



Hamilton

LET'S TALK!
STONEY CREEK

**1400 BASELINE ROAD,
STONEY CREEK**

**CITY INITIATED OFFICIAL PLAN AND ZONING
AMENDMENTS
FOR 1400 BASELINE ROAD**

**VIRTUAL PUBLIC INFORMATION MEETING
MARCH 18, 2021
PUBLIC FEEDBACK REPORT**

Due to the ongoing Covid-19 pandemic, all consultations within the City are being held virtually to protect the health and safety of Hamilton residents and staff.

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About This Report

The City of Hamilton is proposing to amend the Official Plan and Zoning By-law for the City owned property at 1400 Baseline Road, Stoney Creek. The purpose of the proposed **Urban Hamilton Official Plan Amendment** is to amend the Urban Lakeshore Area Secondary Plan by re-designating the lands from Low Density Residential 2b to Medium Density Residential 3 and establishing a Site Specific Policy Area. The proposed amendment will permit the development multiple dwellings up to a maximum height of nine storeys and at a density range of 50 to 99 units/net hectare.

The purpose of the proposed **Zoning By-law Amendment** is to rezone the lands from the Neighbourhood Development "ND" Zone to the Multiple Residential "RM3-69(H)" Zone, Modified, Holding.

The amendments will establish the permitted land use and zoning framework for the site. There is no specific development concept at this time.

The purpose of the public session was to present information to the public and respond to questions about city initiated official plan and zoning amendments for 1400 Baseline Road.

This report, prepared by Facilitator Sue Cumming, MCIP RPP, Cumming+Company, includes what was heard from the public at the live information meeting. 148 number of questions and comments were recorded from 31 different individuals. Comments and clarifications to questions asked about the proposed amendments were provided by City staff at the meeting. This report is intended to provide a record of what was heard. It does not include city staff responses.

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1. VIRTUAL PUBLIC INFORMATION DETAILS

Given restrictions related to public gatherings, the public session was held by way of an online **WEBINAR on March 18, 2021, from 6:00 to 8:00 p.m.** 77 residents registered for the meeting and 59 participated. The meeting was extended a further 30 minutes to 8:30 p.m. so that all questions could be read aloud.

City Staff gave a live presentation sharing a power point presentation of key information which was followed by a facilitated Question and Answer Period. The presentation was given by Alissa Mahood, MCIP RPP, City of Hamilton. The presentation found at **Appendix 1** included the following key topics:

- Site Details
- History
- Proposed Official Plan and Zoning By-law Amendments
- Next Steps

Residents participated by typing questions and comment into the Q and A which were read aloud by Independent Facilitator, Sue Cumming, Cumming+Company and answered live by staff. Individual names were not read aloud when the questions were asked.

City staff were available to address questions pertaining to the staff review and presentation.

Alissa Mahood – Community Planning
Christine Newbold – Community Planning
Jennifer Roth – Community Planning
Jeff Cornwell – Transportation Planning
Alvin Chan - Infrastructure Planning
Monir Moniruzzaman – Infrastructure Planning

Councillor Maria Pearson attended the meeting. As stated at the beginning of the meeting her role was to listen to the input and not to provide responses. Residents were encouraged to contact the Councillor to further share their concerns and to discuss their input.

At the conclusion of the Live Information Meeting held on March 18, 2021, the following next steps were noted:

- Staff will receive and review comments. Comments were requested by April 1, 2021.
- Staff will consider changes that may be required, and update staff report and planning documents.
- Hold the statutory public meeting open house at Planning Committee to consider the amendments. Date to be determined and will be posted on the Notice Sign on property, Newspaper Ad, and Mail-out.

It should be noted that the meeting held on March 18, 2021, was a neighbourhood information meeting and not the not the Public Meeting/Open House as required by the *Planning Act* (i.e., the “statutory public meeting”). This will occur at a later date and will be advertised and conducted to meet the requirements of the *Planning Act*.

2. WHAT WAS HEARD – SYNTHESIS OF INPUT

There is a high degree of interest particularly by residents of the Lake Pointe Community in the city proposed amendments for 1400 Baseline Road. The meeting was attended by 59 individuals, 31 of which provided comments and questions. There were numerous comments about the proposed land use for the site and opposition to the consideration of a nine storey building. Many questions related to understanding how the height of the building would be calculated. Of equal concern appears to be impact to neighbourhood traffic and parking from the potential future development of the site. City Staff were able to clarify how the density and height were determined providing an overview through the city staff presentation (included at Appendix A). With respect to transportation concerns, city transportation staff provided information on transportation related matters drawing on transportation studies undertaken in the area.

The following is a synthesis of the key topics of concerns raised by the public at the virtual Information Meeting. **Figure 1** is a high-level synthesis prepared by the Independent Facilitator on the key messages heard through the public information meeting. It is important that this synthesis of key messages heard be read in conjunction with the verbatim detailed comments found in **Figure 2**.

Figure 1 – High-level Overview of Feedback

Key Topics Noted	Key Messages Heard
<p>Clarification about the process proposed land use, range of densities, building heights and number of units that could be built on the site</p>	<ul style="list-style-type: none"> • Concerns about the permissible height and how this would be calculated i.e., how was it determined that 33 m = 9 storeys with residents believing that 33 metres would permit a 10 storey building. • Clarification of how road widths are measured and widths for North Service Road and Baseline Road. • Questions about rear yard setbacks and whether it was greater than 14.0 metres. • Questions about the estimated number of dwelling units to be built in the area. • Questions about when the land would be sold, and the process that would need to be followed by future developers. • Comments about whether the decision has already made to build homes/buildings. • Question about what assurances do residents have that the new zoning will not be expanded to allow for even taller buildings?

