

**From:** [REDACTED]  
**To:** [DL - Council Only; Mahood, Alissa](#)  
**Subject:** 1400 baseline Rd  
**Date:** March 19, 2021 11:41:14 AM

---

I am appalled (and I might add suspicious) at the format and performance of the online meeting pertaining to the zoning of the property at 1400 Baseline Rd.

For the moderator to cherry pick the questions that repeatedly parroted the same subject and receiving the same non-answers while ignoring other relevant and important questions.

This was comparable to performance theatre to give the impression that council is taking the constituents' concerns seriously, the result being ..... nothing, nada, zilch. We received no comfort or assurance that the outcome of this proposal will meet the concerns of the community.

**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Subject:** 1400 Baseline Road - Stoney Creek Development  
**Date:** March 18, 2021 8:08:53 PM

---

Further to your web seminar March 18, 2021 7pm - 8:30pm I'm providing my concerns and questions.

You had made comments in your presentation that your offices did traffic surveys and found no issues at all with traffic especially at Fifty Road and North Service road. However right where the development is going to go up on Baseline Road and Lockport Way, this is a way out for the Lakepointe community and from May to November you cannot get out of our survey. Baseline is also a hazard as people try and walk down it and two vehicles can barely pass each other.

If you add another 99 units to that area with 2 parking spots which adds another 200 cars. There will be too much traffic.

With respect to sidewalks over Fifty Road connecting the two service roads, why cannot this be considered? It was something that was originally offered to us before Brenda Johnson held up the Costco development and the developer was going to provide it.

You have indicated the sale of the land would provide local transportation. What is the local transportation you are offering? Our area has nothing. So someone without a vehicle is trapped down here. There are no sidewalks to allow someone to walk safely to get over the highway. If you are allowing low income housing how are they supposed to get anywhere for their social assistance services?

there is no area in this area for a bus loop for the HSR, so what is it really you are going to offer down in this area?

this is something you have to consider when allowing someone to purchase this land.

Our family does not agree with a 9 story building going up. We don't want a concrete jungle. We want to conserve the birds in the area, and want to uphold the value and look of the rest of the neighbourhood.

[REDACTED]

**From:** [REDACTED]  
**To:** [Mahood, Alissa](#); [DL - Council Only](#)  
**Subject:** 1400 Baseline Road Let's Talk Meeting March 18th 2020  
**Date:** March 20, 2021 4:41:45 PM

---

Hi Alissa,

Thank you for taking the time to participate in the Let's Talk meeting on Thursday night. I would also like to thank you for the way you professionally and intellectually answered the questions that were relayed to you by the mediator.

I have to say, I was extremely disappointed in the format of the "Let's Talk" meeting. Not only were the community members not given the opportunity to "talk" but the Q&A text box was limited to a very small amount of text which severely crippled the community members ability to provide factual and statistical data to relate to a question or comment. For example, I had prepared two topics in advance for the meeting as did a number of other community members so we would not be presenting on the same topics and asking the same questions. I had to copy and paste a few sentences at a time which led to the mediator missing 90% of my posts and only reading a few blurbs of the entire post. This led to the small blurbs being completely out of context when she relayed them to you. It was also evident that the questions/comments/topics that were read out to you by the mediator were hand selected as there were a number of questions/comments/topics (professional and respectable) that were prepared in advance by other community members that were completely ignored. I can assume these will be emailed to you and the city prior to April 1<sup>st</sup> as requested, if they have not been already. It was very unfortunate and disappointing that the community members came prepared to have a meeting and discuss the city Initiative CI-20-A zoning reclassification of 1400 Baseline Road, and to be honest this "Let's Talk" meeting was completely one sided and unfortunately a complete waste of our time. This point is not directed towards you personally and I mean no disrespect to you in any way. As I had stated above I appreciated how you conducted yourself at the meeting, I am only giving my opinion as a member of the community attending this meeting and how the meeting was conducted.

For the record- The two topics I was trying to post to the chat box at the meeting are listed below and I would appreciate your feedback.

#1:

Through data collected by 50 Point Conservation Area, the park saw roughly 187,000 visitors in 2019 and 184,000 in 2020. It was confirmed 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, camper vans, RV's, and day trip vehicles). The list also includes park members but only park members who purchased their pass 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. As a side note, there is a lot of pedestrian traffic on Baseline Road and it is very busy with people walking/jogging/biking on the street (for leisure, to gain access to the park, as well as going to the plaza at Lockport Way). People who walk into the park do not need to swipe their pass so their data is not collected.

Knowing that 90 % of this activity happens during 6 months of the year, we had an average of roughly 28,000 extra vehicles on Baseline Road in 2019 per month and an extra roughly 27,600 extra vehicles on Baseline Road in 2020 for the purpose of entering 50 Point Conservation alone. 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 (in the offseason of the park). With the added amount of traffic to 50 Point Conservation, the volume is significantly high on Baseline Road/Lockport Way 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. Baseline Road is barely a two lane street as it is and when people are walking, jogging etc on the street which is all the time, it turns Baseline Road into a one lane road. Also on the point of public safety- A 50 Point Conservation employee was struck and injured by a vehicle last year on Baseline Road while trying to direct the chaotic traffic.

Are you aware of how overwhelmed Baseline Road and Lockport Way currently are? A traffic impact study should be done, and it should be done when we have an extra roughly 28,000 vehicles a month on Baseline Road. (Typically the summer months would be included in the 6 months of the year that 90% of the activity at 50 point occurs).

#2:

1400 Baseline Road is within such close proximity to 50 Point Conservation (680ft or .02KM to the gate house driveway entrance and exit) 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 would like to know why the 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 of the premier spots in Ontario to see an amazing array of birds species.

In addition to the topics listed above, It has been mentioned on a number of different occasions by the City staff and in a number of different news outlets that the City “hopes” to receive 3 million dollars for the sale of the land at 1400 Baseline Road and that the proceeds would be used to fund affordable housing elsewhere in the city. You had also mentioned in the meeting on Thursday that the proceeds from the sale would be used to fund affordable housing elsewhere in the city.

Having said that, there is a lot of contradicting information being given out by city staff members. The panel member representing transportation at the meeting on Thursday (Jeff) mentioned a number of infrastructural items that would likely need to be completed, items such as traffic lights, sidewalks and traffic calming measures to list a few. You also touched on a number of infrastructural items during the meeting. The email response sent from Maria Pearson to a handful of community members (including myself), in regards to the City Initiative CI-20-A zoning reclassification of 1400 Baseline Road stated:

“I have received several inquiries and concerns regarding traffic, sidewalks, lighting etc in your neighbourhood since being elected and want to move forward with many traffic calming initiatives in the Fifty Road and Baseline Road areas. At this time I have no pot of money to pull from to enable such projects to go forward. I am hoping the sale of 1400 Baseline Road will give me the necessary funds to pursue installation of signalization, sidewalks and lighting on the overpasses (where we can as the Province controls the bridges). I am confident such initiatives will certainly make your neighbourhood safer, especially for residents wishing to ride a bicycle or push a stroller to Costco.”

The amount of infrastructural work that needs to go into the immediate area surrounding 1400 Baseline Road in order to make this site workable or suitable for the proposed increase in intensification and rezoning from low density to medium density would be astronomical. To use the examples that yourself, Jeff and Maria have used; traffic lights, sidewalks, traffic calming measures, just to list a few. This infrastructural work alone would cost well north of 3 Million Dollars.

My question is, which one is it? Infrastructure or affordable housing? The sale of the land will not produce the amount of money needed to fund both affordable housing elsewhere in the city as well as fund the needed infrastructural work that would need to be completed in order for this site to be suitable and safe for the proposed increase in intensification.

Thank you for your time and I would appreciate your feedback.

Sincerely,



**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Subject:** 1400 Baseline Road Stoney Creek  
**Date:** March 29, 2021 11:28:23 AM

---

Good Morning: I am sending this email about our concern of this property. We know that it will be developed. We do not mind townhouses, we do not want or see a highrise there. We have lived here for eight years and want to make this our forever home. We hope you consider this.

Thank you,  
Sincerely

[REDACTED]

**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Subject:** 1400 Baseline Road.  
**Date:** March 19, 2021 1:50:24 PM

---

The email from Chrstine Vernem is missing.

This document indicated that on January 20, 2021 the rezoning to Zone 3 was agreed upon.

Since there were so numerous communications from the public regarding how notice was provided that it was decided to do things legally and provide us with a meeting, signage and mail-out. After the fact!

Regards

[REDACTED]

Sent from [Mail](#) for Windows 10

**From:** [REDACTED]  
**To:** [Stoney Creek News](#); [Mike Pearson](#); [letters@thespec.com](mailto:letters@thespec.com)  
**Cc:** [Mahood, Alissa](#); [marie.pearson@hamilton.ca](mailto:marie.pearson@hamilton.ca)  
**Subject:** 1400 Baseline Road: Peace, Privacy and Health  
**Date:** March 27, 2021 2:24:18 PM

---

Rezoning from Zone 2 low density to Zone 3 medium density will allow a developer to erect a 9 storey apartment building which will destroy my peace, my privacy, my health and that of my neighbours.

A reliable source has informed me that 134 units could possibly be built on this parcel of land, which would allow for 134 to 268 vehicles. This would add to the already congested Baseline Road. More cars would infringe on the safety of our children and others. More vehicles equal more pollution. Taller buildings would disturb the privacy of all of us (including our animal friends) in this area.

From my living room window, I can see the busy QEW, hear the train and view the escarpment. I moved here for the peace, quiet, natural beauty and clean air.

Fifty Point Conservation and Marina is a 5 minute walk or a 2 minute bike ride . People are walking, biking and jogging. Children are playing in the streets and at the daycare located across from the street.

Fifty Point is a magnificent 80 hectare park and is home to hundreds of species of birds and wildlife. There is an annual influx of boats, R.V.s, and all-day campers from April to November. Baseline Road is already a busy roadway during this time.

Bottom Line: Rezoning from Zone 2 to Zone 3 will definitely increase profit for the City of Hamilton, but at what cost? How much is my peace, privacy, health and that of my neighbours really worth?

A very concerned citizen,

[REDACTED]

Sent from my iPad



**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Subject:** 1400 Baseline Road  
**Date:** March 25, 2021 8:47:51 PM

---

After reading the article in the Stoney Creek news I can't believe that any elected official representing Stoney Creek would consider building a multi storey residential building at that location.

As other area residents have stated, the traffic is already too busy and it is not safe for local residents.

Try taking a walk along the stretch of Baseline towards Fifty point and beyond where there are no sidewalks and a narrow road. My wife and I have come close to getting hit by cars many times over the years. The volume of traffic is already too much and I can only imagine what would happen building a multi storey building at that location.

