traverse the property. Niagara Peninsula Conservation Authority have no objection to the proposed development and will not require any further fees.</p>	<p>Noted.</p>
<p>Hamilton International Airport</p>	<p>The proposed applications were assessed against the 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</p>	<p>Through Site Plan Control the owner will have to ensure the Airport Zoning Regulations are adhered to through a Legal Land Survey and 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 NAV Canada and Transport Canada will</p>

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<p>Hamilton International Airport</p> <p><b>(continued)</b></p>	<p>with aircraft communications and navigational facilities.</p> <p>It has been determined that the proposed finished floor elevation will be between 220.45 metres and 221.25 metres Above Sea Level (ASL) on which the maximum building height will be 9.14 metres plus the undisclosed roof height. The Outer Surface of the Airport Zoning Regulations is defined as being 45 metres above the Aerodrome Reference Point (ARP). The ARP is 755 feet (230 metres) ASL, thus making the upper limit of the Outer Surface to be 275 metres Above Sea Level in elevation. This will provide a clearance in the region of 40 plus metres.</p> <p>It is the responsibility of the owner/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>be circulated the Site Plan Control application and related materials.</p> <p>A Noise Assessment, prepared by dBA Acoustical Consultants Inc. dated December 2023, was submitted in support of the application. The study analyzed vehicular traffic impacting the proposed development to determine if and what mitigation measures would be required. Due to the location outside the 25 NEF contour further consideration for air traffic noise and vibration was not required.</p>

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Hamilton International Airport <b>(continued)</b>	An assessment of the Noise Exposure Forecast contours shows that the land falls outside of the NEF 25 contour and further assessment is not required.	