<p>Concerns were noted that the development of the site for a 9 storey building or for medium density would negatively impact the existing community</p>	<ul style="list-style-type: none"> • Objections were noted to a nine storey building being considered for this site. • Concern about increase in intensification is in an area where residents feel that there is a too much traffic. • Questions about whether social housing would be built on the site. • Questions about why other uses for the site are not being recommended including parks, community centre and commercial uses. • Comments that some residents believe that the form of housing being proposed doesn't address the needs of the majority of current and potential population - in that Boomers don't want to downsize when the monthly costs, incl fees, is higher than what they are paying now and that covid has changed the market demands of non-Boomers. • Concerns about views and vistas from Lakeside Condominiums to the lake and whether a visual impact study would be done.
<p>Concerns about impact to what is seen as an already overwhelmed Baseline Road and impacts to local neighbourhood traffic, traffic calming and parking.</p>	<ul style="list-style-type: none"> • Concerns about the high volume of traffic in spring and summer that is going to the Hamilton Conservation Area and that adding new housing to this site would bring new traffic and parking issues to an already overwhelmed Baseline Road. • Comments about issues with traffic because of the service road being used by commuters where residents indicate that there are capacity issues during peak times, • Concerns that the constant flow of vehicles also has an impact on public safety in the area and intensification with higher density development would not have a positive impact on the current public safety on Baseline Road. • Comments about traffic calming measures and what type of traffic calming could be considered for Baseline Road. • Concerns about issues with the city having changed parking requirements a few years ago, with lack of parking in the area noting that there is not enough parking on Raintree, Lockport or Glendaring Crescent as it is now. • Concerns with how parking would be provided for the new development. It was further noted that residents are concerned about visitor parking and how parking would be impacted by future

	<p>development of this site particularly for a high-rise building.</p> <ul style="list-style-type: none"> • Comments that there is no public transportation to the area and the need for sidewalks.
<p>Questions about whether city staff have undertaken the required studies for the amendments.</p>	<ul style="list-style-type: none"> • Questions were noted about whether city staff have considered the other development occurring in the area in their review of what would be appropriate on this site. • Questions about when the latest traffic study was undertaken and whether city staff were aware of the concerns of people living in the area about traffic and parking. • Questions about what studies are being done to support the amendments with the view that more studies should be done. • Comments that even if some studies don't need to be asked for during rezoning and would be done at site plan, is this appropriate in this case. • Questions about what conceptual massing studies show. • Reference to whether the amendments were OLT ready and whether city staff have completed the necessary studies to show conformity with official plan policy.
<p>Comments about why the city wasn't listening to the opposition of nearby residents</p>	<ul style="list-style-type: none"> • Comments that the city was not taking into account the concerns and objections of nearby residents who had invested in the area believing this site to be a low density site. • Questions were noted for the Councillor about voting on other city projects and why she wasn't answering to her voting records in response to their questions. • Comments were noted that Council isn't listening to the community's opposition to these amendments.

3. WHAT WAS HEARD – VERBATIM PUBLIC INPUT

Figure 2 includes the verbatim input received at the March 18th meeting. These are numbered for reference purpose only and each number represents a different individuals' comments. These are in the order of when they first asked/commented and organized by individual. The names and identifying information have been omitted. 148 questions/comments were noted by 31 people.

Figure 2 – Live Information Meeting Questions/ Comments Noted

#	Individual Comments and Questions from the meeting
1.	<ul style="list-style-type: none"> • Last week, Councillor Pearson wrote this email to a citizen: "Good afternoon. I want to thank you for your e-mail and agree wholeheartedly. As a councillor who has a lot of development/intensification being proposed in my ward, your comment about using existing built-up areas is imperative. It is unfortunate that residents in the vicinity of such intensification just don't get it like you and me. I will continue to be diligent in supporting growth where it should go encouraging the use of existing infrastructure. • Councillor Pearson – you didn't support a 9 storey at the corner of King St & Hwy 8 in 2016, beside a 7 storey & with 2 transit rates, so why are you supporting this 9 storey? • Councillor Pearson – you didn't support a 9 storey at the corner of James St N and Burlington St, adjacent to a 6 storey downtown, so why are you supporting this 9 storey? • Councillor Pearson – you didn't support a 9 storey at the corner of Stone church and West 5th, within walking distance to Mohawk College & the A-line bus rte., so why are you supporting this 9 storey? • Councillor Pearson – you didn't support a 4 storey on King St E in your Ward 10 and worked with the residents, Staff & City Council, to reach a settlement to reduce the build down to 3 storeys with setbacks of 33 metres from existing properties, so why haven't you worked with us to try to reach a mutually agreeable settlement? Is it because only 14% of us voted for you in the last election or is it because you, like Staff, have to adhere to Council's direction in that May 2019 Motion? • Do Staff believe this file is 'LPAT ready', when no studies have been completed to demonstrate conformity has been achieved to our Official Plan policies and the proposed increase in intensification is in an area where there is a lack of existing infrastructure and services? • Upon the sale of the land, how long after the sale can we expect the installation of sidewalks on the 50rd overpass? • Is the ward Councillor not going to respond to questions tonight? • Will the ward residents be able to see the voting results on this proposed zoning change i.e., in particular how each Councillor voted? • Would the Service Road be considered as an entrance and exit to this property?