Winona has always been overlooked for pedestrian and cyclists safety. Try walking over the Fifty Road overpass or the Winona Road overpass where there are no sidewalks for a majority of the road. Try doing the walk at night time because the lighting is terrible on both roads, and over the past 20 years we have witnessed cyclists get hit by cars, many people almost get hit at North Service Road and Fifty Road because of drivers not respecting the stop sign.

Only if the property is sold will enhancements be made in the areas I mention? Winona residents' safety does not appear to be your priority since nothing will be done unless the property is sold, and the City is happy to allow developers to build a 9 storey building when the area is already too busy.

Please do the right thing and make the Winona resident's safety as the priority, not bowing down to increasing the population living in that small area on Baseline Road.

[REDACTED]

**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Cc:** [REDACTED]  
**Subject:** 1400 Baseline Road  
**Date:** March 28, 2021 12:56:17 PM

---

Good Afternoon,

We live in the Lakepoint Survey at 12 Gracehill Dr, Hamilton, ON L8E 6E6 and we wanted to express our concerns about the proposed development that is being considered for this property. We are not opposed to townhouses that would be similar to the ones that are just east of the property but we are totally opposed to a 9 storey high rise that Maria Pearson wants to let happen.

We have witnessed the backups that come from the overcrowding of Fifty Point CA, cars have stretched back as far as Fifty Road from the entrance to the park.

This goes on from May through September and it makes it totally impossible to go anywhere at the south end of the survey by the market. The roads are not wide enough on Baseline and Wilson to accommodate the amount of traffic that would be generated by high density buildings on that property.

Please do not Maria Pearson have her way because its obvious she does not care about the residents that live around there.

Thanks

[REDACTED]

**From:** [REDACTED]  
**To:** [Mahood, Alissa; DL - Council Only](#)  
**Subject:** 1400 Baseline Road  
**Date:** March 30, 2021 4:35:15 PM

---

To whom it may concern,

The March 18th "Let's Talk" Open House regarding 1400 Baseline Road was unfortunately anything but open. It ended up being less about hearing concerns and answering important questions, and more about making excuses and justifying the decisions already made.

Why were we not allowed to use video during the open house, so attendees could be properly answered face-to-face? Why couldn't we see the names of the other residents who were attending? Why were we unable to see the other questions and concerns? Why was there a character limit in the question box? Why wasn't the host reading every question as it came in? Why was the Ward 10 councilor, Maria Pearson, refusing to talk or add anything to the conversation if she was present the entire time? Why did she send a mass email to invitees stating, "I look forward to 'meeting' the neighbourhood virtually at the upcoming Webinar meeting," if she was never going to speak with us?

I've spoken to multiple residents who said their questions were ignored. Even if you weren't able to answer them, I think it's completely reasonable for you to at least hear them when they're asked.

If we weren't in a pandemic, there wouldn't be any of these lifelines to hide behind. It's a lot easier to make up excuses and show how little you care about faceless/nameless people than it is to stand face-to-face with them and listen to their concerns, their anger, and their pain over being ignored throughout the last few months. Honestly, I'm embarrassed that my city/community is represented by people who would go to such great lengths to diminish their residents.

Remember, we're in a situation right now where the city has rightfully put a pause on this rezoning because people in our community had to speak out after we weren't notified about any changes. The least that could be done is for the city to give us a reasonable opportunity to have every single one of our concerns listened to and questions answered. We didn't get that during the Open House, so are we going to have any chance of actually doing so?

All these things make it seem like the city is not interested in what we have to say. It was as if that whole Open House was just so the public record can now show that you "listened to concerns". Well, we weren't listened to, and you've only made things worse.

-----

Have you even spoken to anyone in the community that is pro-rezoning? Nobody I talk to out on the street wants this to happen. None of the almost 1000 members of our community Facebook page want this to happen. Does anyone care that everybody in the Fifty Point community will have to deal with the fallout of a 9-storey building, and 9-storeys worth of new residents, or are you more concerned with making a large sum of money to spend elsewhere?

It was repeatedly enforced that just because the land is zoned for up to 9-storeys, that doesn't

mean there's a guarantee that a 9-storey building will be going in there. However, since the rezoning will greatly increase the value of the land, I don't know any builder who wouldn't maximize what's available, to then maximize their return on investment. If anything, it's more likely that the builder will do everything they can to increase the maximum number of stories as well, and I honestly believe that the city would allow it.

-----

It's very important to acknowledge the fact that the QEW is a barrier for everyone in the Fifty Point community. We can't safely or quickly walk to Winona Crossing, and we have zero public transit, so we need vehicles to get around. The area isn't even designed to facilitate anything other than vehicles. However, there is a real issue regarding parking, and a large apartment building is guaranteed to increase that issue exponentially.

It was proposed that one of the benefits of the rezoning would be that we finally get a sidewalk along Baseline. We then were told that it would go on the South side of Baseline. This immediately creates a new problem. The way things are currently set up, parking is already a struggle in the area. Residents along the South side of Baseline have had a 2-car driveway for the last 10+ years, but by putting a sidewalk in there, you take away 23 parking spots. Unless you can come up with a way to give those back through on-street parking, you're going to create a massive parking issue.

On-street parking has been proven to slow down traffic (one of our other community concerns), so is that even up for consideration? Where else do you expect us to park our vehicles otherwise?

-----

A high-rise would also greatly diminish the beauty the area has to offer. It may seem minimal, but people live in this area because it's an escape from the densely populated cities. Nobody came here to have a giant building slapped right in the middle. On top of that, anyone to the North would have an obstructed view of the escarpment, the West would have an obstructed view of the sun rising, and the East would have an obstructed view of the sun setting.

-----

The community feels like we're being ignored, and no reasonable effort has been put forth by the city to change that. At this point, every action and statement I've seen from the city regarding 1400 Baseline Road has been completely unacceptable.

Respectfully,

██████████

**From:** [REDACTED]  
**To:** [Mahood, Alissa; DL - Council Only](#)  
**Subject:** Alternative Options with Density Desired by Council re: 1400 Baseline OPA / ZBA CI-20-A  
**Date:** April 17, 2021 8:58:31 AM  
**Attachments:** [image \(3\).png](#)  
[image \(4\).png](#)  
[image.png](#)

---

Dear Alissa;

Further to our email yesterday, it appears the photos did not display properly in the body of the email. Our apologies. There are now attached.

In addition, we have also done a preliminary assessment on property tax revenue. Should the ZBA allow for a 9 storey apartment, and should that be what is built, the tax revenue is estimated to be **\$200,000 per year lower** than a ground oriented housing built form of the same density.

While we understand that the \$200,000 per year is not new revenue to the city; it is revenue that results in 'tax shifts' for the existing property tax owners. Increased assessment value shifts also have an indirect benefit in that they allow for more capacity within areas such as Roads, Waste Management, Social Services, Public Health, Transit, Sidewalks & Library Services. In this case 40% capacity to absorb future rate increases.

Which begs the question; Why permit a potential 9 storey apartment building to be developed on this site?

Respectfully,

[REDACTED]  
On behalf of our Community

**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Cc:** [DL - Council Only](#)  
**Subject:** Alternative Options with Density Desired by Council re: 1400 Baseline OPA / ZBA CI-20-A  
**Date:** April 16, 2021 10:05:26 AM  
**Attachments:** [image.png](#)

---

Good Day Alissa;

We have done some research on comparable developments within Stoney Creek, the City of Hamilton as well as in other municipalities. We are of the opinion that this land could be rezoned to accommodate the increased density sought (99 units / hectare) within a height restriction of 3.5 to 4 storeys.

***Can you please advise if there is any room to negotiate a less aggressive maximum height than the proposed 33ms / 9 storeys?***

From what we are reading, height does not necessarily address the need to house the expected population growth; nor does it address the changing market demands. We're not experts in Planning, however, common sense tells us that the growth in population to this area will predominantly be families of 2+ people.

We are sharing with you some information, with a request for Staff to evaluate the modifications proposed to vary the parent Zoning By-law regulations on height. We have copied in all of Council, because for all intents and purposes, Council is the 'applicant'; and Council as well are the final decision-makers.

**For example:**

- Sherwood Lanes Plaza - the **112 stacked townhouse dwellings** portion (excludes apartment) including parking, encompasses @ 1 hectare of that piece of land. A similar stacked townhouse dwelling only build on 1400 Baseline would be 112 units/hectare. 3 BR stacked townhouses **will provide housing to @ 270 people**
- 
- 257 Millen Road - 3 storey apartment with 40 units, 1 floor of units located below grade, & 100% surface parking recently built on lot half the size of Baseline. A similar proposal, but with **2 x 3 storey apartments** could result in a build on Baseline with 80 units / hectare which is still within the Medium Density range. A mix of 2BR/3BR only units in 3 storeys **would accommodate @ 190 people**
- 
- 560 Grays Road - 4/6 storey apartment on the exact same size lot as 1400 Baseline with majority of parking underground. The density for the 6 storeys is 141 units/hectare which exceeds the Medium Density designation however a similar style **L shaped build at 4 storeys** would max out at the 99 units/hectare cap being proposed in the rezoning. The expected population in the original 4 storey build was **projected to house 257 people**; as per the Planning file.
-

- In comparison, a **9 storey apartment** with a cap of 99 units/hectare **won't necessarily result in housing more people**; unless the mix of BRs is predominantly 3 or 4 BRs.
- 
- **Based on our modelling exercise, we roughly estimate 3 back-to-back stacked towns and 3 or 4 double stacked towns, with amenity space & 1 ingress/egress will 'fit' on this 1.17 hectare parcel of land.**

It is our understanding that the goal of the Growth Plan isn't simply more housing. The goal is to provide housing for more people to meet the needs of the expected population growth.

Therefore, it is our opinion that stacked townhouse similar to the renderings below will:

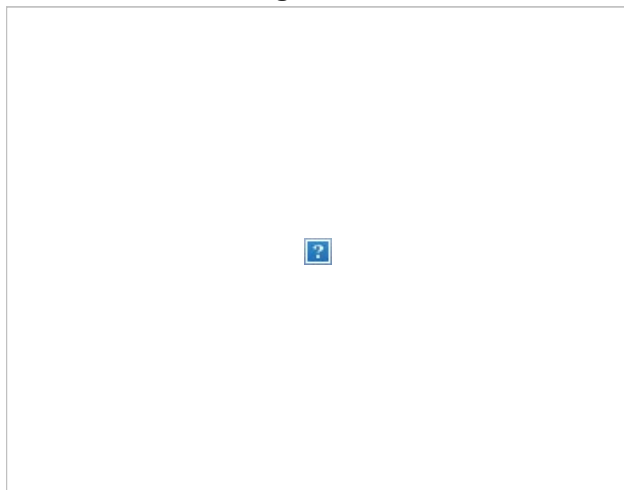
- (a) house more people,
- (b) meet the demands of the market;
- (c) help curb the need to expand the urban boundary into farmlands, and
- (d) more than triple the density contemplated in the Secondary Plan, while at the same time
- (e) provide a gentler form of infill that the existing residents won't oppose.

