

CONSULTATION – DEPARTMENTS AND AGENCIES

Department/Agency	Comment	Staff Response
<ul style="list-style-type: none"> • Budgets and Fiscal Policy Section, Financial Planning Administration and Policy Division, Corporate Services Department; • Corporate Real Estate, Economic Development Division, Planning and Economic Development Department; • Bell Canada; • Hamilton Conservation Authority; • Alectra Utilities; • Enbridge Gas; and • Hamilton-Wentworth Catholic District School Board. 	<p>No comment.</p>	<p>Noted.</p>
<p>Landscape Architectural Services, Strategic Planning Division, Public Works Department.</p>	<p>Public Works staff have reviewed the application and noted that cash-in-lieu of parkland dedication is required.</p>	<p>Cash-in-lieu of parkland will be addressed during the Building Permit stage.</p>

<p>Development Engineering Section, Growth Management Division, Planning and Economic Development Department.</p>	<p>Development Engineering staff have reviewed the Site Plan and Elevations, prepared by SRM Architects dated May 30, 2023, Preliminary Grading Plan prepared by S. Llewellyn & Associates Ltd. dated December 14, 2021, Site Servicing Plan prepared by S. Llewellyn & Associates Ltd. dated December 14, 2021, and a Functional Servicing Report prepared by S. Llewellyn & Associates Ltd. dated December 2021.</p>	<p>The Ontario Land Tribunal approved Zoning By-law Amendment application ZAC-22-011 through Case No. OLT-22-003888 on September 19, 2023. The Decision implemented Holding 'H' Provisions to ensure that a revised Functional Servicing Report demonstrating that the sanitary flow and water supply has adequate capacity in the municipal infrastructure and that the proposed stormwater management measures are provided. The Holding 'H' Provisions also note that if it is determined that upgrades are required through the Functional Servicing Report, an External Works Agreement be entered into and registered on title for the design and construction of the required upgrades.</p>
<p>Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department</p>	<p>Transportation Planning staff have reviewed the Site Plan and Floor Plans, prepared by SRM Architects dated May 30, 2023, and the Transportation Impact Study prepared by NextTrans Consulting Engineers dated December 19, 2024, and revised on March 4, 2026.</p> <p>The Parking Assessment is required to be updated to reflect the parking provisions required under the OLT settlement.</p> <p>As per the OLT-22-00388 Minutes of Settlement Item 20 (c), the need for "traffic calming measures, and the Applicant's contribution to costs" will be addressed at the</p>	<p>At the future Site Plan Control stage, the applicant is required to submit an updated Transportation Impact Study that addresses the most recent Transportation planning staff comments dated March 10, 2026. The updated study must conform to the City's 2024 Transportation Assessment Guidelines and the information contained within the Minutes of Settlement regarding Ontario Land Tribunal Case No. OLT-22-003888.</p>

	<p>Site Plan Control stage. The submitted TIS included a brief Traffic Calming section, indicating that, “the City can consider installing speed boards to deter drivers from speeding on Academy Street” which does not satisfy the Minutes of Settlement condition. An updated Transportation Assessment will be required as part of a complete Site Plan application. Staff note that there is required information contained within the Minutes of Settlement pertaining to Case No. OLT-22-003888 that needs to be addressed.</p> <p>Future right-of-way dedications and a daylight triangle will be required to be illustrated and dimensioned on Wilson Street East, Academy Street and at the corner of Wilson Street East and Academy Street as per the comprehensive comments provided.</p>	
<p>Waste Policy and Planning Section, Waste Management Division, Public Works Department</p>	<p>Waste Policy and Planning attempt to have all residential developments receive municipal waste collection unless there are extenuating circumstances and/or specific site constraints. As currently designed, the development is not serviceable for municipal waste collection services. The proposed commercial units will require a private waste hauler to be arranged for the removal of all waste materials. The proposed residential units will require front-end bin service for collection of garbage, recyclable material, and organic waste.</p> <p>Additional details have been provided in the comments to ensure the municipal requirements are met, which include the specifics such as the size of the waste room, the number of bins, chute design for the building layout and the road base design along the access route.</p>	<p>Noted.</p> <p>Additional requirements related to specific design details will be addressed through a future Site Plan Control application and the Draft Plan of Condominium process, if condominium tenure is considered.</p>

<p>Forestry and Horticulture Section, Environmental Services Division, Public Works Department</p>	<p>The applicant did not submit a Tree Management Plan or Landscape Plan for review. A Tree Management Plan and Landscape Plan are required to be submitted to confirm the required fees and to address potential conflicts with existing public trees or trees that will become publicly owned trees through right-of-way widening.</p>	<p>Tree Management Plan and Landscape Plan approvals, along with associated fees, will be addressed through a future Site Plan application.</p>
<p>Development Charges, Programs and Policies Team, Corporate Services, Financial Planning, Administration and Policy</p>	<p>The proposed 118 residential units will incur development charges on a per unit basis according to the current Development Charges Rates in effect as seen in the city's DC Info Pamphlet.</p> <p>All above-grade commercial space will incur development charges on a basis of square feet according to in effect Development Charges Rates.</p>	<p>Noted.</p>
<p>Development Charges, Programs and Policies Team, Corporate Services, Financial Planning, Administration and Policy (continued)</p>	<p>If there is a Site Plan application, please refer the client to P1 of the Development Charges Info Pamphlet – Development Charges Rates lock in at the time a complete Site Plan application is applied for. Development Charges Rate lock in would then expire 18 months following the City's final approval of the Site Plan application.</p>	
<p>Legislative Approvals, Growth Management, Planning and Economic Development Department</p>	<p>Prior to registration, the owner and agent should work with Legislative Approvals / Staging of Development Staff to finalize municipal addressing.</p> <p>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. However, extensions will be considered if a written request is received two months before the draft approval lapses.</p> <p>It should be confirmed if tenure for the subject proposal will be a Condominium. Please note a PIN</p>	<p>Noted.</p>