#	Individual Comments and Questions from the meeting
	<ul style="list-style-type: none"> • Will bylaw at no cost to our condo corporation provide additional enforcement of our visiting parking? • What particular type of traffic calming is being proposed for Baseline Rd? • Councillor Pearson has said sale of the land proceeds would be used for sidewalks on the 50rd overpass between the north and south service roads. • If you are aware of concerns from the neighbourhood of about 9 storey developments, then why not try to appease existing homeowners? • Wouldn't it be wise to have any developers use the service road as an entrance and exit to this property? • Why is the area Councillor not answering questions her constituents have? • Why rezone when a lot of the neighborhood is vehemently opposed to 9 storey buildings? • Where is the Councillor to answer her constituent's questions? • Would Council be happy with this change in their neighbourhood?
2.	<ul style="list-style-type: none"> • Has the city looked at the future projects also planned for this area (such as LIUNA condos, condos at Casablanca, condos on the south side of the service road at Costco) prior to changing the zoning? Does the infrastructure support the change in zoning? • Would The transportation analysis required by the developer be from an independent Corp. from the developer? • So as a point of clarification ... you are updating from Low density which would limit to townhouses and homes vs medium density which permits towns, maisonettes and 9 storey building?
3.	<ul style="list-style-type: none"> • Is this area going to be dedicated to social housing? • Has the impact on future traffic has been assessed? This area is already quite congested during spring and summer due to the Conservation area... It is only a 2-way road... • What is the estimated number of dwellings to be built on this area? • Should take a look at the issues with the homes built on the corner of Fruitland and North Service Rd... it is becoming a traffic nightmare... • Has the decision already made to build homes/buildings? Or the area could be used for other purposes that could benefit the community? • North Service Road and Baseline have enough room for two lanes, how is it that City Transportation Staff indicated that their width is 20 metres?
4.	<ul style="list-style-type: none"> • Why does the Height change 33 metres when 33 metres is the height for a 10 storey: not a 9 storey? • What is the rear yard setback in the parent Zoning regulations - is it greater than or lower than the 14 metres MTO requirement? • Can we get copies of this slide presentation? • Even though some studies don't have to be asked for during zoning and can be deferred to Site Plan, is that appropriate in this particular case? • Will the sign on the property be updated to include the April Fools Day deadline for comments?

#	Individual Comments and Questions from the meeting
	<ul style="list-style-type: none"> • LP citizens understand what types of developments we can expect. The Guides clearly tells me I can expect a low rise infill on this vacant land, so why isn't this proposal consistent with the messaging to those of us that have already planted roots here? • Why aren't we being provided with a Conceptual plan showing the Massing exercise that Staff completed to determine if this would fit? • LP citizens understand what types of developments we can expect. The Guides clearly tells me I can expect a low rise infill on this vacant land, so why isn't this proposal consistent with the messaging to those of us that have already planted roots here? • How many people are in attendance tonight? • You've stated that the required parking would HAVE to be onsite, yet the rezoning is REDUCING the # of parking spaces regulated. Please clarify tonight's statement and zoning by-law proposed? • Why are the video of the panelists disabled? This is a very unwelcoming format to only be seeing the Q and A slide. • Secondary rental stock & Airbnb's which is driving rental prices throughout the city even higher and negatively impacting residents Quality of Life, so why would the city choose to introduce these 'Housing as an Investment' problems to a new area of the city? • Taxpayers paid for the technology to show blob massings; and other developments have these during presentations by Staff - why can't we see that? and see the potential shadowing? • Steve Robichaud has advised there is NOT a 2-year moratorium for site specific rezoning - please clarify previous statement. • A single family home on Cannon St E sold last week for \$732,500! People clearly want smaller sized (as compared to area) non-apartments, so why aren't we zoning this land to meet the needs of our population and responding to projected conditions? • To reduce the build down to 3 storeys with setbacks of 33 metres from existing properties, so why aren't we working together to try to reach a mutually agreeable settlement? Is it because city staff have to adhere to Council's direction in that May 2019 Motion? • City staff shouldn't be referencing speed cushions – Councillor Pearson has already stated she will NOT approve any such cushions in her ward. • Has Staff and Council considered that the proposed form of housing doesn't address the needs of the majority of current and potential population - in that Boomers don't want to downsize when the monthly costs, incl fees, is higher than what they are paying now and that covid has changed the market demands of non-Boomers? • Has the city evaluated the Social Injustices of using apartment dwellers along the QEW as 'human shields' to block noise, wind and pollution for the townhomes and single family home dwellers?