In Summary, we are not opposed to an increase in density from a cap of 29 units per hectare to 99 units per hectare. We do however have issues and are opposed to allowing a height of 9 storeys in light of the fact that:

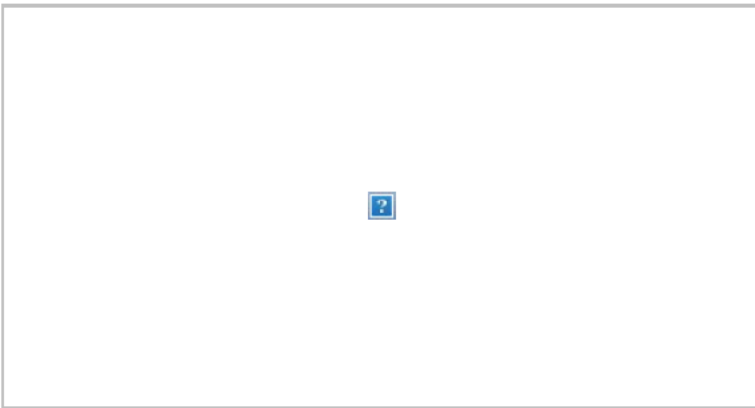
- (a) a Registered Professional Planner has provided opinion evidence that conformity to our Official Plan has not been achieved; and
- (b) Medium Density can be achieved with a reduced height restriction

Hence, we are respectfully requesting Council and Staff consideration in allowing us the opportunity to meet and discuss modifying the OPA & ZBA with a site specific height limit of 4 storeys.

**Cross Section Rendering:**



Streetview Conceptual Proposal:

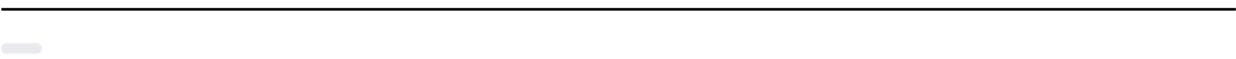


Respectfully;

[Redacted Signature]

On behalf to the Community

P.S.... It is interesting to us, that there is only 1 plot of land within the Secondary plan with a Medium Density designation. It is located 4.1 kms east of the Baseline subject land. Although this was designated MD3 in the Secondary Plan, the built form is a mix of single family homes and 2 storey townhomes.





**From:** [REDACTED]  
**Subject:** Baseline / Winston Road Proposal  
**Date:** April 1, 2021 4:06:06 PM

---

Allissa Mahood

I am writing to you as a concerned citizen on Winston Road, Grimsby, Ontario. I am absolutely against a 9-storey building being erected on the proposed small parcel of land on Baseline. This is a travesty to have such a large, over-powering structure placed in this rather precarious piece of land. There is an increase in the traffic on Baseline and Winston Road with the existing townhomes, condos, single family dwellings and Fifty Point Conservation Area and Marina already. There are very large trucks towing boats and campers down this very narrow roadway without adding the exorbitant number of residents relative to the proposed 9 storey unit. There aren't any other high-rise buildings in the area. There are only single-family homes and townhomes. Please, do not ruin the neighbourhood with the greedy developers' proposal. This type of structure is not warranted or wanted in our neighbourhood. Begging you to visit the area and see for yourself how out of place this proposed structure would be. Ridiculous is the only word I can conjure to describe this proposal.

Thank you for your time and attention.

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Subject:** Baseline meeting  
**Date:** March 18, 2021 8:51:58 PM

---

Good evening,

Thank you for taking the time to meet with the concerned citizens in the Fifty Point area. As you heard tonight people are focused on the “9 storey building” part of the proposed rezoning. The reason for this concern was addressed in your answer to another question in which you clearly stated that there are no assurances that the developer could come back to the city with a proposed change and potentially build an even taller building. I, as a resident for 21 years, along with other citizens have seen the “rezoning of zoning” several times in this area. Herein lies the concerns. I do not believe the current infrastructure supports can handle anything other than single family housing or towns and with possibility of potential “rezoning of zoning” - the concerns are amplified.

Please note my concerns for the April 1st, 2021 meeting.

Thank you in advance,  
[REDACTED]

[Sent from Yahoo Mail for iPhone](#)

From:  
To:

█

Subject: Baseline Road/Winston Road - Rezoning Proposal  
Date: April 1, 2021 2:29:44 PM

---

Alissa Mahood:

I am writing to express my concerns regarding the above proposal for rezoning.

In reading comments from residents in that area, I would have to agree with all that has been said. I don't think anyone is against development but it needs to be the proper development. Saturating that corner with nine-storey condo buildings does not seem proper. The requirement today is something like 1.15 - 1.25 parking spaces per unit. We all know almost all households have two cars. Are they supposed to cut their second car in half to try and fit it in a parking space. And no one wants to purchase an extra spot at a condo for approx. \$25,000. All these second cars will be trying to park on the streets across from this parcel of land which is already filled with the cars from people who live there.

I feel this land should continue with the style of housing that is already in place in that area, which is townhouses. Why should the residents that have been living there for years now have to put up with nine-storey condo people looking down at them. The greedy developers will come and throw in condos and run with their money. I have been reading all kinds of complaints from the condo residents closer to Casablanca, about how cheaply they were built and all of the different noises they are hearing as well as people smoking on balconies which ends up in someone else condo. Is this the kind of housing we are building for people?

The traffic all around that area has definitely increased immensely in the past few years.

I'm speaking from the Winston Road side of the fence. We have seen a significant increase in traffic ever since the development of houses all around Fifty Road. They seem to travel along Baseline/Winston much more than the North Service Road. Not sure why, other than it's one block out of their way to get to the service road. Speed humps don't bother some as they fly over them like they aren't there.

We have to pull over and wait for all of these cars to go by just so we can back in our driveway. There are always people walking (even more since Covid), bicycles (Baseline/Winston is part of the Waterfront Trail) and all of these extra cars. Sundays are pathetic on this roadway. Everyone is out on Sundays.

I feel these rezoning requests are being rushed before people can go to actual in-house meetings. You're not getting all of the proper responses to the way residents really feel because of the virtual (Zoom) meetings. Not everyone is comfortable with this type of technology.

Please give this your utmost thought before it's too late.

Thank you for your time.

█

**A Concerned Citizen of  
Baseline/Winston Road Area**

**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Subject:** Change Proposed for 1400 Baseline Rd  
**Date:** February 27, 2021 6:07:38 PM

---

Hi Alissa,

I'm reaching out in regards to your plans to develop a 9 story condo at the corner of Lockport and Baseline by 50 point. We have enough of these Condo's in our area. Between Casablanca and 50 road is becoming more and more developed with Condo's and there is no longer capacity for traffic flow. Baseline road has limited sidewalks and can not be expanded any further. Traffic at both Lockport and the North Service Road as well as 50 road and the north service road has become extremely congested during peak hours. As this happens people are driving more recklessly and the environment on the roads in this area is becoming less safe. There are several school bus routes that go to elementary schools and I have concerns about this increase in traffic and congestion without taking serious measure to develop the area to be more pedestrian and vehicular traffic friendly. Furthermore there is no pedestrian access to the south side of the QEW. You have to drive. This completely cuts off pedestrian traffic on the lake side from useful amenities located in the new plazas. We don't need more condo's we need useful shops and small businesses on this side of the highway. Before I could support any type of project in this area we would need to see upgraded routes for pedestrian traffic as well as city busing to this area to help remove cars from the road (the nearest city bus is well past Fruitland almost 10km away).

This is a small residential community that has reached its current capacity for residential.

[REDACTED]

**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Subject:** Correspondence respecting the proposed development at 1400 Baseline Road in Stoney Creek.  
**Date:** March 19, 2021 1:33:54 PM

---

I did attend the Cisco Webex meeting last night but I could not access my keyboard on my I-pad .  
I still have questions.

Why was the Cisco Webex meeting only in English?

The diversity of the residences in this area were not accommodated for.

Were there mail- outs in their native languages?

You had mentioned that the amendments to change the zoning required the following:

Size of the area, the surrounding land uses and neighborhood characteristics.

Size of area: 1.17 hectares

Zone 2 allows 1 and 29 units per hectare :possibly 58 vehicles (2 cars per household)

Zone 3 allows 50 and 99 units per hectare: possibly 198 vehicles (2 per unit)

As you have heard from people in attendance , there is problem with traffic on Baseline Road and also North Service Road.

Surrounding land use:

Surrounding land use is low residential Zone 2, single family dwellings and townhouses, with a small plaza nearby.

Neighborhood characteristics

This area is a neighborhood family, young families and seniors. Fifty Point Conservation area near by.

People riding their bikes on Baseline Road, school bus stop at the corner of Raintree Drive and

Childcare centre at the corner of Lockport Way and North Service Road.

CBC News Posted Feb. 07, 2020" single family properties increased regarding sales in the area. See attached.

Hamilton Real Estate Market Updates February 2021 Hamilton indicated that our zone 51 was among the top 4 areas that had the highest number of sales .

In 2020: 111 number of sale and 2021: 117 number of sales. See attached.

Families are looking for detached single family dwellings.

Attached from Mar.11 2021 from Chritine Vernem regarding 1400 Baseline Road.

Am I correct that this email indicated that this piece of land has already been changed to a Zone 3?

This meeting , mail-outs and we meeting was just their due diligence?

I await your reply

[REDACTED]  
p.s.

I am not very good on the computer so you will be receiving 4 pieces of info. I do not know how to paste!

Sent from [Mail](#) for Windows 10

**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Subject:** Event 185 492 3808 => Comments  
**Date:** March 29, 2021 1:00:55 PM

---

Hello Alissa,

I attended the Webex session of April 18,2021, regarding the construction of townhomes/ or a building at 1400 Baseline Road, Stoney Creek. Towards the end of the session, you indicated that we – the attendees – could send you comments regarding the construction plans por that area.

