

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 following documents as part of the Zoning By-Law Amendment Application ZAC-25-007:</p> <ul style="list-style-type: none"> • Preliminary Grading and ESC Plan – LANHACK Consultants Inc. (September 11, 2024) • Preliminary Servicing Plan – LANHACK Consultants Inc. (September 11, 2024) • Functional Servicing Report – LANHACK Consultants Inc. (September 11, 2024) • Stormwater Management Report – LANHACK Consultants Inc. (February 23, 2024) • Sanitary Sewer Capacity Assessment – CIMA+ (February 9, 2024) • Watermain Hydraulic Analysis – CIMA+ (February 5, 2024) <p>As per the recommendations of the Sanitary Sewer Capacity Assessment prepared by CIMA+, the applicant is required to install a new and separate sanitary sewer on Ashley Street extending from the development site to Cannon Street East, to support the proposed development.</p> <p>The Watermain Hydraulic Analysis Report (WHAR) prepared by CIMA+ concludes that the existing watermain on Ashley Street from Cannon Street East to hydrant HA09H012 shall be upgraded to 200mm</p>	<p>The recommended Zoning By-law includes a Holding ‘H’ Provision. See Appendix B attached to Report PED25081.</p>

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<p>Development Engineering Section, Growth Management Division, Planning and Economic Development Department</p> <p>(continued)</p>	<p>and that the existing watermain on Cannon Street East from Wentworth Street North to Ashley Street shall be upgraded to 300mm, such that the target fire flow of 150 L/s can be achieved. The extents of the upgrades on Ashley Street shall be determined during the Site Plan Control application stage. The City has no concerns from a water servicing perspective at this time, assuming that the watermains will be upgraded as indicated by the analysis. Updated domestic water usage and RFF calculations, based on the final design of the proposed building, will be required at the time of detailed design and site plan approval application. A Form 1 submission will be required as part of the detailed design as well.</p> <p>Therefore, Development Engineering supports the proposed Zoning By-law amendments, subject to a Holding Provision to address staff comments and the submission of a revised Functional Servicing Report (FSR) to identify all required site servicing requirements and upgrades to municipal infrastructure, all to the satisfaction of the Director of Development Engineering:</p> <ul style="list-style-type: none"> • Submit to the City’s Director of Development Engineering for review and acceptance, prior to lifting the Hold Provision <ul style="list-style-type: none"> ○ A revised FSR to demonstrate sufficient flow is available to meet the development demands and that there is sufficient capacity to accommodate the proposed intensification. 	

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<p>Development Engineering Section, Growth Management Division, Planning and Economic Development Department</p> <p>(continued)</p>	<ul style="list-style-type: none"> ○ Make satisfactory arrangements with the City's Growth Management Division and enter into and register on title of the lands, an External Works Agreement with the City for the design and construction of a new sanitary sewer installed on Ashley Street from the development site to the junction at Cannon Street East, upgraded watermain on Cannon Street East and upgraded watermain on Ashley Street, at the Owner's cost, in conformance with City standards and according to the FSR and WHAR accepted by the City's Director of Development Engineering. 	
<p>Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department</p>	<p>Transportation Planning has reviewed the application and have no objections to the proposed Zoning By-Law amendment to permit a six (6) storey multiple dwelling totaling 136 units, which is in part based on findings of the Transportation Assessment Report submitted with this application. Transportation Planning reviewed the submitted Transportation Impact Study document which is approved. Transportation Planning agree with the findings that the proposed use and associated traffic generation can be supported by the existing surrounding road and transportation network. However, with respect to the proposed parking being provided, we do not support the proposed long-term bicycle parking rate of 0.5 spaces per dwelling unit, which is less than the regularly prescribed rate of 0.7 minimum of Zoning By-Law 05-200.</p>	<p>The recommended Zoning By-law includes a Holding Provision requiring that the applicants enter into any required agreements in order to use the existing (assumed) alleyways flanking the subject site for access to the satisfaction of the Manager of transportation Planning included in Appendix B attached to Report PED25081.</p> <p>As part of the future site plan application, the proposal will</p>

