SUBJECT: Applications to Amend the Hamilton-Wentworth Official Plan, City of Stoney Creek Official Plan and City of Stoney Creek Zoning By-law and for Approval of a Draft Plan of Subdivision on the Properties Located at 1187, 1189, 1211, 1215, 1217, 1227 and 1239 Barton Street (Stoney Creek) (PED06419) (Ward 11)

RECOMMENDATION:

That the applications for Regional Official Plan Amendment ROPA-05-06, Official Plan Amendment OPA-05-25, Zoning By-law Amendment ZAC-05-128, and Draft Plan of Subdivision 25T-200526, by Barton Assembly Landowner’s Group, c/o Losani Homes, owners, to permit a residential subdivision consisting of 144 lots and 5 blocks for single detached dwellings, 10 blocks for 58 townhouse units, and a storm water management facility and the necessary Official Plan Amendments to the Region of Hamilton-Wentworth and City of Stoney Creek Official Plans and changes in zoning to the City of Stoney Creek Zoning By-law, on the properties located at 1187, 1189, 1211, 1215, 1217, 1227 and 1239 Barton Street, as shown on Appendix “A” to Report PED06419, be denied on the following basis:

(a) That the proposal is not consistent with Policy 1.3 of the Provincial Policy Statement (PPS) since the conversion of lands within employment areas to non-employment uses can only be undertaken through a comprehensive review initiated by a planning authority (The City of Hamilton).

(b) Notwithstanding that the conversion of lands within employment areas to non-employment uses can only be undertaken through a comprehensive review
initiated by a planning authority, the applications are not consistent with Policy 1.3 of the Provincial Policy Statement as it has not been demonstrated that the land is not required for employment purposes over the long term or that there is a need for the conversion.

Lee Ann Coveyduck
General Manager
Planning and Economic Development Department

EXECUTIVE SUMMARY:

The purpose of the applications is to implement the necessary land-use designations and zoning to permit a plan of subdivision containing a mix of 149 single detached dwellings and 58 townhouse units on lands located on the north side of Barton Street, west of West Avenue, south of the CN Rail tracks, and east of Lewis Road (see Appendix “D”).

The proposal cannot be supported as it is not consistent with the Provincial Policy Statement as the proposal would result in a redesignation of “employment lands” outside of a municipal comprehensive review, and the land is required by the City of Hamilton for employment uses.

BACKGROUND:

Proposal

The applicant has applied to amend the Hamilton-Wentworth Official Plan, City of Stoney Creek Official Plan and City of Stoney Creek Zoning By-law to establish the necessary land use designations and zoning to permit the development of the properties for a plan of subdivision consisting of 149 single detached dwellings and 58 townhouse units (see Appendix “D”). Specifically, the applications would:

- redesignate the lands from the “Business Parks” to the “Urban” designation on Map No. 1 of the Hamilton-Wentworth Official Plan (see Appendix “A”);
- redesignate the lands from the “Industrial – Business Park” designation to the “Winona Urban Community” designation on Schedule “A” General Land Use Plan of the City of Stoney Creek Official Plan (see Appendix “A”);
• add the subject properties into the District Boundary of Schedule “A2”, Secondary Plan Winona Urban Community (see Appendix “B”);

• establish the applicable “Low Density Residential”, “Medium Density Residential”, and “Storm Water Management” designations on Schedule “A2”, Secondary Plan Winona Urban Community (see Appendix “B”); and,

• change the zoning from the Single Residential “R2”, Special Purpose Industrial “MSP(H)”, General Industrial “MG(H)” and Small Scale Industrial “MS(H)” Zones to the Single Residential “R3” (Block “3”), Single Residential “R4” (Block “4”), Multiple Residential “RM3” (Block “2”), and Open Space “OS” (Block “1”) Zones (see Appendix “C”).

The proposed draft plan of subdivision would consist of 10 blocks for street townhouses (Blocks 146-154 and 156 on Appendix “D”) for a total of 58 townhouse units, 144 lots for single detached dwellings (Lots 1 to 144 on Appendix “D”), 5 blocks for existing single detached dwellings on Barton Street (Blocks 165, 167, 169, 171, and 176 on Appendix “D”), and 1 block for a Storm Water Pond (Block 157 on Appendix “D”). A number of other blocks would be for servicing easements, road widenings and future development. Seven new streets are proposed and the subdivision would have access to Barton Street and West Avenue. It should be noted that the applicants had initially submitted a proposed subdivision plan consisting of 240 dwelling units (62 townhouses and 175 single detached dwellings), but due to public concern the density of the plan was revised.