These are my comments:

1. North Service Rd and Baseline Rd are 2 lane roads with little room for expansion (less than 9mts each), and during the summer months particularly, there is heavy traffic on these roads...the construction of these homes or building will add to this problem... the question is: What are the plans to address this traffic issue? How many more cars will this new construction bring? Additional impact to the current problems?
2. Is this new construction going to be dedicated to social housing? During the session, you mentioned that the construction of a building will allow for more affordable housing... meaning??
3. The corner of North Service Rd and of 50 Road is already experiencing traffic issues during peak times in particular, and this problem will get compounded by additional traffic from the new construction... These 2 roads are also 2 lane roads, thus, a traffic light at this corner will not resolve the issue... what are your plans to deal with this matter?
4. There is new home construction under way between 50 Road and Fruitland – about 500 mts from 50 Road – and I don't know how many homes will be built on that area – but this will definitely add to the traffic issues mentioned before.
5. Traffic at the corner of Fruitland and North Service Rd is already quite messy with the recent building of townhomes, thus, I suggest you and/or people from your division visit/analyze this place to see what the issues and dangers are... the traffic lights installed have not addressed the issues with traffic during peak hours and or during the day for that matter... also, the townhomes at this intersection are an eyesore!

Please let me know if you have any comments or questions regarding the above and, also, an idea of when we could have some answers to the issues raised at the meeting.

Best regards,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Subject:** FW: Hamilton housing sales up compared to January 201...  
**Date:** March 19, 2021 1:35:47 PM

---

Sent from [Mail](#) for Windows 10

---

[REDACTED]  
**Sent:** March 19, 2021 1:35 PM  
**To:** [Alissa Mahood](#)  
**Subject:** FW: Hamilton housing sales up compared to January 201...  
Sent from [Mail](#) for Windows 10

---

[REDACTED]  
**Sent:** March 18, 2021 11:11 AM  
**To:** [Sherry Corning](#)  
**Subject:** Hamilton housing sales up compared to January 201...  
<https://www.cbc.ca/news/canada/hamilton/hamilton-housing-sales-january-2020-rahb-1.5454837>  
Sent from my iPad

**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Subject:** FW: Hamilton housing sales up compared to January 201...  
**Date:** March 19, 2021 1:35:08 PM

---

Sent from [Mail](#) for Windows 10

---

**From:** [REDACTED]  
**Sent:** March 18, 2021 11:11 AM  
**To:** [REDACTED]  
**Subject:** Hamilton housing sales up compared to January 201...  
<https://www.cbc.ca/news/canada/hamilton/hamilton-housing-sales-january-2020-rahb-1.5454837>  
Sent from my iPad



**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Subject:** FW: Hamilton Real Estate Market Updates | Market Outl...  
**Date:** March 19, 2021 1:37:16 PM

---

Sent from [Mail](#) for Windows 10

---

**From:** [REDACTED]  
**Sent:** March 18, 2021 11:03 AM  
**To:** [REDACTED]  
**Subject:** Hamilton Real Estate Market Updates | Market Outl...  
<https://www.judymarsales.com/news/market.aspx>  
Sent from my iPad

**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Subject:** Fwd: 1400 Baseline Road. Stoney Creek  
**Date:** March 5, 2021 9:34:39 AM

---

Sent from my iPad

Begin forwarded message:

[REDACTED]  
**Date:** March 4, 2021 at 9:00:18 AM EST  
**To:** maria.pearson@hamilton.ca  
**Subject:** 1400 Baseline Road. Stoney Creek

Maria:

I am very concerned regarding the rezoning of this land from a low residential 2b to a medium density residential 3 zoning.

Why is this rezoning being considered?

There are so many pages of rezoning material in the Zoning By-law ,that it is very confusing.

There must be bylaws regarding proximity to a conservation area?

Are you aware of the bus stop at the end of Raintree Drive and Baseline Road?

There is enough congestion at the corner of Baseline Road and Fifty Road.

I moved to this area because of the low residential buildings.

I await your reply.

[REDACTED]

Sent from my iPad

**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Subject:** Fwd: 1400 Baseline Road: Peace, Privacy and Health  
**Date:** March 28, 2021 8:39:13 AM

---

Sent from my iPad

Begin forwarded message:

[REDACTED]  
**Date:** March 27, 2021 at 2:26:57 PM EDT  
**To:** Maria Pearson  
**Subject:** Fwd: 1400 Baseline Road: Peace, Privacy and Health

Rezoning from Zone 2 low density to Zone 3 medium density will allow a developer to erect a 9 storey apartment building which will destroy my peace, my privacy, my health and that of my neighbours.

A reliable source has informed me that 134 units could possibly be built on this parcel of land, which would allow for 134 to 268 vehicles. This would add to the already congested Baseline Road. More cars would infringe on the safety of our children and others. More vehicles equal more pollution. Taller buildings would disturb the privacy of all of us (including our animal friends) in this area.

From my living room window, I can see the busy QEW, hear the train and view the escarpment. I moved here for the peace, quiet, natural beauty and clean air.

Fifty Point Conservation and Marina is a 5 minute walk or a 2 minute bike ride . People are walking, biking and jogging. Children are playing in the streets and at the daycare located across from the street.

Fifty Point is a magnificent 80 hectare park and is home to hundreds of species of birds and wildlife. There is an annual influx of boats, R.V.s, and all-day campers from April to November. Baseline Road is already a busy roadway during this time.

Bottom Line: Rezoning from Zone 2 to Zone 3 will definitely increase profit for the City of Hamilton, but at what cost? How much is my peace, privacy, health and that of my neighbours really worth?

A very concerned citizen,



Sent from my iPad

**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Cc:** [DL - Council Only](#)  
**Subject:** 1400 Baseline - CI-20-A OPA & ZBA Proposals  
**Date:** February 7, 2021 3:52:38 PM  
**Attachments:** [PRELIMINARY ISSUES LIST -UHOP.docx](#)  
[urbanhamiltonofficialplan-volume2-appendixb-secondaryplanresidentialdensitychart.pdf](#)

---

Hello Alissa

Re: City Initiative to amend the Urban Lakeshore Secondary Plan & amend the Zoning to site specific, with modifications.

We are writing to you, with a c.c. to Council, on behalf of a community of residents who are becoming more aware of sprawl developments and the impact inadequate serviced proposals have on our own personal property taxes & quality of life. (especially in an area serviced with TransCab - which still, 20+ years post-amalgamation & growth, continues to be area rated to landowners within the old City of Stoney Creek boundaries)

After reviewing the Planning file, it was evident that the existing servicing infrastructure will only accommodate a proposed build of **70 people**; which equates to approximately **29 housing units** per hectare. Any proposals over 29 units per hectare will result in a development that downloads some of the costs to build to the tax base (87% of which will be funded by the residential tax base).

While we appreciate that "land use planning" doesn't generally drill down on the financial impacts, we are of the opinion Staff Recommendations should provide transparency in what will be required by way of enhanced infrastructure & public investments to support an OPA to the Medium Density 3 range of **75 to 100 units** per hectare; which equates to **180 - 240 people**.

As the Official Plan amendment will result in current landowners covering cost with public funds through tax increases, we are adversely impacted. We are of the opinion a full evaluation and transparent pertinent information should be provided to the public.

Can you please advise why the Staff Recommendation was void of these pertinent Fiscal Consideration details?

We also noted that our Urban Hamilton Official Plan contains a Chart (see attached) of Densities specific to areas that have a Secondary Plan. We've highlighted the present OP designation as well as the proposed amended OP designation.

(a) Can you please advise why any of the other 15 options (which would have also provided differing housing forms and densities) were not the final recommendation of Staff?

(b) Can you please advise why Medium Density 3 is in the draft OPA by-law, when based on this section of our OP, that designation doesn't conform to our UHOP - existing Secondary plans?

(c) Can you please advise why Medium Density 2c, at a density of 60 - 75 uph, is not the designation that ensures conformity with UHOP since this subject land is within the existing

Urban Lakeshore Secondary Plan?

We've also taken some time to formulate a Preliminary Issues List of OP policies that we believe have not been conformed to. This is only a list of Chapter F policies and is a work in progress. We are sending this to you at this time with a request that you please provide a planning opinion on these Official Plan policies and/or why the Staff Recommendation excludes these policies.

We look forward to hearing back from you at your earliest opportunity.

Respectfully,

A large black rectangular redaction box covering the signature and name of the sender.

PRELIMINARY ISSUES LIST  
OF  
INCONSISTENCIES/NON-CONFORMITY  
WITH CHAPTER F - IMPLEMENTATION  
OF THE URBAN HAMILTON OFFICIAL PLAN,

**F.1.0 PLANNING ACT IMPLEMENTATION TOOLS**

Official Plan Amendments

1.1.5 When considering amendments to this Plan, including secondary plans, the City shall have regard to, among other things, the following criteria: a) the impact of the proposed change on the City's vision for a sustainable community, as it relates to the objectives, policies and targets established in this Plan; and, b) **the impact of the proposed change on the City's communities**, environment and economy and the effective administration of the public service.

1.2 Secondary Plans and Neighbourhood Plans

1.2.9 When secondary plans are updated, opportunities for achieving the growth management targets of Policy A.2.3.3 shall be considered as part of the secondary plan process.

1.5 Zoning By-law

The Zoning By-law is one of the key implementation tools to ensure the City's goals, objectives and policies of this Plan are realized. The Zoning By-law regulates permitted uses and associated performance standards, setbacks, lot areas, height, landscaping and parking requirements.

1.5.1 The City shall prepare a **Zoning By-law that implements this Plan** except for the lands that are within the Development Control area of the Niagara Escarpment Plan.

1.5.2 The Zoning By-laws of the former municipalities shall remain in effect until the new Zoning By-law takes effect. However, **any amendments shall be in conformity with this Plan.**

1.5.5 There are instances where intended zoning for certain lands in the urban area has not yet been determined, and lands remain zoned for agricultural purposes or have been zoned as a future development zone. **These lands may be rezoned to a Future Development zone** to allow for the following matters to be addressed: a) to implement the provisions of the Urban Hamilton Official Plan, including, but not limited to policies relating to natural heritage and environmental considerations, cultural heritage, built form, urban design, and principle of use; b) to ensure adequate transportation and municipal servicing to support the land use; and, c) to establish phasing to ensure orderly development and/or redevelopment of the lands. (OPA 109)

1.5.7 Council may pass a By-law to rezone all or parts of the lands within the Future Development zone to permit development or redevelopment at such time as the City is satisfied that conditions of Policy F.1.5.5 are met. (OPA 109)

### 1.7 Site Plan Control

Site plan control is an important means of encouraging well-designed, functional and universally accessible development in Hamilton. The City shall review and approve plans that show the location, design and massing of buildings, the relationship to adjacent streets and buildings, public access areas, the layout of parking and service areas, site landscaping and other aspects of development.