#	Individual Comments and Questions from the meeting
	<ul style="list-style-type: none"> • Can you comment on the inconsistencies in approvals for 9 storeys? Our councillor didn't support a 9 storey at the corner of King St & Hwy 8 in 2016, beside a 7 storey & with 2 transit routes, so why is Staff supporting this 9 storey? • Our Councillor didn't support a 9 storey at the corner of James St N and Burlington St, adjacent to a 6 storey downtown, so why are Staff supporting this 9 storey? • Our Councillor didn't support a 9 storey at the corner of Stonechuch and West 5th, within walking distance to Mohawk College & the A-line bus rte., so why are Staff supporting this 9 storey? • Where is our Councillor to answer her constituent's questions? • Why are you blocking questions that make reference to our elected representatives? • If the apartment building was removed, how many potential townhomes could be built? • As owner of a single family home, this proposal will positively impact my property values however, has staff evaluated the potential negative fiscal impacts to the City and the residents' property taxes for the increased infrastructure investments required? • Our Councillor didn't support a 4 storey on King St E & worked with the residents, to reach a settlement to reduce the build down to 3 storeys. So, why aren't we working together to try to reach a mutually agreeable settlement? • Why is there a belief by Staff & Council that apartments are a more affordable housing form when a quick glance at listings right now has a freehold town in the area listed for \$568K, a semi for \$800k, versus a 2br condo on Highway 8 for \$859k? • There are so many studies not done to support conformity of a high rise so why are we putting the cart before the horse?
5.	<ul style="list-style-type: none"> • We understand that in 2009 The City should have undertaken a comprehensive study to identify significant views and vistas and recommend strategies for their protection and enhancement. This was done in Hamilton but not here. This is one of the reasons we moved here because of the view of the escarpment. • Are you going to do a Visual Impact Study for this area? • Traffic in this area is terrible in spring and summer due to the Hamilton Conservation Area and all the new building in the area. The parking is also terrible. If these new buildings are built the parking and traffic will become impossible. • How will they allow for parking for visitors to their building it sounds like you are really only answering parking for the residents. They will park in our very crowded neighborhood for their overflow. • How wide is Baseline in actual measure not "right of way" allowance?
6.	<ul style="list-style-type: none"> • What is the width of North Service Road?

#	Individual Comments and Questions from the meeting
	<ul style="list-style-type: none"> • What is the width of Baseline Road? • Right of Way Width Please and Thank You • How was it determined that 33 m = 9 storeys?
7.	<ul style="list-style-type: none"> • We don't have the gas station north of QEW, why don't we make Gas station and small plaza? • I am not agreeing with 9 story building behind my backyard. • During the Summer we have very busy traffic due to 50 Point picnic traffic • Thanks for the invite us. Have a good evening.
8.	<ul style="list-style-type: none"> • Why is the land not considered from commercial use point of view? I believe as per the original plan the land was to be used to have a gas station etc. • If I understood correctly, if the building of 33 m is approved to be built, it means it will be at a distance of at least 33 m from the rear end?
9.	<ul style="list-style-type: none"> • The community is already busy coz of Costco Plaza. The traffic will be out of control if there is a 9 storey coming up. Has the city assessed this?
10.	<ul style="list-style-type: none"> • Sorry, I arrived a little late, are we asking questions on the chat. • So, it's been finalized that this property will have condos, townhouses etc., Can we have an alternative such as a community centre or recreational parks that can also preserve the beauty of the place while we help the community grow economically? • Would like to still preserve the beauty of this place looking to Niagara Escarpment and have positive economic development in the neighbourhood. As a parent, I am concerned and would want to have solutions that benefits children and adults in the neighbourhood. • Why cannot we have an alternative to condos or townhouses but recreational centre, community centre, etc., for kids in the neighbourhood, and for people of all ages. • If this continues, there won't be any nature conservancy. One of the reasons we moved all the way from Toronto. • can't we have a recreation kind or community centre for kids and people of this neighbourhood? A space people of the neighbourhood can also use. • How about we keep this site as a park and not build anything? Right now, there does not seem to be any other alternative to the residential buildings. • How can we ensure that the neighbourhood be safer with more population and communities coming in with such residential placements? Any plans for crime prevention.
11.	<ul style="list-style-type: none"> • When will the property be placed on the market?
12.	<ul style="list-style-type: none"> • I tried to post a topic and it looks like it cut off 90% of my post. Are we being limited on the length of our comment/questions? • I will have to send it in part by part. • This will have a negative impact on the current public safety on baseline road. Are you aware of how overwhelmed baseline road is currently? A Traffic impact study should be done, and it should be done when we have an extra roughly 28000 vehicles a month on Baseline Road. • I have to try again. its cutting everything off.

#	Individual Comments and Questions from the meeting
	<ul style="list-style-type: none"> • Through data collected from 50 Point Conservation Area, the park saw roughly 187000 visitors in 2019 and 184000 in 2020. It was confirmed to me that 90% of this activity takes place during 6 months of the year • Knowing that 90% of this activity takes place during 6 months of the year. Please note that the data provided includes all visitor vehicles (large, loaded vehicles, trucks towing boats large enough to be suitable for Lake Ontario waters, and day trip vehicles). • The list also includes park members but only park members who purchased their pass from directly from 50 Point Conservation, any members who purchased a pass from the conservation authority online or elsewhere are not included in the data. • Walk in visitors counted for roughly .002% in 2019 and roughly .003% in 2020. • Knowing that 90 % of this activity happens during 6 months of the year, we had an average of roughly 28000 extra vehicles on baseline road in 2019 per month and an extra roughly 27600 extra vehicles on baseline road in 2020. • Baseline road is a local road with a design capacity to carry low traffic flow. • This community area (baseline road/Lockport way being the only entrance to the community) is already overwhelmed with everyday local traffic and with this added amount of traffic to 50 Point Conservation, • The volume is significantly high on baseline road compared to other areas in the city. • Why is higher density construction suitable here rather than in other areas in the city where larger loaded vehicles going to conservation areas are not present? • The constant flow of vehicles also has an impact on public safety in the area and intensification with higher density development would not have a positive impact on the current public safety on baseline road. • Are you aware of how overwhelmed baseline road is currently? A Traffic impact study should be done, and it should be done when we have an extra roughly 28000 vehicles a month on Baseline Road. • 1400 Baseline Road is within such close proximity to 50 Point Conservation (680ft or .02KM) which is well known to be the home to a vast variety of bird species including a large number of migratory bird species. • After having many conversations with the experts at the Hamilton Naturalists Club and others, I'd like to know why City has not evaluated the impact a high-rise build • will have in an area that is considered an Important Bird Area because of its global significance as one the premier spots in Ontario to see an amazing array of bird's species. • You are unfortunately reading my posts wrong. I had to post in series because everything is limited and cuts off my points. The majority of my points have been missed.