**Details of Submitted Application**

**Owner(s):** Barton Assembly Landowner’s Group, c/o Losani Homes

**Applicant/Agent:** Armstrong Hunter & Associates, c/o Stephen Armstrong

**Location:** 1187, 1189, 1211, 1215, 1217, 1227 and 1239 Barton Street

**Description:**

- **Lot Frontage:** 420 metres (on Barton Street)
- **Lot Depth:** 372 metres (along west property line)
- **Lot Area:** 14.76 hectares
EXISTING LAND USE AND ZONING:

<table>
<thead>
<tr>
<th></th>
<th>Existing Land Use</th>
<th>Existing Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subject Lands</strong></td>
<td>5 single detached dwellings and vacant land</td>
<td>Single Residential “R2”, Special Purpose Industrial “MSP(H)”, General Industrial “MG(H)”, and, Small Scale Industrial “MS(H)” Zones</td>
</tr>
<tr>
<td><strong>Surrounding Lands</strong></td>
<td></td>
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<tr>
<td>North</td>
<td>CN Rail Corridor</td>
<td>General Industrial “MG” Zone</td>
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<tr>
<td>South</td>
<td>Single detached dwellings</td>
<td>Rural Residential “RR” and Single Residential “R2” Zones</td>
</tr>
<tr>
<td>East</td>
<td>Single detached dwellings</td>
<td>Single Residential “R2” Zone</td>
</tr>
<tr>
<td>West</td>
<td>Vacant (future industrial)</td>
<td>Special Purpose Industrial “MSP(H)” and “MSP-17(H)” Zones and General Industrial “MG(H)” Zone</td>
</tr>
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ANALYSIS/RATIONALE:

1. This proposal cannot be supported for the following reasons:

   (a) It is not consistent with Policy 1.3.2 of the Provincial Policy Statement (PPS) since the conversion of lands within employment areas to non-employment uses can only be undertaken through a comprehensive review initiated by a planning authority (The City of Hamilton). Also, the applicant has failed to demonstrate that the land is not required for employment purposes over the long term or that there is a need for the conversion.

   (b) It is not consistent with Policy 1.3.1 of the Provincial Policy Statement in that the applications would reduce the choice of suitable sites for employment uses and does not protect and preserve employment areas for current and future uses.
SUBJECT: Applications to Amend the Hamilton-Wentworth Official Plan, City of Stoney Creek Official Plan and City of Stoney Creek Zoning By-law and for Approval of a Draft Plan of Subdivision on the Properties Located at 1187, 1189, 1211, 1215, 1217, 1227 and 1239 Barton Street (Stoney Creek) (PED06419) (Ward 11) - Page 5 of 14

(c) It does not comply with the Hamilton-Wentworth Official Plan as the subject lands are designated for “Business Park” uses which are identified as major economic generators under Policy 3.1.

(d) It does not comply with the City of Stoney Creek Official Plan as the subject lands are designated for “Industrial-Business Park” uses and Policy 4.1.1 provides for the preservation and enhancement of the existing industrial base.

2. Policy 1.3.2 of The Provincial Policy Statement (PPS) states that planning authorities may only permit the conversion of employment areas to non-employment uses through a comprehensive review, which is defined as an Official Plan Review or Amendment which is initiated or adopted by a planning authority. As the applications to redesignate the lands from “Business Park” and “Industrial-Business Park” to permit residential uses were not initiated by a Planning Authority (The City of Hamilton), they cannot be considered to be consistent with the PPS and must be denied. The intent of this policy is to ensure that municipalities provide an appropriate mix of both employment and other land uses, and to limit the encroachment of non-compatible land-uses into prime employment land areas. This prevents the piecemeal loss of employment land to other land uses outside of a municipal comprehensive review.

“Places to Grow”, the Growth Plan for the Greater Golden Horseshoe, took effect on June 16, 2006. The applications were received prior to this date and therefore Places to Grow does not apply to the applications. However, it should be noted that Policy 22.6(5.) of Places to Grow states that municipalities may permit conversion of lands within employment areas, to non-employment uses, only through a municipal comprehensive review.