### 1.8 Holding By-laws

1.8.1 Council may use the Holding "H" symbol in conjunction with the Zoning By-law to identify the ultimate use of land but to limit or to prevent the ultimate use in order to achieve orderly, phased development and to ensure that servicing and design criteria established in this Plan have been met prior to the removal of the "H" symbol.

1.8.2 A Holding symbol may be applied under any or all of the following circumstances and specified in the Holding by-law: a) where development is contingent upon other related matters occurring first, such as but not limited to: i) completion of required site or area specific studies which are to be specified in the by-law;

### 1.9 Bonusing Provisions and Transfer of Development Rights

The City may authorize increases in the height and/or density of a proposed urban area development, beyond those permitted in the Zoning By-law, in return for the provision of community benefits that meet the policy objectives of this Plan.

1.9.1 The City may permit heights and densities that exceed the maximum densities of this Plan and the Zoning By-law, provided: a) the proposed increase in height and density is in compliance with the goals and policies of this Plan; and, b) the community benefit provided is directly related to the increased height and density of the proposal.

1.9.2 The City may seek to secure any of the following community benefits: a) provision of housing, in particular rental and affordable housing; k) amenities for, or conducive to active transportation, such as pedestrian amenities or cycling facilities; l) enhanced public access and connections to community facilities, open space and natural areas, including public walkways trail systems;

1.9.4 **Prior to enactment of a Zoning By-law amendment** under Section F.1.9 – Bonusing Provision and Transfer of Development Rights, the City shall require the proponent to enter into one or more agreements dealing with the provisions of facilities, services or matters including the timing of conveyances or payments for community benefit to the City. The agreement shall be included in the relevant development agreement which shall be registered on title, where possible, against the land to which it applies, or in a restrictive covenant.

### 1.15 Community Improvement

1.15.3 Community Improvement Plans shall provide direction regarding the application of one or more of the following: a) allocation of public funds such as grants, loans or other financial instruments for the physical rehabilitation, redevelopment or improvement of land and/buildings; f) other municipal actions, programs or investments for the purpose of strengthening and enhancing neighbourhood stability, stimulating production of a variety of housing types, facilitating local economic growth, improving social or environmental conditions, or promoting cultural development



### 1.17 Public Participation and Notification Policies

One of the principles of sustainability is transparent and participatory government. In recognition of this principle, the City shall involve the various people and organizations throughout the City, including residents, business, special interest groups, non-governmental organizations and other levels of government.

1.17.1 The City may use a variety of communication methods to seek input on planning matters or to provide information to the general public. Depending on the issues and in accordance with the Planning Act, R.S.O., 1990 c. P.13, the City shall choose the most appropriate method of communication. Communication may be in the form of: a) direct mail outs; b) public notice signs; c) surveys, electronic or mail out; d) public information open houses; e) public meetings; f) City web site; and/or, g) workshops.

1.17.2 Notification of public meeting(s) for the adoption of the Official Plan and amendments, changes to the Zoning By-law, plans of subdivision and Community Improvement Plans shall be given to the public at least 17 days prior to the date of the meeting(s) and the notice shall be given in accordance with the applicable requirements of the Planning Act, R.S.O., 1990 c. P.13 regulations.

1.17.4 Where a notice of public meeting **or written notice of an application** is required for Planning Act, R.S.O., 1990 c. P.13 application, other than those identified in Section F.1.17.2, notice shall be given in accordance with the applicable requirements of the Planning Act, R.S.O., 1990 c. P.13.

### 1.19 Complete Application Requirements and Formal Consultation

1.19.1 Formal consultation with the City shall be required prior to the submission of a Planning Act, R.S.O., 1990 c. P.13 application(s) for an official plan amendment, Zoning By-law amendment, draft plan of subdivision, or site plan.

1.19.2 The purpose of such formal consultation shall be to review a draft development proposal for the lands affected by the proposed application(s) and identify the need for, and the scope of other information and materials considered necessary by the City and other affected agencies to allow comprehensive assessment of the development application(s).

1.19.3 Notwithstanding Policy F.1.19.1, the City may waive the requirement for formal consultation, where the City has identified that, due to the nature of the proposal, the need for and scope of required other information and materials can be determined without a formal consultation. The City shall provide the applicant with a form that identifies the necessary other information and materials to be submitted with the application(s) to deem it complete

1.19.4 The City shall only accept **and process complete Planning Act, R.S.O., 1990 c. P.13 applications** for official plan amendment, Zoning By-law amendment, draft plan of subdivision and site plan.

1.19.5 A Planning Act, R.S.O., 1990 c. P.13 application(s) shall be deemed complete provided that: a) it satisfies all applicable provincial requirements; b) it satisfies all requirements set out in this Plan; and, c) it shall be accompanied by all the other information and materials listed in Table 1.19.1 as determined by the procedures of Policy F.1.19.1 or F.1.19.3.

### **F.3.0 OTHER IMPLEMENTATION TOOLS**

3.1.1.1 The requirements of the studies identified in Section F.3.1 – Supporting Plans shall be considered **as minimum requirements**. These requirements may be expanded upon.

### 3.1.3 Archaeology Management Plan

3.1.3.2 Until such time as an archaeology management plan is complete, archaeological resource sites or areas of archaeological potential shall be identified and evaluated in accordance with provincial guidelines and City policies and protocols.

### 3.2 Council Adopted Guidelines and Technical Studies

Council adopted guidelines and technical studies provide the necessary guidance for the preparation of specific studies. Certain guidelines will require adoption by Council. The requirements of the studies identified in Section F.3.2– Council Adopted Guidelines and Technical Studies shall be **considered as minimum requirements**. These requirements may be expanded upon.

### 3.2.2 Hydrogeological Studies

3.2.2.1 The City shall develop and adopt Hydrogeological Study Guidelines which may be required by proponents and professionals when preparing development feasibility and hydrogeological studies. The results of these studies shall be used to determine hydrogeological setting, hydrogeological connections to any surface, potential impacts on groundwater quantity and quality, and the suitability of the site for development. In the absence of guidelines, studies shall: a) assess impacts of groundwater on existing development (both privately and municipally serviced) and future development caused by the excavation for servicing and basements; b) recommend measures to mitigate groundwater impacts such as continuously running sump pumps both during construction and post construction; c) determine the availability of sufficient and suitable water supply without impacting neighbouring wells; and, d) set parameters for monitoring that may be required.

### 3.2.10 Public Consultation Strategy (OPA 49)

3.2.10.1 Council has adopted Public Consultation Strategy Guidelines which **shall be used** by proponents when preparing a strategy that **is required as part of a complete application**. The City may revise the Public Consultation Strategy Guidelines from time to time.

### 3.4 Monitoring and Measuring Performance

3.4.1 Monitoring and measuring performance of this Official Plan is critical to determine if: a) the assumptions of this Plan remain valid; b) the implementation of the policies fulfill the overall goals and objectives of this Plan; c) growth targets listed in Sections A.2.3 - Growth Management – Provincial and B.2.4.1 - General Residential Intensification Policies, are being met; and, d) the priorities identified in this Plan remain constant or require change.

## **F.4.0 MUNICIPAL LAND AND BUILDING ACQUISITION**

The City may acquire or hold land for the purpose of developing any feature of this Plan, and dispose of the land when no longer required. In general, this shall be done pursuant to the provisions of the Municipal Act which permits the acquisition of land for this purpose, except where more specific legislation may assist in this regard.

### 4.1 Acquisition and Disposition of Lands and Buildings

4.1.1 The City may hold or acquire land from time to time in order to develop any feature to implement particular policies of this Plan. Any land so acquired may be **sold, leased, or otherwise disposed of** when no longer required.

## Appendix B – Secondary Plan Residential Density Chart

## RESIDENTIAL CATEGORIES FOR ALL FUTURE &amp; EXISTING SECONDARY PLANS

Volume 1	Built Form	Density
R1 0 – 60 uph	<b>Low Density 1</b> Includes only singles	0-20 units per hectare (uph)
	<b>Low Density 1 (for existing Secondary Plans ONLY)</b> (a) Includes single detached at a maximum density of 18 units per hectare. (b) Includes single detached at a maximum density of 15 units per hectare.	0 - 20 uph
	<b>Low Density 2</b> Includes singles, semis, duplex, triplex, and street town homes	20 – 40 uph
	<b>Low Density 2 (for existing Secondary Plans ONLY)</b> (a) Includes only single and semi detached dwellings (b) Includes single, semi, and duplex dwellings (c) Includes street, block, and courtyard townhouses, as well as other innovative ground oriented attached housing forms (d) Includes single and semi detached dwellings , row houses, and stacked and blocked townhouses, as well as innovative forms of attached housing (e) Includes single and semi detached dwellings, duplex, link dwellings, cluster homes (f) Includes single and semi detached dwellings, duplex, and triplex (g) Single detached, semi-detached and duplex dwellings, converted dwellings, shared accommodation, rooming and boarding houses and other similar forms of housing (h) Street and block townhouse dwellings, and other forms of multiple dwellings such as duplexes, triplexes and stacked townhouses	
	<b>Low Density 3</b> Includes singles, semis, duplex, triplex, and street town homes same as above but higher density	
	<b>Low Density 3 (for existing Secondary Plans ONLY)</b> (a) Street, block, stacked and courtyard townhouses (b) Street & Block Townhouses & innovative forms of attached housing (c) Low rise apartments, Row houses, Stacked & Block Townhouses & innovative forms of attached housing (d) Stacked, courtyard & block townhouses (e) Low-rise apartments, stacked townhouse dwellings and quaterplexes (f) Low rise apartments	
	40 - 60 uph	

Appendix B – Secondary Plan Residential Density Chart

Volume 1	Built Form	Density
R2 61 – 100 uph	<b>Medium Density 1</b> Includes only singles and semis Rarely located in suburban areas <b>Medium Density 1 (a)</b> Includes ONLY street townhouses - rarely located in suburban areas	60 – 75 uph
	<b>Medium Density 2</b> Includes full range of housing forms, but no singles or semis <b>Medium Density 2 (for existing Secondary Plans ONLY)</b> (a) Low rise apartments (b) Stacked townhouses & low rise apartments (c) Apartments, townhouses, stacked townhouse dwellings and other forms of multiple attached dwellings as single form/mixed form	60 – 75 uph
	<b>Medium Density 3</b> Includes full range of housing forms, but no singles or semis	75 – 100 uph
	<b>High Density 1</b> Includes apartments <b>High Density 1 (for existing Secondary Plans ONLY)</b> (a) All forms of townhouses, apartments, and other forms of multiple dwellings	100-200 uph
R3 101 - 500 uph	<b>High Density 2 (Central Hamilton Only)</b> Includes apartments	200-500 uph
	<b>High Density 2</b> Includes apartments	200-300 uph

**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Cc:** [DL - Council Only](#)  
**Subject:** Parking Issues After Full Build-out - 1400 Baseline CI-A-20 OPA/ZBA  
**Date:** March 28, 2021 10:25:27 AM

---

Good Morning Alissa,

We're sharing with you some information and the impacts of decisions made at Planning that you are likely not aware of, with a request for Staff to evaluate the modifications proposed to vary the parent Zoning By-law regulations. We've copied in all of Council, because for all intents and purposes, Council is the 'applicant'; Council directed Staff to amend the OP to Medium Density 3 back in May 2019; and Council as well are the final decision-makers.