#	Individual Comments and Questions from the meeting
13.	<ul style="list-style-type: none"> • How does the city plan on keeping this residential area safe for pedestrians? • Traffic calming measures is not the solution, it's the traffic volume that is the problem. During conservation park peak times it is hard to get onto Baseline Rd via driveways. Vehicle calming is not an answer unless I don't understand the definition of vehicle calming. Please explain. • Speed bumps will not control vehicle volumes. it is vehicle volumes on Baseline Road, especially recreational vehicles and trailers that is the problem. how will this increased volume be redirected off of Baseline when there is only one road into the park? • Speed cushions is a panacea, it is not effective because there are many towed recreational vehicles, this creates a new problem, noise created by the trailer hitches. This means that I have to keep the house doors closed.
14.	<ul style="list-style-type: none"> • You have indicated there is no real traffic issues noted - however on Baseline Road and Lockport Way there are days from May - November where you cannot get out of the Lakepoint survey and times you are stuck on Baseline Road for over an hour waiting. • How can you say that there are no traffic issues in the area? Baseline is barely a two-way street. • As for transportation you have indicated it would be looked at. We have no local transportation HSR in our area at all. One without a vehicle cannot walk anywhere. What about sidewalks? • There is nowhere in our area to provide a transportation loop for HSR, how can you provide transportation in our area? So what transportation are you talking about the sale of the land would offer?
15.	<ul style="list-style-type: none"> • This area already lacks public transportation, there is already issues with foot traffic making it over the QEW, adding more density housing to this area will magnify the already significant issue, what are the cities plans for this with more development? • Fifty Rd, north service, baseline is all single lane, as we increase density how are we dealing with the increased traffic needs of those that reside in the community? Does the city have plans at this time for widening as this is already an issue? • The Lake Pointe Community Facebook page has 984 members, many residents have voiced their disapproval of a 9 storey building. Majority have shared support for similar townhomes to what is currently in keeping with the area. Will the city hear them? • Can the city please consider the lack of privacy that existing homeowners would have if they approved a taller building overshadowing the existing homes. • Many are suggesting a mix of commercial with residential, similar to Casablanca as a worst-case scenario if it isn't just towns. Services that aren't offered at Winona Crossing to "better the area" improve the community. • If a 9 storey isn't feasible, why allow / zone for one?

#	Individual Comments and Questions from the meeting
	<ul style="list-style-type: none"> City Transportation Staff mentioned that Transportation would support busing on North Service Rd., how can we move forward with this ASAP? The community has a strong need for this.
16.	<ul style="list-style-type: none"> We have no public transportation in the area so according to the maximum capacity of 115 units with an average of two people per unit that equates to 230 additional cars in the area. How can this be considered acceptable? We have no sidewalks along Baseline Road. There are cyclists and pedestrians along both sides of the road which only allows for one car to pass. You mentioned that Baseline Road is 20 metres wide, however, my husband just measured the asphalt in front.
17.	<ul style="list-style-type: none"> Council has approved the increased density with a holding provision that requires studies to be done before development at the responsibility of the purchaser. If the studies show the site is not feasible for higher densities will council ignore the studies or be open to a lawsuit if the approval does not meet the purchasers' expectations?
18.	<ul style="list-style-type: none"> The city has enacted changes to the on-street parking on the surrounding streets in 2018. What steps will the rezoning require to ensure the safe and effective flow of traffic and adequate parking for area residents?
19.	<ul style="list-style-type: none"> This may have already been asked but will the traffic study include the amount of cars that pack Baseline Road to get into 50 Point conservation Area? Really not sure why the city can't dictate what gets built here after it's sold.
20.	<ul style="list-style-type: none"> Is it likely (or even possible) that entry to that property needs to be made from North Service Road? Has any consideration to the school bus stops on Baseline Road? Can entrance to the property be mandated to be made from the North Service Road in order to alleviate traffic on Baseline? Most of us are generally opposed to this amendment to zoning because we don't want a large building in the immediate neighbourhood. At the 99 units per hectare capacity, we're talking about 200 potential cars on an already busy corner. Staff have done an excellent job in this meeting. Some of us might not like this development but can't fault city staff for the excellent work done for today's meeting. Thank you.
21.	<ul style="list-style-type: none"> There's also issues with traffic because of the service road being used by commuters. There definitely are capacity issues during peak times, If you are allowing 9 stories, the builder is going to build 9 stories. Even if it's 7 or 8 stories, it is not in line with the neighbourhood and negatively impacts traffic, safety, privacy, etc.
22.	<ul style="list-style-type: none"> Any plans to bring public transit out to this area? Would help with getting cars off the road.
23.	<ul style="list-style-type: none"> I believe you had mentioned there was already a traffic study completed. Can you please provide us with a copy of the last traffic study completed in the area?