The City of Hamilton is currently developing a new Official Plan for the City of Hamilton through a municipal comprehensive review in a process entitled “Building a Strong Foundation” which encapsulates GRIDS (Growth-Related Integrated Development Strategy), which was required in order to fulfil municipal obligations under Places to Grow, and the new Official Plan for the City of Hamilton. The GRIDS final report and preferred growth option was endorsed by City Council in May 2006. The completion of the GRIDS process was needed to finalize a new Official Plan for the City of Hamilton. While the GRIDS final report does discuss the importance and need for employment land retention, final land use designations in the new Official Plan for employment land areas have not been finalized. Therefore, it would be appropriate for the stakeholders of the applications to work with the City of Hamilton in the comprehensive review of the new Official Plan for the City of Hamilton. It must be noted that the comprehensive review undertaken by the City of Hamilton must be in conformity
3. The applicants have submitted an Employment Land Needs Analysis by urbanMetrics Incorporated in order to partially address Policy 1.3.2 of the Provincial Policy Statement (PPS), which states that conversions be permitted only “where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion”. The Employment Land Needs Analysis contains conclusions on the viability of the subject lands for non-employment uses, their viability for employment uses, and the supply of employment land in the City of Hamilton. However, the only pertinent test in the PPS is that it must be demonstrated that the lands are not required for employment purposes over the long term and that the conversion is needed. The tests are not whether the lands could be developed for residential uses or whether the lands will be imminently developed for employment purposes. However, the main conclusion from the applicant’s Employment Land Needs Analysis, pertinent to the PPS test for employment land conversion, is that:

“Despite the City’s stated concern that it does not have an adequate supply of employment land, our analysis demonstrates that the City has the capacity to maintain a long-term surplus land position to 2021 based on each of the growth scenarios considered. Through the realization of strategic investments in Greenfield, brownfield and central areas of Hamilton, such as those in North Glanbrook, the Hamilton International Airport, the waterfront and the downtown core which are well entrenched within the City’s policy direction, the City of Hamilton also has the capacity to maintain a surplus employment land position to 2031 and beyond.”

The conclusion reached is that if the City of Hamilton fully realizes its potential to develop employment lands near the Hamilton International Airport; if additional land is available within the Stoney Creek Urban Boundary Expansion (SCUBE) area for employment land; and, if 10% of future job growth can be accommodated within existing employment land, then the City of Hamilton would have enough surplus employment land to 2031. In order to properly evaluate the conclusions reached in the Employment Land Needs Analysis, submitted by the applicants, the study was peer reviewed by Hemson Consulting Limited on behalf of the City of Hamilton. The peer review was undertaken due to the complexity of the issues including financial, real estate, and marketing issues, and the specialized expertise needed to evaluate such a report. The main conclusions of the peer review were that the urbanMetrics report failed to demonstrate that:
the subject lands are not required as employment land;
that the subject lands could not be developed as employment land; and,
that converting the lands would not affect Hamilton’s competitive position.

The conclusion that Hamilton has sufficient existing employment land to 2021 is disputed in the peer review due to the methodology used in calculating demand for employment land, and that the Province of Ontario has submitted updated growth forecasts in Places to Grow. These updated growth forecasts identify a need for increasing numbers of jobs which are anticipated to be primarily located within lands designated for employment purposes. Hemson concluded that an additional 780 ha of land is needed until 2021, and that all existing designated employment lands must be retained. The conclusion that Hamilton will have sufficient employment land to 2031 is disputed as the additional employment lands near the Hamilton International Airport have not yet been approved for that use. In addition, lands as part of the SCUBE area cannot be included in employment land calculations as these lands have yet to undergo detailed planning studies to determine final land uses and, therefore, cannot be considered in the calculations.

The urbanMetrics and Hemson reports reference studies the City had initiated. These studies relate to employment land needs to formulate the GRIDS land-use options and land use designations and policies for employment areas in the new Official Plan. The GRIDS final report and recommendations were approved at Committee of the Whole and City Council in May, 2006. The GRIDS final report, prepared by Dillon Consulting, identifies the importance of employment lands for essential economic development of the City of Hamilton. The final GRIDS conclusions, with respect to employment lands, as endorsed by City Council, are that the City of Hamilton is facing a shortage of approximately 1,050 ha of employment land. It is anticipated that this needed employment land will be provided around Hamilton International Airport and all existing employment land must also be retained. Therefore, staff is of the opinion, after reviewing the urbanMetrics report, Hemson Consulting peer review, and approved GRIDS final report, that the subject lands are needed in the long term as employment land and there is no justified need for the conversion. Therefore, the applications are clearly not consistent with the Provincial Policy Statement.

4. The applicants have also provided planning justification for the conversion based two other primary matters. These are:

i) That the use of the subject lands for residential uses is a logical extension of the existing Winona community and would not prejudice the viability of other employment designated lands in the area; and,
ii) That the viability of the subject lands for employment purposes is limited based on existing residential uses to the south and east and that due to the fragmented ownership of the lands it would be difficult for land assembly to occur.