***Can you please advise if there is any room to negotiate a less aggressive reduction in the parking standards?***

There are significant parking issues with the residents who purchased/or are 2ndary renters in a particular build in our area (10 towns and 2 x 6 storey apts mixed complex). The build is not unlike what is being proposed for 1400 Baseline and is a meaningful situation to draw on about what happens after a development is built with reduced parking North of the QEW

The Condo board is looking at spending thousands and thousands of dollars on "taking back" the spaces for Visitor Parking via application to Committee of Adjustments so that they can somehow "sell" those spots at \$30K per to residents who need a 2nd spot. It's a major 3 year sxxx show & has created a major division between the people who live there. (cars being towed, cars being damaged when towed, residents not being able to park in their own spots, residents 'blocking' visitor spots, airbnbers parking in wrong spots, etc )

In the last 3 months, many calls were made to Parking enforcements and 16 tickets were handed out for different violations.

The latest situation was the following - 4 work vehicles/vans got ticketed the other night for parking on the street. There was a complaint called in because "commercial" vehicles exceeded the 4 hour max overnight limit. *(separate issue that Planning should address since by-law seems to be a disconnect from needs of residents who have company vehicles -much to everyone's surprise the 12 hour overnight limit does not apply to vehicles that have commercial signage exceeding 15 sq inches or small pick-up trucks/vans with commercial license plates)*

Note that those types of tickets take 2 trips for a MLE (municipal law enforcement) officer. A lot of public \$'s for a \$30 ticket - of which we've heard the city might only recover about 50% from people who actually pay, after spending even more public funds at the Provincial Offences office. It's a significant loss of public \$'s which can be mitigated from not approving

overly aggressive reduced parking during Planning. In summary, the present situation is a lose-lose.

Can you please advise why Staff are recommending an overly aggressive reduced parking standard for 1400 Baseline?

- The parent by-law was written to recognize RM3 apartments in Transcab zone might require more parking. Hence, the option was written into the by-law for upwards of 1.75 spots plus .35 spots for visitors per unit = 2.1 per unit *regardless of the # of BRs*
- The reduction proposed, without knowing the mix of BRs per apartment unit, could be as high as a reduction of approximately 80 spaces.
- 80 spaces requires 480 metres of available public roadway off site.

Can you please advise if there is 480 metres of open roadway available in the whole neighbourhood?

Can you please advise if Staff have considered a reduction of parking will likely result in occupants purchasing annual HCA passes for \$130 simply to park locally for only \$11 per month?

As per the Staff Recommendation in January, "*This reduction is common in recently approved developments*" however, the Staff Report is silent on the after effects.

From what we can determine, the lot, at net 1 hectare now, isn't large enough to accommodate all the parking on site that is 'required' for the amount of housing units the City desires to have on site. The adjacent road network (NSR, Lockport Way, and Baseline Road) is a no-parking zone and will remain as such due to the large sized vehicle traffic to Fifty Point Conservation area. Therefore, it is reasonable to assume overflow parking will have negative impacts in the near vicinity of the land; including but not limited to snow removal & public safety on what potentially will be 480 metres of public lands.

We read in the Staff Recommendation in January that "*This proposed modification has been reviewed by the Supervisor of Zoning who approves of these reductions*". Can you please provide us with a copy of that document? It doesn't appear to be in the Planning file documents the public was provided with. Can you also please advise whether or not any of the Staff that reviewed this proposal live in a Transcab area and/or has reviewed the Transportation Tomorrow document specific to Ward 10 Stoney Creek?

We believe Staff are recommending an overly aggressive reduction in parking standards, hence we are asking if there is an opportunity for consultation on some sort of common ground that would be in the best interests of the city long term, as well as the residents

(present and future). Please advise.

Respectfully,

A large black rectangular redaction box covering the signature area.

---

---

**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Subject:** Planning// 1400 Baseline Road, Winona April 1, 2021  
**Date:** April 1, 2021 10:57:10 PM  
**Importance:** High

---

Hi Alissa

This is a follow up to the Webex meeting of March 18, 2021 regarding 1400 Baseline Road, Winona and as per the Stoney Creek News article of March 25, 2021.

Due to another virtual meeting that evening, I was only able to observe the first 25 minutes but I was able to hear you indicate that the money from the sale of the land was slated for affordable housing, later adding that there may be some for Traffic. I believe your statement to be true as I recall a similar statement at either the Jan. 12 Public Meeting or the Council Meeting. It is, however, unsettling to receive a response email from Councillor Pearson that claims the money from the sale of the land will come back to us (the residents) and be directed toward our concerns – traffic, lighting etc on Baseline and Fifty Rd. Her statement has yet to be verified.

Changing the zoning to include up to a 9 storey Apartment building with a possible density of up to 99 persons is not in keeping with the surrounding area. Maintaining the current zoning makes the most sense, especially when considering the current local density, current traffic in the area, current parking and the proximity of this land to the Fifty Point Conservation Area and all that that means. Residents do not need residents of a 9 storey building, perched in the middle of their community, looking into their back yards and through their windows.

During the March 29, 2021 11 hour meeting regarding housing and planning for the next 30 years, it was noted that the “market demands” are for ground oriented housing (single family, towns and semis) and NOT apartments. The city hired consultant is only projecting the need to build 2,650 apartments from now until the year 2051 in the whole city! The area from Green Road to the City Boundary with Niagara appears to have that covered already, with the # of condo apartment units going in on Frances Avenue.

Good to know that you have indicated that, due to the many concerns regarding parking issues in the area, staff will be re-evaluating the proposed parking reduction and that, in addition, transportation staff will be carrying out traffic counts in the area over the months of May and June.

Please ask that those traffic counts include **July and August** when incoming and outgoing vehicles attending Fifty Point CA are at their peak.

I am happy to hear that the review process has been restarted and that a 2nd public meeting will be held on this application. Hopefully the residents concerns will be heard and addressed. The Planning Act of Ontario indicates (Citizen's Guide to land use Planning) that "the central activity in planning a community is making an official plan, a document which guides future development of an area **in the best interest of the community as a whole.**" "The act encourages early upfront involvement and the use of mediation techniques to resolve conflict."



Please consider this my request to be notified of any and all meetings and activities regarding this application but without using my personal and identifying information in City of Hamilton documentation, including but not limited to, the Hamilton Website!

I am making my views known early in this **restarted** planning process. Hopefully the residents concerns will be heard!

Thanking you in advance,



From: [REDACTED]  
Date: March 31, 2021 5:46:27 PM  
Attachments: [image003.png](#)

---

Thank you Alissa for providing me with further information.

Recent articles in the Hamilton (Stoney Creek) News however, have conflicting quotes from Councillor Pearson. Specifically, Councillor Pearson is now advising the public that proceeds of the sale are also going to be spent to support the 28 storey/600+ unit development at Winona Road, South Service Road and Vince Mazza Way.

In your reply you've advised that regarding the sale of the property, "proceeds will go towards affordable housing initiatives in the City as well as local transportation improvement in the fifty Point Neighbourhood."

The development on Winona, South Service road and Vince Mazza Way is outside of the Fifty Point Neighbourhood.

Can you, or Councillor Pearson, please clarify the mixed messages?

I've also been made aware that the 2018 capital budget project for signalization at Fifty Road and North Service Road has \$80,000 in taxpayer funded reserve, and that it was expected to be funded with an additional \$270,000 from development charges in 2019. The project itself has now been deferred to the 2023 budget cycle, and coincidentally, signalization at Vince Mazza Way and South Service Road was just added as a placeholder with a start/end of 2022 in the 2021 budget.

Now that I'm looking into and learning a bit more about the municipal finances, I find it deeply disturbing that the local residents are being misled. Signalization at Fifty Road and North Service Road, whenever that may occur, does not require a 'pot of money' from the proceeds of the sale of our public asset at 1400 Baseline Road. That project is a growth project and will be paid for from Development Charges.

Presumably too, signalization on Winona Road is also a growth project.

Can you, or any member of Council, please confirm that sidewalks on the Fifty Road overpass is the only transportation infrastructure project (singular) which Council has approved from the proceeds of sale?

For your reference Alissa, and that of Council, here is the link to the Stoney Creek News article where Councillor Pearson has referenced signalization on Winona Road will now be paid for from the proceeds of this public asset: [Stoney Creek Coun. Maria Pearson stands by city bid to allow 9-storey building near Fifty Point \(hamiltonnews.com\)](#)

Thank you for you time

On Wed, 24 Mar 2021 at 10:11, Mahood, Alissa <[Alissa.Mahood@hamilton.ca](mailto:Alissa.Mahood@hamilton.ca)> wrote:

Hi [REDACTED]

Thank you for your comments. I have received the chat content report from the meeting and will be attaching the questions verbatim as written, to the staff report. Everything that was asked or comments made in the Q&A will be available for Council and the public to view.

I will forward your comments to Transportation Planning so that they are aware of the issues related to Fifty Point Conservation area.

Any transportation network upgrades (sidewalks, etc.) that are required as a result of developing 1400 Baseline Road are at the developers expense. At a minimum, the future developer will be required to install sidewalks along the full length of the property.

Regarding the sale of the property, proceeds will go towards affordable housing initiatives in the City as well as local transportation improvements in the fifty Point Neighbourhood.