#	Individual Comments and Questions from the meeting
	<ul style="list-style-type: none"> • So, the last studies as per Jeff was in 2018 and 2019... can we be provided with both of those studies. It would be interesting to compare the population growth between then and now considering a traffic signal was recommended back then.
24.	<ul style="list-style-type: none"> • There are already problems with young people climbing fences to access the Conservation Area. access to the park from Baseline is not fenced and, in the evenings, only lightly monitored at best. are you considering security implications? • Where will the entrance be for the building – off the already busy Baseline or the lesser used Service Road? • You already said that the area is zoned for low density, but isn't 9 stories high density? • Does Hamilton have a definition for "medium density" housing? What is see online is that it is typically max of 40 including low rise housing.
25.	<ul style="list-style-type: none"> • Can't there be provision of sale on the property? Basically, stating that only towns or detached homes can be built on the property? • Speed humps re not going to help the traffic situation. Its not how many fast cars are going; it is how many cars that are using the roads. • Have any developers contacted you regarding the purchase of the land? Either with the current zoning or with the revised zoning?
26.	<ul style="list-style-type: none"> • Realistically, is there any amount of pushback from the neighbourhood that would actually make the city change their mind on this decision? how much do you really value our opinion? • The land is to be rezoned for up to 9 – storeys. I don't know of many developers who wouldn't maximize the available use of land, so this is why everyone is angry. We don't think that a 9 storey building(s) is going in there – we know it will.
27.	<ul style="list-style-type: none"> • I heard that this building was to create diversity and would include government assisted living. Is this still the case?
28.	<ul style="list-style-type: none"> • There is not enough parking on Raintree, Lockport or Glendarig as it is now. With a 9 storey building or maisonettes, the overflow parking is going to make parking for those that already live here even more of a nightmare than it already is. • Lot premiums were paid by some residents who live in the area. I doubt that people paid a premium to look at a 9 storey building. Ridiculous. Everyone in the area is against this!
29.	<ul style="list-style-type: none"> • Please address my questions directed to Maria
30.	<ul style="list-style-type: none"> • In reference to other residents' comments, as someone who lives here just off of Baseline with a small child, I would like to clarify that speed is an issue as well as volume of traffic on Baseline.
31.	<ul style="list-style-type: none"> • There have been cases where developers go back to the city to renegotiate the zoning. This has happened in Burlington. What assurances do we have that the new zoning will not be expanded to allow for even taller buildings?

#	Individual Comments and Questions from the meeting
	<ul style="list-style-type: none">• How can the zoning be appropriate for medium density housing now but his could change later? how does this make sense?• Taxpayers are being ignored as usual. Elected officials not even involved. Disappointing.

Appendix 1
City Staff Presentation for the Public Information Meeting



LET'S TALK!
STONEY CREEK

**1400 BASELINE ROAD,
STONEY CREEK**

March 18, 2021

WELCOME AND INTRODUCTIONS

Thank you for attending this virtual public information meeting

Independent Facilitator: Sue Cumming, MCIP, RPP (Cumming+Company)

Presenter: Alissa Mahood, MCIP, RPP (City of Hamilton)

CITY OF HAMILTON LAND ACKNOWLEDGMENT

“The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. We further acknowledge that this land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation.

Today, the City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.”

HOW TO PROVIDE YOUR INPUT AT THIS MEETING

City staff will provide a presentation live followed by Q and A

You can ask questions or provide comments by typing these into the Q and A and the Independent Facilitator will read out the questions for City Staff to respond to

Your name will not be read aloud when questions are asked

Following the meeting, you can contact City staff at any time with further comments or questions

PRESENTATION OVERVIEW

Presenter: Alissa Mahood, MCIP, RPP (City of Hamilton)

- Site Details
- History
- Proposed Official Plan and Zoning By-law Amendments
- Next Steps
- Q&A



 1400 Baseline Road, Stoney Creek



SITE DETAILS

Owner	City of Hamilton
Size	1.17 ha
Services	Existing municipal
Existing use	Vacant
Existing Official Plan and Designation	Low Density Residential 2b (Urban Lakeshore Area Secondary Plan – Urban Hamilton Official Plan)
Existing Zoning	Neighbourhood Development (ND) Zone By-law 3692-92 (Stoney Creek)

HISTORY

- February 2018 – Lands declared surplus (Affordable Housing Site Selection Sub-Committee) as part of a disposition strategy to create more affordable housing).
- May 2019 – City Council Motion – directs staff to update the planning permissions for the site in order to prepare the lands for sale.
 - Official Plan and Zoning By-law Amendment
- In addition to funding future affordable housing projects in the City, proceeds from the sale of the lands will also be used to fund local transportation improvements in the area.

WHY IS THE CITY CHANGING THE LAND USE?

- Council direction
- Update the planning permissions for the property (the existing Urban Lakeshore Area Secondary Plan was developed in the early 1990's)
- Establish the minimum and maximum standards for future development and establish permitted uses

WHAT IS THE CITY NOT DOING?

- The City will NOT be developing the site (lands will be sold)
 - Future owner will be responsible for submitting a site plan (development concept) and supporting studies that are required as part of a site plan application.