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<p>Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department</p> <p>(continued)</p>	<p>Transportation Planning reviewed the submitted Neighbourhood Traffic Calming Options Report which is approved. The relatively low vehicular traffic generated by the site does not trigger the need for traffic calming measures.</p> <p>The Applicant is proposing to provide an abundance of car parking given the context (0.67 spaces per dwelling unit to be exact), for which a relatively small proportion can be converted to bicycle spaces at a ratio of at least 4:1 (bicycle spaces to car spaces) to achieve the rate of 0.7.</p> <p>Transportation Planning does not object in principle to using the existing (assumed) alleyways flanking the subject site for access; or even widening the alleyways within the site's property limit to accommodate simultaneous two-way vehicular movements (as done in the past through an ad-hoc maintenance agreement). As such, use of the alleyways will require the implementation of improvements to achieve the minimum City built standard, pursuant to the Official Plan and the Municipal Act, all at the Applicant's cost.</p> <p>The existing right-of-way on Ashley Street at the subject property is approximately 15 metres. Approximately 2.559 metres are to be dedicated to the right-of-way on Ashley Street, as per the Council</p>	<p>be required to enter into an external works agreement to upgrade the assumed alley to current city standards. The cost of upgrading the assumed city alley would be at the cost of the developer as part of the development process.</p>

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<p>Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department</p> <p>(continued)</p>	<p>Approved Urban Hamilton Official Plan: Chapter C – City Wide Systems and Designations, 4.5 metre Road Network Functional Classification, 4.5.2 Local Roads are to be 20.117 metres.</p> <p>The submitted turning plan(s), demonstrating how large trucks will maneuver in and out of the site without any limitations, are to our satisfaction.</p> <p>Visibility triangles measuring 3.0 metres x 3.0 metres must be provided for each driveway access. This includes the below-grade parking access / ramp approaching the alleyway and any other driveway approaching the alleyway.</p>	
<p>Forestry and Horticulture Section, Environmental Services Division, Public Works Department</p>	<p>The Forestry & Horticulture Section has reviewed the circulation for this site and provides the following opinion:</p> <p>Landscape Plan issue #5 dated 2024-09-09 is not approved. The condition is not met.</p> <ul style="list-style-type: none"> • Proposed trees to be closer together; more streets trees required on Ashley St frontage. • Trees to be denoted on plans as “Proposed street trees to be selected and planted by City of Hamilton, Forestry Section”. <p>A Tree Management Plan was not a requirement for this submission.</p>	<p>Noted. A Landscape Plan will be addressed at a future Site Plan Control application.</p>

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<p>Legislative Approvals, Growth Management Plan, Planning and Economic Development Department</p>	<p>Will the proposal be a condominium tenure? A PIN Abstract would be required with the submission of a future Draft Plan of Condominium application. If condominium, it should also be confirmed if the proposed parking and storage lockers will be unitized. If the intent is to phase the Condominium, Schedules "G" and "K" as per the Condominium Act, would be required for future phases.</p> <p>The Owner and Agent should be made aware that municipal addressing for the proposed development will be determined after conditional Site Plan approval is granted.</p>	<p>Staff note that at, as of the date of writing Report PED25081, the applicant identifies the proposed building as a rental building.</p>
<p>Development Charges, Programs and Policies Team, Corporate Services</p>	<p>For a six storey (19.8 metre) multiple dwelling with 136 units:</p> <ul style="list-style-type: none"> • Development Charges will be levied on a per unit basis, according to current DC Rates which are highlighted in the city's development-charges-pamphlet. • Parking spaces in any capacity (car, bike, etc.) will not trigger Development Charges. • Any existing commercial square footage will receive a 'redevelopment credit' according to current commercial (i.e. 'non-residential') DC Rates. 	<p>Noted.</p>

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<p>Waste Policy and Planning, Public Works Department</p>	<p>The information provided is based on the “<u>City of Hamilton Waste Requirements for Design of New Developments and Collection</u>”, dated 2021. The comments provided below do not impact the zoning by-law amendment application but must be addressed later in the development process.</p> <p>The development will require front-end bin service for the collection of garbage, recyclable containers, recyclable papers, and organic waste. As currently designed this development is not serviceable. Please review the information provided below to identify outstanding requirements.</p> <p>It is the responsibility of the owner to inform the City in all development applications if there is a desire to retain private waste collection services for the development. The City may allow for an eligible development to be designed in a manner that does not conform to the design requirements and retain private waste collection services but only if staff determine the site has constraints that make it impossible for all the applicable requirements in the Design Requirements to be met without having a significant negative impact on the development with respect to the City’s objectives related to land use, urban design and density.</p>	<p>Noted. Specific design details and changes will be address at a future Site Plan Control application.</p>