Thank you,

Alissa

**Alissa Mahood, MCIP, RPP**

Senior Project Manager - Community Planning & GIS

Planning and Economic Development

Planning City of Hamilton

(905) 546-2424 Ext. 1250

**NOTE:** All City of Hamilton offices and facilities have been closed to the public to help prevent the possible spread of the Covid-19 virus. Planning staff will continue to serve the community over the phone or by email. However, staff are working from home as a precautionary measure to protect both the public and staff. Staff will endeavour to reply to emails as soon as possible. Learn more about the City's response to COVID-19 at [www.hamilton.ca/coronavirus](http://www.hamilton.ca/coronavirus)

[REDACTED]  
**Sent:** March 20, 2021 4:41 PM

**To:** Mahood, Alissa <[Alissa.Mahood@hamilton.ca](mailto:Alissa.Mahood@hamilton.ca)>; DL - Council Only  
<[dlcouncilonly@hamilton.ca](mailto:dlcouncilonly@hamilton.ca)>

**Subject:** 1400 Baseline Road Let's Talk Meeting March 18th 2020

Hi Alissa,

Thank you for taking the time to participate in the Let's Talk meeting on Thursday night. I would also like to thank you for the way you professionally and intellectually answered the questions that were relayed to you by the mediator.

I have to say, I was extremely disappointed in the format of the "Let's Talk" meeting. Not only were the community members not given the opportunity to "talk" but the Q&A text box was limited to a very small amount of text which severely crippled the community members ability to provide factual and statistical data to relate to a question or comment. For example, I had prepared two topics in advance for the meeting as did a number of other community members so we would not be presenting on the same topics and asking the same questions. I had to copy and paste a few sentences at a time which led to the mediator missing 90% of my posts and only reading a few blurbs of the entire post. This led to the small blurbs being completely out of context when she relayed them to you. It was also evident that the questions/comments/topics that were read out to you by the mediator were hand selected as there were a number of questions/comments/topics (professional and respectable) that were prepared in advance by other community members that were completely ignored. I can assume these will be emailed to you and the city prior to April 1<sup>st</sup> as requested, if they have not been already. It was very unfortunate and disappointing that the community members came prepared to have a meeting and discuss the city Initiative CI-20-A zoning reclassification of 1400 Baseline Road, and to be honest this "Let's Talk" meeting was completely one sided and unfortunately a complete waste of our time. This point is not directed towards you personally and I mean no disrespect to you in any way. As I had stated above I appreciated how you conducted yourself at the meeting, I am only giving my opinion as a member of the community attending this meeting and how the meeting was conducted.

For the record- The two topics I was trying to post to the chat box at the meeting are listed below and I would appreciate your feedback.

#1:

Through data collected by 50 Point Conservation Area, the park saw roughly 187,000 visitors in 2019 and 184,000 in 2020. It was confirmed 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, camper vans, RV's, and day trip vehicles). The list also includes park members but only park members who purchased their pass 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. As a side note, there is a lot of pedestrian traffic on Baseline Road and it is very busy with people walking/jogging/biking on the street (for leisure, to gain access to the park, as well as going to the plaza at Lockport Way). People who walk into the park do not need

to swipe their pass so their data is not collected.

Knowing that 90 % of this activity happens during 6 months of the year, we had an average of roughly 28,000 extra vehicles on Baseline Road in 2019 per month and an extra roughly 27,600 extra vehicles on Baseline Road in 2020 for the purpose of entering 50 Point Conservation alone. 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 (in the offseason of the park). With the added amount of traffic to 50 Point Conservation, the volume is significantly high on Baseline Road/Lockport Way 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. Baseline Road is barely a two lane street as it is and when people are walking, jogging etc on the street which is all the time, it turns Baseline Road into a one lane road. Also on the point of public safety- A 50 Point Conservation employee was struck and injured by a vehicle last year on Baseline Road while trying to direct the chaotic traffic.

Are you aware of how overwhelmed Baseline Road and Lockport Way currently are? A traffic impact study should be done, and it should be done when we have an extra roughly 28,000 vehicles a month on Baseline Road. (Typically the summer months would be included in the 6 months of the year that 90% of the activity at 50 point occurs).

#2:

1400 Baseline Road is within such close proximity to 50 Point Conservation (680ft or .02KM to the gate house driveway entrance and exit) 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 would like to know why the 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 of the premier spots in Ontario to see an amazing array of birds species.

In addition to the topics listed above, It has been mentioned on a number of different occasions by the City staff and in a number of different news outlets that the City “hopes” to receive 3 million dollars for the sale of the land at 1400 Baseline Road and that the proceeds would be used to fund affordable housing elsewhere in the city. You had also mentioned in the meeting on Thursday that the proceeds from the sale would be used to fund affordable housing elsewhere in the city.

Having said that, there is a lot of contradicting information being given out by city staff members. The panel member representing transportation at the meeting on Thursday (Jeff) mentioned a number of infrastructural items that would likely need to be completed, items such as traffic lights, sidewalks and traffic calming measures to list a few. You also touched on a number of infrastructural items during the meeting. The email response sent from Maria Pearson to a handful of community members (including myself), in regards to the City

Initiative CI-20-A zoning reclassification of 1400 Baseline Road stated:

“I have received several inquiries and concerns regarding traffic, sidewalks, lighting etc in your neighbourhood since being elected and want to move forward with many traffic calming initiatives in the Fifty Road and Baseline Road areas. At this time I have no pot of money to pull from to enable such projects to go forward. I am hoping the sale of 1400 Baseline Road will give me the necessary funds to pursue installation of signalization, sidewalks and lighting on the overpasses (where we can as the Province controls the bridges). I am confident such initiatives will certainly make your neighbourhood safer, especially for residents wishing to ride a bicycle or push a stroller to Costco.”

The amount of infrastructural work that needs to go into the immediate area surrounding 1400 Baseline Road in order to make this site workable or suitable for the proposed increase in intensification and rezoning from low density to medium density would be astronomical. To use the examples that yourself, Jeff and Maria have used; traffic lights, sidewalks, traffic calming measures, just to list a few. This infrastructural work alone would cost well north of 3 Million Dollars.

My question is, which one is it? Infrastructure or affordable housing? The sale of the land will not produce the amount of money needed to fund both affordable housing elsewhere in the city as well as fund the needed infrastructural work that would need to be completed in order for this site to be suitable and safe for the proposed increase in intensification.

Thank you for your time and I would appreciate your feedback.

Sincerely,



**From:** [REDACTED]  
**Cc:** [Pearson, Maria](#)  
**Subject:** Request Delay Public Information Meeting Re: 1400 Baseline Road CI-20-A  
**Date:** February 24, 2021 1:04:39 PM

---

Good Day Alissa;

Over the past couple of weeks I have received numerous emails, messages and notes attached to my door, from the residents in our neighbourhood expressing their concerns with the format and timing of the upcoming public information meeting. There are a number of elderly who do not own computers or who aren't tech savvy enough to participate in a virtual meeting. There are those who are concerned that the meeting will be scheduled on a weekday afternoon, thus precluding people who work from participating. Finally, others have expressed their concern with mid-March falling during Spring Break; and while the holiday has been postponed, people have planned trips.

We, the community, are requesting the meeting be delayed to early **May**, when hopefully at such time we will again be allowed to attend an in-person meeting, (with masks and distancing) at the **Winona Community Centre**. We would also like the meeting to be held on a **Saturday** to afford those who work during the week the opportunity to attend.

Since 'resetting the clock' on this initiative has occurred, the energy and commitment in the community has further intensified. People want to participate and be heard by our elected officials, and feel a virtual meeting in two weeks will not afford many the opportunity. The world is slowly opening up and in-person meetings will soon be a reality again. Let's wait till May and hold the meeting then.

Sincerely;

The Community bordering 1400 Baseline Road.

**From:** [REDACTED]  
**To:** [Mahood, Alissa](#)  
**Subject:** Rezoning at 1400 Baseline Rd  
**Date:** March 26, 2021 10:01:53 AM

---

Hello Alissa

The article in this week's Stoney Creek News about the captioned topic said to send concerns/comments to you by April 1st. I want to add my opposition on the rezoning issue.

I live in the 50 Point community and concur with the concerns raised in the newspaper article about the rezoning of 1400 Baseline Rd. The traffic along Baseline Rd, especially in the summer, is already at troublesome levels in my opinion. Add to this that there is a day care in the 50 Point plaza at the corner of Baseline and Lockport, as well as a Dentist, a walk-in clinic, among other businesses, only adds to the existing traffic issues in this somewhat confined area..

I strongly disagree with rezoning the said piece of land to accommodate a structure of 9 stories.

Notwithstanding the pending traffic issues rezoning will create, as well as any potential environmental issues already raised, simply from a visual pleasing point of view, if you drive about 2 km east along the North Service Rd from 1400 Baseline issue you will see two 9+ story apartment buildings that don't match the other homes in the immediate area. This 9 + story structure is, to be blunt, an ugly eye-sore.

To allow a developer to construct a 9 story structure at 1400 Baseline is simply shameful. If this piece of land is to be developed, at least maintain the same townhouse format that already exists beside this property.

[REDACTED]



**From:** [REDACTED]  
**To:** [Mahood, Alissa](#); [DL - Council Only](#)  
**Cc:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Ward 10 - Initiative CI-20-A Zoning Reclassification 1400 Baseline Road  
**Date:** March 23, 2021 1:14:19 PM

---

Dear Allisa;

The following are the questions and statements we wish to put forward for the record as a result of the Let's Talk Meeting.

**Clr Pearson's form email to the community:**

Clr Pearson, you referenced a pot of money and a desire to address our concerns regarding traffic, sidewalks and lighting in the Fifty Road/North Service Road/Baseline Road areas then implied that the sale of the 1400 Baseline property would give you the funds to pursue signalization, sidewalks and lighting on the overpass.

- There already is lighting on the Fifty Road overpass... Is it not true that HOW the money will be spent has already been decided by Council some time ago? You have previously stated affordable housing in the news.
- Is it also not true that the sale of this land and how the money is spent has absolutely ZERO significance or impact to the rezoning to allow a 9 storey building?
- Is it not true that there already is \$350,000 earmarked for signalization at North Service/Fifty Road, \$90,000 of which came from our property taxes in 2018/2019? Why hasn't this work been done if the funds are sitting in an account?
- Lastly, there is an additional \$1.5 million sitting in the city's reserve funds for traffic projects on Fifty Road. Would you have us believe that you HAVE to rezone 1400 Baseline to allow 9 stories in order for our area to get traffic calming?

I, and many of my neighbours have been writing to you for years about the traffic issues in our area and you have never bothered to respond. It's rather suspect that you are now linking the two issues, especially when you have said that you don't believe in speed bumps and it's your opinion traffic calming is dangerous and creates road rage.