CONSIDERATIONS

- PROVINCIAL POLICIES AND LEGISLATION
 - Provincial Policy Statement
 - Growth Plan

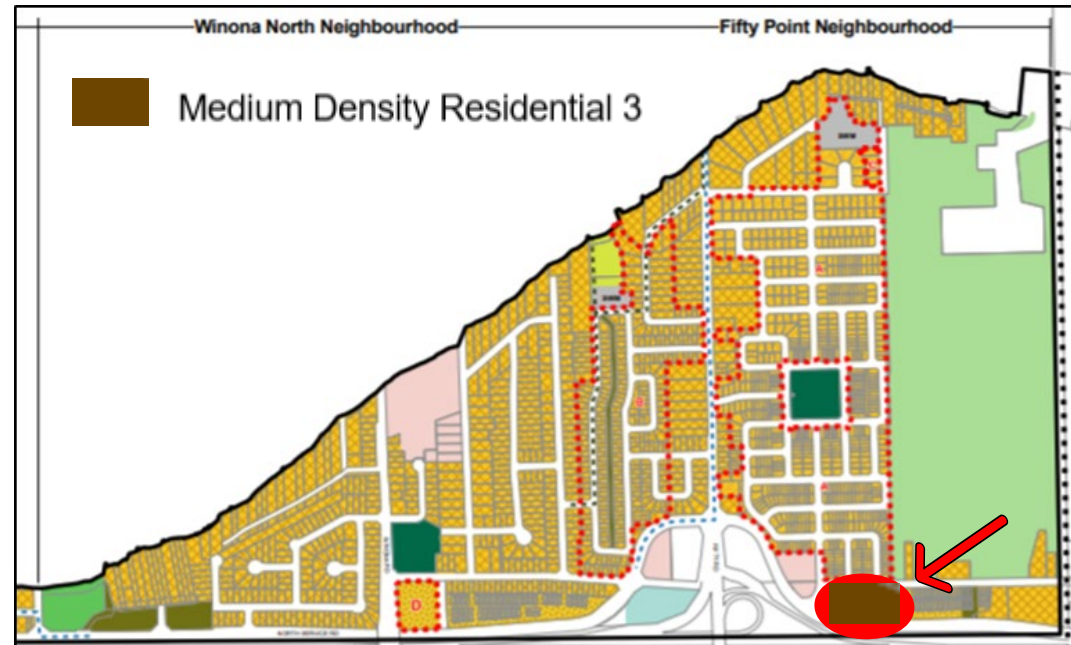
- URBAN HAMILTON OFFICIAL PLAN
 - Intensification
 - Housing Needs
 - Land Use Compatibility
 - Urban Design
 - Natural Heritage
 - Cultural Heritage/Archaeology
 - Servicing and Infrastructure
 - Financial

- LOCATION AND PROPERTY CHARACTERISTICS
 - Size
 - Surrounding Land Uses/Patterns
 - Neighbourhood Characteristics

PROPOSED LAND USE DESIGNATION

MEDIUM DENSITY RESIDENTIAL 3

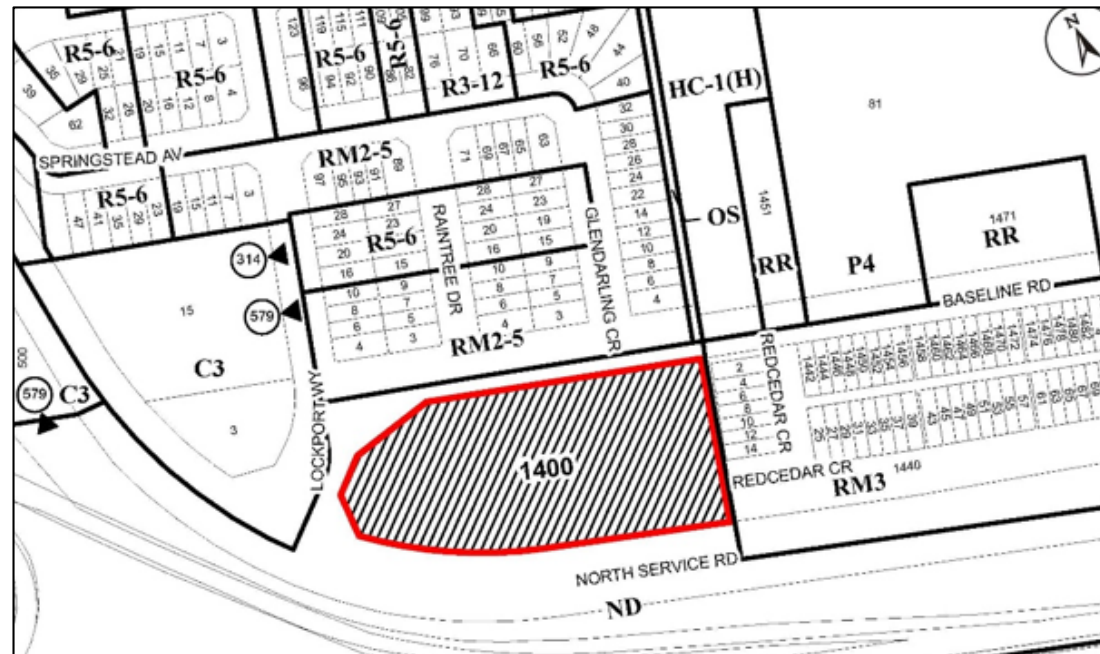
- **Uses permitted:** Multiple Dwellings (i.e. townhouses, maisonettes, apartment buildings or a combination of these uses)
- **Density:** 50-99 units per hectare
- **Height:** 9 storeys maximum