	<p>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 any proposed storage lockers will be unitized.</p> <p>The owner and agent should be made aware that the municipal addressing for the proposed development will be determined after conditional Site Plan approval is granted.</p>	
<p>Hamilton Street Railway</p>	<p>Hamilton Street Railway currently operates two routes in the area: Routes 16 Ancaster and 05 Delaware. There is an existing bus stop on Wilson Street West at Academy Street, to which access must be maintained and accessible during construction, or a suitable alternative provided, and be restored to Accessibility for Ontarians with Disabilities Act compliant conditions.</p> <p>Hamilton Street Railway has two (new) routes planned for the area: 71 Ancaster Wilson Route between the Ancaster Fairgrounds and West Harbour GO with service every 15 minutes at peak, and 50 T Line Route between the Downtown Dundas Terminal and the Heritage Greene Terminal via the Meadowlands Terminal and CF Lime Ridge Terminal, with service every 10 minutes at peak. The existing stop on site will continue to be used and served by Route 71 Ancaster Wilson. The site falls within the Ancaster MyRide service boundary, which offers a shared ride service that provides stop-to-stop travel within the service area and has a targeted wait time of 10 minutes per ride.</p> <p>The subject lands are in the top 35% of site by transit access across Hamilton, but still remains fairly isolated.</p>	<p>Noted.</p>

	<p>Staff supports the parking and bicycle parking provisions as proposed.</p> <p>Staff have reviewed the Transportation Impact Study prepared by NextEng Consulting Group Inc. dated December 19, 2024, and have noted that Route 16 Ancaster currently runs seven days a week, not six and there is no mention of the future transit network.</p>	
<p>Six Nations of the Grand River Elected Council</p>	<p>Six Nations of the Grand River Elected Council requests 10:1 tree compensation instead of the City of Hamilton's 1:1. This helps preserve and enhance the natural environment in a way that compensates for development.</p> <p>Despite this, Six Nations of the Grand River Elected Council has noted that many of the preserved trees on this site are invasive species – Manitoba Maple, Black Locust, and Norway Maple. Six Nations of the Grand River Elected Council proposes removing some of these invasive trees, particularly the Norway Maples, and not increasing the tree replacement ratio when considering these extra invasive removals. The largest of these plants, while most capable of spreading, contribute considerable canopy cover and should not be removed at this time. Six Nations of the Grand River Elected Council's reasoning for removal of invasive trees is that invasive species reduce biodiversity and push out native species. While these trees may seem quite ubiquitous, they can still be worth controlling, especially in a situation like this where tree removal is already occurring. Invasive species removal must be completed with caution and following best management practices (BMPs).</p> <p>With these additional invasive removals not counting towards the replacement ratio, we would expect 180</p>	<p>It should be noted that the City of Hamilton's tree compensation ratio is based on a 1:1 tree replacement ratio based on the diameter at breast height. Staff acknowledge that the tree compensation strategy requires an update and are currently working with internal and external agencies, including the Six Nations of the Grand River Elected Council, to update the policies.</p>

	<p>trees to be planted, given the existing 18 removals on the TPP. These trees can be planted onsite or offsite (since 180 trees would not fit given</p>	
<p>Six Nations of the Grand River Elected Council (continued)</p>	<p>the development), with offsite options including working with the Hamilton Conservation Authority or City of Hamilton, or through the Six Nations of the Grand River Environmental Levy. Trees planted must be native, site-specific species and should be planted as close to the original location as is feasible with good planting practices. Monitoring will be required to ensure successful plantings.</p> <p>Six Nations of the Grand River Territory is within the most highly urbanized land in Canada. Development has occurred on Six Nations' traditional territory without consultation or consent of Six Nations of the Grand River. The cumulative effects of this intense development has contributed to significant environmental degradation and, as a result, Six Nations has experienced severe impacts on its ability to exercise Aboriginal and Treaty Rights that are not only set out in the treaties themselves but are also recognized and affirmed in Section 35 of the Constitution Act, 1982. The 1701 Nanfan Treaty guarantees Six Nations of the Grand River's right to harvest and hunt on this property for perpetuity, but this proposal undermines those rights. Six Nations of the Grand River must be accommodated to mitigate any harm to its treaty rights caused by the proponent.</p> <p>Six Nations of the Grand River Elected Council have no comments on the Stage 1 and 2 Archeological Assessment prepared by Detritus dated April 23, 2020.</p>	

<p>Niagara Escarpment Commission</p>	<p>Niagara Escarpment Commission staff have reviewed the Visual Impact Assessment (VIA) and confirm that the technical concerns previously identified in the January 2, 2026, comment submission have been addressed. There are no remaining issues with the proposed height with respect to adverse visual impacts on the Escarpment.</p> <p>With regard to local street and public realm design considerations, the Niagara Escarpment Commission will defer to City of Hamilton regarding any appropriate mitigation measures, as these matters fall within the implementation of the City's Official Plan policies.</p>	<p>Noted.</p>
--------------------------------------	---	---------------