**Trans Cab Service:**

**1400 Baseline - A remnant stock of vacant land in a sea of low density car dependent lands in a Transcab area. The dependency on a vehicle will not change.**

Efficiency

Cost

Cost to city \$20 to HSR per rider per round trip

The higher the volume of users the higher the cost to the city

Cost to rider \$0.50 per one way trip an increase of up to 24% per standard fare

Cost to residential property taxes 0.028% tax rate amounts to ~ \$100 for an average house value \$600,000

Effectiveness

Travel time

Adds 4 to 6 hrs of travel time for user

Leaving from home

It can take up to 1 hour for cab to pick up rider

Jones Rd bus runs at 30 minute intervals

Leaving from Eastgate

Trans cab often waits at Jones Rd for multiple riders, this means waiting 30 minutes for next bus

Service is unreliable for working people, decision to be made, go early to make sure trans cab inefficiencies is built into travel time – the need to make that kind of decision leads to the conclusion that Trans Cab does not provide a fair service never mind a good service

What is the required number of ridership needed to improve the efficiency and effectiveness of the Trans Cab system? Is this a known number?

It is too late to infill with higher “transit supportive” densities in this neighbourhood

The best use, and most sustainable use of this “end of stock” land is to:

1. Leave it low density in order to ensure the least amount of vehicles will be added to those local roads.
2. that the least amount of residents use Transcab to keep city costs down.

An apartment style housing will increase the volume of vehicle traffic in the immediate area. It is known or ought to be known that the TransCab service is not reliable in a timely fashion, meaning it is not a reliable service to be dependent on to get to work each day.. Therefore the TransCab will continue to be underutilized having an effect on higher volumes of vehicles in the immediate area.

How is the city planning on addressing this increase of vehicle traffic?

### **Holding Provision and Lack of Studies:**

Council has approved the increased density with a ‘holding provision’ that requires traffic, servicing and infrastructure studies to be done BEFORE the site is developed. The developer who purchases the land will have to pay for these studies.

What if the studies show the site is not feasible for a higher density?

Is Council going to ignore the studies and let the higher density build happen anyway?

Will Council Not approve the higher density build thus resulting in the developer launching a lawsuit against the City for zoning misdirection and costs of the studies?

The City’s costs would be borne by taxpayers when it was the City’s responsibility to have done the studies before the rezoning in the first place.

What the Council have done instead, is approve the rezoning to a higher density without doing any studies or tests to make sure it’s feasible.

### **Higher Density Builds Clr Pearson DID NOT support:**

**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 rtes, 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 Stonechurch and West 5<sup>th</sup>, 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 ms 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 city's recent history is to deny 9 stories in areas with more existing infrastructure than what this one will have?**

**Regards;**

[Redacted signature line]

[Redacted contact information]



**February 8, 2021**

Andrea Holland, Clerk  
City of Hamilton  
71 Main St. W.,  
Hamilton, ON

VIA EMAIL ONLY

Dear Ms. Holland:

**RE: 1400 Baseline Road, Former City of Stoney Creek  
Official Plan Amendment 144 and Proposed Rezoning  
Bills 17 and 18, City Council Agenda, February 10, 2021**

NPG Planning Solutions Inc. has been retained by Wentworth Common Element Condominium #479 and Lakewood Beach Community Council Inc. in regard to the above matters for 1400 Baseline Road, former City of Stoney Creek, now Hamilton. In accordance with Sections 17 and 34 of the Planning Act, we are providing these formal written comments to City Council prior to the adoption of the Official Plan Amendment by By-law and prior to the adoption of the Zoning By-law Amendment for the subject lands.

The proposed Official Plan Amendment (OPA) and Rezoning for the subject lands are to achieve the following:

- a. OPA – to amend the Secondary Plan to expand the range of permitted dwelling types (townhouses, maisonettes, apartments) on site. Currently only Low-Density Residential uses are permitted. The new designation would permit townhouses, maisonettes and apartments to a maximum height of 9 storeys. A redesignation to Medium Density Residential 3 for the subject lands is also part of the Official Plan Amendment.
- b. Rezoning – to create a site-specific zoning designation to implement the range of permitted uses with site specific provisions. The zoning includes a holding provision for:
  - a. Water/Wastewater Servicing Analysis
  - b. Traffic Impact Study

c. Funding of Works

As part of this City initiated OPA/Rezoning, the following is noted from the staff report considered on January 12, 2021:

- A Functional Servicing Report was not done
- A Stormwater Management Study was not done
- A Traffic Impact Study was not done
- A Noise Study was not done
- An Archaeology Study was not done
- The City did a “massing” study which formed the basis of the zoning regulations however this was not included as part of the staff report, although it was referenced in the staff report.

The determination of several factors related to the ultimate development of the site must be assessed through the completion of the appropriate studies as identified above. This includes servicing, for which internal staff comments raise issues, as well as traffic, noise and more. Every private sector proponent would be required to complete a pre-consultation with the City to identify the necessary studies and only once those studies have been completed would a detailed design for the site be able to be confirmed. Review by internal staff, agencies, and a public process would follow. This did not happen with proposed OPA 144 and the proposed Rezoning – an internal circulation occurred, an unreleased massing study was prepared, and the resultant OPA and rezoning, absent the key studies, was prepared.

The staff report recommends supporting the Official Plan Amendment and rezoning with the resulting By-laws on the Council agenda this Wednesday. It is incumbent upon the City to establish that the proposal fulfills the requirements of the Provincial Policy Statement, A Place to Grow (Growth Plan for the Greater Golden Horseshoe), and the City's Official Plan.

The staff report for the subject lands identifies the residential intensification requirements of the City's Official Plan and the policy “tests” to assess conformity. These have been reviewed and the following are the policies and the review that I have completed.

Policy # and Wording	Achieved/Not Achieved
<b>B.2.4.1.4 Residential intensification</b> developments shall be evaluated based on the following criteria:	
a) a balanced evaluation of the criteria in b) through g), as follows;	Not Achieved – see commentary
b) The relationship of the proposal to existing neighbourhood character so that it maintains, and where possible, enhances and builds upon desirable patterns and built forms;	Not Achieved/Can't Say – Because the massing study was not released, it is difficult to say. Issues such as height, location of buildings, location of driveways, sun shadow analysis, built form relationships are not communicated.
c) The development's contribution to maintaining and achieving a range of dwelling types and tenures;	Yes
d) The <i>compatible</i> integration of the development with the surrounding area in terms of use, scale, form, and character. In this regard, the City encourages the use of innovative and creative urban design techniques;	Not Achieved/Can't Say – see item b) commentary above
e) The development's contribution to achieving the planned urban structure, as described in Section E.2.0 – Urban Structure;	Likely
f) Infrastructure and transportation capacity; and,	No – there are no servicing studies to be done for water/wastewater; stormwater; transportation.
g) The ability of the development to comply with all applicable policies.	No

And further:

Policy # and Wording	Achieved/Not Achieved
<b>B.2.4.2.2</b> a) The matters listed in Section B.2.4.1.4;	Not Achieved – see above table

Policy # and Wording	Achieved/Not Achieved
b) Compatibility with adjacent land uses, including matters such as shadowing, overlook, noise, lighting, traffic, and other nuisance effects;	Not Achieved – no studies completed to determine if these issues have been addressed
c) The relationship of the proposed buildings with the height, massing, and scale of nearby residential buildings;	Not Achieved/Can't Say – Because the massing study was not released, it is difficult to say. Issues such as height, location of buildings, location of driveways, sun shadow analysis, built form relationships are not communicated nor is an assessment provided of how these policy requirements are addressed.
d) The consideration of transitions in height and density to adjacent residential buildings;	Cannot be determined – the proposed zoning does include setbacks for the properties to the east however without seeing actual building placement it cannot be confirmed.
e) The relationship of the proposed lot with the lot pattern and configuration within the neighbourhood;	Not Achieved/Can't Say – see item d) commentary above
f) The provision of amenity space and the relationship to existing patterns of private and public amenity space;	Can't Say – without a site layout it is difficult to determine how pedestrian and cycling access will be provided to Fifty Point Conservation Area.
g) The ability to respect or enhance the streetscape patterns, including block lengths, setbacks, and building separations;	Not Achieved/Can't Say – see item d) commentary above
h) The ability to complement the existing functions of the neighbourhood;	No
i) The conservation of cultural heritage resources; and,	Not Achieved – the lands are within an area of Archaeological Potential on Schedule F-4 of the Urban Hamilton Official Plan. No study was done.
j) Infrastructure and transportation capacity impacts.	No

The staff report has identified that the proposal is in conformity with the Provincial Policy Statement and A Place to Grow. The above policies in the City's Official Plan are the foundational policies that determine the appropriateness of residential intensification on the subject lands and implement the intensification requirements of the Provincial Policy Statement and A Place to Grow. With so much information yet to be completed, the principal of increasing height and density on the subject lands cannot be confirmed. Put another way, without understanding issues of density, massing, servicing, traffic and transportation, compatibility (and more, as identified above) and how these issues are addressed in the Official Plan Amendment and Zoning By-law, the policy and zoning provisions should not be adopted. The City's OPA and rezoning have not met the requirements of its own Official Plan for assessing intensification proposals.

With regard to the Provincial Policy Statement (PPS), the City staff report has identified conformity to the PPS. The PPS requires the following:

"1.1.3.2

Land use patterns within settlement areas shall be based on:

- a. densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed;  
and
- g) are freight-supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.



1.1.3.3

Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4

Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. “

The foregoing policies require intensification to be completed taking into account planned infrastructure; address transportation, traffic and active transportation; appropriate development standards; and more. The City's report identifies that assessment of infrastructure, transportation, noise, parking, and active transportation will be assessed through a future Site Plan. Respectfully, this is not consistent with the PPS which requires that these assessments be completed for all decisions under the *Planning Act*. Similarly, with regard to A Place to Grow, the lack of a fulsome review of infrastructure, transportation, active transportation, and the massing study not being released for public comment, conformity to the policies for the Delineated Built-Up Area and more broadly A Place to Grow cannot be confirmed.

The City has initiated this Official Plan Amendment under Section 17 of the *Planning Act* and the rezoning is under Section 34 of the *Planning Act*. The process is outlined in the Act for obtaining public feedback and the City has further established processes including notification, signage on the site, and public meetings. Questions have arisen regarding notification and the public participation process. Our clients remain concerned that the notification provisions were insufficient for affected landowners and organizations to provide input through the statutory process.

This letter is submitted for Council's consideration in regard to the two bills on the February 10, 2021 Council Agenda. The bills should be deferred until a proper consultation process has been completed, the required studies completed, and a



thorough analysis of the implications of the studies and a refined site design is completed. Our clients are available to meet with the City; however, the necessary work must be done to substantiate the principal of Medium Density Residential development on this site together with fulsome community engagement.

Yours truly,

A handwritten signature in black ink that reads "Mary Lou Tanner". The signature is written in a cursive, flowing style.

Mary Lou Tanner, FCIP, RPP  
Principal Planner and Partner

Copies to Clients