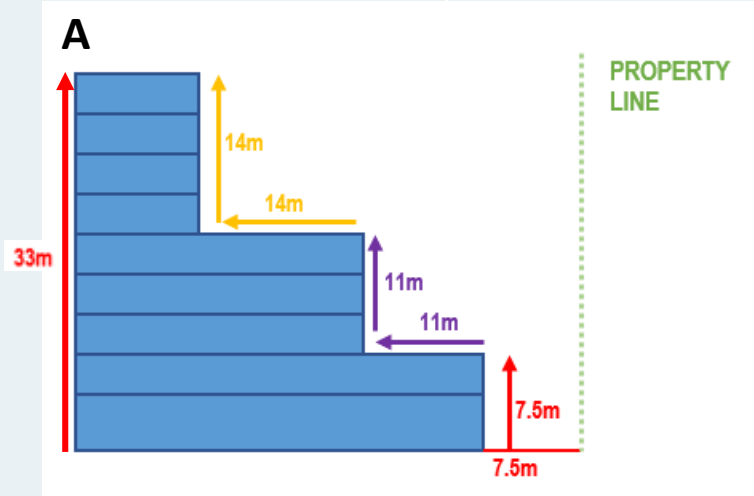
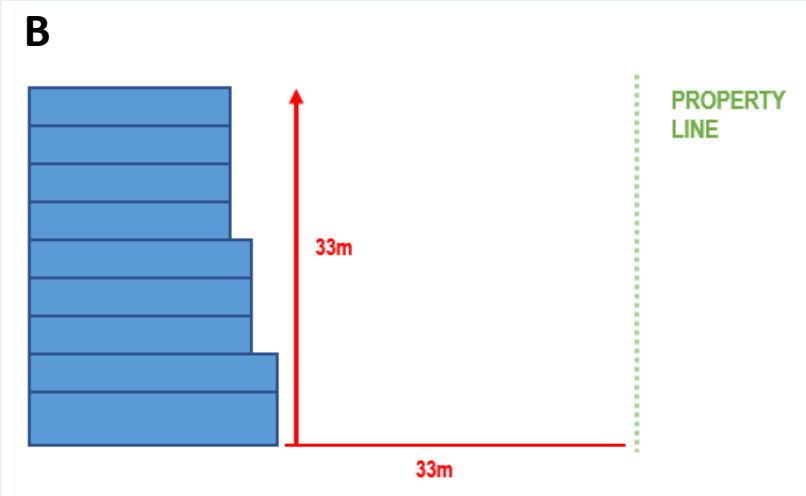
PROPOSED ZONING

MULTIPLE RESIDENTIAL (RM3) ZONE, MODIFIED, HOLDING

- **Uses permitted:** Townhouses, maisonettes, apartment dwellings, dwelling groups, home occupation, accessory uses
- **Max. Density:** 99 units per hectare
- **Height:** 33 metres (9 storeys)



PROPOSED ZONING

USE	REGULATIONS
Townhouses, Maisonettes	<p>Maximum Building Height: 11 metres (3 storeys)</p> <p>Minimum Setbacks from Front and Side Yard: 7.5 metres</p> <p>Minimum Setback from Rear Yard (North Service Rd.): 14 metres (MTO requirement) <i>* applies to all development on this site including apartments.</i></p>
Apartment Buildings	<p>Maximum Building Height: 33 metres (9 storeys) under the following:</p> <ul style="list-style-type: none">• Minimum 7.5 metres setback for the portion of the building along a front or side lot line; and,• Height can increase only equal to the increase in the setback from the front and side lot line (to a maximum height of 33 metres)
	<div><div><p>A</p></div><div><p>B</p></div></div>
Maximum Density	99 units per hectare

HOLDING PROVISION BY-LAW: *A zoning by-law with an 'H' symbol restricts future uses until conditions for removing the 'H' are met. No development (includes site plan approval, building permits) can take place until the Holding is removed by clearing the conditions and amending the by-law.*

HOLDING PROVISION CONDITIONS

Functional Servicing Report (FSR)

An FSR must be submitted to identify if any infrastructure upgrades for water and sanitary services are required to support the development (all upgrades required are at the developers expense).

Traffic Impact Study (TIS)

A TIS must be submitted and to identify if improvements required to the transportation network as a result of the development (at the cost of the developer).

Archaeological Assessment

An Archaeological assessment must be carried out of the subject property and mitigate, through preservation or resource removal and documentation of significant archeological resources.

External Works Agreements and Securities

Developer must register external works agreements and post appropriate securities to ensure that they implement any infrastructure upgrades identified in the FSR and TIS that are required.

NEXT STEPS

- Staff will receive and review comments. Please submit comments by **April 1, 2021**.
- Consider changes that may be required.
- Update staff report and planning documents.
- Hold the statutory public meeting open house at Planning Committee to consider the amendments. **Date to be determined** and will be posted on the Notice Sign on property, Newspaper Ad, and Mail-out.



FOR MORE INFORMATION AND TO PROVIDE COMMENTS CONTACT:

Alissa Mahood, Community Planning and GIS

☎ 905-546-2424 ext. 1250

✉ Alissa.Mahood@Hamilton.ca

Q&A



THANK YOU FOR ATTENDING