If the applications are approved, an extension of the existing Winona urban boundary to encompass the subject lands would occur. However, that this is a logical extension of Winona is not the case. The subject lands are not included in any planned expansion to Winona nor would an extension of the Winona boundary serve as a ‘squaring off’ as the urban area of Winona on the south side of Barton Street only extends westerly across from 1231 Barton Street. In addition, all the lands on the south side of Barton Street, west of Winona, are part of the SCUBE lands, and will ultimately be brought into the urban boundary of the City of Hamilton. The existence of employment land on the north side of Barton Street and other urban land uses on the south side of Barton Street is an established land-use pattern in the Stoney Creek Industrial Business Park. Lighter industrial uses are located on Barton Street, while heavier industrial users are located in the interior to minimize conflicts between light industrial uses on the north side of Barton Street and other urban land uses on the south side of Barton Street.

The second justification is that the viability of the lands for industrial uses is limited due to fragmented ownership and existing residential uses in the area. The subject lands consist of 7 properties covering a total of 14.76 ha. Fragmented ownership does make land assembly more difficult and time consuming but difficulty in land assembly is not a planning argument for approving a different land use. That 7 property owners worked together for this proposed residential subdivision and thus shows potential for them to similarly work with an industrial developer. In addition, the lands immediately to the west of the subject lands are also designated and zoned for employment land uses. The property at 1175 Barton Street has recently been subject to a Preliminary Site Plan Application to develop the lands for industrial uses which shows a demand for industrial development in this area. The developers of the lands to the west have also submitted a letter in opposition to the application (see Public Consultation Section of this report).

In addition, through the industrial development of the property to the west, the City of Hamilton will be securing a road allowance for the expansion of Arvin Avenue to connect Lewis Road with Barton Street which would run from Lewis Road, midway between Barton Street and CN Rail, across the subject lands to between 1215 and 1217 Barton Street and south to Barton Street. The purpose of Arvin Avenue is to provide access to the employment land in this area, rather than having access from Lewis Road or Barton Street. An Environmental
Assessment (EA) is scheduled to be initiated in the 4th quarter of 2006 for this extension.

5. The proposed conversion also does not comply with the Hamilton-Wentworth Official Plan and the City of Stoney Creek Official Plan that designate the lands “Business Park” and “Industrial – Business Park” respectively. Policy 3.1 of the Hamilton-Wentworth Official Plan identifies business parks as major economic generators; Policy 4.1 of the City of Stoney Creek Official Plan speaks to the preservation and enhancement of the existing industrial base, and promotes new industries to locate in the business park by providing a substantial amount of additional serviced industrial lands and an attractive atmosphere for industrial growth. Removing existing serviced lands from the Business Park is contrary to the intent of these plans.

6. The subject lands are ideal for employment uses in that they are located adjacent to a major rail corridor and close to the QEW. Lewis Road connects to the South Service Road, which provides easy access to the highway via Fifty Road and Fruitland Road. This makes retention of the lands even more important to preserve a competitive advantage over other municipalities such as Brantford and Burlington that have substantial holdings of serviced industrial lands adjacent to major transportation corridors. In this regard, the Economic Development Division is strongly of the opinion that the applications not be approved.

**ALTERNATIVES FOR CONSIDERATION:**

Approval of the applications would not be consistent with the Provincial Policy Statement (PPS), which only permits conversions through a comprehensive review initiated by a municipality. Therefore, approving the applications is not a valid alternative for consideration. It is likely that should the applications be approved an appeal of the applications by the Ontario Ministry of Municipal Affairs and Housing would occur and City of Hamilton planning staff would not attend an Ontario Municipal Board hearing in support of the applications. The only viable alternative for consideration would be tabling the applications at this time and the applicants then make a submission to the City of Hamilton during its municipal comprehensive review of the new City of Hamilton Official Plan. If the results/land use designations in the new Official Plan are not satisfactory, the applicant can then appeal the Plan to the Ontario Municipal Board.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Financial – N/A.
**POLICIES AFFECTING PROPOSAL:**

**Provincial Policy Statement**

The application has been reviewed with respect to the Provincial Policy Statement (PPS) to determine if the applications are consistent with the principles and policies that are applicable. The policies applicable to these applications are as follows:

"1.3 EMPLOYMENT AREAS"

1.3.1 Planning authorities shall promote economic development and competitiveness by:

a) providing for an appropriate mix and range of employment (including industrial, commercial and institutional uses) to meet long-term needs;

b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

c) planning for, protecting and preserving employment areas for current and future uses; and,

d) ensuring the necessary infrastructure is provided to support current and projected needs.

