

CONSULTATION – DEPARTMENTS AND AGENCIES

Department or Agency	Comment	Staff Response
<p>Development Engineering Section, Growth Management Division, Planning and Economic Development Department</p>	<p>Development Engineering has reviewed the submitted Draft Plan of Subdivision for Forest Breeze Estates, prepared by Urbex Engineering, dated February 23, 2024.</p> <p>The proposed development consists of 42 single detached dwellings (Lots 1-42) along Spring Meadows Grove, two 0.3-metre reserve blocks (Blocks 43 and 45), and three right-of-way widening blocks (Blocks 46-48).</p> <p>The proposed north-south local road (Forest Breeze Path) will be designed to a standard 18.0 metre right-of-way to match the road extension to the north of the approved draft plan for Eden Park Phase 2 Subdivision subject to Council approval.</p> <p>The proposed east-west local road (Spring Meadow Grove) shall be designed to a standard 20.0m right-of-way may be constructed with temporary cul-de-sac(s) at the east and west limits of the site until such time the future road extensions within Sheldon’s Gate to the east and Eden Park to the west are constructed and/ or the Shady Oaks Trails is extended to West 5th Street.</p> <p>The proposed watermain will be extended and connected to the existing watermain located in Eden Park Phase 2 Subdivision to the north. According to the City Standards, since the lots in Eden Park Phase</p>	<p>Condition Nos. 1 to 30 of the draft Plan of Subdivision approval have been included in Appendix D attached to Report PED25054 in order to address Development Engineering comments.</p>

	1 and Forest Breeze Estates are more than 100 lots a secondary watermain feed shall be provided.	
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<p>Development Engineering Section, Growth Management Division, Planning and Economic Development Department</p> <p>(continued)</p>	<p>The existing municipal SWM facility at William Connell Park is designed to accommodate the minor and major flows generated from the subject lands and provide quantity and quality control. However, construction of the proposed subdivision cannot occur until the emergency overland flow route and servicing on Forest Breeze Path is constructed through Eden Park Phase 2 Lands to the north and available at the limit of the subject lands.</p> <p>The sanitary flows generated from the subject development will be collected into the sanitary sewer system within Eden Park Phase 2 to the north and ultimately be directed through the Sheldon's Gate subdivision to the east to an outlet on West 5th Street.</p> <p>Development engineering requires special conditions to be added to the draft plan approval in order to confirm that detailed design requirements are addressed prior to final approval of the subdivision.</p>	
<p>Landscape Architectural Services Environmental Services, Public Works Division, Public Works Department</p>	<p>If private property is adjacent to public property, the developer is required to meet specific fence requirements and no gate access is permitted.</p> <p>Cash-in-lieu of parkland dedication will be requested, as required, at a later stage in the planning process.</p>	<p>Noted. The owner will be required to make a cash-in-lieu payment prior to the issuance of a building permit. Based on the draft Plan of Subdivision, there will not be any private property adjacent to park lands.</p>

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<p>Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department</p>	<p>Transportation Planning approves the Transportation Assessment submitted. The assessment adequately indicates the trip generation for the subject lands and that access will be provided through the ongoing buildout of adjacent residential subdivisions.</p> <p>In order to protect the existing and future pedestrian realm, cycling infrastructure and road network, Transportation Planning shall require the following:</p> <ul style="list-style-type: none"> • 5.0 metres is to be dedicated along the Rymal Road West right-of-way; • Extension of Spring Meadow Grove shall have a right-of-way dedication of 20.0 metres as per the Council Approved Urban Hamilton Official Plan; • Extension of Forest Breeze Path shall have a right-of-way dedication of 18.0 metres; and, • 4.57 metre X 4.57 metre daylighting triangle at an intersection of two local roads. <p>A temporary terminating cul-de-sac is required along the limits of Spring Meadow Grove in order to facilitate the turnaround of municipal waste and snow removal vehicles. Local roads for residential use require 18.0 metre minimum right-of-way radius and 13.0 metre minimum pavement radius. The Owner shall discuss the ultimate requirements with the City of Hamilton Waste Management and Development Engineering Approvals Staff, as the adjacent connections to Spring Meadow Grove extensions may not be available.</p>	<p>Condition Nos. 1, 13, 32, 33 and 34 have been included in Appendix D attached to Report PED25054 in order to address the comments.</p> <p>Staff note that the road widening block and proposed municipal roads has been shown on the Draft Plan of Subdivision in Appendix C and noted in the description of Appendix D attached to Report PED25054. Currently, the development only has one access for the proposed residential uses.</p> <p>Transportation Planning notes that a maximum of 100 units are permitted on one access. The site will have access through Forest Breeze Path which was constructed as part of an adjacent subdivision to the north. The construction of a second access is required.</p>