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<p>Urban Renewal, Economic Development Division, Planning and Economic Development</p>	<ul style="list-style-type: none"> • The applicant can be advised that programs providing financial assistance for the investigation and/or remediation of potential soil contamination on the site in support of a future Record of Site Condition, if applicable, may be available. For further information about the City's Environmental Remediation and Site Enhancement (ERASE) programs, please contact Phil Caldwell at phil.caldwell@hamilton.ca. Information on these programs can also be found online at https://investinhamilton.ca/tools-data/financial-incentives/municipal-programs/ • If the proposed development is intended to consist of rental or affordable units, additional financial incentives may be available through the City's Housing Accelerator Fund programs. For more information on the availability and eligibility under these programs, please contact the Housing Secretariat at housing.secretariat@hamilton.ca 	<p>Noted.</p>
<p>Transit Strategy and Planning, Hamilton Street Railway, Public Works Department</p>	<ul style="list-style-type: none"> • Hamilton Street Railway (HSR) currently operates 2 routes in close proximity to the site (03 Cannon and 12 Wentworth), with service on Cannon Street East and the nearest stop ~200m away. The site is also ~450m away from the stop at King @ Wentworth which is served by Routes 01 King and 10 B-Line Express; across these 2 routes, buses will arrive approximately every 4 minutes at peak. 	<p>Noted. The Transit Oriented Development Guidelines should be considered as part of a future Site Plan Control application.</p>

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<p>Transit Strategy and Planning, Hamilton Street Railway, Public Works Department</p> <p>(continued)</p>	<ul style="list-style-type: none"> • As part of the future transit network, three routes are planned to operate within ~400m of the site, including the B Line LRT with the nearest stop at Wentworth LRT and service planned for every 6 minutes during peak. • The site falls within 800m of a priority route (10 B-Line Express/B Line LRT), within which the Canada Public Transit Fund requires eliminating mandatory minimum off-street parking requirements. • The site is very well connected to transit and is in the top 4% of sites by transit access across Hamilton. • Given this site's high access to transit, HSR staff would support a reduction in the parking but recommends providing additional bicycle parking (at least meeting the requirement) and strongly recommends Transit Oriented Development (TOD) be utilized. Please refer to the City of Hamilton's Transit Oriented Development Guidelines. 	
<p>Landscape Architectural Services Environmental Services, Public Works Division, Public Works Department</p>	<p>Cash-in-lieu of parkland dedication is requested.</p>	<p>Cash-in-lieu of Parkland will be required as part of the Building Permit application.</p>
<p>Enbridge Gas Inc.</p>	<p>This site is currently serviced with gas. The existing gas service(s) will need to be abandoned prior to this site's redevelopment. The available capacity in our system will be evaluated when the loads of this new</p>	<p>Warning clauses required by Enbridge Gas will be addressed as part of a future Site Plan Control application.</p>

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<p>Enbridge Gas Inc.</p> <p>(continued)</p>	<p>building are known. A gas main extension may be required. Sites such as this one, often present challenges for gas servicing and meter placement; I would suggest that the developer reach out to me directly to begin initial gas consultation.</p> <p>Gas Application(s)</p> <p>Please have the developer submit a request for gas at their earliest opportunity via our online GetConnected tool. enbridgegas.com/connect-to-gas/builders-hvacs. It is recommended that submissions for gas servicing be applied for a minimum of 10 months in advance of the gas need date. 12 months if a gas main extension is required.</p> <p>Gas requirements (both construction-heat and final) should be finalized prior to the site beginning construction.</p> <ul style="list-style-type: none"> • This response does not constitute a pipe locate, clearance for construction or availability of gas. • The applicant shall use the Enbridge Gas Inc GetConnected tool to determine gas availability, service, and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping and/or asphalt paving. <p>Confirmation of the location of any natural gas pipeline should be made through Ontario One Call 1-800-400-2255 for locates prior to any activity.</p>	