1.3.2 Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion."

In addition, Policies 1.7.1(e) and 2.6.2 address the need for an archaeological assessment and noise and vibration study. As the proposed conversion is not being undertaken through a comprehensive review initiated by a planning authority, the applications are not consistent with the intent of the Provincial Policy Statement.
SUBJECT: Applications to Amend the Hamilton-Wentworth Official Plan, City of Stoney Creek Official Plan and City of Stoney Creek Zoning By-law and for Approval of a Draft Plan of Subdivision on the Properties Located at 1187, 1189, 1211, 1215, 1217, 1227 and 1239 Barton Street (Stoney Creek) (PED06419) (Ward 11) - Page 11 of 14

Hamilton-Wentworth Official Plan

The subject lands are primarily designated “Urban - Business Park” on Map No. 1, Regional Development Pattern. However, a small portion of land adjacent to West Avenue is designated “Urban”. Policy 3.1 of the Hamilton-Wentworth Official Plan establishes a land use strategy for the Urban Area that includes business parks as major economic generators. Conversion of the lands from a Business Park does not comply with the Hamilton-Wentworth Official Plan.

City of Stoney Creek Official Plan

The subject lands are designated “Industrial – Business Park” on Schedule A, General Land Use Plan, except for a small portion of land at the northeast corner of the lands which is designated “Residential”. This small portion of land is also designated “Low Density Residential” on Schedule “A2”, Secondary Plan Winona Urban Community. A portion of the subject lands at the northwest corner of the lands is also identified as Hazard Lands on Schedule “G”, Hazard Lands. The following policies from Subsection A.4 pertaining to the Industrial – Business Park are applicable:

“4.1.1 To ensure that the City will remain a viable industrial centre by preserving and enhancing the existing industrial base.

4.1.2 To promote new industries to locate in the City Industrial-Business Park by providing a substantial amount of additional serviced industrial lands and an attractive atmosphere for industrial growth.

4.1.3 To diversify the City’s existing industrial base by permitting a broad range of industrial uses.

4.1.4 To minimize the adverse effects associated with industrial operations.”

The proposal does not comply with the City of Stoney Creek Official Plan in that approval of the applications would not preserve and enhance the existing industrial base.

RELEVANT CONSULTATION:

Economic Development has advised that the applications should be denied as the conversion will further reduce the supply of available industrial lands through the City of Hamilton. Industrial land which is well situated in proximity to the 400 series provincial highway system is very limited and should be retained.
CN Rail has advised that residential development adjacent to the railway right-of-way is not appropriate without impact mitigation measures to reduce the incompatibility. CN Rail has also provided comments on the noise and vibration study submitted with the applications and is requesting further clarification and information on a number of matters. A number of conditions of approval, to be cleared by CN would have to be included including:

- finalization of a noise and vibration study and SWM report;
- construction of a berm, an acoustical barrier, and a chain link fence along the northerly property line;
- noise warning clauses and a restrictive covenant registered on title that all mitigation measures not be tampered with or altered; and,
- entering into an agreement with CN of an environmental easement for operational noise and vibration emissions in favour of CN Rail.

Bell Canada has advised that adequate telecommunication facilities exist within the area and no easement or lease is required. A standard condition of approval would apply pertaining to entering into an agreement with Bell Canada complying with any underground servicing conditions imposed by the municipality.

Hamilton Street Railway has advised that continuing to designate the lands as Business Park would provide better support for transit over the long-term. Public transit service is provided by Trans-Cab and that densities and the desire of the municipality to levy additional transit taxes will determine whether fixed route bus service would eventually be obtained. However, should the applications be approved, sidewalks and other pathways to connect to Barton Street should be provided and that the proposed townhouses should be relocated closer to Barton Street in order to situate higher densities closer to transit routes.

Public Works Department (Open Space Development Section) has advised that Cash-in-Lieu of parkland is required and that a streetscape plan be submitted. In addition, comments pertaining to design of the SWM pond were received including that Blocks 181 and 190 should be walkways for access to the pond. Loop trails around the pond should be provided and that the pond should be designed such that no fencing is required except where adjacent to private lots.