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<p>Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department (continued)</p>	<p>pending the timeline for the buildout of the subject lands.</p> <p>Transportation Planning notes that the subject lands may be limited to the timing of buildout depending on potential access to collector/arterial roadways. A maximum of 100 units can be supported by a singular access to point to collector/arterial roadways and the timing of additional connections being provided is not clear.</p> <p>The subdivision is required to meet the 40% on-street parking requirement as per the City of Hamilton Comprehensive Development Guidelines and Financial Policies Manual. A drawing is required to be submitted clearly illustrating the 40% on-street parking requirements, which shall dimension all on-street parking spaces as per City of Hamilton standards and requirements.</p>	<p>by adjacent landowners as part of future subdivision applications to ensure the requirement for two accesses are provided for more than 100 units.</p>
<p>Forestry and Horticulture Section, Environmental Services Division, Public Works Department</p>	<p>Forestry does not approve the Tree Management Plan/Tree Preservation Plan Rev. No 3, dated May 5, 2021. Four trees are located in proximity to the City of Hamilton municipal road allowance in front of # 212 and # 220 Rymal Road West and have not been captured on the plans. Plans should include these trees and note if they are public or private trees as per survey and if these are to be removed or retained.</p> <p>Tree Species to be noted:</p> <ul style="list-style-type: none"> • 1-22cm Smoke Tree. 	<p>Condition Nos. 40, 41 and 42 have been included in Appendix D attached to Report PED25054 in order to address the comments.</p>

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<p>Forestry and Horticulture Section, Environmental Services Division, Public Works Department (continued)</p>	<ul style="list-style-type: none"> • 1-79cm Silver Maple. • 1-46cm Walnut tree. • 1-35cm Norway Spruce. <p>Forestry does not approve Landscape Plan Rev. No. 1, dated May 5, 2021. The Landscape Plan is required to show one street tree for standard lots and three trees for corner lots as per the Subdivision Agreement. Lots 6, 14, 18, 43 and 44 do not show street tree plantings.</p> <p>The Landscape Plan should note that, “All trees shown on municipal road allowance shall be identified as ‘Trees to be planted by City of Hamilton Forestry Section.’”</p>	
<p>Legislative Approvals, Growth Management Plan, Planning and Economic Development Department</p>	<p>The owner and agent should be made aware that municipal addresses for the proposed lots will be determined after Draft Plan approval is granted. 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. Extensions may be considered if they are received two months before the lapsing date.</p>	<p>Condition No. 31 and Note 1 has been included as Appendix D attached to Report PED25054 in order to address the comments.</p>
<p>Bell Canada</p>	<p>Bell Canada have no objections to the application. However, it is advised that the Owner is to contact Bell Canada at planninganddevelopment@bell.ca during detailed design to confirm the provisioning of communication / telecommunication infrastructure needed to service the development. Bell Canada has</p>	<p>Condition No. 47 has been included in Appendix D attached to Report PED25054 in order to address the comments.</p>

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Bell Canada (continued)	requested that a condition be added regarding any easements required for any existing or proposed Bell Canda Infrastructure.	
Hamilton Street Railway	Hamilton Street Railway is requesting to retain the existing bus stop on the north side of Rymal Road West, adjacent to Block 48 and opposite to Westlawn Drive.	Noted, there are no changes proposed to the properties along Rymal Road West.
Hamilton Conservation Authority	<p>Hamilton Conservation Authority has no objection to the approval of the Zoning By-law Amendment and the Draft Plan of Subdivision, subject to following conditions being completed to the satisfaction of the Hamilton Conservation Authority:</p> <ul style="list-style-type: none"> • A Stormwater Management Report demonstrating that post-development drainage is maintained to the open watercourse located downstream of the site within the William Connell Park; • A detailed Erosion and Sediment Control Plan; • A detailed Lot Grading, Servicing and Storm Drainage Plan; and, • The submission and approval of a Hamilton Conservation Authority permit. <p><u>Regulatory Comments</u></p> <p>The subject property is regulated by Hamilton Conservation Authority pursuant to the <i>Conservation Authorities Act</i> and <i>Ontario Regulation 41/24 (Prohibited Activities, Exemptions, and Permits)</i>. The regulated area is associated with the identified headwater tributary on the property. Therefore, written</p>	Condition Nos. 43, 44, 45 and 46 have been included in Appendix D attached to report PED25054 in order to address the comments related to Stormwater Management Reports, Erosion and Sediment Control Plan, Lot Grading Plan, Storm Drainage Plan, Servicing Plan and obtain approval of a permit from the Hamilton Conservation Authority.