Public Works Department (Traffic Engineering and Operations Section) has advised that a Traffic Impact Study must be submitted and all recommendations implemented in a revised draft plan of subdivision. Any roadway construction or traffic operation improvements on City of Hamilton roadways noted in the study or recommended by the
City of Hamilton must be undertaken by and at the expense of the applicant. All necessary daylight triangles must be dedicated to the City of Hamilton, and access to corner lots at Street ‘A’ and Barton Street and Street ‘G’ and West Avenue must be provided from the local roads and outside daylight triangles.

Public Works Department (Environmental Planning Section) has advised that the applicant must verify the development is in keeping with the Stoney Creek Stormwater Master Plan objectives and that detailed traffic information must be provided to be utilized in conjunction with the Lewis Road Environmental Assessment.

Hamilton-Wentworth District School Board has no objections to the amendments but that as schools within the surrounding area are at or exceed current enrolment capacity, as conditions of draft plan approval, signage must be erected on the property advising that students may be redirected outside of the area and that notice to purchasers in all agreements of purchase and sale must also indicate this.

Public Consultation

In accordance with the Public Participation Policy that was approved by Council on May 29, 2003, the applications were pre-circulated to 113 property owners within 120 metres of the subject lands and a Public Notice sign was placed on the subject lands. The applicants have also hosted two neighbourhood information meetings. The first meeting was in February, 2006 and the second in May, 2006. At the first meeting some residents supported the applications, but other residents had concerns with respect to traffic and that the development was too dense. As a result of public comments at the first meeting, the applicants revised the applications to reduce the density from a total of 240 dwelling units to 202 dwelling units. The revised plan was generally supported by the residents that attended the second meeting.

In addition to the neighbourhood information meetings, six letters from neighbouring property owners were received (see Appendix “G”). Three of the letters were against the proposed development primarily due to traffic concerns. Two letters were in favour of the development, although these letters were from two of the land owners that form part of the Barton Street Assembly. With regard to traffic concerns, the Public Works Department (Traffic Engineering and Operations Section) has advised that a traffic study must be submitted to review impacts on existing traffic levels, new intersections, and impacts to existing intersections. A letter was also received from the property owner, a design-build company, immediately to the west of the subject lands. This letter stated that the lands to the west will be developed for industrial uses in the near future and that an expansion of residential uses adjacent to their industrial lands would not be appropriate. The letter also states that there is demand for industrial lands in the City of Hamilton and sufficient as-of-right residential land already exists.
CITY STRATEGIC COMMITMENT:

By evaluating the "Triple Bottom Line", (community, environment, economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

Community Well-Being is enhanced. ☑ Yes ☐ No
The public are involved in the definition and development of local solutions.

Environmental Well-Being is enhanced. ☑ Yes ☐ No
Ecological function and the natural heritage system are protected.

Economic Well-Being is enhanced. ☐ Yes ☑ No
The applications would not result in a balancing of employment to residential growth nor would the economic base be diversified.

Does the option you are recommending create value across all three bottom lines?
☑ Yes ☐ No

Do the options you are recommending make Hamilton a City of choice for high performance public servants?
☐ Yes ☑ No

:GM
Attachs. (5)
Planning and Economic Development Department

Location Map

File Name/Number: ZAC-05-128/OPA-05-25/ROP/05-06
Date: February 13, 2006

Appendix “A”
Scale: N.T.S
Planner/Technician: GM/LMM

Subject Property
North side of Barton Street, west of West Avenue, and south of the CN Rail Tracks

Regional Official Plan Amendment from the “Business Parks” to the “Urban” designation & Official Plan Amendment from the “Industrial-Business Park” to the “Winona Urban Community” designation
Appendix “B” to Report PED06419 (Page 1 of 1)

Location Map

File Name/Number: ZAC-05-128/OPA-05-25/ROPA-05-06
Date: February 13, 2006
Appendix “B”
Scale: N.T.S
Planner/Technician: GM/LMM

Subject Property
North side of Barton Street, west of West Avenue, and south of the CN Rail Tracks

Official Plan Amendment to bring subject lands into Schedule “A2”, Secondary Plan Winona Urban Community, and to establish the following landuse designations:

- "Storm Water Management"
- "Low Density Residential"
- "Medium Density Residential"
Planning and Economic Development Department

Location Map

File Name/Number:  
Date: February 13, 2006

Appendix “C”  
Scale: N.T.S  
Planner/Technician: GM/LMM

Subject Property

North side of Barton Street, west of West Avenue, and south of the CN Rail Tracks

Change in Zoning from the Single Residential “R2” Zone, Special Purpose Industrial “MSP(H)” Zone, General Industrial “MG(H)” Zone and Small Scale Industrial “MS(H)” Zone to a modified:

- Block 1 - Open Space “OS” Zone
- Block 2 - Multiple Residential “RM2” Zone
- Block 3 - Single Residential “R3” Zone
- Block 4 - Single Residential “R4” Zone
Dear Sirs:

Re: File No’s ROPA-05-06/OPA-05-06/ZAC-05-128/25T-200526

As regards to the above amendments and conversion of the property lying between Lewis road and West avenue on the north side of Barton street. I can not back this without definite plans in place for the services that this development will need. This development will impact my life and area residents I believe in a negative fashion. My areas of concerns are mainly about traffic volume. Other issues include our area school, water/sewer system.

If this land is converted for residential dwellings I believe we will see a traffic problem. There is no bus service here. Most families own at least one automobile if not two. A survey of this size will have approximately three hundred cars, never mind the scheduled development on the south side of Barton street, across from Hamilton Builders Supply. How many autos from that area alone, just down the street? Most of these cars will be exiting those two entrance/exits as indicated on the proposed plan every day many heading towards the Q.E.W and surrounding areas. At peak times believe the volume will make it very dangerous for me to get out of my driveway. Because of past developments in has got a lot busier in the past five years. There is already a problem with traffic at Fifty road and the south service road from volume. Cars entering service road in this area that already has lots of tractor trailers from local businesses will result in increased accidents and more fatalities. I do see my share of tractor trailers on Barton street and driving through a populated residential area will not be safe.

As for some of the other taken for granted services like fire departments we only have a volunteer fire department (Stn. 16). Is there going to be an increase in manning for that station?

Winona public school is not big enough! Are we going to keep adding portables? More dwellings equals more children added to already to small of school. This will mean busing the children to other schools which school buses adds to the traffic problems.

Are the city water and sewer systems going to meet this increased demands in my area. I don’t want to be paying for new water/sewers since the old ones were ok.

Approximately 12yrs old.

In my final thoughts, I’ve been here long enough to see those other developments in my area going up. Always the road gets ruined from dump trucks and connections from the new dwellings that are cut into the road. The road seems to not get fixed perfectly and or takes a very long time to be fixed. (e.g. north side of Fifty road). I would hope that wouldn’t happen here and would be at no cost to me or my fellow tax payers to fix.

Winona Peach Festival…where’s every one going to park?

David Loader
1170 Barton St.
Stoney Creek, Ontario
L8E 5H1
March 20, 2006,

Re: Preliminary Circulation of Proposed Official
Plan Amendment RPA 05-06, Official Plan Amendment
DPA 05-25, Zoning By-law Amendment ZAC05-128, Draft
Plan of Subdivision 25T-200526.

We, Renée & Odilie, strongly believe that the City of Hamilton is in need of industrial land to create permanent jobs. There is enough land for residential use in the area; therefore as tax payers we are against the change of the land located on the north side of Barton St. West if West Ave, south of the C.N. Rail tracks, east of Dan's Rd. From "Industrial Business Park" to "Residential" and among other needs, there is already a shortage of schools for the present children's population.

Renée Tremblay
Odilie Tremblay
City of Hamilton – Planning and Economic Development Department
71 Main Street West, 6th Floor
Hamilton ON L8P 4Y5
FAX: 905-540-6142
March 21, 2006

Attention: Mr. Greg Macdonald

Re: Proposed subdivision meeting on February 21, 2006 intersection location adjacent to 1202 Barton Street, Stoney Creek.

Dear Sirs,

The presentation on Feb 21st, 2006 indicated the “at risk position,” that the proposed sub-division will add to our present standards of living here in Winona. As I learned during the presentation and the period of open questions, we will futuristically live at the newly proposed “tee” location of a potentially very busy intersection, once this sub-division is allowed to move forward located on Barton Street in Winona.

We were never informed from your company (Losani) in writing, that such a proposed in/out roadway on Barton St. was the only place along here that could allow such a roadway to exist. Although beside us and on previous roadway drawings maintained by the former City of Stoney Creek, now the City of Hamilton it is indicated that the City owns a future roadway allowance to the east of our home. It would make proper sense that the adjacent road into this subdivision was inline with this future right-of-way on the North side of Barton Street.

Our concerns are the amount of daytime and night-time traffic that will point directly at our residence. This will hinder the safe exit/entrance of our driveway as well as the shining lights throughout our windows at night by exiting vehicles from the subdivision. I presume that no sidewalk will be allowed for the North side of Barton Street at this exit, as none was indicated, therefore our South side which has a sidewalk, means that anyone exiting the subdivision on foot or bicycle, will have to cross into our driveway apron area to enter the south sidewalk to walk or bike to Winona park. This will pose additional problems to be aware of when exiting our driveway via vehicle, along with watching for traffic in now three (3) directions.