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<p>Hamilton Conservation Authority (continued)</p>	<p>permission will be required from the Hamilton Conservation Authority for any alteration or enclosure of this feature.</p> <p><u>Site Description</u> The subject properties, totaling approximately 1.9 hectares in size, are located within the headwaters of the Upper Ottawa subwatershed that drains to the Red Hill Creek system and ultimately Hamilton Harbour to the north. A headwater tributary is identified on the subject lands which drains in a southwest to northeast direction.</p> <p><u>Plan Review Comments</u> The subject lands were included within the study boundaries of the “Mewburn and Sheldon Neighbourhoods Master Servicing Plan Class Environmental Assessment Study, City of Hamilton” by SNC-Lavalin Engineers & Constructors Inc., dated December 2004. This study examined both sanitary servicing and stormwater management issues within the Mewburn and Sheldon neighbourhoods. The Stormwater Management requirements for the area were updated through the “West Central Mountain Drainage Assessment” prepared by AMEC Environmental and Infrastructure in October 2011 and was used to prepare the “William Connell City Wide Park – Stormwater Management Facility (SWM1) Design Report” prepared by IBI Group in 2016. Once approved, a Stormwater Management facility was</p>	

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<p>Hamilton Conservation Authority (continued)</p>	<p>constructed on the William Connell Park lands in 2018 which has been sized and designed to provide post-development quantity and quality control for the Sheldon neighbourhood.</p> <p>The subject lands are contained in both the C-90F and D-1F catchments on the William Connell City Wide Park – Updated Future Ultimate Conditions Subcatchment Boundary Plan (DR1). The drainage from catchment D 1F is directed along Rymal Road West towards West 5th Street and the drainage from catchment C-90F is directed towards to the William Connell Park Stormwater Management facility.</p> <p>Given the above, Hamilton Conservation Authority defers to City staff to assess the quantity and erosion control requirements for the entire site since the development discharges storm water to the municipal storm sewer and to the Stormwater Management facility on the William Connell Park lands.</p> <p>The draft plan of subdivision proposes to develop the rear of the site where the regulated tributary is located. Through a site visit in 2019, Hamilton Conservation Authority advised that the tributary contributed drainage to the downstream watercourse into William Connell Park. Hamilton Conservation Authority verbally agreed that the tributary did not need to be preserved as an open channel, provided that post-</p>	

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<p>Hamilton Conservation Authority (continued)</p>	<p>development drainage was maintained to the downstream watercourse at pre-development levels.</p> <p>Staff also noted that a Hamilton Conservation Authority Permit would be required for any proposed alteration to the tributary.</p> <p>The Provincial Planning Statement, 2024, generally directs development to areas outside of hazardous lands. As noted above, the Hamilton Conservation Authority has advised the tributary could be enclosed provided that post-development drainage was maintained to the downstream watercourse at pre-development levels. Therefore, once the headwater tributary has been enclosed in a pipe system, no hazardous lands associated with the tributary will remain.</p>	
<p>Canada Post</p>	<p>Canada Post has requested that conditions be added to the draft Plan of Subdivision approval which are related to warning clauses being included in all purchase and sale agreements advising that home / business mail will be from a designated centralized mailbox. Until the ultimate locations of the centralized mailbox can be constructed, the owner agrees to work with Canada Post to find the location of the temporary centralized mailbox location until the curbs, boulevards and sidewalks are in place within the subdivision. Canada Post requires that any mail infrastructure required as a result of new construction is provided at the owner's expense.</p>	<p>Condition Nos. 48, 49 and 50 have been included in Appendix D attached to report PED25054 in order to address Canada Post comments.</p>

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Enbridge Gas Inc.	As a condition of final approval, the owner/developer will provide to Enbridge Gas Inc. the necessary easements and/or agreements required by Enbridge Gas Inc. for the provision of gas services for this project, in a form satisfactory to Enbridge Gas Inc.	Condition No. 51 has been included in Appendix D attached to Report PED25054 in order to address Enbridge comments.