The meeting indicated that your company has not completed any form of traffic analysis, noise analysis, or impact study based on the density factors which they are proposing (7.5 upa), nor have they contacted the Minister of Transportation offices and the EPA. I have contacted both these organizations and received the "not recommended" by which your company is proposing this intersection to be located, the higher noise factors involved, increased pollution factors and safety factors as well. The MOT has studies that show the accident rate goes up 5-6 times by such a designed “tee” intersection, along with pollution and noise and the existing housing values go down. Within the subdivision, as well the retention/detention ponds to the North will become a mosquito haven, at a time when we are concerned with standing water issues from west Nile virus alerts.

The value of our property will also be reduced by this new intersection, as no-one will wish to live here should we decide to sell due to the above outlined problems or natural cycle of ownership.

Sincerely,

Mr. Donald J. Roy
1202 Barton Street,
Stoney Creek, Ontario
L8E 5G0

Cc: Losani Homes
Councilor David Mitchell
1187 Barton Street East  
Winona, Ontario, L8E 5G9

March 20, 2006

Mr. Greg Macdonald, Senior Planner  
City Of Hamilton  
Planning and Economic Development Department  
Development and Real Estate Division (East)  
City Hall  
71 Main Street West, 6th Floor  
Hamilton, Ontario  
L8P 4Y5

Dear Mr. Macdonald:

Re: File No’s ROPA-05-06 / OPA-05-06 / ZAC-05-128 / 25T-200526

In reference to your letter of February 20, 2006, regarding the Regional Official Plan Amendment, please be advised that the residents at this address are in favour of the change.

The properties in question are all small parcels of land with many homes occupying the front portion. Because of this fact, the block in question, would be more suited to residential. Any industrial expansion behind these homes would decrease the quality of life, and have an emotional impact for the residents in the surrounding area, not to mention financial hardship for the residents who own these lands.

We have been waiting a long time for this change. In the 1970’s the zoning was changed to “industrial” without any input from the land owners. A change to “urban” would preserve the identity of the hamlet of Winona.

Sincerely,

[Signature]

(Mrs.) R. Maggi

cc: Mr. D. Mitchell, Ward 11 Councillor
March 17, 2006

ATT: Mr. GREG MACDONALD, Senior Planner,
City of Hamilton,
Planning & Economic Development Department. City Hall, 71 Main St. West,
Hamilton, Ont.


As owners of property located at 1217 Barton Street we would like to comment that we approve
of the development plans as proposed in your notice of Application made for an Amendment to
the Regional and Local Official Plans, zoning By Law amendments and draft Plan of Subdivision
for lands on the north side of Barton St. And west of West Ave. And south of the CNR tracks.

We feel that development for residential uses would be in the best interests of the Winona
Community and the surrounding existing homes currently in the area.

Please keep us advised as to your comments and future public meeting.

Yours truly,

Adam Dopko

Maurice Dopko
August 31, 2006

Planning & Economic Development Department
Hamilton City Hall
71 Main Street West
Hamilton, Ontario
L8P 4Y5

Attention: Greg MacDonald
Senior Planner, Development Planning Section (East)

RE: Opposition to proposed Official Plan Amendment and Re-Zoning Application for Barton Street and West Avenue (File # ZAC-05-128, ROPA-05-06, OPA-05-25, 25T200526)

Dear Greg:

Giffels Design-Build Inc. is a Canadian consulting group providing planning, architectural, engineering and construction services. IGRI are the legal owners of a property known municipally as 1175 Barton Street. The property is located directly to the west of a site that is currently proposing an official amendment and re-zoning application from industrial to residential use.

We recently submitted a preliminary site plan application, and will be submitting a full site plan application in the near future for our property. The proposed development will be an industrial use.

We are not in support of the neighbours official plan amendment and re-zoning application. We believe there is sufficient demand for industrial land in the City of Hamilton, and an appropriate supply of as-of-right residential lands and do not believe it is good planning practice to have residential development abutting an industrial area due to safety concerns.

In addition to this letter, we would appreciate notice of the public hearing so we may voice any additional concerns at the relevant time. Thank you for your time and consideration in this matter.

Yours very truly,
Giffels Design-Build Inc.

[Signature]

Valdemar Nickel, MScP, PLE, RPP
Director, Planning Services